

# Art & History in Modern China

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Humiliation; Crisis





George Macartney (1737–1806)





William Alexander (1767–1816), *Self-Portrait* [1793]





William Alexander, *The Approach of the Emperor of China to His Tent in Tartary to Receive the British Ambassador* [1793]





William Alexander, *Macartney and Qianlong* [1793]





“As your ambassador can see, we possess all things. I set no value on objects strange or ingenious, and have no use for your country’s manufactures.”

Letter from Qianlong to George III  
[1793]

William Alexander,  
*Qianlong*  
[1793]





White Lotus Rebellion (1794–1804)





Canton [1850]





Howqua



Tenqua



Mouqua





British East India Company  
*The Sons of William Money (d. 1796)*









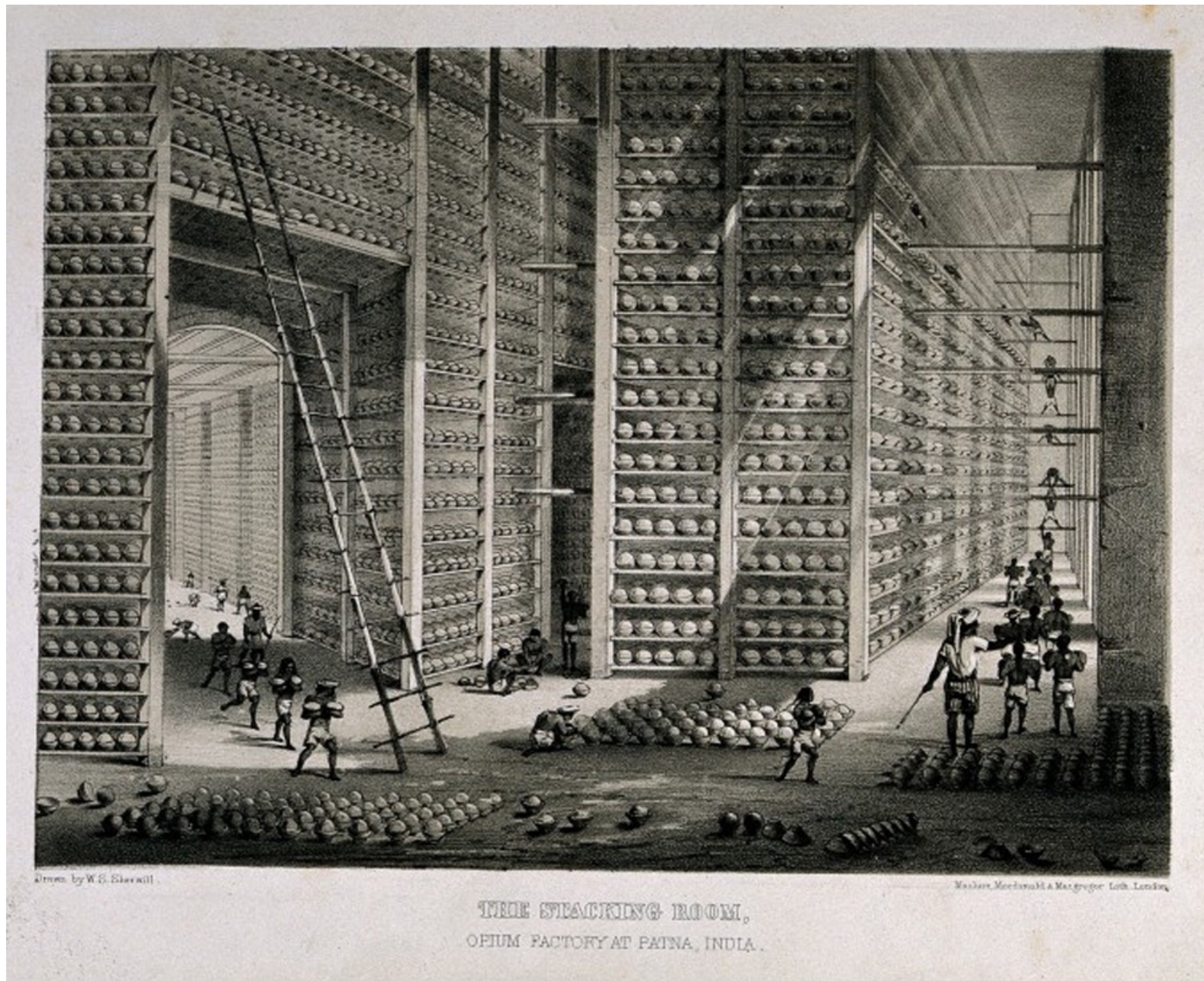
Synoptic depiction of tea production [ca. 1800]





*Opium Factory at Patna, India [1850]*





*Opium Factory at Patna, India* [1850]





Pearl River Delta





*The Opium Ships at Lintin [Island] in China, 1824*





[1843]











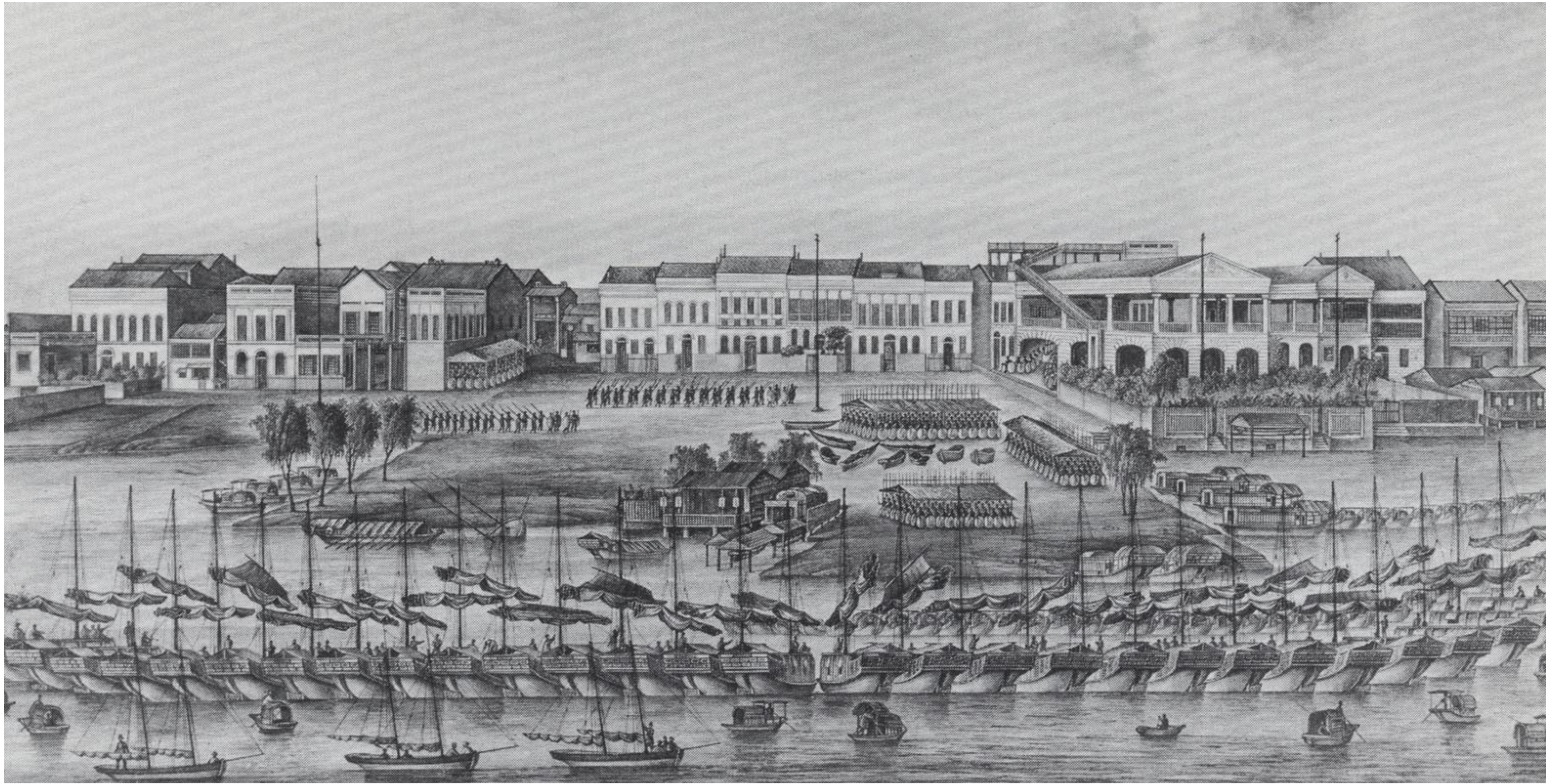






Lin Zexu (1785–1850)





Blockade of foreign trade at Canton [1839]





[January 17, 1841]





[July 23, 1842]



THE FIVE PORTS OF CHINA OPEN TO BRITISH TRADE.



AMOY, FROM THE ANCHORAGE, SHOWING THE PORTS.

I. AMOY.

In previous volumes of the *Saturday Magazine* we have given a historical notice of the origin and progress of the British trade in China; of the city and province of Canton; and of the manners and customs of the Chinese in general; thus presenting such interesting details respecting the remarkable inhabitants of this great empire, as the sources of information up to the present eventful period had enabled us to collect.

But our recent contest with the Celestial Empire, and the interest which has now become attached to those portions of China which have been the scene of conflict, or which are thrown open to us by the late treaty, have caused so much inquiry on the subject, and have clothed the accounts of the latest writers with so great a charm, that we proceed to place before our readers a particular notice of the towns most frequently named in connexion with late events; and especially of the five ports now opened to British enterprise and commerce; together with such additional notices of the Chinese character and condition as our increased acquaintance with their country has enabled us to obtain. A clearer idea will be gained of the subject if our readers will refer to a map of China, as they peruse these articles. They will meet with some inaccuracies in most of our maps, when compared with the latest intelligence, yet they will find it advantageous to consult them.

The five ports we shall notice in the following order—  
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I. AMOY. II. FOO-CHOO. III. NING-PO.  
IV. SHANG-HAI. V. CANTON.

Amoy is a celebrated sea-port in the province of Fokien, on the eastern coast of China, and it will be seen by reference to our illustration, that its scenery has somewhat of a picturesque character, although not indicative of great fertility. Amoy is seated on the left side of a bay which deeply indents the country and forms numerous islands. The importance of this place as a British trading post may be estimated by the description of the city given by the Rev. Mr. Gutzlaff.

The city is very extensive, and contains at least two hundred thousand inhabitants. All its streets are narrow, the temples numerous, and a few large houses owned by wealthy merchants. Its excellent harbour has made it from time immemorial one of the greatest emporiums of the empire, and one of the most important markets of Asia. Vessels can sail up close to the houses, load and unload with the greatest facility, have shelter from all winds, and in entering or leaving the port experience no danger of getting ashore. The whole adjacent country being sterile, forced the inhabitants to seek some means of subsistence. Endowed with an enterprising spirit and unwearied in the pursuit of gain, they visited all parts of the Chinese empire, gradually became bold sailors, and settled as merchants all along the coast. Thus they colonized Formosa, which from that period to this has been their granary; visited and settled in the Indian Archipelago, Cochin-China, and Siam. A population constantly overflowing demanded constant resources for their subsistence, and this they found in colonization.

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THE FIVE PORTS OF CHINA OPEN TO BRITISH TRADE.



INTERIOR OF A CHINESE FORT.

II. FOO-CHOO-FOO.

Foo-choo-foo, the second in our list of the Chinese ports in which this country has now a powerful interest, is situated on the banks of the river Min, and is a town of much commercial importance. It is the capital of the province of Fokien, and lies to the north-east of Amoy on the same coast, at a distance of five miles from the sea.

The narrow passage at the mouth of the river Min is called Woo-foo-mun, and is in name nearly the same as the Bocca Tigris of the Canton river, to which it bears some resemblance. There is a ruined fort on each side, and various others are scattered about the hills on the banks of the river, but they merely serve to add to its picturesque beauty, being most of them perfect ruins, and all, with the exception of one at Mingan, entirely dismantled and untenanted. No war-boats of the description of those about Canton were found here; the only ones seen by Mr. Lindsay's party were small heavy boats, little different from the boats of the country. Two or three war-junks were seen lying at the Kwang-tow, where all vessels entering or quitting the harbour stopped to procure their permit. Mingan is distant about twelve miles from Woo-foo-mun; and the mountains on each side are cultivated in ridges to the very summit with wheat and vegetables.

For about five miles in the vicinity of Mingan, the river is contracted to a narrow channel of not more than a quarter  
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of a mile; and the mountains on each side rise abruptly to a height of several thousand feet. The scenery is highly beautiful, and strongly resembles that on the banks of the Rhine. A few miles above Mingan the river divides into two wide branches, the northern of which leads to Foo-choo. The banks of the river are here of the richest alluvial soil, and the mountains recede to some distance from the banks; one bold abrupt ridge, terminating in a perpendicular cliff on the southern side, is very remarkable. Having sailed about twenty-five miles from Woo-foo-mun, a forest of masts and several handsome pagodas intimated the vicinity of the capital; and finally we were gratified with a view of the far-famed bridge of Foo-choo-foo, of which the splendour and magnificence is celebrated over the whole empire. The town is here built on both sides of the river, and is perhaps about two-thirds the size of Canton. The bridge consists of thirty-three arches, or rather diamond-shaped piles of huge masses of granite, which support transverse blocks of enormous dimensions. The length of the bridge is four hundred and twenty yards, the breadth not above fourteen feet; and narrow as this is, a large portion is occupied with temporary shops. The depth of the river is three and four fathoms, with a very rapid current; the flood-tide is hardly felt, except by occasioning a rise in the water. As a work of labour the bridge is wonderful, but no symptoms of architecture or science are displayed; in many places it has sunk considerably, but from its massive structure, it has already stood the test of centuries, and will probably endure for many more. I confess we were disappointed after having read Du Halde's account of this wonderful bridge of one hundred arches described as follows:—"It (Foo-choo)

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THE FIVE PORTS OF CHINA OPEN TO BRITISH TRADE.



CHINESE FISHERMEN.

IV. SHANG-HAI.

The port which we now arrive at bears an important relation to late events, as will be seen by a description of its situation and commercial character. Shang-hai is situated on the Woo-sung, which flows into the estuary of the great river YANG-TSE-KIANG, or, *Child of the Ocean*. This latter is one of the most extensive rivers in the world, and passes over two thousand seven hundred miles of country in its circuitous route.

The advantageous position of Shang-hai, not only with respect to this river, but to the most important tea-districts which lie to the south, has caused it to become a great emporium of trade in general. The distance from Ning-po, the last port described, to Shang-hai, cannot much exceed one hundred miles.

The position of the capital of China, (Pekin,) and of the great canal which stretches nearly a thousand miles from north to south through China, should be traced on the map, in order that the reader may understand the importance of the towns which are seated at and near the embouchure of the Yang-tse-Kiang. From the fertile districts around the mouth of this river the supplies

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of rice, tea, and other provisions for the capital are chiefly drawn; the northern provinces being for the most part sterile, and insufficient in produce. Hence it follows that an enemy gaining possession of the principal seats of trade on that part of the river, is enabled at pleasure to cut off the supplies from Peking and the adjacent country, having at command that northern branch of the canal which affords the great means of conveyance. It is not surprising then that the occupation of *Ching-kiang-foo*, and the approach towards Nankin, (both on this river), lately effected by the British, should at once put an end to the war, by impressing on the Chinese the necessity of an immediate submission.

The privilege of trading at such an emporium as that of Shang-hai will be therefore highly advantageous for the British. It is the great means of communication with Shantung and the coast of the Manchoo Tartars on the north, and with the tea district on the south. The climate both at Shang-hai and Ning-po is in summer oppressively hot, but in winter very severe, so that there is a great demand for broad cloths and furs.

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THE FIVE PORTS OF CHINA OPEN TO THE BRITISH TRADE.



EUROPEAN FACTORIES AT CANTON.

V. CANTON.

FOR the sake of rendering a complete account of our trading ports in China, we include Canton in the list; although this is not a newly opened port, but, on the contrary, has been, from a distant period, the only really available channel of commerce for foreign nations. Three Supplements, in Vols. X., XI., and XII., of the *Saturday Magazine*, have already been devoted to a description of Canton, its situation, trade, inhabitants, &c., and we have only now to add such remarks as more recent information, and the change in the position of this port with respect to English trade, seem to demand.

In returning from Shang-hai, described in our last article, to the port of Canton, we retrace on the map the course already pursued, passing the Chusan group of islands, the port of Ning-po, that of Foo-choo, and that of Amoy. In approaching Canton the island of Hong-Kong claims attention among the numerous islands which are scattered about the entrance of the bay. This island being now ceded to Britain deserves particular notice. We shall therefore describe it in a separate article.

The towns on the banks of the river as we approach Canton have a picturesque appearance, some of them being thickly interspersed with trees. The pagodas are numerous, crowning the summit of the hills, shooting up from the green rice-fields, or overtopping the woods. The general character of this level and fertile country is occasionally varied by the occurrence of masses of granite, forming hills of considerable height. The river is crowded with boats, and the water branches

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off in all directions into canals, streams and creeks. Over the rice-grounds that lie above Whampoa, the city of Canton appears with its long line of European factories.

With respect to this hitherto important city, it has been truly remarked in a leading journal of the day, that unless fresh misunderstandings occur between the British and the Chinese, the opening of four new ports to the enterprise of our merchants will soon and materially alter the condition and direction of the eastern tea-districts, and of all the countries which trade with them. To Canton the new arrangement is likely to prove a heavy blow. Its chief articles of export are tea and bullion: the former will henceforth be shipped in preference at the ports in the tea-provinces; and the exportation of silver, if tolerated, can be effected as easily at Shang-hai as at Canton. Commerce will now be more extensively diffused; and with it we may hope, that a numerous train of attendant benefits will visit this hitherto sealed empire.

The number of itinerant workmen and pedlars in Macao attracted Mr. Bingham's attention. He describes the perambulating blacksmith with his portable forge, the bellows and anvil being slung at one end of a pole, while at the other is a basket containing coals, old iron, pan for the fire, &c. The ambulatory barber also is constantly on the move, with a small chest of drawers containing his razor, brush, soap, and a set of instruments for cleaning the ears. When occupied in his vocation, should he not be furnished with his own apparatus for heating water, he will get permission to

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WHAMPOA.



WHAMPOA ISLAND AND THE CANTON RIVER.

ABOUT ten miles below the city of Canton, the island of Whampoa divides the river into two channels. This island affords safe anchorage-ground for foreign ships trading to Canton, and on arriving at Whampoa the bustle and variety of the Canton river become very striking. The river seems to be alive with boats, some fishing, some passing up and down or across in all directions. On the shores, as far as the eye can reach, green fields appear in every direction, intersected by small canals, and sheltered by elevated lands which form an agreeable back-ground to the picture. Small villages, each with a dense and bustling population, may be descried through the shady and rich foliage of the banana, the orange tree, and the bamboo. Mat sails are universally employed for Chinese junks of all sizes, and these give a peculiar feature to the scenery about Whampoa, and from thence up to Canton. An eye-witness describes these sails as being composed of a number of mats sewed together, with from six to eight bamboo battens placed at equal distances, and horizontally across the sail; the space between each constituting a reef, which is always taken in on the foot, by lowering the halyards, and rolling up on the battens, from the extreme end of each of which are lines so placed as to meet at a centre to form the sheet, but yet each supporting its own batten. These junks and boats invariably *tack*, for the act of wearing would, from the jibbing of the sail, endanger their lightly secured masts.

On anchoring at Whampoa, two boats from the offices of the local authorities are placed alongside to prevent smuggling, and their permission is necessary to the landing or shipping of any goods. The exactions on

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foreign ships have hitherto been very oppressive, and have led to an extensive system of smuggling. In the lading and unlading of ships, a linguist is employed, who transacts all the necessary business connected with fees and duties at the government offices. Five or six of these men are licensed by government, and are considered responsible for all proceedings connected with the cargoes of European vessels.

Conspicuous on the island of Whampoa is its stately pagoda, which rises to an elevation of a hundred and twenty feet. Like most other edifices of the kind it is constructed of brick. The view from its summit is very fine, embracing the varied scenery of the adjacent hills and valleys, and the extensive and animated navigation of the Canton river. Pagodas are also seen erected at certain distances all up the river as far as Canton, and even beyond. Mr. Bennett remarks that in looking from the terrace of the East India Company's late factory, it was observed that these pagodas formed a line of watch-towers; and signals and lights could pass from them with rapidity from one to the other, forming excellent means of telegraphic communication. The pagodas here and elsewhere are, as it is well known, the religious buildings of the Chinese; indeed the name pagoda is a corruption of the Sanscrit word for "holy house." These temples generally consist of a porch or vestibule, an outer sanctuary for the priests, and an inner sanctuary, containing the principal idol. As the fruit of idolatry we may naturally expect to find superstitious observances among the Chinese, when death occurs in their families; and such the report of recent observers proves to be the case,

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HONG KONG



THE NEIGHBOURHOOD OF HONG KONG.

THE Portuguese town of Macao, which has long been falling into decay, has received its final blow by the establishment of the British settlement of Hong Kong. This new seat of our eastern commerce is noticed very favourably by the most competent judges.

Hong Kong forms the most northerly of the group of islands at the mouth of the estuary that leads to Canton. It is in lat. 22° 17' N., and long. 114° 12' E. It is distant from Macao about thirty-five or forty miles, and from Canton about a hundred. The island is about eight miles in length, and from two to five in its greatest breadth. The strait which separates it from the mainland is, in some places, barely a mile in breadth, while at others it is five and six miles broad. The bay of Hong Kong is situated between the north-western extremity of the island and the mainland. The usual entrance is by the Lamma channel; but there is also a narrow and deep passage round the eastern end of Hong Kong, passing close to Cowloon. This bay cannot probably be surpassed by any in the world, not only by reason of the great number of ships which it can accommodate, but also of its safe anchorage, compared with any other harbour in China, and the depth of water close to the land, which along the greater part of the bay is sufficient for a seventy-four to float at a distance of a cable's length from the shore. From this circumstance alone, the island must prove a valuable commercial acquisition. The bay is formed by a high island, and the mainland about Cowloon, or properly Kowlung. In this name the word *Kow*, which commonly stands for nine, has the signifi-

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cation of winding or zig-zag, and applies to a winding range of hills upon the mainland, which fancy has likened to a dragon (*lung*), stretched in various curvatures upon the ground. Hong Kong is a corruption, or rather a provincial mode of pronouncing *Heang-keang*, the fragrant stream, that winds along the valleys, or tumbles gracefully over the shelving rocks in its passage to the sea.

The island abounds with magnificent granite quarries, so that warehouses on any scale can be built close to the water's edge, and wharfs easily thrown out, which will enable ships to approach for the purpose of loading and unloading. An abundant supply of fresh water is always to be procured. In other respects this new colony possesses but few advantages. Its northern side is formed by a connected ridge of mountains, the highest of which is about two thousand feet above the level of the sea. Except in a few spots, these mountains are barren and uncultivated, formed by black projecting masses of granite; the intervals giving shelter to herbage and brushwood. There are no fine trees; and, unlike the generality of mountainous districts, it possesses but few valleys, and these not of great extent. The mountains, for the most part, fall perpendicularly into the sea, thus leaving but little space for building at their base. The interior and south side is chiefly formed by level and undulating land, and appears to be far better adapted for private residences than the north side. Here, too, there are some very fine bays, the chief of which are Ty-tan and Chuck-pie-wan. At the former place a military

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[1860]

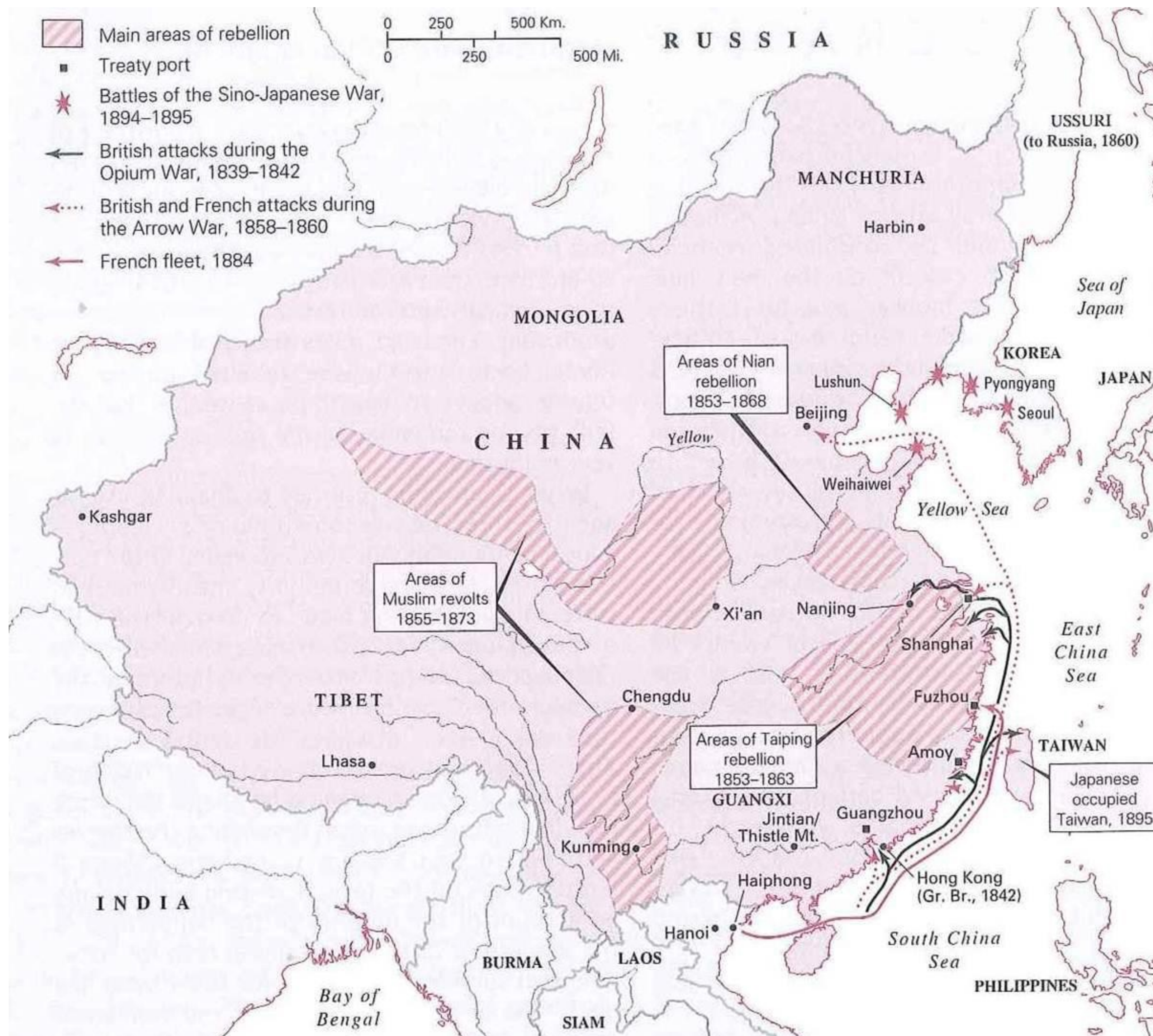
Hong Kong  
(British colony, 1842–1997)





Taiping Rebellion (1850–1864)









Joint British-French Fleet  
[Hong Kong, March 1, 1860]





[August 21, 1860]









22 Anting Gate of Peking after the Surrender, 13th October, 1860.  
English and French Troops taking possession.

[October 13, 1860]









[Prince Gong]

[November 2, 1860]



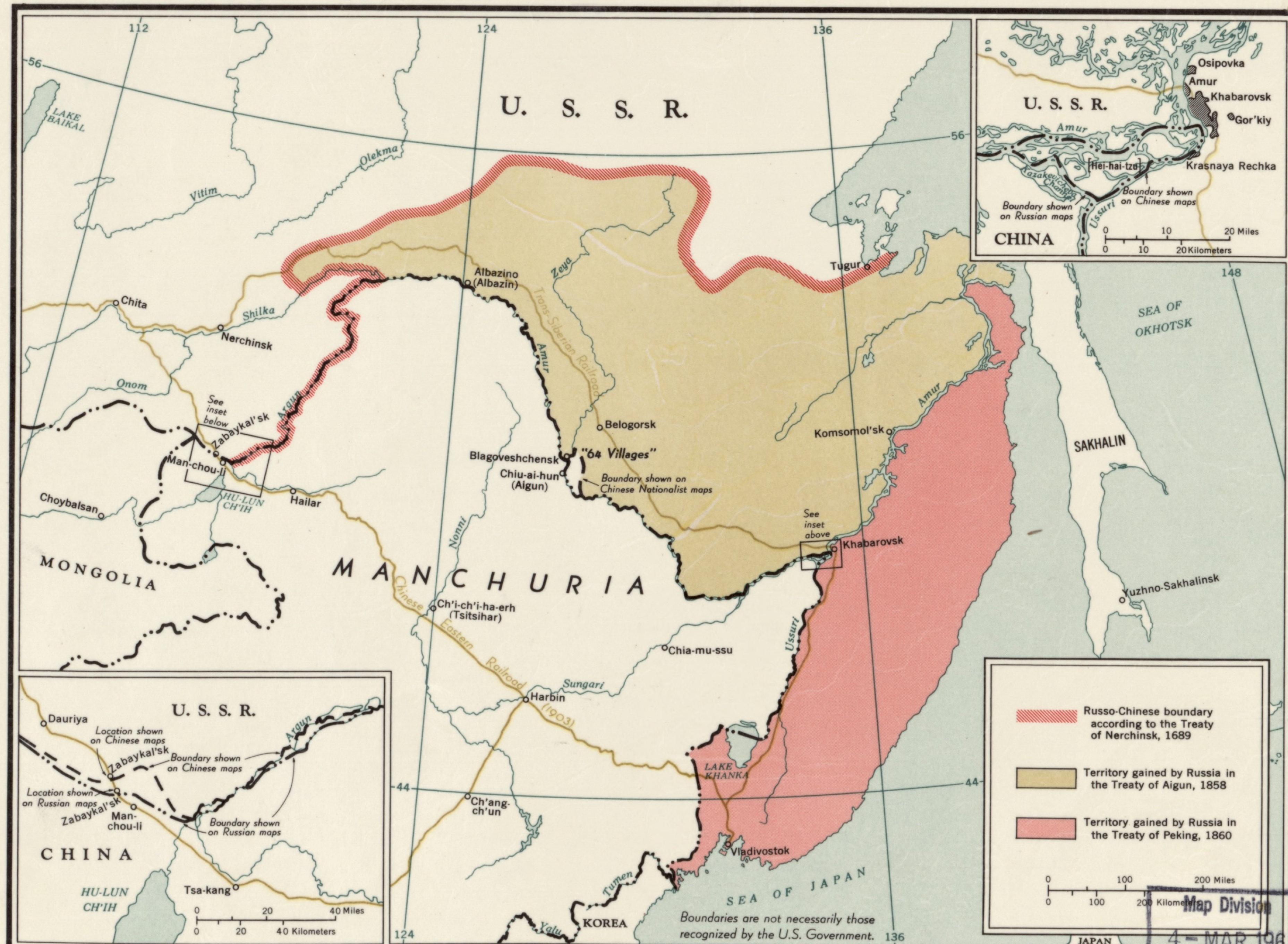
[Lord Elgin]





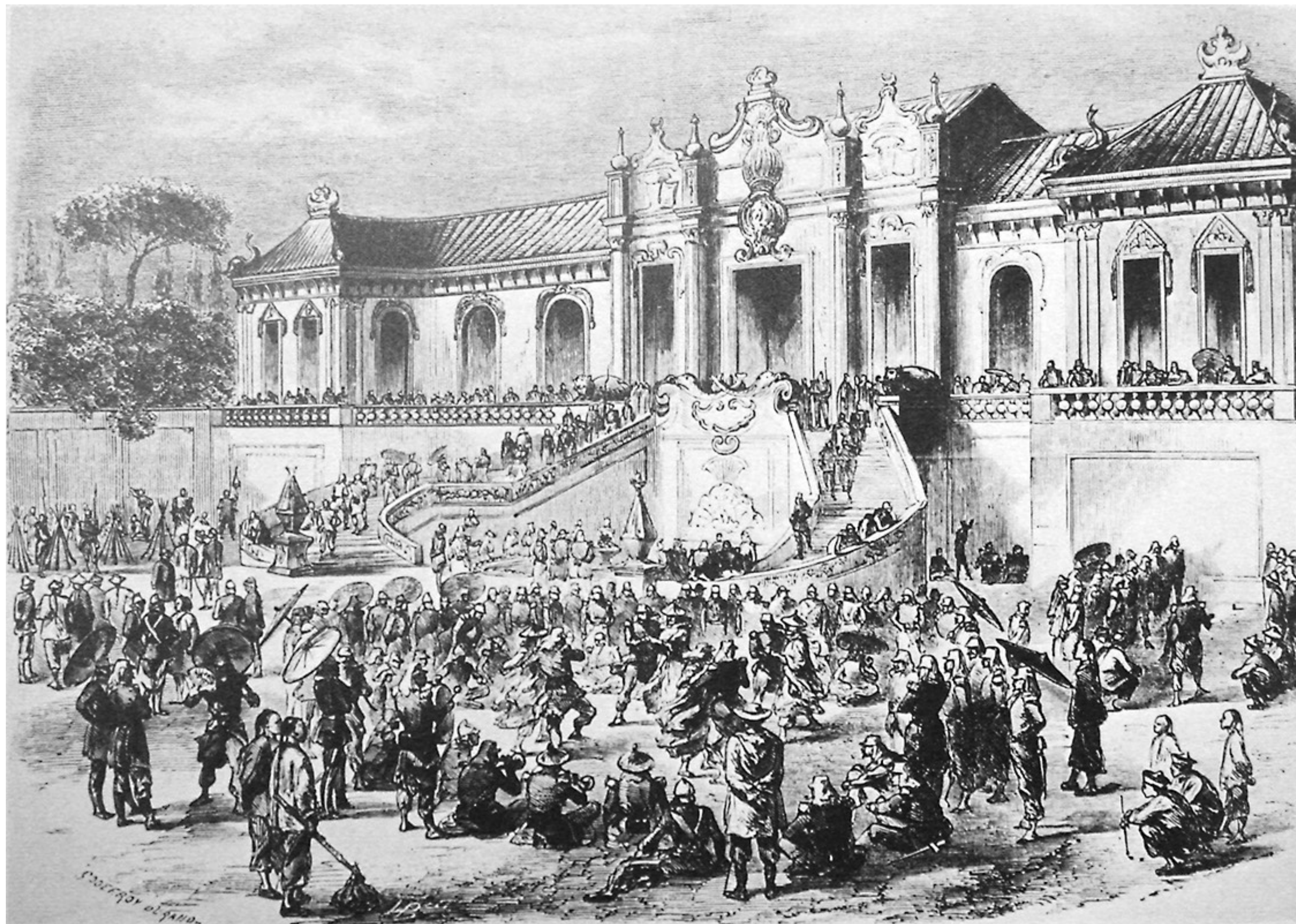


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Godefroy Durand, *Pillage of the Yuanmingyuan* [1860]





William Alexander, *Main Audience Hall at Yuanmingyuan* [1793]



正大光明  
園南出入賢良門內為正衙不雕不  
繪得松軒茅殿意屋後峭石壁立  
玉筍嶙峋前庭虛敞四望牆外林木  
陰湛花時霏紅疊紫層映無際  
勝地同靈囿遺規繼暢春當年成不日奕  
代永居辰義府庭羅璧恩波水瀉銀草  
青思示儉山靜體依仁只可方衢室何須  
道玉津經營懲峻宇出入引賢臣  
出入賢良門扁額  
皇考  
御筆也洞達心常豁清涼境絕塵常移  
雲館蹕未費地官繡生意榮芳樹天機躍  
錦鱗官堂彌厘念俯仰惕心頻



*Forty Views of the Yuanmingyuan: Main Audience Hall [1744]*





*Hall of Diligent Government*



*Emperor's Private Residence*





*Ancestral Shrine*



*Lotus Wonderland*





*Bridge at the Distillery and Lotus Pond*



*The Princes' School*





*Cave of Heaven*



*Market Street at Sitting Rocks  
and Winding Stream*





*Island of Shrines*



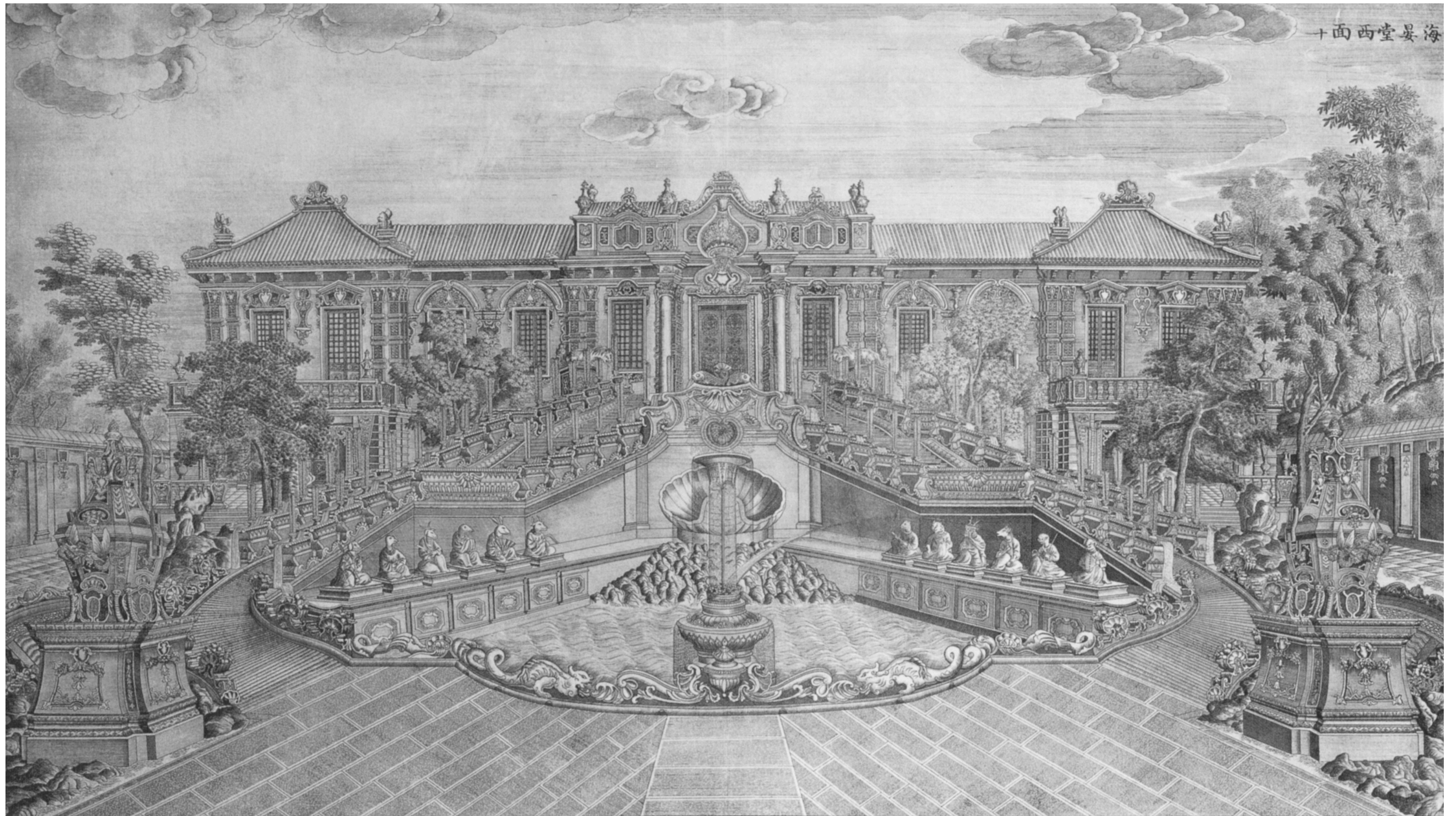
*Jade Terrace of Paradise Island*





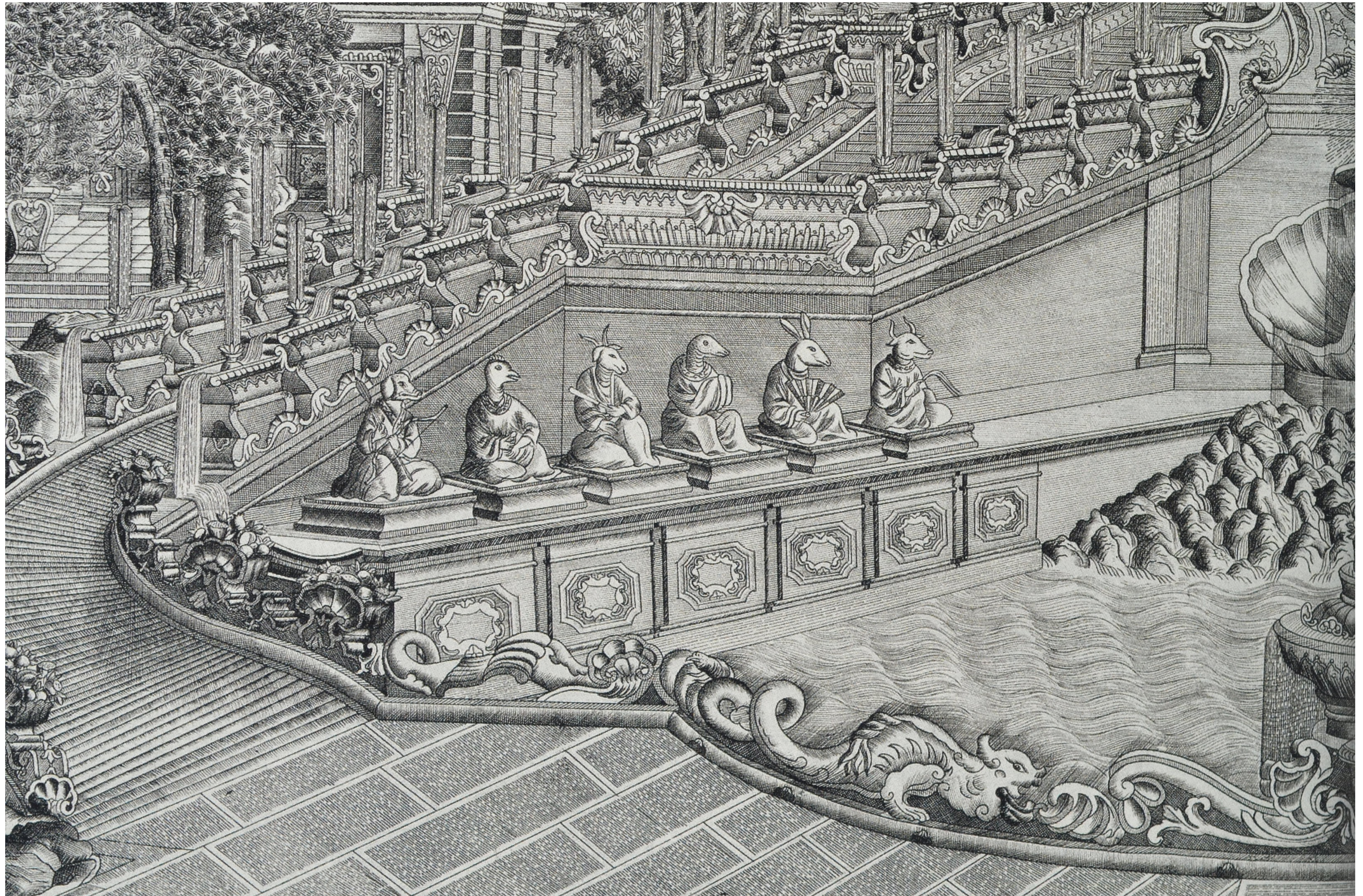
[1868]



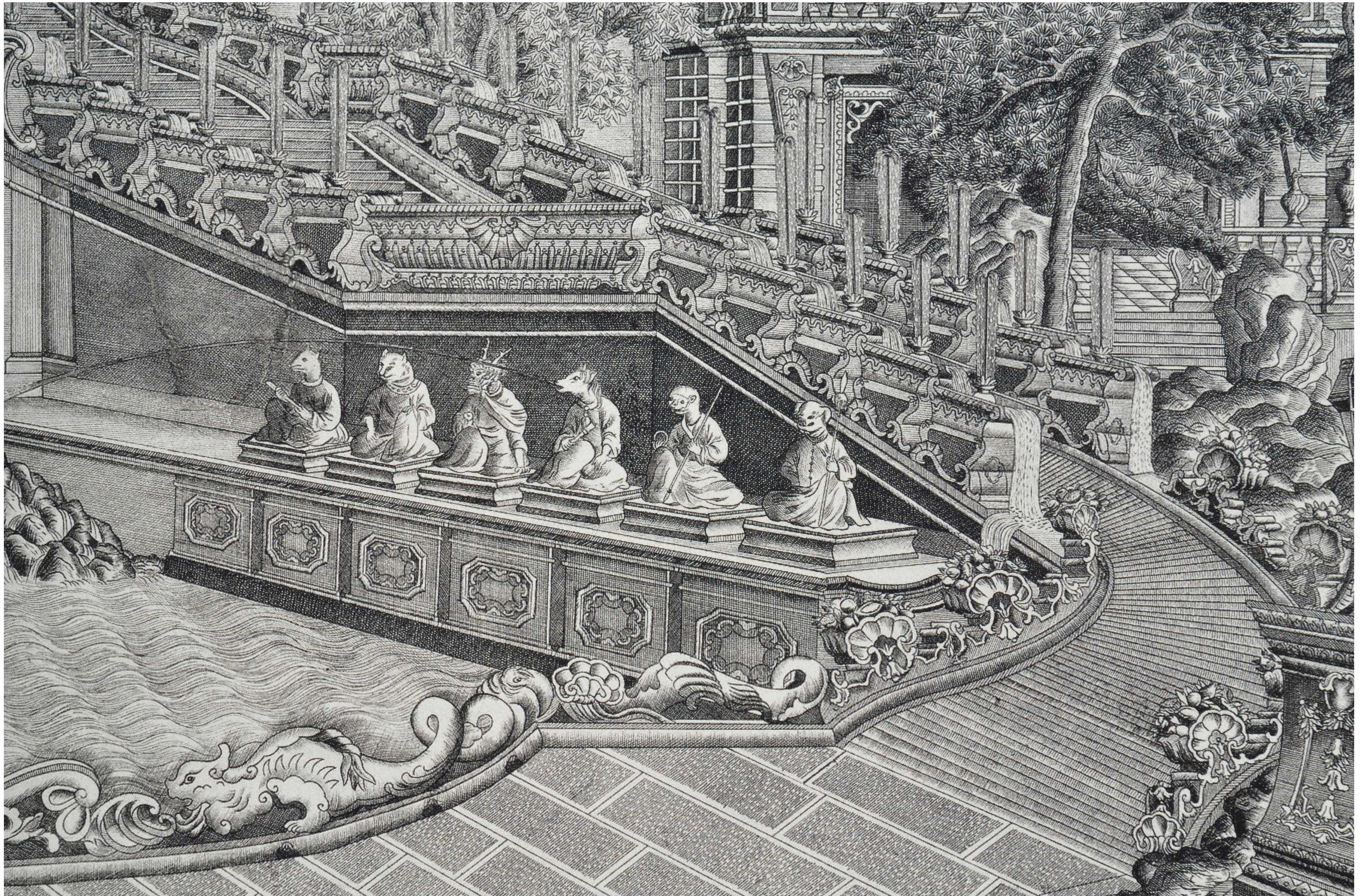


Hall of the Calm Sea [1747–1783]





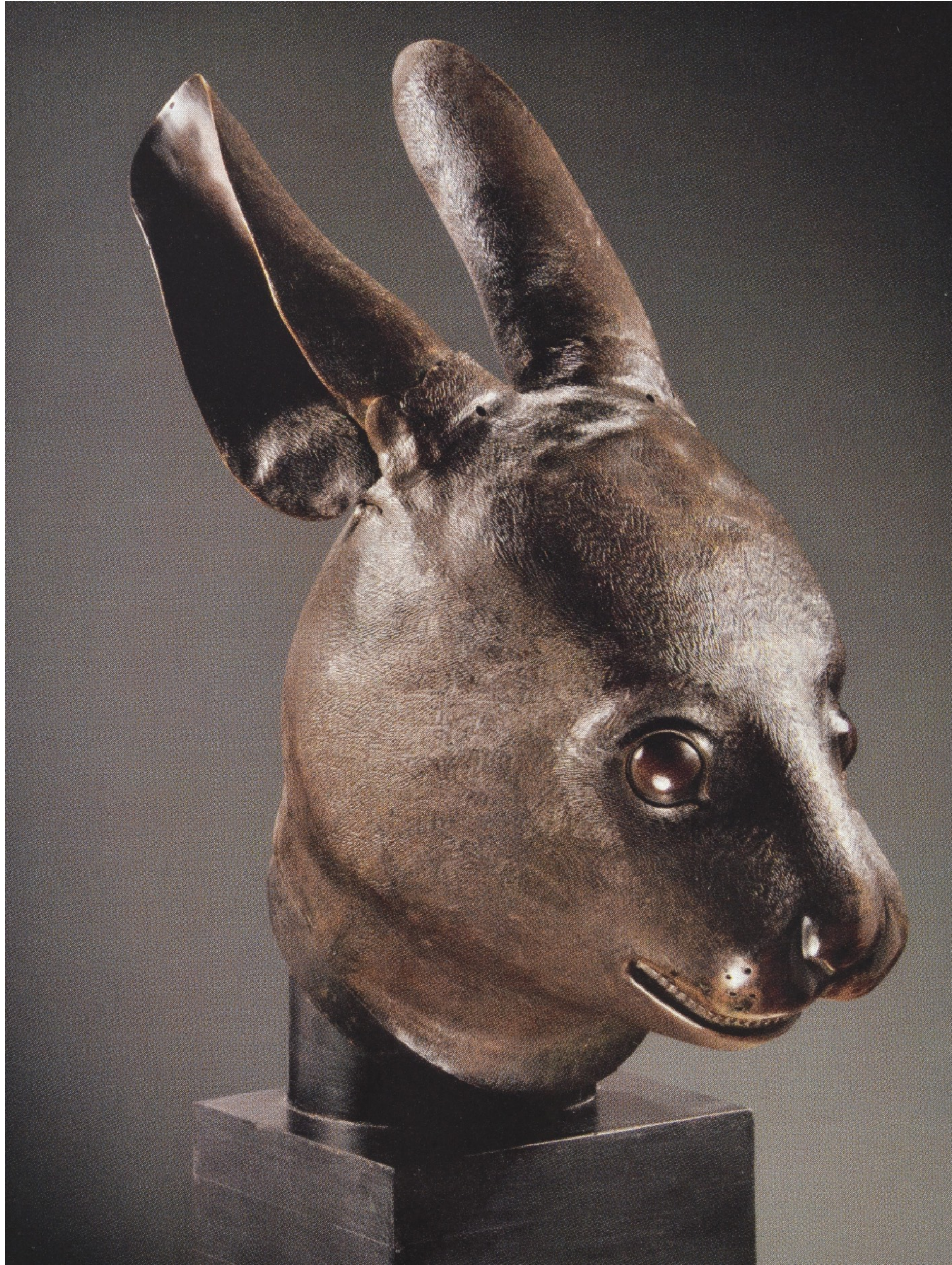




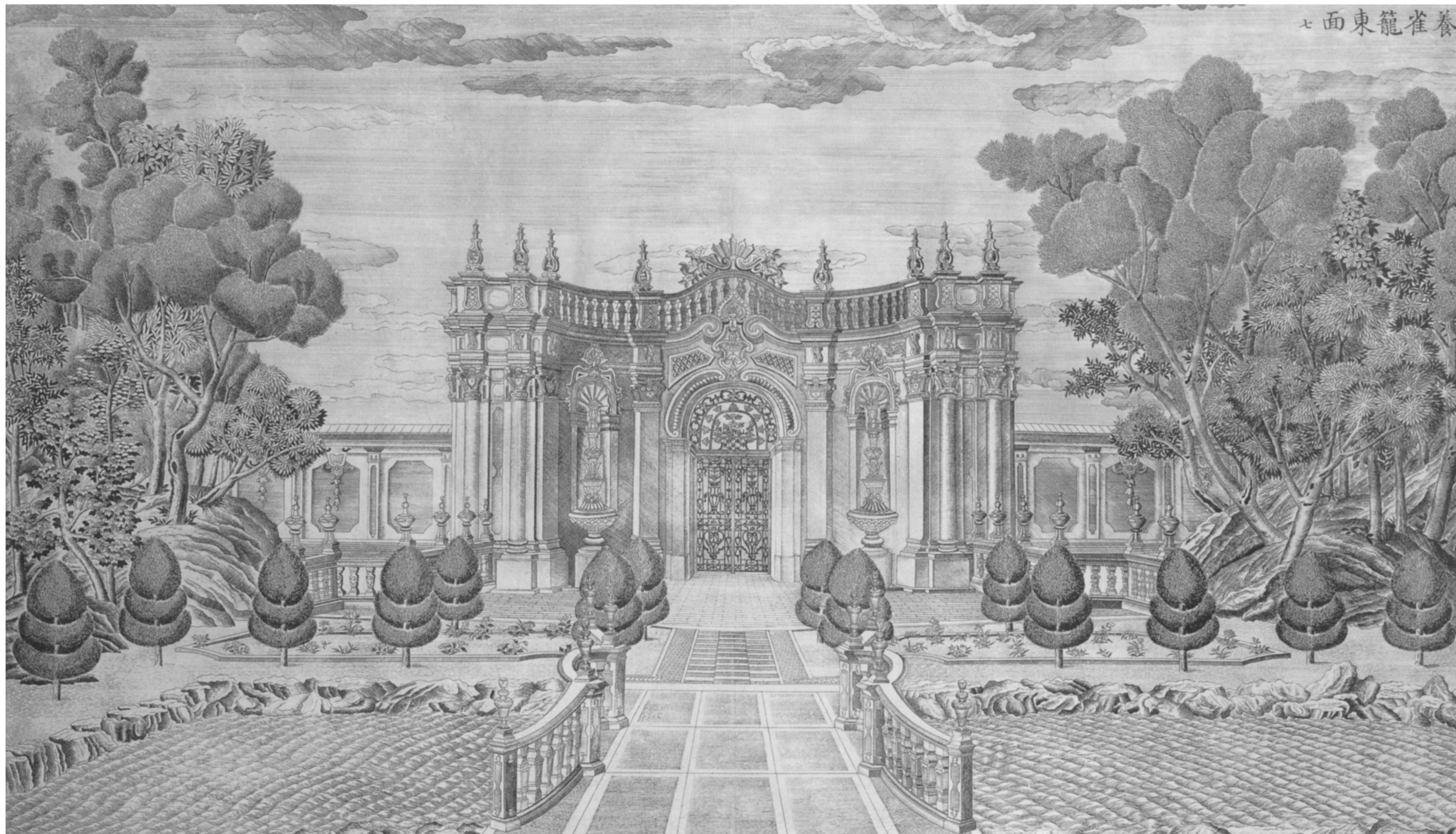












[1747–1783]





[1873]





[1873]





[1873]



