THE SOOCHOW-KASHING HIGHWAY

Upon the Occasion of Its Opening to Traffic

BUREAU OF PUBLIC ROADS
NATIONAL ECONOMIC COUNCIL
NANKING, CHINA
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THE SOOCHOW-KASHING HIGHWAY

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THE SOOCHOW KASHING HIGHWAY

1 INTRODUCTION

The public may still recall the ardent enthusiasm which occasioned at Minghong upon the opening of the Shanghai-Hangchow Highway on October 10, 1932. Now only a few months after the Minghong occasion, another celebration takes place at the beautiful outskirts of Soochow in commemoration of the completion of the Soochow-Kashing Highway. Probably to the minds of some people, the opening of this new highway under the auspices of the National Economic Council implies a much less significance than that of the Shanghai-Hangchow Highway, because both terminal points of the Soochow-Kashing Highway are inaccessible to tourists. The National Economic Council, as well as the Kiangsu and Chekiang Provincial Governments, however, entertains a different viewpoint. The small map printed elsewhere in the pamphlet will show the communication sytem in the vicinity of Soochow and Kashing.

The location of Shanghai, Soochow and Kashing is somewhat like the three vertices of a triangle with the railways on two sides and the Grand Canal on the third, Hitherto, the team launch service plying between Soochow and Kashing required seven or eight hours in the daytime, and consequently travelling between these two prosperous cities was rather tedious and inconvenient. The completion of this new highway together with the inauguration of the bus service will, however, bring about a big economy both in time and in money for the travellers between the three flourishing cities of Soochow, Wukiang and Kashing. The inter-communication between the towns along the Nanking-Shanghai Railway and that along the Shanghai-Hangchow Railway will enjoy a short cut made possible by this new road.

The National Economic Council has been collaborating with the Provincial Governments of Kiangsu and Chekiang in the construction of roads radiating from both terminal points of this new highway so as to connect with other road systems. Three
roads have been planned for each end and part of the construction has already been started. The reader may imagine what it would mean to the tourists in the event of the completion of the Chapu-Kashing, the Soochow-Wusih and the Shanghai-Soochow roads.

The importance of this highway is therefore not to be underestimated. The Council has only, in this case, altered the order of construction by completing the difficult road between Soochow and Kashing in priority to the roads radiating from the two cities. So far as the service to the general populace is concerned, the opening of this Soochow-Kashing Highway will ever occupy an important page in the road history of China.
II A Brief Account of the Project

The Soochow-Kashing Highway is one of the inter-provincial roads of the three provinces of Kiangsu, Chekiang and Anhwei. Furthermore it is also a section of the Changshu-Chapu Line of the Seven-Province Highway System. Both of the Three-Province and Seven-Province Highway Projects are planned by the National Economic Council. The road is 66.8 kilometers in length, and runs from Soochow to Kashing, by way of Wukiang, Pachih, Pingwang, Shentseh and Wangkiangkin. It adjoins with railways at both terminals and is, therefore, a line essential to the communication of Kiangsu and Chekiang Provinces. In view of the divided administration of these two provinces, it was found necessary to construct the road separately by their respective Departments of Reconstruction. In June, 1933, the road was all completed, a year after its construction.

The Kiangsu Section: Length: 52.1 kilometers. Route: from Soochow to Wangkiangkin on the Kiangsu-Chekiang border. The work on the roadbed of the north section was started in 1930. The section from Soochow to Wukiang, 5 meters in width, was completed by voluntary labor called for by the County Bureau of Reconstruction of Soochow. In like manner, the construction of the section from Wukiang to Pachih, was started, but the height of the roadbed, being roughly built, was not at all in conformity with the standard. The engineering construction of bridges and culverts was also undertaken by the County Bureau of Reconstruction of both Soochow and Wukiang. Up to that time, the Bureau had constructed in the Soochow-Wukiang section, 10 reinforced concrete bridges, 10 timber bridges, 5 culverts, and 80 pipes. The road lying south of Pachih was originally designed to pass through many rivers and low lands, and would, therefore, require extensive engineering work and considerable amount of money to complete it. It was postponed, but its indispensibility in the network of inter-provincial communication called for a reconsideration of the project. Consequently, Mr. M. S. Okecki, the League advisor, was sent by the National Economic Council to assist the Depart-
ment of Reconstruction of Kiangsu for the investigation of the road alignment from Pingwang to Wangkiangkin. As the original alignment from Pachih to Wangkiangkin would pass through thinly populated villages and would cross twice the Canal which would require the construction of two big and costly bridges, Mr. Okecki, therefore, advised a change of the alignment from Pachih, following closely the west bank of the Grand Canal. This would run to the west of Pingwang and reach Wangkiangkin through Shentseh. Though longer in mileage, it would save a considerable amount of work and expenses and ensure a bright prospect in traffic. This suggestion was readily agreed upon by the Department of Reconstruction of Kiangsu which issued an instruction to the Wukiang officers for another survey. The alignment being decided, an engineering office for the Soochow-Wangkiangkin section was created at Pingwang in August, 1932, and all work was started in the following September. At the end of 1932, a large part of the work on roadbed and bridges had already been completed and a large portion of materials for road pavement arrived. But the progress of the work was very much interrupted by intermittent rain and snow in the winter months. After the following March, the work was accelerated up, thus making possible the completion of all bridges and culverts, retaining walls for embankment and road pavement, and the opening of the road to traffic in June, 1933.

The Chekiang Section: Length: 14.7 kilometres. Route: from Kashing to Wangkiangkin on the Kiangsu-Ohekiang border. The road, having been planned under the auspices of the National Economic Council in May, 1932, as one of the interprovincial roads of Kiangsu, Chekiang and Anhwei Provinces, was entrusted for construction to an engineering office created at Kashing by the Bureau of Highway of Chekiang. Being short in distance and passing through only flat regions, the road presented practically no difficulties in construction. It was all completed in November, 1932, and road pavement was made in the following March. But the Canal Bridge adjacent to Kashing was delayed until April, 1933, on account of engineering difficulties. A cere-
mony was held in June in commemoration of the opening to traffic of the Kashing-Wangkiangkin section simultaneously with the completion of the Soochow-Wangkiangkin section in Kiangsu Province.
III Description of the Construction

The Soochow-Kashing Highway was constructed in conformity with the highway engineering standards set by Kiangsu and Chekiang Provinces as well as the National Economic Council. As the entire road passes through only flat regions there were no difficulties in obtaining easy grades and curves, except that the grades on bridge approaches were made at 3% and that the minimum radius of curve was limited to not less than 70 metres. The loading capacity of bridges in the Kiangsu Section is 12 tons and that of Chekiang Section is slightly less.

The Kiangsu Section: The road has a width of 7.5 metres of roadbed with 480,000 cubic metres of newly built earthwork in addition to 100,000 cubic metres of earthwork already completed by local governments. The road has also a width of 3 metres of broken brick pavement which is slightly widened on bridges and along the lake side for the crossing of vehicles. In addition to bridges and culverts already repaired by local governments, there are 43 new timber bridges. The Girdle Bridge adjacent to Soochow required extensive engineering work. The original plan was to utilize the old stone arch bridge, but after careful investigation by engineers sent to the spot by the Department of Reconstruction of Kiangsu, it was found that the old bridge could not be used in view of its narrowness and the gradual sinking of its foundation. It was then decided that to the west of the old bridge about 60 metres, a new timber bridge of 232 metres in length with 29 spans, was to be constructed. The bridge was built in a camber form so as to make the spans in the middle of the bridge high enough from the water level to allow the passage of ships. The other bridges range from 6 metres to 60 metres in length. In addition, there are ten reinforced concrete culverts, and 157 concrete pipes. The alignment from Bache to Pingwang in passing through Santang, Tangchihau and Machiautang runs across deep lakes, which made difficult the borrowing of earth from a far distance to fill and build the earthwork. By reason of its location with a canal on one side and lakes on the other, the road embankment would be endangered
by wave action in time of storms. In anticipation of this danger, stone retaining walls were built along two sides of the embankment, and the slope of the embankment was protected with stone rubble-pitching high enough above the water level to assure durability of the road. These retaining walls, about 1500 metres in length, were completed at a cost of $57,000. The total cost, approved by the National Economic Council, is $562,920, of which the Council granted from its Central Road Fund a loan of $180,134.

The Chekiang Section: The road has a roadbed width of 7.5 metres, with 135,000 cubic metres of earthwork. It is paved with 3 metres of broken stones under which broken bricks are used for the foundation course. In this section stones were used to a large extent primarily because of the proximity to the stone-producing region, and of the easy transportation. There are altogether 18 bridges. Of these, the Canal Bridge in the neighborhood of Kaoshing required a high engineering skill, as it runs across a wide canal and has a congested traffic of ships. It is constructed in form of reinforced concrete girders, having 8 spans with a total length of 76 metres. The other 17 bridges were built of timber, ranging from 6 to 28 metres in length. The cost of the entire section approved by the National Economic Council is $141,443, of which a loan of $45,262 was made from the Central Road Fund of the National Economic Council.

For the construction of the Kiangsu and Chekiang sections of the Soochow-Kashing Highway the total estimated cost is $704,363, of which the National Economic Council has altogether granted by way of a loan $225,896. Of the inter-provincial highways connecting Kiangsu, Chekiang and Anhwei Provinces, this highway ranks only second to the Hangchow-Hweichow Highway, as far as extensiveness of engineering work is concerned.
IV HIGHWAY EQUIPMENT

Road Signs: All along the highway there are erected three kinds of road signs: (1) signs for the warning of approaching curves, crossings, bridges and other precautionary points; (2) signs indicating names of towns, mileage and other general information; (3) signs prohibiting the use of the road by heavy trucks, the driving of motor vehicles at high speed, and the passage of traffic when necessary. Their forms and colors were designed according to the standards set by the National Economic Council.

Milestones: Milestones indicating the distance in kilometres are placed on the left side of the highway. In both Kiangsu and Chekiang sections Wangkiangkin is the starting point and road signs are placed all along the road to Soochow and Kashing.

Motor Bus: The motor bus from Soochow to Kashing is to be under management of the Department of Reconstruction of Kiangsu Province which has organised a motor bus managing office to take charge of all matters relating to bus service. Four motor buses have already been shipped to Soochow for service.

Bus Stations: In the Kiangsu Section, there are altogether five bus stations with one each at Soochow, Wukiang, Pachih, Pingwang and Shentseh. In the Chekiang Section there are two bus stations already constructed, one at Kashing and the other at Wangkiangkin. A chart showing the mileage between bus stations is given elsewhere in the pamphlet.

Police Patrol and Long-Distance Telephone: In order to provide security and convenience for passengers the Motor Bus Managing Office of the Soochow-Kashing Highway will install a long-distance telephone in each station. Special police patrols will also be organized in addition to the local police forces to insure safety for tourists.
V. COMMERCIAL SURVEY

The Soochow-Kashing Highway runs across a section which has been noted for its wealth, its teeming population and its agricultural products. Aquatic products are plentiful throughout the four seasons. The chief exports are silk goods like embroidery and silk cloth. Soochow and its neighboring districts are also rich in the production of rice, wheat, mattress, and lacquer goods. Kashing produces salt. Along the Tai Hu (The Great Lake) districts there are abundant supplies of tea, fruits and fish.
VI. PLACES OF INTEREST

Soochow has been for many times a provincial capital of Kiangsu. The city wall is 20 kilometers in length. Chang-Men and its vicinity are the most populous section of the city. Yuan-Miao-Kwan, a temple famous for shopping is the business center inside the city. Of the historical places in Soochow only a few will be mentioned.

_Hu-Chiu _or Tiger Hill is a hill 40 metres in height situated about 4 kilometres on the northwest of Soochow. The tomb of the King of Wu, named Hoh Lu, of Chow Dynasty is located here. _Tien-Ping-Shan _, 16 kilometres southwest of the city, is one of the most beautiful hills near Soochow. The _Lotus Flower Cave _and the _White Cloud Cave _are found on top of the hill. _Girdle Bridge _with 53 arch spans and a unique construction parallels with the new timber bridge constructed for the Soochow-Kashing Highway. _Lin Yuen _a garden outside Chang-Men, is truly typical of the beauty and charming of a Chinese garden. _The Lion Forest _has a scenery both attractive and fascinating. _Chang-Lan-Ting _is the old residence of Su Tsemei, a famous writer in Soong Dynasty and is endowed by nature with a scenery of rare beauty.

_Pingwang: _Ying-Tou-Hu _is a big lake surrounded by a dense forest. From the center of the lake emerges an island which commands a fascinating view. _Tung-Kia Lake _, about 8 kilometres to the north of Pingwang, is said to be a fortified place constructed in Ming Dynasty against Japanese invasions, but what is now left are merely remains of old stone walls.

_Shentseh: _Shun-Hu _is a big lake on the side of which is a spacious park. In the compound of the park there is an aged cypress tree of Yuan Dynasty.

_Kashing: _Nan-Hu _is not far from the Railway Station. Emerging from the lake is an isle upon which are many places of historical interest. _Lo-Fan-Ting _is about 4 kilometres to the northeast of the city. Its location and scenery have attracted throngs of tourists in the spring and fall.
VII. INFORMATION TO TOURISTS

1. Description of Communication System Along the Soochow-Kashing Highway. Adjoined with both terminals of Soochow and Kashing are railways, such as the Nanking-Shanghai and the Shanghai-Hangchow Railways, and water-ways. Should the railways and water routes be closely linked up and through service be provided, they would greatly facilitate the communication system.

   a. Railways: The Nanking-Shanghai Railway, 311 kilometres long, runs six passenger trains daily. It takes five hours from Nanking to Soochow and two hours from Shanghai to Soochow. The Shanghai-Hangchow Railway, 189 kilometres long, runs five passenger trains daily. From Shanghai to Kashing it takes two hours and half and from Hangchow to Kashing usually two hours. The time table of these two railways is given at the back of the pamphlet.

   b. Water-ways: Soochow is connected practically in all directions by water route with other cities; with Shanghai on the east, Tai-Hu on the west, Chinkiang on the northwest and Hangchow on the south. Kashing is linked by water route with Soochow, Haiyen, Hsinteng, Hsinhwan, Wusih, Shuanling, Nanheui and Pinghu. Both steam launches and sail boats are there for service throughout the year.

2. Description of Communication System Along Bus Terminals: The bus terminal at Soochow is very near to the Railway Station outside Chang-Men. From the bus terminal along the road outside the city gate, one will reach the Customs House which is the starting point of the Soochow-Kashing Highway. This will give much convenience to passengers who, coming to Soochow by water-ways and landing at Pang-Men, want to catch the bus. The bus terminal at Kashing is located at the eastern part of the city, adjacent to the Shanghai-Hangchow Railway. The steam launch jetty is on Ka-Ho Road outside East Gate, which is within easy reach to the bus terminal.
3. Regulations Concerning Inter-Provincial Motor Traffic:

As the traffic on the Soochow-Kashing Highway is under the supervision of a joint Committee composed of the representatives from the three provinces of Kiangsu, Chekiang and Anhwei and the two Municipalities of Nanking and Greater Shanghai, it is necessary to observe the regulations governing motor vehicles issued by the foregoing authorities. All private cars and trucks bearing a license of any of the said three provinces and two municipalities are exempted from the payment of any additional charges. The whole text of regulations is hereunder printed for reference.

Provisional Regulations Governing the Inter-Provincial Motor Vehicle Traffic of the Three Provinces of Kiangsu, Chekiang, and Anhwei, and the Two Municipalities of Nanking and Greater Shanghai.

1. To facilitate Inter-Provincial motor traffic and to unify the management of highway traffic, the National Economic Council and the Governments of the Provinces of Kiangsu, Chekiang and Anhwei, and of the Municipalities of Nanking and Greater Shanghai draw up these provisional regulations.

2. All private motor vehicles (including private passenger cars and trucks, and motor cycles) registered by any of the three Provinces or of the two Municipalities may use free of any tolls or local charges all private and public roads within these territories.

3. Commercial motor vehicles (including passenger cars, trucks and motor cycles, but not including 'Bus' services) of these Provinces and Municipalities may use free of any charge all public highways within these territories, but are required for the time being to pay a toll charge according to local regulations when using privately owned or privately operated highways.

4. Commencing from January 1st, 1933, all motor vehicles as prescribed in Article 2 and 3 above must pay an Inter-Provincial Motor Traffic Surtax equivalent to ten percent of the regular licence fee imposed by their respective government or municipality.

— 12 —
5. "Bus" services having previous contracts with governments of these Provinces and Municipalities to use certain definite sections of their highways are not included under Articles 3 and 4.

6. Motor trucks, irrespective of weight and size, fitted with solid tyres; or whose grossweight is over three and a half tons shall not be allowed to use the highways for the time being, and accordingly no surtax shall be imposed upon them.

7. Each government of the three Provinces and the two Municipalities may retain twenty-five percent of surtax collected and shall transfer the remaining seventy-five percent to the Inter-Provincial Traffic Committee (organized by the National Economic Council and these Provinces and Municipalities) to be used for general traffic improvements.

8. The owners of private motor vehicles mentioned in Article 2 shall register and pay their licence fees at the town where they reside, and are entitled to a stay of not more than ninety days, free of charge, at any other place situated within the territories of the Provinces and Municipalities.

9. The owners of commercial motor vehicles mentioned in Article 2 shall register and pay their licence fees at the towns where they carry on their business, and are entitled to a stay of not more than fifteen days, free of charge, at any other place within the territories of these Provinces and Municipalities.

10. Should a motor vehicle stay in another Provinces or Municipality over the specified time, the owner shall pay a charge for overtime to a traffic office of the district where the vehicle is detained, but shall not be required to secure another licence plate. If the overstayed period is less than a month the owner shall pay an overtime fee equivalent to one-third of the seasonal licence fee according to the scale of the Province or Municipality in which the vehicle is detained. Seasonal licence fees due at the original towns shall be paid as usual.

11. Licence fees due at the original towns may be collected and transferred on their behalf by any other traffic office, should the motor vehicles fail to return to the original towns.
12. Vehicles found to have evaded licence fees due at their original towns shall be fined according to the regulations of the towns where they are staying in addition to that prescribed under Article 11.

13. Traffic offices shall give out special receipts and temporary licences to vehicles treated under Article 11 and 12, and due notifications shall be sent to the different traffic offices whence these vehicles come. Ordinary licences shall be given to such vehicles by traffic offices in their original towns on production of the temporary licence prescribed above.

14. For each season the traffic offices having collected licence fees or dues on behalf of the other traffic offices shall prepare accounts and transfer to them respectively the balances of such proceeds.

15. Any vehicle not included under Article 2 and 3 shall be entitled to use the highways of these Provinces and Municipalities after paying the fees for a thoroughfare licence.

16. A motor vehicle with provisional licence shall not be allowed to use the highways, out of the district where the said licence is issued unless a special written permit from the traffic offices can be produced.

17. Motor vehicles passing through any place shall be required to observe the traffic regulations of that place, and penalties for violation of such regulations shall be inflicted by the traffic office of that place in accordance with the local regulations. Should the vehicle leave the place before any action can be taken, it shall be fined accordingly by the traffic office of the district where the owner of the vehicle resides.

18. A driver's permit issued from any traffic office shall be valid for the three Provinces and in the two Municipalities named above.

19. Detailed rules for carrying out these Regulations will be provided for separately.
20. Standardized regulations for controlling highway traffic of these Provinces and Municipalities will be issued separately.

21. These Regulations may be amended at subsequent conferences held jointly by representatives of the National Economic Council, of the three Provinces, and of the two Municipalities.

22. These Regulations, after being passed by the Traffic Conferences held by representatives of the three Provinces and the two Municipalities, under the auspices of the National Economic Council, shall be presented to the Executive Yuan for reference, and to the Provincial and Municipal governments concerned for ratification. These Regulations shall be simultaneously promulgated by the said Governments, and shall come into force on January the first 1933.
## ABRIDGED TIME TABLE OF THE NANKING-SHANGHAI RAILWAY

| Down | Local | Fast | 3rd & 4th | 3rd & 4th | Express | Express | Fast | Night Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express |
|------|-------|------|-----------|-----------|---------|---------|------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|      | 7:15  | 8:10 | 10:00     | 12:40     | 17:25   | 23:00   |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 9:30  | 10:49 | 11:34    | 12:50     | 19:02   | 1:06    |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 14:05 | 18:03 | 15:04    | 20:07     | 22:38   | 5:36    |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 14:55 | 19:21 | 15:47    | 21:03     |        |         |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 15:53 | 20:46 |         | 21:58     | 7:33    |         |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 16:25 | 21:20 | 16:50    | 22:25     | 0:25    | 8:00    |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |

## ABRIDGED TIME TABLE OF THE SHANGHAI-HANCHOW RAILWAY

| Down | Local | Fast | 3rd & 4th | 3rd & 4th | Express | Express | Fast | Night Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express | Express |
|------|-------|------|-----------|-----------|---------|---------|------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|      | 7:35  | 9:30 | 9:50      | 16:10     | 18:30   |         |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 9:10  | 10:49 | 11:58    | 17:45     | 19:35   |         |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 10:04 | 11:34 | 12:57    | 18:39     |         |         |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 9:03  | 12:01 | 13:17    | 15:10     | 20:40   | 21:57   |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|      | 10:45 | 13:30 | 14:30    | 16:55     | 22:05   | 23:05   |      |                |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |

Both Tables Effective on and from June 1st 1933
### Soochow-Kashing Highway Distance Schedule

<table>
<thead>
<tr>
<th>Station</th>
<th>Distance (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soochow (Soochow Railway Station)</td>
<td>8.0</td>
</tr>
<tr>
<td>Soochow Customs House</td>
<td>23.0</td>
</tr>
<tr>
<td>Wuxiang</td>
<td>34.2</td>
</tr>
<tr>
<td>Pachih</td>
<td>44.8</td>
</tr>
<tr>
<td>Pingwang</td>
<td>54.8</td>
</tr>
<tr>
<td>Shenksheh</td>
<td>60.1</td>
</tr>
<tr>
<td>Wangjianghek</td>
<td>67.1</td>
</tr>
<tr>
<td>Wangjiang</td>
<td>74.8</td>
</tr>
<tr>
<td>Kashing Canal Bridge</td>
<td>76.2</td>
</tr>
</tbody>
</table>

All Distances are in Kilometres

Note: The distances are approximate and may vary slightly.
十五、本章程第二条第三条所准许互通车辆以外之各种车辆如须通行其他省市之公路时应另行领照缴捐。

十六、各省市所发给之试车牌照不得原发照机关之特别申请而许可不得互相通行。

十七、各种汽车通行其他省市时应遵守其交通规章如有关违章事项应照违章地点之省市交通机关规定由车牌所在省市之管理车辆机关代为执行。

十八、凡五省市内之某一省市所发给之汽车司机执照在通行其他省市时亦得适用之。

十九、本章程施行细则另订之。

二十、各省市管理公路交通车辆规章若有关违章事项应照违章地点之省市交通机关规定由车牌所在省市之管理车辆机关代为执行。

廿一、本章程经全国经济委员会召集之五省市代表会议修正之。

廿二、本章程经全国经济委员会召集之五省市代表会议会议通过后由五省市代表呈请各该省市政府核准。

定期公布施行并由全国经济委员会呈行政院备查。
業，故依照五省市互通汽車暫行章程，凡備有五省市執照之自用或營業汽車，均可通行本路，無須繳納任何通行費用。惟該項章程規定各條必須注意遵守耳。茲將該章程附錄於後。

蘇浙皖京滬五省市互通汽車暫行章程

一、全國經濟委員會暨蘇浙皖京滬五省市為統一管理公路交通及便利互通汽車起見特訂定本暫行章程

二、凡五省市之各種自用、營業汽車（包括乘人、貨運汽車及機器腳踏車等在內）除第五條第六條之規定外均得通行本路。省內一切公共道路無須另繳通行費用

三、凡五省市之各種營業汽車（包括乘人、貨運汽車及機器腳踏車等在內）除第五條第六條之規定外均得通行本路。省內一切公共道路無須另繳通行費用

四、自中華民國二十二年一月一日起五省市政府對於第二條、第三條之規定，仍按原車捐額普通附加互通車捐稅

五、凡公共汽車長途運輸，應按普通稅之規定，除依本章程規定外，不得通行本路。各該路之通行費外均得通行本路。省內一切公共道路無須另繳通行費用

六、凡運載汽車如係實心輪胎，而重量未達規定之車載重量者，除依本章程規定外，不得通行本路。各該路之通行費外均得通行本路。省內一切公共道路無須另繳通行費用

蘇嘉公路通車紀念刊
共長三一公里，由南至蘇州者約需五小時，由上海來者約需三小時。泛航鐵路

由上海至嘉興長九八公里，由嘉興至杭州長九一公里，全線共長一八九公里，由上

海來嘉興者約需二小時二十分，由杭州至嘉興約需二小時，茲將最近調查之兩路火

車時刻表附後，以備檢查。

水道：蘇州水道直達上海，西入太湖，西北通鎮江，南至南潯湖州杭州各地。嘉
興水路亦通蘇州海鹽新陸新篁吳興雙林南匯平湖等處。四季均有小輪船及帆船，
來往通行。

二～蘇嘉兩站交通概況。本路蘇州站設在蘇州火車站附近，與京滬鐵路互相聯
絡，沿城外馬路經過閘門胥門盤門海關，即至本路之起點。由各地水路至蘇州之旅
客上岸地點，在閘門胥門盤門外，與本路均可即接。本路嘉興站設在嘉興東城環城
馬路旁，有支路直達滬杭鐵路車站，旅客來往極便，小輪船碼頭在東門外嘉禾路，

與本路之聯絡，亦極便利。（參看蘇州嘉興交通形勢簡明地圖）。

二～外來汽車應知事項。本路既為蘇浙皖三省聯絡公路之一，復歸政府通車營

蘇嘉公路通車紀念刊

一～
盛澤

（一）景湖
在盛澤鎮西，湖面廣闊，一望無涯。湖濱建有公園一所，佈置清幽

嘉興

（一）南湖
在火車站之南約半公里，湖廣一百二十頃，湖中浮嶼，上有煙雨樓

建築軒敞，風物清麗，為木郡勝景。

（二）落帆亭
在城東北三公里之杉青塢，入門為紫荆園，再進為桂廳，旁有酒

仙亭，石山上有二小亭，春秋佳日，邑人輒遊集於此。

七、行旅須知

（一）與本路聯絡之鐵路水道概況
蘇嘉公路兩端既與京滬杭兩鐵路相接，而蘇州嘉興兩地之水道，復四通八達。故本路與鐵路水道之聯絡關係，實至密切，果能彼此相輔，交通之效用，行將益彰也。茲畧述其概況如次。

鐵路
京滬鐵路由南京至蘇州，長二二四公里，上海至蘇州長八七公里，全線
蘇州

蘇州為江蘇省會，城周圍計長二十公里，居民稠密，閨門內外街市繁華。城內自玄妙觀前街道拓寬後，銀行商店林立，頓易舊觀。盤門外青陽地因馬關條約闢為商埠，海關及日本領事館在焉。近郊之名勝古跡，多如星羅棋布，杖約述其最著者於後。

（一）虎邱
在蘇城西北約四公里，吳王阖闘葬於此。山高四十餘公尺，泉石奇詭，令人目不暇接，有著者有劍池、憨泉枕石、冷香閣等勝蹟。

（二）天平山
在蘇城西南十四公里，視諸山為最秀麗。山巔有蓮花洞，白雲洞，全山之最勝處也。

（三）寶帶橋
在葑門之渡橋外四公里餘，蘇嘉路新建木橋卽在其側。橋係石拱
組織長途汽車籌備處，籌備各項事宜，刻已裝運新購汽車四輛，至蘇應用，定於七

月一日正式營業。

（四）汽車站
本路江蘇段內計設有蘇州吳江八貳平望盛澤五站，其車站庫房等
現正申請工程處計劃興築中。浙江段內在嘉興雙橋王江涇三處，各建車站一所
，擬即在各站設置長途電話，蘇嘉路長途汽車籌備處，為謀旅客安全及行車便利起見
外，並設設路警隊，專負沿線警衛之責。

五、工商物品

蘇嘉公路所經各縣鎮遺屬蘇浙兩省富庶之區，物類繁萃，甲於全國。農工產品
多，指不勝屈，茲舉其著者，如蘇州吳江嘉興三縣之米麥，產量極豐，歲有餘
外，運銷各地，調劑民食，蘇州盛澤嘉興之絲綢，名聞遐邇，運銷及於國外，蘇州一
四、沿路設備

（一）路標

本路沿路設有交通標誌，分警告標誌用以指示地名到達距離等，禁令標誌用以禁止車輛通行限制速度載重等。標誌之式樣顏色，均係按照本會規定標準。

 SES 里程碑，本路沿路基左邊，設有里程碑。蘇浙兩段均以兩省交界處之王江泾為起點，分向蘇州及嘉興兩方面指示公里里程。
結果恐仍不夠適用。遂決定在舊橋之西約六十公尺處，另建木橋一座，共二十九孔，計長二百三十二公尺，橋面採用拱形，故中間數孔離水面頗高，可容船隻通過。其餘各橋長度，自六公尺至六十餘公尺不等，又全段有鋼筋混凝土涵洞十座，混凝土水管一百五十七道。又自八埠至平望一段路線，行經三蕩唐家湖馬家蕩三處湖蕩，湖水甚深，每土甚遠，填築土方頗感困難，且因一面臨河，一面濱湖，將來風浪沖刷，路基堪虞。乃於路堤兩邊建立石質護土牆，並在堤坡砌築石砌坡，高出水面，以資防護。計三處湖蕩護土牆共長一千五百餘公尺，用款達五萬七千餘元。所有全段工程預算經本會核定者為五十六萬二千九百二十元，由本會借款築路。基金十八萬零一百三十四元。

江段 路基寬度七・五公尺，土方工程共約十三萬五千公方。中鋪路面寬三公尺，路面材料下層用碎磚，上層用碎石，蓋此段距潕浦較近，可以採運該處之山石，故酌用碎石路面也。橋梁共十八座，其中嘉興附近之運河橋，工程最大。該處河流既寬，而往來船
将该路列為三省聯絡公路之一，係屬國聯顧問放京基協同蘇省建設廳覆勘平望至王江涇一段之路線。該路段原定路線，係沿八岸過運河，沿東岸至平望鎮，復沿河直趨運河西岸，行經平望鎮之西，過盛澤鎮而至王江涇。雖里程稍長，而工費節省，將來營業亦可期發達。蘇省建設廳遂依該議，筠縣重行測量，路線既定，乃於同年八月間設蘇王段工程處於平望。九月後各項工程次第開工，及至二十一年年底，全路路基方土及橋樑工程，已完成十之七八，路面材料亦運到甚多。惟以時局冬季，雨雪連綿，故二十二年一二兩月工程進行較緩。三月以後復積極進行，於是橋樑涵洞堤岸護堤及路面工程，陸續告竣，至六月間乃正式通車焉。

浙江段

此段起自嘉興城外運河橋，迄於蘇浙邊界之王江涇；計長一四·七公里。自民國二十一年五月間，經本會將該段劃入三省聯絡公路後，即由浙江省公路局籌劃進行，組設蘇王段工程處於嘉興，全段同時動工。因里程既短，所經又屬平原，施工頗易，故工程進展甚速。全段路基土方工程於二十一年十月間即告完成，
蘇嘉公路為本會規劃蘇浙皖三省聯絡公路之一，復為七省聯絡公路常熟乍浦支線之一段。起自江蘇蘇州，經吳江八坼平望盛澤王江涇以達嘉興，共長六十六·八公里。江蘇段此段起自蘇州盤門向東之海關，迄於蘇浙邊界之王江涇鎮，計長五百。今年六月間，全路始告叢事，首尾適歷一年，茲就蘇浙兩段分述其建築經過如下。

江蘇段

此段起自蘇州盤門向東之海關，迄於蘇浙邊界之王江涇鎮，計長五百。今年六月間，全路始告叢事，首尾適歷一年，茲就蘇浙兩段分述其建築經過如下。

道路基線具雌形，高度所差尚多。橋涵工程亦曾由兩縣建設局擔任修築，計蘇州至吳江一段，由吳江建設局務成鋼筋混凝土橋十座，木質橋梁十座；涵洞五道，水管八十餘道。其自八坼以南之路線，所經河流紛錯，地勢低窪，工程頗屬浩大，各縣限於財力，以故迄未興工。及至民國廿一年五月間，本會認該路關係兩省交通至為重要，亟應迅速完成。乃
一、引言

去年复十节本会与苏浙两省建设当局，行泛杭公路通车典礼于阅行，颇极一时之盛，阅时半载而苏嘉公路又告完成。社会一般之观察，或将以此苏嘉公路之重要，不及泛杭公路远甚，以苏嘉公路两端，与其它公路不相连续也。然泛苏与嘉相峙而成鼎足之势，泛苏间有京遂铁路，泛嘉间有泛杭铁路，独苏嘉间之交通，尚未疏通。似政府，正筹划于此路两端，展筑乍浦至嘉兴，苏州至无锡，上海至苏州等线，循环贯通，其便利更无量矣。

但此路地居水乡，桥梁涵洞特多，经反覆查勘，为求联络重要城市，不惜变革路线，又冬春之间，雨雪连绵，工程辄为阻滞。计自筹划以迄完竣，阅时数载，虑始愈艰，乐成愈甚，追溯往事，弥足寻味已。
Above—South Lake—Kashing (2).

Yien-Yu-Lou in the South Lake—Kashing.

Above—East Pagoda near Kashing.
Above—Chenju Pagoda Seen through an Arch Bridge—Kashing.

Left—The Temple of Three-Pagodas—Kashing.

Below—South Lake-Kashing (1).
Right—Scene in Sze-Tze-Lin—Soochow (2)

Left—Scene in Sze-Tze-Lin—Soochow (1)

Right—Scene in Liu-Yuar—Soochow.
Above—Old Fortress along the Grand Canal—Kiangsu Section.

Left—The Famous Hu-Chiu Pagoda Outside Soochow.

Above—Scene near Wukiang—Kiangsu.
Above—Bus Station at Kashing—Chekiang Section.

橋架木河沙之內段江浙：上
Above—A Timber Bridge—Chekiang Section.

牆護岸堤蕩三段蘇江：上
Above—Retaining Wall for the Embankment—Kiangsu Section.
Above—The Reinforced Concrete Bridge across the Grand Canal—Chekiang Section.

Above—Broken Stone Pavement with Shell Surfacing—Chekiang Section.

Above—Part of the Surfaced Road—Kiangsu Section.
Above—The New Girdle Bridge, 282 Metres Long Parallel to the Old One—Kiangsu Section.

Below—The Old Girdle Bridge Outside Soochow.
Right—Piling Work during the Construction of Bridges—Kiangsu Section.

Left—Part of the Surfaced Road—Kiangsu Section.

Left—One of the Reinforced Concrete Bridges—Kiangsu Section.
Typical Road Sections of the Soochow-Kashing Highway

Broken Brick Pavement from Soochow to Wankiangkin.

Broken Stone and Brick Pavement from Kashing to Wankiangkin.
### Bridge List of the Soochow-Kashing Highway

#### Jiangsu Section

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<th>Bridge No.</th>
<th>Chainage</th>
<th>Description</th>
<th>No. of Spans</th>
<th>Total Length</th>
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Total (Grand Total): 1047m

#### Zhejiang Section

<table>
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<tr>
<th>Bridge No.</th>
<th>Chainage</th>
<th>Description</th>
<th>No. of Spans</th>
<th>Total Length</th>
</tr>
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<tr>
<td>1</td>
<td>0+251</td>
<td>Steel Bridge</td>
<td>2-27.2-10.4-12.6m</td>
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<td>2</td>
<td>0+131</td>
<td>Wooden Bridge</td>
<td>2-7m</td>
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<tr>
<td>3</td>
<td>1+276c</td>
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<td>14+336</td>
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<td>3-6m</td>
<td>18m</td>
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Total (Grand Total): 321m
Soochow-Kashing Highway Map

Legend:
- The Soochow-Kashing Highway
- City or Cities.
- Other Highways and Roads
- Town or Villages.
- Provincial Boundary Lines.
Map Showing the Soochow-Kashing Highway and Connecting Roads
風險

(1) 增加
(11) 重要變更
(111) 限制

(1) 限制

(2) 額外條款
(十)

[未完]