
Retrospection of Tamsui Port History

The Dream and Frustrations of Constructing a Port in Tamsui from the 1920s to the 1930s

| Te-Hsi Hsieh |

Director of Shell Story House

Abstract

As Taiwan's industries were blooming along with Japan's prosperity in the 1910s, Tamsui Port had become outmoded and been neglected by Taiwan's ship route, Japan's domestic ship route and the international ship route. Although Tamsui Port was degrading, the import values of some products were still higher than Keelung Port by some statistics of Taihoku Prefecture. Why were there different data? Several large-scale plants, undoubtedly, played an important role.

People living in Tamsui intended to retrieve the past glory of Tamsui, Masaichi Yamamoto, the senior provincial official, wrote an article, "The Full Preparation of Tamsui Port's Reorganization" in 1927, which was published before the announcement of the voting result of the Great Eight Scenes in Taiwan hosted by the town director, Jun-Chen Lei, in "Taiwan Nichinichi Simpo." The article emphasized Tamsui Port's geological advantage along the Taiwan Strait and the development of the offshore fish farms along Taiwan's north-west coastline. In this article, he proposed five suggestions: (1) Tamsui Port as a shelter, (2) expansion of the port, (3) extension of the railway to the customs house, (4) dredging of the port, and (5) simplification of lighthouses and the engineering requirements for flashing buoys installation in the port building. After these, he also suggested to establish "Association for Promoting Tamsui Port Facilities" to propel the port construction plan. According to "The Full Preparation of Tamsui Harbor's Reconstruction", in the 1920s, the local officials still focused on the commercial function of Tamsui Port but the construction of the fishing port was not the highlighted point in the whole planning. Based on the analysis of this article and statements of She-Kay Ko and Toshio Mimaki, the vague blueprint of the reconstruction of Tamsui Port had been indicated implicitly. Moreover, because of this information, the rise and declines of Tamsui Port, the changes of the Tamsui River and its watercourse, the depth of the channel, the shipping route, the hinterland, the exported products, the diverting of the shipping routes of the commercial port, and the cease and start of the construction of Tamsui Port could be acknowledged clearly.

Keywords: Tamsui Port, The Great Eight Scenes in Taiwan, Masaichi Yamamoto, Association for Promoting Tamsui Port Facilities

I. Introduction

For the past four hundred years, Tamsui was called diversely in different languages: Dansui, Tamchuy, Tamchui, Tamsuyse, Tamsuy, Tamsui, Huwei, Hobe, and Hobei, which shows Tamsui's profound history background. At the same time, Tamsui became a famous port in the East Asia due to its geographical location.

At the end of the 19th century, Tamsui played a crucial role in Taiwan. Owing to the loss of the second Opium War, Qing Dynasty signed Tianjin Treaty and Beijing Treaty with Britain and France. As a result, Tamsui became a commercial port. In 1862, after the opening of the customs house in Tamsui, Tamsui was crowded by foreign firms, estates in tenancy, foreign buildings and storehouses. Oolong tea, camphor, Pouchong tea of northern Taiwan were gathered in Tamsui Port through the river and then these goods were transported to Xiamen and Hong Kong by the British small steamships, and finally exported to Europe, America and South East Asia. Within the decades, the export and trade of Tamsui won the first place in Taiwan.

During 1884 to 1885 of Sino-French War, the France closed the ports of Taiwan, which resulted in the sudden decrease of trades. However, it was recovered in a short period of time.

Nevertheless, after 1895, according to the Treaty of Shimonoseki, the Qing Government conceded Taiwan to Japan. The Japan Empire Government's operation policy of construction of Keelung Port, building the north to south railroad, and designation of the ship routes caused a great impact on Tamsui Port. Several commanded ship routes which started from Tamsui were shut down, including Tamsui-Tugeku route, Tamsui-Fuzhou route, and Tamsui-Hong Kong route. The act reduced Tamsui Port into the secondary port of Keelung Port. The frequent coming and going of junks and steamboats were decreased drastically.

Because Rising Sun Petroleum Company Ltd. and Shihefa Wood Company were established one after another, the importation quantities of oil and woods in Tamsui were more than Keelung Port. The amount of money had reached more than one million of dollars. Therefore, people living in Tamsui still hold a hope to Tamsui Port in the future.

Therefore, when "Taiwan Nichi-nichi Simpo (台湾日日新報)" hosted a voting for The Great Eight Scenes in Taiwan in 1927, it earned a great response from the public. People living in Tamsui led by the district director, Masaichi Yamamoto, and the town director, Jun-Chen Lei, and organized "Association for Promoting Tamsui Port Facilities" to present a petition to Taihoku Prefecture, to write Tamsui Port construction proposal,

and to submit an article to "Taiwan Nichi-nichi Simpo" by She-Kay Ko and Toshio Mimaki. The series of actions increased people's attention around Taiwan to notice the voice of Tamsui's citizens.

Hereafter, Tamsui Trade Union was established in 1928 and continued to propose the construction of Tamsui Port. During the following ten years, the union had tried its best to seek support and help from Taiwanese Industrial and Commercial Congress and other trade unions so as to gain the approval of Taiwan Soutokufu.

What is "Association for Promoting Tamsui Port Facilities"? Who were the members? What is a district director such as Masaichi Yamamoto? What had been mentioned in the Tamsui Port construction proposal? What proposal was presented by Tamsui Trade Union in Taiwanese Industrial and Commercial Congress? All of these questions are the interesting topics to understand more about Tamsui's society from the 1920s to 1930s.

II. An Upsurge in the Voting of the Great Eight Scenes in Taiwan

Tamsui Port was a famous port situated on the shipping line of East Asia in the late 19th century, and was the largest port of Taiwan with camphor and tea to be the major export goods. Nevertheless, because of the change in the regime, Tamsui Port was gradually descending to be an auxiliary port of Keelung Port. The people in Tamsui remained confident, to revive the glory of Tamsui Port. The voting of The Great Eight Scenes in Taiwan provided the opportunity to raise the upsurge of public opinions in Tamsui.

I. Good Opportunities of the Great Eight Scenes in Taiwan

In April, 1897 (the 30th year of Meiji Era), in order to replace European and American steamboat companies with Japanese private steamboat companies, Taiwan Sotokufu executed the designation of the command shipping routes by means of auxiliary. It also constructed Keelung Port actively into a great port, which could be a transfer port to Japan, Europe, America, and South Asia.¹

Under the policies, Tamsui Port gradually became a secondary port in Taiwan. With the auxiliary of the three command shipping routes, including Tamsui-Tugeku route during 1900-1903, Tamsui-Fuzhou route during 1905-1908, and Tamsui-Hong Kong route during 1900-1904, Tamsui still had regular shipping along Taiwan's coast and Taiwan-South-China route. But Tamsui-Fuzhou route and Tamsui-Hong Kong route were

1. Chih-Sheng Yu, "Taiwan's Coastal Command Shipping Routes during Japanese Colonial Rule. 1897-1943." Taipei: National Taiwan Normal University. Appendix II. July 9th, 1897. 'Shipping Routes of Taiwan and Taiwan's Coast' Article.

the main routes which Japanese government used to promote an Osaka merchant ship firm in order to replace the British commercial firm, Douglas Lapraik & Co.²

After Douglas Lapraik & Co. yielded Taiwan's shipping, the Osaka merchant ship firm took Keelung Port as the main one. Oolong tea, Pouchong tea and camphor which had been exported from Tamsui Port were changed to be exported from Keelung Port. Business in Tamsui Port was dropping suddenly and the turnover was decreasing continuously.

However, after the two giant companies established great storehouses, can factories and manufacturers, the weights and number of the steamboats entering and departing Tamsui Port were far fewer than Keelung Port. But the amount of import of wood, logs and gasoline in Tamsui Port was greater than Keelung Port. The amount of money was more than millions of yens.

Furthermore, the sea around Tamsui was an intersection of Black Tide and the current along China so there were abundant fishing resources. With the introduction of the innovative fish-catching methods and the use of motor fishing vessels, Tamsui citizens believed that there was a potential for Tamsui Port to become a big fishing port.

Hence, on June 8, 1927 (the 2nd year of Showa Era), "Taiwan Nichi-nichi Simpo" imitated The New Great Eight Scenes Voting hosted by Japan to hold a similar voting activity, The Great Eight Scenes in Taiwan. The scheduled time was about one month, from June 10 to July 10. Because of the passionate responses from Taiwan citizens who canvassed for certain great scenes, the votes were more than 36 million. Therefore, the period had lasted for more than 50 days, and the voting evoked patriotism of people.

III. The Blueprint of Tamsui Port Planned by the District Director

In 1920, the Japanese government implemented a reform of local systems in Taiwan, setting districts between prefectures and towns and villages. Intermediate officials were designated to be district directors to manage the affairs of towns and villages. With the limitation in budgets and staff, there were few opportunities for large infrastructures in the local areas. In 1926, Masaichi Yamamoto, a district director, who was capable of responding to needs of local people, addressed the expectation to build a port in Tamsui on behalf of Tamsui people.



Picture 1. Tamsui Port in the 1910s

Masaichi Yamamoto was an ambitious district director, who was born in Hyogo, Japan. He graduated from Tokyo Telecommunication School and at first only worked in Tokyo Post Office. By self-learning, he passed the high-ranked official examination and had a series of experiences, which was extraordinary to other officials graduating from Imperial Universities. He worked Metropolitan Police Department, the officer of the noble estates management, Communication Section of Nippon Oil Corporation, and as Chief Inspector of Hyogo, Police Chief of Sannomiya, and the police section manager of Taihoku Prefecture. In December, 1926, he became Tamsui District Director.³

In the seven months of Masaichi Yamamoto's duty period as Tamsui District Director, he actively contacted Taiwanese and Japanese elites in Tamsui to draw a blueprint for the future of Tamsui Port. During the period of the voting for The Great Eight Scenes in Taiwan, he proposed a project of "The Full Preparation of Tamsui Port's Reconstruction," which was the substantial proposal submitted to Taiwan Sotokufu and Taihoku Prefecture. Parts of the content, such as four sections of 'The Future and Past of Tamsui' were published in "Taiwan Nichi-nichi Simpo" on August 25-27, 1927 (the 2nd year of Showa Era),⁴ which caught the attention of the public.

The project, proposed by Masaichi Yamamoto, could be divided into several parts: (1) direct illustration of the five constructions in the project, (2) proposing the historical description of "The Necessity of the Facilities in Tamsui Port," (3) the main text stated the current situation of Tamsui Port and the outline of the project.⁵

2. "Marine Transport History in Taiwan". p. 39. The budget relation of the Tamsui-Tugeku route.

3. Taiwan New People Newspaper. "Introduction to Taiwan Celebrities". The 7th year of Showa Era, "National Taiwan Library", "Taiwan New People Newspaper" p. 175. Masaichi Yamamoto.

4. "Taiwan Daily News" the second year of Showa, August 25: "The Past and Future of Tamsui I", August 26, "The Past and future of Tamsui II" August 27, "The Past and Future of Tamsui III," August 28, "The Past and future of Tamsui IV."

5. Masaichi Yamamoto, 1938. "The Full Preparation of Tamsui Port's Recostruction." Tamsui: Tamsui Town Government. p. 1-2.

In part I, Masaichi Yamamoto pointed out that along Taiwan coastline, Tamsui Port was as important as Keelung Port and Kaohsiung Port. It had a convenient water and land transportation, and was only 13 miles from Taipei, the main prefecture and only 220 miles from Fujian. Moreover, it had rich fishery resources and functioned as both commercial and fishing port. Because Taiwan Sotokufu gathered all resources to Keelung Port and Kaohsiung Port, Tamsui Port was idle, which was really a pity. By completing five small constructions, Tamsui might become the secondary port to Keelung Port. The five small constructions were:

1. A fishing port as a shelter port at the same time
2. Prolongation of the length of the wharf
3. Extension of Tamsui railway line to the customs wharf
4. Dredging of Tamsui Port
5. Establishment of simplified lighthouses and flashing buoys⁶

Tamsui citizens were led by District Director, Masaichi Yamamoto, and Town Director, Jun-Chen Lei, and took the opportunity of the voting. One of them, She-Kay Ko, submitted an article—‘Revitalization of Tamsui: The Resort’—to ‘Taiwan Nichi-nichi Simpo’ on June 22, 1927 (the 2nd year of Showa Era), which increase interest of people in voting Tamsui for its beautiful scenes:

“Revitalization of Tamsui : The Resort”

The return of the prosperity of Tamsui and the revitalization of the trade in Tamsui Port is the most expected things for Tamsui Party. For the death of Tamsui Port as a commercial port, we cannot neglect that Tamsui is still worth a visit. Overall, although the dynamic and busy Tamsui disappeared, the silent and entertaining Tamsui still exists.

Therefore, the declines of the past history of the first port in Taiwan, Tamsui Port, could not be focused at this time, the most important current revitalizing strategy for Taiwan is to take Tamsui as the first recreational paradise.

Tamsui is famous for its beautiful scenery, the beauty of mountains and waters is the most attracted, which refers to the beauty and enjoyment of mountains and waters. In the south of Tamsui is Guanyin Mountain, which is feminine; in the east is Datun Mountain, which is masculine. Between the two mountains is Tamsui River, which reminds people of Rhine River; in the north is Jhyzin Mountain, which is similar to Alps. Moreover, Tamsui is a place with profound history.

Tamsui is one of the oldest towns in Taiwan, which has well-known history of 301 years. Spanish, Dutch and

Cheng-Gong Zheng were once fighting for this place. To some extent, Tamsui is Taiwan’s Nagasaki, because both are the old ports and exotic.

In fact, Tamsui currently is poetic, picturesque and musical. Situated in the capital of Taiwan, near Taipei, Tamsui has convenient and inexpensive transportation systems and meaningful history. In the present, the train and bus travel between Taipei and Tamsui more than ten rounds per day. Ships and steamboats journey twice a day. In this way, it adds a bit of artificial beauty to natural beauty of Tamsui. Therefore, it is the only one big park in Taiwan. By the voting for The Great Eight Scenes in Taiwan held by “Taiwan Nichi-nichi Simpo,” Tamsui can be expected.”⁷

Masaichi Yamamoto was an ambitious district director, who took advantage of this opportunity to collect documents and statistics, and issued a brochure—“The Full Preparation of Tamsui Port’s Reconstruction”—in July, 1927. He expected the Taiwan Sotokufu could consider the demand of Tamsui Port construction through the public opinions.

In one section of part II, “The Necessity of the Facilities in Tamsui Port,” Masaichi Yamamoto arranged the history of Tamsui Port from the establishment of Fort San Domingo by Spain, through the Dutch occupation period, Ming Zheng period, to Qing Dynasty. The prosperity of Tamsui Port was not declined until Sino-French War in 1884 (the 10th year of Quangxu Emperor), when the France closed the ports. After Taiwan was conceded to Japan in 1895, once the customs house of Taiwan Sotokufu was established in Tamsui, and Tamsui was the main port connecting South China, South Asia and Japan. And then Tamsui Port was degrading and only a few junk and small steamships entered and exited from there.

However, Masaichi Yamamoto also pointed out that the importing and exporting amount of Tamsui Port had reached 3.5 to 3.6 million dollars at the end of the year of Taisho Era, which was the greatest trade amount with junks in South China. Moreover, there was a convenient water and land transportation connecting Tamsui and Taipei City so Tamsui was still an important port. The main reason of its degrading was the shallowness of the channel.

Masaichi Yamamoto stated that the reasons of shallowness were the abuse of the exploitation and deforestation of the river, which caused the soil erosion. He also quoted the reference in Qing Dynasty, “The Documents of Preventing Hobe from not Being Processed” discovered by Hikogorou Shirozaki, to explain that the proposal proposed by the Commerce Committee member for guarding Hobe and Zhejiang Deputy Prefectural

6. “The Continuous Revision of the History of Taichung County.” Taichung County Government: 2010. p. 1-2.

7. The 3rd page of “Taiwan Nichi-nichi” on June 22, the 2nd year of Showa Era. She-Kay Ko, ‘The Beautiful Poetry Hometown, Tamsui’ p. 83-84

Magistrate, Tung-En Lee. The proposal was about prohibiting French navy vessels from landing and the shipwrecks from blocking the port:

He proposed on June 26th. He said, “*I measured the shipping course at the seaport by myself. The width of the river of Tuning Zhuhouliao Bay is more than 100 zhangs (about more than 300 meters). The depth is only 2 zhangs 4 chihs (about 7.2 meters), which is the narrowest area of Hobe Port. Load more than 7000 dans (about 420 tons) on four large commercial ships, more than 2000 dans on six cannon vessels (about 120 tons), and ten vessels shipping horizontally at the entrance of the port, and destroy each vessel to be sunken as barriers. After that, the vessels can be removed by instrumental vessels.*” He informed the British and American consuls in Tamsui on July 14th, “*All courses of the port will be blocked at midnight, on July 15th (September 4th on the solar calendar).*” He reported to Ming-Chuang Liu on July 15th, “*There was still some space of the depth at the flood tide after I measured the area of the sunken vessels by myself. We need more sunken vessels.*” On August 13th, he reported, “*the previous 10 vessels with stones have been loaded; the other 5 commercial vessels just bought can be loaded with stones, too. Recently, we can buy 5 large commercial vessels and load them with big stone bars. Three of them have been loaded with stones; the other two can be in reserve.*”⁸

Masaichi Yamamoto thought that the plan of blocking the port with stones really affected the course of the port and also influenced the current. However, if there were proper dredging facilities, then the port could accommodate large steamships and became the secondary port to Keelung Port.

Furthermore, the water around Tamsui was situated in the Northwest of Taiwan, where is the intersection of the branch of Black Tide and the cold current of Bo Sea. It was a place with rich fishing resources. But Taihoku Prefecture established Fisheries Research Institute at Tamsui in the 11th year of Taisho Era. The institute surveyed on fishing and breeding. If Tamsui Port could be built into a large-scale fishing port, it could assist the foundation of the fishing industry—the limit of Keelung Port’s anchoring problem.

Moreover, the length, warehouses, land transportation, lamps and buoys in Tamsui Port had to be improved in order that Tamsui Port could be both a fishing port and a shelter at the same time. And that was the main task to revitalize Tamsui Port.

In part III, Masaichi Yamamoto took “The Proposal of the Current Condition and Facilities of Tamsui Port” as the main content, which contained three sections: (1) trade relation, the condition of goods and the improvement of traffic institutes;

Table 1. The Comparison of the Total Input and Output Amount of Money between Tamsui Port and Keelung Port

Port	Tamsui Port			Keelung Port		
	Year	Import (Yen)	Export (Yen)	Amount (Yen)	Import (Yen)	Export (Yen)
The 29 th year of Meiji Era	4,879,453	7,815,032	12,694,486	208,783	16,522	225,305
The 30 th year of Meiji Era	7,573,705	8,347,857	15,921,562	3,928,414	922,042	4,850,456
The 31 st year of Meiji Era	9,944,654	7,592,780	17,537,434	3,985,326	1,894,650	5,879,976
The 32 nd year of Meiji Era	9,779,965	7,328,212	17,108,177	7,317,246	1,867,478	9,184,724
The 33 rd year of Meiji Era	9,036,825	6,620,497	15,657,322	7,271,441	2,707,668	9,979,109
The 34 th year of Meiji Era	7,336,229	4,603,990	11,940,219	8,151,757	5,019,510	13,171,267
The 35 th year of Meiji Era	5,996,917	9,392,575	15,389,492	7,707,735	4,601,040	12,308,775
The 36 th year of Meiji Era	6,626,139	7,620,136	14,256,275	9,165,731	6,457,318	15,623,049
The 37 th year of Meiji Era	7,871,183	5,909,934	13,781,117	8,590,634	8,757,535	17,348,169
The 38 th year of Meiji Era	6,961,676	6,092,420	13,054,096	10,133,709	8,446,295	18,680,004
The 39 th year of Meiji Era	8,501,547	5,728,234	14,229,781	11,626,358	8,599,569	20,225,927
The 40 th year of Meiji Era	6,616,126	4,143,474	10,759,600	13,530,306	11,009,238	24,539,544
The 41 st year of Meiji Era	6,934,562	2,673,843	9,608,405	13,889,653	15,233,886	29,123,539
The 42 nd year of Meiji Era	7,460,811	4,048,738	11,509,549	14,839,390	16,190,384	31,029,774
The 43 rd year of Meiji Era	8,033,693	3,937,986	11,971,679	18,198,361	16,676,504	34,874,866
The 44 th year of Meiji Era	6,586,215	5,847,743	12,433,958	22,929,991	16,649,154	39,579,145
The 1 st year of Taisho Era	7,534,043	7,844,836	15,378,879	31,788,186	17,784,918	49,573,104
The 2 nd year of Taisho Era	6,949,694	6,780,868	13,730,562	34,601,785	21,529,558	56,131,343

8. “Marine Transportation History in Taiwan”. p. 4-5.

The 3 rd year of Taisho Era	5,152,353	8,268,367	13,420,720	31,172,484	19,664,456	50,836,940
The 4 th year of Taisho Era	4,532,355	7,723,046	12,255,401	31,469,532	28,763,443	60,232,975
The 5 th year of Taisho Era	4,145,086	6,878,142	11,023,228	40,055,672	38,451,411	78,507,083
The 6 th year of Taisho Era	2,724,532	5,570,669	8,295,201	56,996,128	54,224,042	111,220,170
The 7 th year of Taisho Era	3,269,087	9,689,856	12,955,945	69,713,277	60,445,588	130,158,865
The 8 th year of Taisho Era	5,865,335	9,706,419	15,571,954	90,780,959	66,280,840	157,061,799
The 9 th year of Taisho Era	6,296,472	8,250,392	14,542,864	97,416,895	69,407,793	166,824,688
The 10 th year of Taisho Era	5,564,782	3,709,004	9,273,786	78,453,703	60,800,095	139,253,798
The 11 th year of Taisho Era	2,256,864	640,425	2,897,289	74,812,020	75,042,817	149,854,837
The 12 th year of Taisho Era	2,385,564	716,268	3,101,832	66,549,443	86,778,417	153,327,860
The 13 th year of Taisho Era	3,002,336	833,253	3,835,589	80,486,278	118,836,126	199,322,404
The 14 th year of Taisho Era	2,577,648	749,415	3,327,063	28,087,282	138,415,492	256,502,774
The 15 th year of Taisho Era	3,053,381	725,149	3,778,530	27,121,779	136,997,392	254,119,171

Table 2. The Comparison about the Number of Vessels Entering and Departing Tamsui Port and Keelung Port

Port	Tamsui Port						Keelung Port					
	Entering		Departing		Total		Entering		Departing		Total	
	Year	Number	Ton	Number	Ton	Number	Ton	Number	Ton	Number	Ton	Number
The 29 th year of Meiji Era	113	70,269	108	69,981	221	140,250	5	3,600	5	3,099	10	6,699
30 th	116	70,041	110	71,321	226	141,362	12	12,213	11	11,949	23	24,162
31 st	123	82,776	115	82,399	238	165,175	11	11,902	11	11,727	22	23,629
32 nd	153	114,540	153	115,661	306	230,201	6	6,767	4	4,801	10	11,568
33 rd	110	84,352	115	84,819	225	169,171	4	4,723	7	8,606	11	13,329
34 th	93	75,376	96	76,589	189	151,965	6	12,561	7	12,947	13	25,508
35 th	106	84,585	103	82,982	209	167,567	5	8,668	5	8,668	10	17,336
36 th	97	76,975	100	79,680	197	156,655	12	25,743	11	24,769	23	50,512
37 th	99	83,034	95	79,520	194	162,554	35	84,438	35	84,439	70	168,877
38 th	105	81,887	106	82,840	211	164,727	33	88,301	34	88,642	67	177,043
39 th	110	74,284	20	73,742	220	147,757	51	158,190	50	156,341	101	341,531
40 th	94	61,297	97	61,430	191	122,735	79	227,572	81	231,675	160	459,247
41 st	90	60,433	90	60,433	180	120,866	88	271,922	86	268,823	174	540,745
42 nd	92	69,293	87	67,093	179	136,386	69	258,871	67	254,207	136	513,078
43 rd	98	68,518	94	66,192	192	134,710	72	260,444	75	252,898	174	520,342
44 th	110	75,143	97	67,727	207	142,870	136	392,151	148	397,326	284	789,477
The 1 st year of Taisho Era	83	74,402	82	73,474	165	147,876	171	469,521	164	454,690	335	924,211
2 nd	86	60,878	66	58,346	134	119,224	186	491,014	181	481,990	367	973,007
3 rd	73	64,540	70	62,637	143	127,177	167	408,561	165	403,888	332	812,449

4th	65	59,398	65	59,507	130	118,905	228	399,798	225	396,086	453	795,884
5th	59	44,343	58	43,466	117	87,809	276	422,846	269	410,675	545	833,520
6th	33	13,891	33	13,891	66	27,782	414	539,183	402	525,771	816	1,064,954
7th	1	312	1	312	2	624	435	653,842	432	648,211	867	1,302,053
8th	22	8,483	23	8,764	45	17,247	585	789,042	598	795,469	1183	1,584,511
9th	64	29,837	57	27,921	121	57,758	547	779,822	522	745,852	1069	1,525,674
10th	107	53,394	100	50,185	207	103,579	602	1,048,287	617	1,052,640	1219	2,101,127
11th	83	53,602	83	54,272	166	107,874	684	1,270,389	675	1,247,326	1359	2,517,715
12th	79	54,111	75	51,663	154	105,774	656	1,173,266	652	1,157,837	1308	2,331,103
13th	91	57,141	86	54,038	177	111,179	813	1,467,449	790	1,420,105	1603	2,887,554
14th	65	49,722	63	47,917	128	97,639	987	1,731,611	934	1,651,921	1921	3,383,532
15th	70	47,427	68	45,760	138	93,187	1121	2,018,089	1044	1,921,961	2165	3,940,050

Table 3. The Number and Ton of the Traditional Junks Entering and Departing Tamsui Port and Keelung Port

Port	Tamsui Port						Keelung Port					
	Entering		Departing		Total		Entering		Departing		Total	
	Year	Number	Ton	Number	Ton	Number	Ton	Number	Ton	Number	Ton	Number
The 29 th year of Meiji Era	1563	21,063	1508	20,034	3071	41,097	586	6,550	583	6,424	1169	12,974
30 th	1356	24,466	1338	24,473	2694	48,939	436	8,666	405	8,026	841	16,692
31 st	1324	29,950	1278	28,694	2602	58,644	481	13,088	472	12,171	953	25,259
32 nd	776	22,392	770	22,719	1546	45,111	222	7,046	228	7,283	450	14,329
33 rd	661	20,400	667	19,812	1328	40,212	289	12,595	283	12,215	572	24,810
34 th	509	17,426	545	18,096	1054	35,522	260	11,334	262	11,089	522	22,423
35 th	503	18,987	523	19,493	1026	38,480	259	10,344	274	10,615	533	20,959
36 th	588	21,770	630	23,197	1218	44,967	375	14,342	373	14,153	748	28,495
37 th	521	22,380	542	22,173	1063	44,553	403	16,118	404	16,253	807	32,371
38 th	401	19,874	424	20,737	825	40,611	261	12,816	276	13,280	537	26,096
39 th	373	17,055	395	17,939	768	34,994	222	10,918	224	10,961	446	21,879
40 th	257	13,969	299	14,757	556	28,726	143	6,939	160	7,139	303	14,078
41 st	242	14,638	286	15,426	528	30,064	118	6,014	125	6,433	243	12,447
42 nd	282	16,668	310	17,359	592	34,027	132	5,504	155	5,989	287	11,493
43 rd	224	10,902	227	11,322	451	22,224	112	5,106	122	5,394	234	10,500
44 th	214	10,551	236	11,265	450	21,816	91	4,924	112	5,417	203	10,341
The 1 st year of Taisho Era	277	13,570	277	13,185	554	26,755	111	5,344	117	5,161	228	10,505
2 nd	332	16,304	339	16,431	671	32,735	122	4,400	125	4,647	247	9,047
3 rd	338	15,264	337	15,057	675	30,321	132	4,181	137	4,382	269	8,563
4 th	257	14,464	236	14,094	493	28,558	117	3,913	114	3,955	231	7,868
5 th	260	15,705	263	15,240	523	30,945	165	6,432	160	6,620	325	13,052

6th	334	21,241	233	22,035	567	43,276	101	8,892	200	9,156	301	18,048
7th	440	26,157	433	25,291	873	51,448	456	22,047	427	20,920	883	42,967
8th	492	26,164	491	28,599	983	54,763	719	29,365	718	29,461	1437	58,826
9th	434	28,811	434	27,961	868	56,772	668	26,311	649	26,348	1317	52,659
10th	399	30,161	395	30,217	794	60,378	324	13,773	314	13,230	638	27,003
11th	306	24,350	306	25,019	612	49,369	196	8,913	191	8,937	387	17,850
12th	284	27,269	289	27,207	573	54,476	137	7,062	137	7,155	274	14,217
13th	283	19,742	280	20,040	563	39,782	207	10,960	200	10,716	407	21,676
14th	293	18,857	288	18,555	581	37,412	295	17,314	289	17,378	584	34,692
15th	234	21,205	322	21,350	556	42,555	187	10,256	183	10,120	370	20,376

(2) the condition of fishing industry and the construction of the fishing port as the shelter; (3) the inside of the port and the related constructions.

I. Trade Relation, the Condition of Goods and the Improvement of Traffic Institutes

Masaichi Yamamoto drew three statistic tables⁹ to compare Tamsui Port to Keelung Port about their total amount of input and output money and the diverse types of vessels. People could realize the changes and differences between the two ports during the 31 years, from the 29th year of Meiji Era to the 15th year of Taisho Era from these tables.

Table 1 was the comparison of the total trading amount of money between Tamsui Port and Keelung Port. The difference of the total money became obvious in the process of establishing Keelung Port. In 1905 (the 35th year of Meiji Era), the input amount of Tamsui port was behind that of Keelung Port. The output amount became behind that of Keelung in 1906 (the 36th year of Meiji Era).

Table 2 is the comparison between Tamsui Port and Keelung Port about the total number of vessels entering and departing the port and the total ton of loading; before 1911 (the 44th year of Meiji Era), the number of vessels entering and departing Tamsui Port were more than that of Keelung Port while after 1912 (the 1st year of Taisho Era), the number of the vessels in Tamsui Port were far less than that of Keelung Port. When Tamsui Port had lots of vessels entering and departing it, the vessels entering and departing Keelung Port were between 1000 to 3500 tons but the number of Tamsui Port at that time were less than 800 tons.

Table 3 is the comparison on the number of junks entering and departing Tamsui Port and Keelung Port. Except 1918-1920, a larger number of junks entering and departing Keelung Port than that of Tamsui Port. Most of the time, Tamsui Port were the main business port for junks.

The agricultural and fishing processed products were the main ones that junks carried entering and departing the port. Tamsui Port had a greater amount of processed coal and wooden products than Keelung Port, especially Fuzhou cedar. Because there was a large-scale wood planet, Tamsui Port had much greater amount of money and quantity than that of Keelung Port. Therefore, the junk trades between the Taiwan Strait in Tamsui Port were more prosperous than that of Keelung Port.

Regarding to the junk trades in Tamsui, Masaichi Yamamoto stated that Tamsui Port did not add other facilities of wharves so the junks transported the goods to Mungchia and Dadaocheng through water courses instead of being transported by the freight industry in Tamsui. Moreover, because of the shallow water courses of Tamsui River, if the ships intended to sail upstream, they needed to wait for the rise of the tide. In order to solve the problem, Masaichi Yamamoto suggested that the convenient railway transportation could be the solution. By prolonging the railway from the Tamsui Train Station to Tamsui Customs Wharf, the cargos carried by junks could be transported to Taipei by train. This construction of the railway was the priority task should be done.

II. The Condition of the Fishing Industry and the Construction of the Fishing Port as the Shelter

Masaichi Yamamoto thought that after the investigation of the fishing resources around Tamsui accomplished by Beiwanhao of Taihoku Prefecture, a testing ship, it discovered that in the northwest of Fuguei Cape lighthouse in Shihmeng Village was a bream fish farm. The area from the estuary of Tamsui River to Taoyuan was a fish farm of brown croakers, eels, and Spanish Mackerels. In order to catch the fish, people had to use a small engine and the longline fishing method. However, fishermen in Tamsui still caught the fish by sampan boats, which caused the small engine boats from Keelung Port and Kaohsiung Port to compete for catching the fish in the fishing season. Although fishermen in Tamsui attempted to invest money to improve the situation, they lacked a proper port to anchor the boats.

9. Ibid. p. 8-14.

Whenever there was a storm in Tamsui Port, the boats chose the lagoon in the south of Bizhitou as the shelter. However, because of the sedimentation formed for decades, all boats or ships could not enter and depart the port, which caused a great loss.

Table 4. The Depth and the Area of Tamsui Port in the 1920s

Port	Direction	The Depth, the Area and the Tidal Range of the Anchorage		
		Depth (Lowest Sea Level)	Area	Tidal Range
Tamsui Port	east westwards	Above 20 chihs (6.6 meters)	6,900 pings	10 chihs 139 (The annual average)
		Below 20 chihs and above 15 chihs	11,300 pings	
		Below 15 chihs and above 10 chihs	107,800 pings	
		Below 10 chihs	320,000 pings	
		Total	445,000 pings	

Therefore, Masaichi Yamamoto came up with a solution to deal with this problem about a port without a formal fishing port and a shelter. He proposed to construct a port, which functioned as a fishing port and a shelter at the same time. The location he chose was around Youchekou, where Mifenliao River met Tamsui River:

“The location of the fishing port functioning as a shelter is about 20 tings (2,180 meters) from the west of Tamsui Train Station, which connected with one side of the road to the beach. It is a lowland along the riverbank of Youchekou and near the customs house. It is also a depression in the vicinity of the hills of Tamsui Golf Course. It is the best scheduled place to establish a fishing port as a shelter.

The blueprint of the fishing port takes the present road along the coastline as the base line. The east length is 60 jiangs (108 meters) and digs inside for 110 jiangs (278 meters). The west side is projected over the river for 28 jiangs (about 40.4 meters), which is taken as a pier. The entry of the port is about 30 jiangs wide (54 meters). The depth of the port is 35 chihs (10.5 meters). The depth of the entry is about 5 chihs (1.5 meters) deep below the lowest sea level of the year. When the river fill the fishing port, the port can accommodate tens of vessels.”¹⁰

III. The Inside of the Port and the Related Constructions

Masaichi Yamamoto stated that the constructions of Tamsui Port should take the depth of the river course and the tidal range between the full tide and the lowest tide into consideration. By estimating the area for vessels to navigate, there were 445 thousand pings (around 1,469,610 square meters). Even in the lowest sea level, there were only 125 thousand pings (around 412,810 square meters) having the sea level with 10 feet (3.3 meters) high.¹¹ While when the tide is full, the depth of the water could reach 20 feet (6 meters). Especially, there was a sandbank in the middle of Tamsui River, which often hindered shipping in the low tide and even caused shipping problems to junks and fishing ships. Tamsui Port should equipped with dredging boats to clean up the river course.

Second, Masaichi Yamamoto considered that there was no sufficient wharves for the vessels to anchor in Tamsui Port and the wharves were dispersal. Tamsui Customs Wharf was 105 jiangs (about 189 meters) long; the place for stacking coals was located in Tamsui Country Government building, which was 22 jiangs (about 40 meters) long, and 33 jiangs (58 meters) wide—the area with more than 1,230 pings. There was a custom house beside the bridge of the wharf. The small steam boats of Dadaochen were dispersed among Shihefa Wood Company near Tamsui Train Station, and Rising Sun Petroleum Company Ltd. in Bizhitou and the old county government building. The warehouse of the customs wharf could only accommodate the goods carried by 20 junks, which could not meet the demand of the quantity of the trade transported by the junks.

If the fishing port could be the sheltering port at the same time, there were more than 27,400 pings oil able to be exploited. In the west of Tamsui Customs Wharf, the space more than 8,280 pings could be used: on the left side, 152 jiangs (274 meters) of the entry and exit of the fishing port and on the right side of Mifenliao River, 132 jiangs (238 meters). In this way, the anchorage could be in the same place and the shipments of Tamsui Port could be increased.¹²

Moreover, Masaichi Yamamoto also referred that because of the sedimentation of Tamsui shipping course, large junks and steaming ships had difficulties anchoring in the wharf in daytime; at night, the measurement of the shipping course became difficult due to the shadow of Datun Mountain and Guanyin Mountain. It could result in the ships to strike rocks.

Furthermore, the lamp poles and lamp posts along Tamsui shipping course were overused. The lamp poles were inside the dorm of the customs official house at Fort Pu, which were in line with the lamp signs at Yuchekou. They were established in 1889 (the 22th year of Meiji Era). The signal post directing the shipping course, the round buoys inside the port and in the

10. Ibid. p.23-27.

11. Ibid. p.27-28.

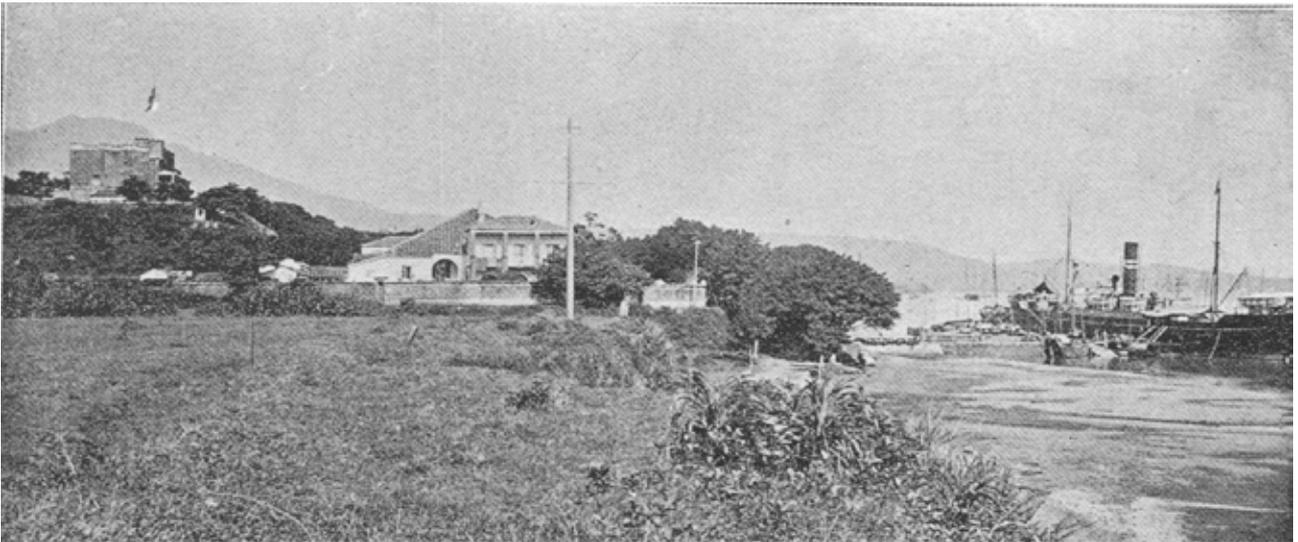
12. Ibid. p.28-29.

Table 5. The Schedule of the Construction of a Fishing Port as a Sheltering Port

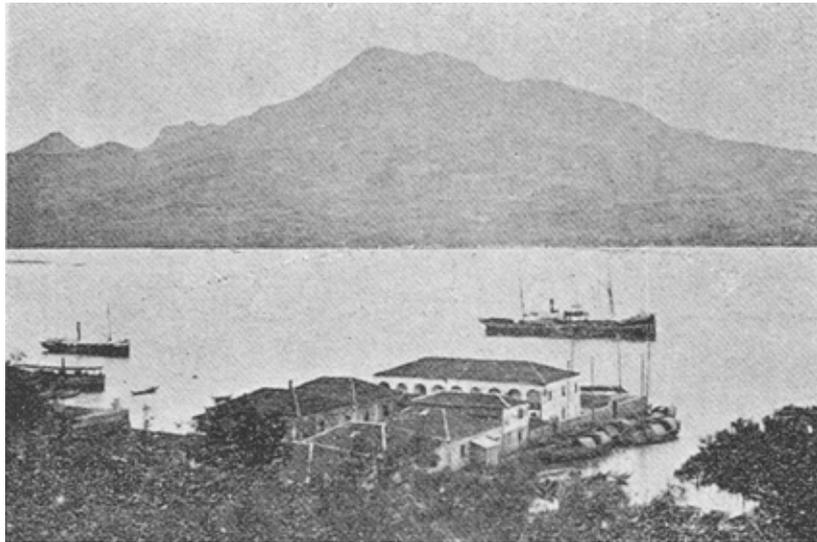
Items	Construction Area and Range		Total
I. The total area of the excavated and buried the land	1. The excavated land and the area of the road	9,995 pings	19,840 pings
	2. The total area of the buried land	9,845 pings	
II. The total area of the excavated land	1. The area of the sea	6,440 pings	9,995 pings
	2. The area of the wharf and other items	3,555 pings	
III. The total earthwork of the excavated land	1. The earthwork of a fishing port as a shelter port and the related excavated land	27,180 cubic pings	27,420 cubic pings
	2. Excavation of the coastal stone retaining wall	240 cubic pings	
IV. The total earthwork of the buried land	Buried heaps of the soil		27,420 cubic pings
V. The total pings of the stones protecting the coast	1. buried in the entrance and exit road with its extension of all offices	1,469 pings	2,869 pings
	2. 3 meter cube corner of the basic cement	698 pings	
	3. The extended part of the coastal stone retaining wall inside the port	Length: 298 jiangs (536 meters) Width: 26 chihs 1,400 pings	
VI. The total pings of the stones protecting the coast	The buried land and the stone retaining wall inside the port should be paved at the low tide level.		1,593 pings
VII. The area of the discharge place at the wharf	Length: 92 jiangs (166 meters) Width: 10 jiangs (18 meters) Cement-paved		920 pings
VIII. Extension of the road	Paving the road with sand in front of the serum manufactory as a drain		Length: 375 jiangs (675 meters) Width: 5 jiangs (9 meters)
IX. Hidden canals	A. the hidden canal is 44 jiangs (79 meters) long, and the internal diameter is 2 feet		124 jiangs (223 meters)
	B. the hidden canal is 80 jiangs (144 meters) long, and the internal diameter is 2 feet		
X. Cleaning the river	Cleaning out the old river near the serum manufactory		43 jiangs (77 meters)



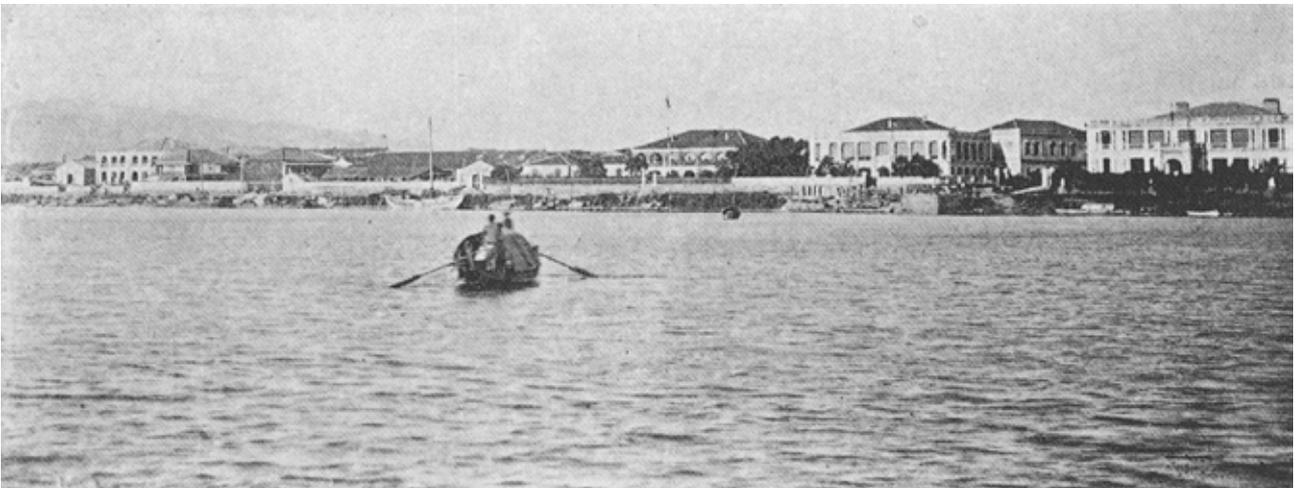
Picture 2. The ships building Tamsui Port, one of the dredging ships of Tamsui Maritime and Port Bureau "Tamsui Hao" in June, 1909.



Picture 3. Customs Wharf at Tamsui River in Japanese Colonial Rule



Picture 4. Tamsui Port



Picture 5. Dadaochen coastline at Tamsui River

south of the port, were set up in 1903, of which position and luminance had a great difference between the Tamsui Port in the 1930s.

Therefore, the authorities only needed to establish some simplified new lamps which should be 300 candlepower of the luminance standard of gas. By doing so, the ships entering the port would not strike rocks. The back buoys should be changed into the flashing ones to meet the new demand of Tamsui Port.¹³

At last, Masaichi Yamamoto formally proposed the blueprint and budget of the construction of expanding the wharf of a fishing port as a sheltering port: (1) the construction area, (2) the construction budget.

(1) The Construction Area: the earth of the presupposed site of a fishing port as a sheltering port was sand loam, which was easy to dig. The total digging area was 9,995 pings, and the water area was 6,440 pings.

(2) The Construction Budget: Masaichi Yamamoto estimated the total budget of the construction in accordance with the commodity prices in 1927 was 348,000 yens.¹⁴

Although Masaichi Yamamoto and the elites in Tamsui had proposed tens of simplified improvement constructions, and the cost of the construction was 300,000 yens, which was only one of the hundredth budget of Keelung Port and Kaohsiung Port. However, Taiwan Sotokufu still rejected the request so the elites in Tamsui had to seek the support from the civil society organizations and keeping striving by organizing Tamsui Trade Union.

IV. The Composition and Action of Association for Promoting Tamsui Port Facilities

In the 1920s, because of the establishment of Shihefa Wood Company, which was a local big company and the expansion of warehouse of Rising Sun Petroleum Company Ltd., which was a foreign company, Tamsui Port experienced prosperous growth both in shipping and business with the burst of business in oil and wood, people of Tamsui dreamed for the building of a port. Under the leadership of the town director, the village director and delegates, a local organization, Association for Promoting Tamsui Port Facilities was established to fulfill the dream.

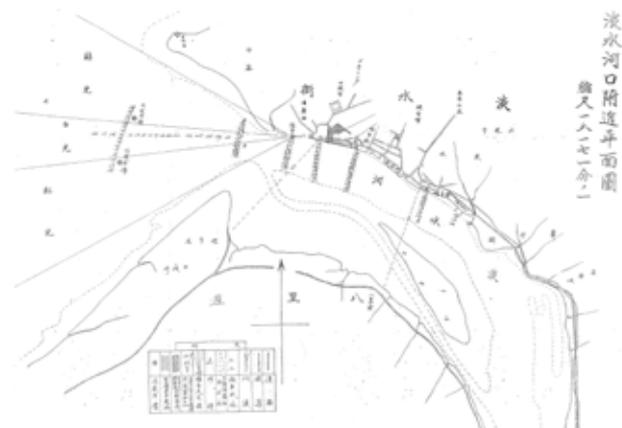
On August 9, 1927 (the 2nd year of Showa Era), Jun-Chen Lei, the town director, and other staff led 92 local people to submit the petition to Taiwan Sotokufu and Taihofu Prefecture. At the beginning of the petition, the members of the association described the past prosperity and dilemmas of Tamsui Port: *“Tamsui Port was once one of the past historic and prosperous business ports in Taiwan. But as time changes, Tamsui Port*

becomes bleak now and loses its past glory. Here are some inferring reasons for its bleakness: the construction of Keelung Port, deforestation of the head-water point, which causes the erosion of soil and the sedimentation of the shipping course, and the obsolete port facilities. Owing to these factors, Tamsui Port is hardly to retrieve its past glory.”

Then, they pointed out the auxiliary and assistant functions of Tamsui Port to Keelung Port, and proposed five construction requirements of Tamsui Port:

“However, because of the busy port affairs of Keelung Port, the only way to decrease its loading is to elevate the function of its auxiliary port—the facilities of Tamsui Port. The following are the high priority for Tamsui Port, which the local people in Tamsui expect:

1. Establishment of the fishing port as a shelter port
2. Dredging of Tamsui Port
3. Paving the railway to Tamsui Customs House
4. Extending Tamsui Port
5. Establishment of the simplified lighthouses and the flashing buoys



Picture 6: The layout near the estuary of Tamsui River



Picture 7: Construction design of a fishing port being a shelter port as well

And then, they explained the concrete reasons of construction several facilities of Tamsui Port:

“Because Tamsui Port is the base of the exploration of the fishing farms in Taiwan Strait, its location is very convenient, which is the source of every kind of fishing

¹³.Ibid. p.29-30.

¹⁴. Ibid. p.4-5.

catching activities. However, there is no fishing port and any facilities of an emergent shelter in Tamsui. Whenever there is a storm, vessels anchored in the port often turn over and be sunken. Moreover, the entrance of Tamsui Port is sedimented gradually, which causes only in the full tide the vessels to be able to enter and leave the port freely. At the night, when vessels navigate along the sandbank on the ebb, the shallow and short shipping course is inconvenience for the vessels. Therefore, the flashing buoys are needed.

In the present, the annual total export and import money of Tamsui Port reaches 370 to 380 thousand yens. There is a distance between Tamsui Customs House and the railway. Only transporting goods by car is not convenient. Extending the railway could offer a more available transportation than shipping to transport goods from the storehouse to Taipei.

Moreover, there is only a 150-jiang (around more than 100 meters) embankment in front of the custom house so only 20 junks discharge their goods, which is a mess to the storehouse of the customs house. The condition has lasted for a long time. Tamsui Port needs to expand the wharf.

The requirements of Tamsui Port are as the aforementioned points. People living in Tamsui can only actively seek ways to solve the problems which they are facing now.

Therefore, we gather the people with the same aim and think over the current situations to appeal to the authorities. We hope the authorities could sympathize and realize the future development of Tamsui Port. When planning a policy to revitalize industries in Taiwan. The authorities could understand the current situation of Tamsui and offer the budget to construct Tamsui Port. That is the people in Tamsui look forward to.

August 9, the 2nd year of Showa Era

Petitioners

Jun-Chen Lei and other 93 people.¹⁵

On page three of “Taiwan Nichi-nichi Simpo” published on August 16, the purpose of the establishment of the association and its main members of “Association for Promoting Tamsui Port Facilities” was reported:

“Tamsui Port has been operated for more than 200 years ago. It was once the first business port in Taiwan. Expect the shipping course inside the island, Tamsui Port also had prosperous trades with South China and South Asia. Foreign and domestic vessels enter and depart the port, and the business was blooming. The over-exploitation and deforestation of the upstream water source land result in oil erosion. Tamsui River is gradually deposited and the facilities of the port are idled. The trades are decreasing every year.

In the present, there are only Chinese junks and small boats enter and depart the port. Compared with the past prosperity, it is really a pity!

However, the strategies to retrieve glory and prosperity of Tamsui Port are to construct the facilities to dredge Tamsui Port and the shipping course inside the port, to expand the wharf of the fishing port as a sheltering port and so on, which are the top priorities of development in Tamsui Port. Realizing these constructions relies on establishing a lasting organization, Association for Promoting Tamsui Port Facilities.

Hence, the purpose of Association for Promoting Tamsui Port Facilities is to increase people’s passion to strive for reaching the goal of completing the construction of Tamsui Port. The purpose is that people living in Tamsui Village can identify with the importance of the construction of Tamsui Port and encourage them to join the association.

There are 5 officers, 17 commissioners and 3 executive officers in Association for Promoting Tamsui Port Facilities.

Officers: Yutoro Honda, Eikichi Tada, Torao Murakami, Kintoro Nakano, Kun-Shan Shih, A-Shan Lu, Kui-Bi Li, Bin Hsu

Commissioners: Kaizo Toshima, Toshihide Kuniyoshi, Goichiro Tani, Yoshinori Tomita, Jin-Chung Lin, Wu-Qu Pong, Zhang-Geng Hung, Wen-Gui Li, Kisaburo Tsukamoto, Rihachiro Hamada, Qian-Yi Huang, Jin-Han Zheng, Shi-Yue Tzeng, Gen-De Lu, Nai-Ming Pan, De-Shen Den, Seigai Kinoshita

Executive officers: Zenpachi Ejima, Yuan-Guei Li, Li-Shui Du

In August 1927, according to their experiences, the members of the association were composed of the Taiwanese and Japanese elites from Xiajie Village of Tamsui District. In the following are the simply analysis of the tasks each member undertook in 1927 (the 2nd year of Showa Era):

Officers

Yutoro Honda: assistant of Tamsui Town director

Eikichi Tada: Born in Kobe, Japan; engaging in the distribution of groceries, official provisions, and goods in Ota Commercial Firm; Tamsui Sideline Director of Vending Combination; membership of the Empire Membership of empire domestic veteran association, and the 1st, 2nd, 3rd, 4th and 5th sessions of the delegate of Tamsui Town

Torao Murakami: Born in Miyagi, Japan; director of Tamsui branch of Business and Industry Bank, and the 4th session of the delegate of Tamsui Town

15. “Taiwan Nichi-nichi Simpo”, August 16, the 2nd year of Showa Era. p.3.

Kintoro Nakano: Born in Nagasaki, Japan; the owner of Yamaguchiya; running a hotel and the transportation industry, and the 2nd, 3rd, 4th and 5th sessions of the delegate Tamsui Town

Kun-Shan Shih: Born in Tamsui, director of Shihefa Company, delegate membership of Shikungi Company, Director of Tamsui Credit Association, and the 2nd, 3rd and 5th sessions of the delegate of Tamsui Town

A-Shan Lu: Born in Tamsui, graduating from Teaching College of Japanese Language School, engaging in students affairs of a public elementary school, assistant of Tamsui Town director, executive director of Shihefa Company, director of Tamsui Pig-raising and Purchasing Combination Company, and the 1st, 2nd, 3rd and 4th sessions of the delegate Tamsui Town

Kui-Bi Li: Born in Tamsui, graduating from Japanese College of Japanese Language School, deputy director of Tamsui Branch of Hsinking Bank, assistant Tamsui Town director, affair council director of Tamsui Credit Association, and the 4th and 5th sessions of the delegate of Tamsui Town

Bin Hsu: Born in Tamsui, graduating from Japanese Language School, the 1st general affair officer in Lin-Ban-Yuan, director of Tamsui Credit Association, delegate of Taipei City, director of Dayung Industrial Company, supervisor of Lin-Ban-Yuan Sugar Manufactory, executive director of Taipei Trade Union, and a member of Board of Taipei Business Committee

Commissioners

Kaizo Toshima: the 1st, 2nd, 4th and 5th sessions of the delegate of Tamsui Town

Toshihide Kuniyoshi: Born in Kochi-ken, Japan, representative of the Tamsui Branch of Nam Kuk Industrial Co.,Ltd., the owner of Japan Transportation, and the 1st, 2nd, 3rd, 4th and 5th sessions of the delegate of Tamsui Town

Goichiro Tani: Born in Miyagi, Japan, running Ku store where sold Kimono and loans to financial institutions, and the 1st, 2nd, 4th and 5th sessions of the delegate of Tamsui Town

Yoshinori Tomita: Born in Kagoshima, Japan, director of Tamsui Branch of Taiwan Bank

Jin-Chung Lin: Born in Tamsui, studying in Japanese Training School, translator of Tamsui Customs House and Registration Office of Tamsui, director of Tamsui Credit Association, and the 1st, 2nd, 3rd and 4th sessions of the delegate of Tamsui Town

Wu-Qu Pong: Born in Tamsui, owner of the ship company

Zhang-Geng Hung: Born in Tamsui, graduating from Osaka Medical College, medical doctor in University of Tokyo, and president of Da-Kaun Hospital

Wen-Gui Li: Born in Lin-Zhi Street in Tamsui, district governor of Hsinghwa District, entitled as gentlemen in 1900,

director of Tamsui Credit Association, and the 4th and 5th sessions of the delegate of Tamsui Town

Kisaburo Tsukamoto: Born in Kyoto City, Japan, the designated retailer of tobacco by Monopoly Bureau, and the 4th and 5th sessions of the delegate of Tamsui Town

Rihachiro Hamada: president of Hamada Hospital, and the 3rd, 4th and 5th sessions of the delegate of Tamsui Town

Qian-Yi Huang: Born in Bali Village director, of Bali Village, Chairperson of Bali Credit Association, and supervisor of Tamsui Production and Selling Association

Jin-Han Zheng: Born in Bali Village, graduating from Japanese College of Japanese Language School, qualified as general officer, and association of Bali Village director and accountant

Shi-Yue Tzeng : Born in Sanzhi Village, Chief of the District of Small Keelung, the delegate of Sanzhi Village, Director of Sanzhi Village, Supervisor of the Use and Sale Tamsui Association and Chief of the Purchase and Use of Small Keelung Credit Association

Gen-De Lu: Born in Sanzhi Village, graduating from Teaching College of Japanese Language School, engaging in students affairs of Beisin Village Public School, and association of Sanzhi Village director

Nai-Ming Pan: Born in Shihmen Village, director of Yin District in Taihoku Prefecture, owner of Laomei Tea Manufactory, director of Laomei Credit Association, director of Quanquanji Water Resources Association, director of Shihmen Village, and director of Shihmen Fishing Industry Association

De-Shen Deng: unknown

Seigai Kinoshita: Born in Nagano, Japan, studying in Japanese Arts School, and the examiner of Japanese Paintings of Taiwan Art Exhibition

Executive officers

Zenpachi Ejima: unknown

Yuan-Guei Li: Born in Tamsui, secretary of Tamsui Shuixiantou District, secretary of Tamsui Street, and general affairs officer of Tamsui Town Office

Li-Shui Du: Born in Sanzhi Village, graduating from Kyoto Second Business School, and supervisor of Tamsui Credit Association

As soon as the petition of Association for Promoting Tamsui Port Facilities was submitted, She-Kay Ko, a local cultural elite, wrote an article, 'The Reviving Strategies of Tamsui: A Call from a Local Resident of Tamsui' to "Taiwan Nichi-nichi Simpo" on August 28, 1927 to explain the methods to revive Tamsui, including: (1) building the port step by step, (2) In-

creasing short shipping facilities across the strait, (3) extension of Tamsui line, (4) ferries between Dadaocheng, (5) establishment of big and small parks, (6) completion of hiking trails, (7) road improvement between Tamsui and Taipei, (8) prospering Kantau Station.

“The Reviving Strategies of Tamsui: A Call from a Local Resident of Tamsui” by She-Kay Ko

Association for Promoting Tamsui Port Facilities established by District Director Masaichi Yamamoto, Town Director Jun-Chen Lei and many from the public and private sectors in Tamsui has brought hope to the dim future of Tamsui. As enthusiastic local residents of Tamsui, we will be grateful for the ranking in this voting. In the autumn, by using this column, I, as a Tamsui resident, would like to provide the reviving strategies of Tamsui for smart readers as follows:

1. Building the port step by step: this plan is to complete necessary facilities for a shelter port and dredge navigation channels for 2,000 to 3,000 tons cargo ships rather than competing with Keelung Port;

2. Increasing OSK and NYK for the short shipping across the strait: facilities for 2,000 tons cargo ships navigating between Tamsui-Xiamen and Tamsui-Fuzhou

3. Extension of Tamsui Line and building a new station: in order to meet the needs for tourism of national parks in the future, for example hikers in Guanyin Mountain and swimmers in beaches, the railways should be extended from Tamsui Station to Youchekou. (with Tamsui Station remained.)

4. Ferries between Dadaocheng: ferries between Dadaocheng is the most convenient way to export tea and import wood from China between Taipei and Tamsui

5. Establishment of big and small parks: the plan is to establish big parks around the golf course while the small parks are around the highland near headwaters. Big parks belong to the prefecture, while small parks belong to the district.

6. Completion of hiking trails: comprehensive hiking trails in the Datun Mountain, in the eastern side of Tamsui Station and Guanyin Mountain, in the southern side of Tamsui River.

7. Road improvement between Tamsui and Taipei: more frequent travels of cars require renovation of roads between Tamsui and Taipei to reduce accidents as more than ten road sections are dangerous.

8. Prospering Kantau Station: in contrast to Tamsui, Kantau Station is desolate. The only way to prosper the

station is to take advantages of the intertidal zone near Kantau Station to attract fishing enthusiasts from Taipei.

During the sunset in the estuary of Tamsui River, bell rings from the old churches resounded in the streets, are not blessing Tamsui? It inspires the residents of Tamsui!”¹⁶

Toshio Mimaki, the founder of Tamsui Golf Course, a Shizoku of Yamaguchi Prefecture Japan and managing director of Taiwan Warehouse Company, published an article ‘Cozy and Relaxing Tamsui’ in response to the petition of Tamsui officials and local people soon after serving as a jury member of The Great Eight Scenes in Taiwan. From the perspective of land development and use, he stated that expansion of Tamsui Port allowing convenient water transportation will lead to land development and use of Taipei basin, turning an agricultural development of villages into industrial and commercial cities:

“Cozy and Relaxing Tamsui” by Toshio Mimaki

Because recently people are keen on golf, Tamsui becomes a popular place on Sunday. The golf course can be reached by cars directly from Tamsui Station. The dilapidated streets are similar to the ruins of Rome. It is like riding a white horse to get to the port. People can overlook from the highland of the ancient fort with breezes coming from old and greenery banyan trees. People can climb up to the slopes which are like the vines of loofahs, and there is a flat land, where the golf course is situated. It is near the historical sites of Fort San Domingo and the customs officer’s residence. Green trees can be seen, and Tamsui River is flowing to Taiwan Strait from the foot of Guanyin Mountain. A official saw the scenery in his trip and said it was like a golf course in the suburban areas of London. Such landscape is similar to those in Europe and America.

There are 13 miles between Tamsui and Taipei, taking only 50 minutes by train to get there. I would like to introduce the beauty of Tamsui to those who have not been here yet. Tamsui is more than a memorable port with its beautiful scenery. May I propose the revival of Tamsui Port before I make a statement on Tamsui Palace. Tamsui remains the closest relationship with ports of China across the strait, and its trading values used to be the 1st place in Taiwan. In recent years, the route of Tamsui-Hongkong was replaced with Keelung-Hong Kong so big steamships entering the port are rarely seen. While Keelung Port and Takao Port became vibrant, Tamsui Port was replaced and became still gradually.

It is long history of trading in Tamsui Port but it stops because of the trend and sedimentation of the port. It costs millions to build Keelung Port and Takao Port and the constructions are not sound yet, therefore, it is a pity to

16. “Taiwan Nichi-nichi Simpo”, p. 3, 28 August, the 2nd year of Showa Era. Translated by Jiau-Bi Lin and Te-Hsi Hsieh.

give up Tamsui. Is Tamsui doom to be abandoned? Does it not deserve revival? Is not the statement that “Tamsui is an isolated sunset city” pedantic and stupid?

Current facilities of Keelung Port are insufficient for the skyrocketing cargo-handling capacity. Keelung Port will need to respond to the expanding demand. Does it make sense to invest in a huge amount of money in the large construction all of a sudden? In fact, there is no room for expansion. Even the construction of the port goes smoothly, it is merely the completion of port facilities.

In farsighted opinion of people with insights, where are the industrial lands for the processing and production of ingredient from South China and South Asia? The transportation to each kind of processing factories needs to be planned, and Keelung Port cannot meet the goal, no matter how it is renovated.

Then, how about Takao Port? In Great Takao Plan, Soil Preparation Company will fill the land along the canals, and the lands in the eastern side are the greenfield sites for factories in the future.

In the coming years, with the electricity from Sun-Moon lake, can the greenfield sites provide enough space for dozens of factories? Today the schedule land for Great Takao Plan is still deserted, are there really the 2nd and 3rd Great Takao Plans to be proposed?

There is no need to mention Anping and Haigang. Except for Keelung and Takao, Tamsui Port needs to be addressed when speaking of Taiwan's ports. River channels extend to more than 10 miles along the Tamsui River, with the flat lands in the right and left banks. It connects the capital city Taipei and the branch river, Keelung River is similar. Hundreds of thousands of acres of lands spearing along the rivers can be used for the construction of factories. In addition to the electricity from Sun-Moon Lake, indigenous coal from the northern Taiwan can be supplied at an inexpensive price.

First, the revival plan for Tamsui Port should prevent the sea waves from outside of the port, and then avoid sedimentation by flood. These methods require research and design.

I am a layman in terms of technology but I believe Tamsui Port can be a good port as 3,000-4,000 tons steamships entering. Some people divide the river into two sections, flowing river and still river for anchoring vessels. Some people think it is possible to dig channels under Guanyin Mountain to divert the water. Some propose the way to use ferries to drag. As regards sedimentation of port, it can be prevented by means of the construction of

jetties as well as improvement in dredging. These technologies and approaches need research and plan by experts.

Anyway, I believe Tamsui should not be absent in the plan of Taiwan's response to South China and South Asia. I sincerely hope the intellectuals to take into consideration. On the 2nd of this month, I was on the way back to Taipei from the golf course. Because of the invitation from the customs director, Kaoru Nakahara, I was able to take a ride on Kamome Ship during sunset to the upstream. While everyone was making a toast for health, on the serene water, I could not help closing my eyes and thinking that if there were various factories in the idling lands in the right and left banks of the river, this must be a beautiful dream. It takes everyone's effort to make the dream come true.”¹⁷

V. The Long Term Struggle of Tamsui Trade Union

In the middle of Japanese rule, local industry and business had developed in Taiwan. To absorb these elites to contribute and to assist in local affairs, special regulation were formulated to encourage the composition of local trade unions, and Taiwan Industrial and Commercial Congress were held annually. Taking advantages of this occasion, Tamsui Trade Union proposed the demand of building a port to Taiwan Sotokufu and Taihoku Prefecture. Decades of struggle was a challenge to the spirit and willpower of Tamsui people.

Association for Promoting Tamsui Port Facilities presented a petition to Taiwan Sotokufu and Taihoku Prefecture during the voting of The Great Eight Scenes in Taiwan, which caught an attention of the public. However, the authorities devoted to developing Keelung Port and Kaohsiung Port only so the petition of Tamsui residents still did not gain any support.

Under the circumstances, the Taiwanese and Japanese elites in Tamsui did not abandon. They decided to follow Japanese regulations to organize a trade union to promote the long-term petitioning activity—the renovation of Tamsui Port.

In January, 1928 (the 3rd year of Showa Era), the delegates of Tamsui Town, including Toshihide Kuniyoshi, A-Shan Lu, and other 17 Taiwanese and Japanese people decided to establish an organization to solve the problems, which there was no regular meeting with the people in business and industrial fields in Tamsui, to gather and promote the common local industrial and business affairs.¹⁸

At three o'clock on January 29th, on the 2nd floor of the Tamsui Town office, A-Shan Lu and other 17 people held a preparation meeting of Tamsui Trade Union and drafted the regulations of the union. Except striving for the rights of the

17. “The Beautiful Poetry Hometown, Tamsui” written by She-Kay Ko, Taipei: Taiwan Review Association, 1929. Translated by Jiau-Bi Lin and Te-Hsi Hsieh.

18. “Taiwan Nichi-nichi Simpo”, February 2, the 3rd year of Showa Era, p.4

businessmen in Tamsui, the most important aim was to hold the activities to associate with Taipei Merchandising Union with a view to promoting the construction of Tamsui Port and to gaining the support from the members of Taipei Merchandising Union.

After the registration was finished on February 15th, Tamsui Trade Union had an inaugural meeting on March 11th. The location of the meeting was in Tamsui Town Beach; the members amounted to around 100 people. The meeting invited Kanaji Sakei, Interior Affairs Officer of Taihoku Prefecture, Masaichi Yamamoto, Tamsui District Director and Bing Hsu, Delegate of Taihoku Prefecture. Kun-Shan Shih, the owner of Shihefa Wood Company, was elected as the president of the union, Eikichi Tada, the owner of Yamaguchiya Hotel, as the deputy president, and Shan-Ci Ku as the director.

Conducted by Deputy President, Eikichi Tada, the principles of Tamsui Trade Union were announced, which reminded the membership of the union to be kind and close to one another, to create prosperity of Tamsui together, and to implement the construction of Tamsui Port.¹⁹

Soon after that, the union led by Eikichi Tada participated in the 12th year of Taiwanese Industrial and Commercial Congress in Pintung Public Elementary School on March 31, 1928 (the 3rd year of Showa Era).

The union pointed out in the congress, “Under the strategy of transporting goods between north and central Taiwan, the petition of the renovation of Tamsui Port.” Although Eikichi Tada clearly explained about the reason of the petition in the congress, which earned the applause from the participants, the final resolution could only be a preserved case and not be listed into the official proposal of the congress.²⁰

Although at first the proposal was failed, the membership of the union did not give up. In the next year, on February 27, 1928 (the 4th year of Showa Era), the union held the 1st normal conference at Tamsui Assembly Hall. The conference awarded the salesclerks of Tamsui Trade Union who had provided excellent services award continuously and then held the 1st regular conference and selected representatives to participate in the 13th term of Taiwanese Industrial and Commercial Congress.²¹

The 13th term of Taiwanese Industrial and Commercial Congress was held at Hualien Showa Hotel on April 24. The

proposal of Tamsui Trade Union was listed into the 9th proposal, “Under the strategy of transporting goods between north and central Taiwan, the petition of the renovation of Tamsui Port.” At this time, the petition earned the support from Hatsujiro Murakami in Tainan Trade Union and was listed into the 3rd item on the agenda. In the congress, A-Shan Lu represented to state concretely. With the privileged relation of Tamsui Port between Taiwan and China and “From the historical aspect, the strategy of developing Taipei” proposed by Takashima from Tainan, the explanations acquired the support from the membership and the petition was listed as a proposal. But Taiwan Sotokufu had never promised them the petition.²²

Because of the frustration, Tamsui Trade Union realized the only way to petition was to seek for the support from the business and industry organizations in Taipei area.

Therefore, at the 17th term of Taiwanese Industrial and Commercial Congress held at Keelung City Hall on August 14, 1933 (the 8th year of Showa Era), among 24 participating groups, Trade Union cooperated with Taipei Chamber of Commerce to propose the petition of “Renovation of Tamsui River and the Construction of Tamsui Port.” The petition was proposed under both the title of Taipei Chamber of Commerce and Tamsui Trade Union, and it was explained concretely by A-Shan Lu. The petition was listed into the congress schedule as the 7th proposal. But as the result of the 13th term, Taiwan Sotokufu gave no concrete reply.²³

After the failure, Tamsui Trade Union stopped proposing the project temporarily. After the next year, the union took advantage of the 19th term of Taiwanese Industrial and Commercial Congress during holding Taiwan Exposition.

On October 15, 1935 (the 10th year of Showa Era), the congress was taken place at Taipei Assembly Hall. There were 30 groups and 136 representatives joined the congress. The proposal of Tamsui Trade Union pertained to the section of port and river so it had to compete with the proposals of the expansion of Keelung Port, rebuilding the outside Keelung Port, the construction of Suao Port and the construction of ports in the central Taiwan. “Promotion of the Renovation of Tamsui River and Tamsui Port Proposal” was listed as the 17th proposal, which was presented by A-Shan Lu. Although the governor of Taiwan Sotokufu joined and delivered a speech in the congress, there was no concrete result of the proposal of Tamsui Trade Union.²⁴

19. Ibid. March 13, the 3rd year of Showa Era, p.4

20. The Prospect of the 12th Term of Taiwanese Industrial and Commercial Congress, p. 168-177

21. “Taiwan Nichi-nichi Simpo”, February 28, the 4th year of Showa Era, p.8

22. The prospect of the 13th Term of Taiwanese Industrial and Commercial Congress, p. 180-196

23. The prospect of the 17th Term of Taiwanese Industrial and Commercial Congress, p.251-263

24. The Prospect of the 19th Term of Taiwanese Industrial and Commercial Congress, p. 2-87-298

Table 6. Proposals and Results of the Petition Submitted to Each Year of Taiwanese Industrial and Commercial Congress by Trade Union

Term	Time	Venue	Host	Participants	Number of the Congress (person)	Proposal	Reporter	Result
12 th	1928. 3.31	Pintung Public Elementary School	Pintung Trade Union	35	145	Under the strategy of transporting goods between north and central Taiwan, the petition of the renovation of Tamsui Port: Tamsui Trade Union	Eikichi Tada	Not on the agenda but preserved
13 th	1929. 4.24	Hualien Showa Hotel	Hualien Trade Union		More than 100	Under the strategy of transporting goods between north and central Taiwan, the petition of the renovation of Tamsui Port: Tamsui Trade Union	A-Shan Lu	The 3 rd case on the agenda
17 th	1933. 7.14	Conference Room of Keelung City Hall	Keelung Association	24	116	Renovation of Tamsui River and the Construction of Tamsui Port: Tamsui Trade Union, Taipei Chamber of Commerce	A-Shan Lu	The 7 th case on the agenda
19 th	1935. 10.15	Taipei Assembly Hall	Taipei First-class Industry Union, Taipei Industrial Union, Taipei Business Committee, Taipei Commercial and Industrial Association, Taipei Chamber of Commerce	48	136	Promotion of the Renovation of Tamsui River and Tamsui Port Proposal: Tamsui Trade Union	A-Shan Lu	The 16 th case on the agenda
20 th	1936. 10.23	Taichung Seat	Taichung Industrial Union, Taichung Commercial and Industrial Association	35	350	Promotion of the Renovation of Tamsui River and Tamsui Port Proposal: Tamsui Trade Union	A-Shan Lu, and Shan-Ci Ku	The 7 th case on the agenda

The final efforts taken by Tamsui Trade Union was in the 20th term of Taiwanese Industrial and Commercial Congress, which was held in Taichung. On October 23, 1936 (the 11th year of Showa Era), there were 35 groups and 350 representatives joined the congress in Taichung. In the congress, the proposal of Tamsui Trade Union was discussed sixthly. The proposal became feasible after the presentation of A-Shan Lu and was on the agenda. In the schedule, the proposal was listed as the 7th proposal, “Promotion of the Renovation of Tamsui River and Tamsui Port Proposal,” which was presented by Shan-Ci Ku. It was a pity that it achieved nothing in the congress.²⁵

During decades of struggle taken by Association Promoting Tamsui Port Facilities, which was taken charge by Tamsui Trade Union later, the petition was proposed to Taiwanese Industrial and Commercial Congress for five terms and almost 10 years. It still could not catch the attention of Taiwan Sotokufu to the construction of Tamsui Port.

VI. Conclusion

In the 1920s to 1930s, the period was the middle term of Japanese Colonial Rule and it was also the golden age of the rise of Taiwanese elites in Tamsui. They were really somebody in the business and industry companies in Taiwan at that time. They also experienced the rise and declines of Tamsui Port.

They were always thinking about seeking ways to prosper their hometown. By the voting of The Great Eight Scenes in Taiwan, they cooperated with a local governor, Tamsui Town Director, Masaichi Yamamoto, to propose the plan of the construction of Tamsui Port and organized Association for Promoting Tamsui Port Facilities to submit the proposal to Taiwan Sotokufu, and Taihoku Prefecture for seeking support from the public opinions in Taiwan.

After that, Tamsui Trade Union had kept striving for this hope for almost ten years, which crossed five terms of Taiwanese Industrial and Commercial Congress. But it was pitiful that the proposal had gained no positive response.

However, after decades of efforts, the will and resolution of Tamsui elites at that time can be seen. Although the history is retrievable, the actions of the last generation remain in the memory of the history!

*This article is a part of the first-phase oral history survey and research report published by Tamsui Historical Museum, New Taipei City. Some themes of the survey and research were condensed into this independent article under a special contract and then it is submitted to Journal of Tamsui Historical Museum, New Taipei City.

25. The Prospect of the 20th Term of Taiwanese Industrial and Commercial Congress, p 302-316

Acknowledgements

Thanks to the seniors, Ming-De Chou, and Shuang-Jue Bai for providing the valuable suggestions to perfect the article.

References

Ko, S. K. (1930, the 5th year of Showa Era). *The Beautiful Poetry Hometown, Tamsui*. Taipei Taiwan Review Association.

Miyazaki K, ed. (1939, the 14th year of Showa Era). *The Prospect of Taiwanese Industrial and Commercial Congress*. Taipei: The Publisher of the Prospect of Taiwanese Industrial and Commercial Congress.

Tamsui Xunchang Higher Primary School. (1932, the 7th year of Showa Era). *Our Homeland*. Tamsui.

The Editorial of Nanpong Project. (1929, the 4th year of Showa Era). *The Project of Tamsui Street*. Taipei.

Yamamoto M. (1927, the 2nd year of Showa Era). *The Full Preparation of Tamsui Port's Reconstruction*. Tamsui.

Zhao, Y. Z. (2000). The Political and Economic Activities of Japanese and Taiwanese Elites in Tamsui Area in Japanese Occupation Period—Enterprise Cooperating Business and Industry Union as the Center. *Taipei Historical Documents Quarterly*, 173.