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# The History of Tamsui Port: from early Tamsui Port to Hobe Customs<sup>1</sup>

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## Abstract

The vicissitudes of history could be understood by the changes of the names in Tamsui. In other words, Tamsui Port, Hobe Village, Hobe Street and Hobe Port present the developmental process, from a trading port into an immigrant community (from a village to a street), and then into a treaty port. Since 1570s, Tamsui Port and Keelung Port were prominent in the northern Taiwan. In the 17th century, as the the Age of Discovery rose, the Spanish and the Dutch regarded Tamsui Port as a stronghold of maritime trade. However, Tamsui Port did not reach its flourishing time until Hobe Port was opened and set up customs in 1860s. The establishment of Hobe Customs was a significant event. Through abundant Chinese and Western historical documents, the historical contours of Tamsui can be portrayed and many interesting details can be discovered. These enriched the history of Tamsui.

Keywords: Tamsui Port, Tamsui Inner Harbor, Hobe Street, Hobe Customs, Hobe Foreign Customs

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<sup>1</sup>.This article is part of the first-phase oral history survey and research report made by Tamsui Historical Museum. Some themes of the survey and research were condensed into this independent article under a special contract, and then submitted to the journal of this museum.

## I. Introduction

In the 16<sup>th</sup> century, Age of Exploration, Tamsui became known worldwide for its Port. However, in the early Qing Dynasty, Luerhmen was the only official commercial port. Northern Taiwan was marginalized and Tamsui Port returned to calm. Thereafter, people immigrated from the south to the north. Taipei Basin was gradually developed. Parrigon, a vital hub for land transportation, became the first downtown street. On the contrary, the north bank of the river estuary remained a village and was named as Hobe Village. During Yongzheng Emperor era, the territory above Dajia River was ceded to Tamsui Costal Defense Subprefecture. The territory of Tamsui was not limited to the north bank of Tamsui River estuary anymore. During that time, Tamsui Port included all the harbors, “Tamsui inner harbors”, in the Tamsui River system. The Hobe Village, which was located in the north of Tamsui River estuary, was developed into a downtown street: Hobe Street until the mid 18<sup>th</sup> century after.

Thanks to development of the Taipei Basin and the vicissitudes of history, the range of Tamsui Port was changing and easily confused with Hobe. After signing the Treaty of Teintsin in 1858, Qing government decided to open a port in Hobe (referred to as Hobe Port) located in the Tamsui River estuary. The range of the treaty port was extended to Manka.

In the First Year of Tongzhi Emperor Era (1862), Hobe Port was opened and set up customs. According to the “Gazetteer of Tamsui Subprefecture,” “The Office of Hobe Customs was the Office of Hobe Navy Garrison. In 1861, candidate superintendent, Tien-Min Ou, set up customs and changed the name to Office of Hobe Customs,” Hobe Customs was probably close to the Tamsui Customs Wharf. Actually, Hobe Customs can be divided into native customs (old customs) and foreign customs (new customs). Ou’s Office of Hobe Customs was the former. It was near today’s Tamsui post office. Hobe Foreign Customs was located in the parking lot of the northern side of the customs wharf.

There were problems about the comparison of strengths and weaknesses of the Hobe Port, the allocation of benefits of levying taxes, the disputes of camphor trade, the tense between Hobe residents and foreign merchants, the establishment of the consulate, and all the difficulties that were involved in the process of opening the Port and setting up the Customs. To sum up, after Hobe Foreign Customs and Keelung Port were opened on February 8<sup>th</sup>, during the Second Year of Tongzhi Emperor Era

(1863), Hobe Customs was completed and formally operated. The process is worthy of more comments, such as the research intended to portray the historical facts through historical documents.

## II. The early time of Tamsui Port

### I. Tamsui Port in the 16<sup>th</sup> and 17<sup>th</sup> century

The first map which indicates the location of Tamsui Port perhaps is “Map of the Philippines, the Island of Formosa and Partial Chinese Coasts” (Fig. 1) drawn by Hernando de los Rios Coronel in 1597. It is worth mentioning that the phonetic spelling of Keelung Port, “Po de Keilang,” was written in Zhangzhou dialect on the map.

In ‘Research on Foreign Tax’ of “Zhangzhou Prefecture Gazetteer” in Merits and Drawbacks of All the Provinces and Counties in China, Yan-Wu Gu indicated that since maritime trade ban was enforced again in the First Year of Longqing Emperor Era (1567). The ban was also imposed on merchant ships navigating between Keelung and Tamsui. In the Second Year of Wanli Emperor Era (1574), each commercial or fishing boat from Zhangzhou heading to Keelung and Tamsui was levied one Tael, which was the same amount as the boats heading to Guangzhou. Furthermore, in the “Research on Siraya’s Customs” in “Researches on the Eastern and Western Ocean”, Zhang Xie also pointed out that “Mt. Keelung and Tamsui Sea are in the northeast of Penghu Islands... Suddenly, Chinese fishermen sailed from Wanggang. Then, it is considered a normal situation because here is the place closest to Zhangzhou...” Accordingly, Hernando probably acquired the geographic information from the people who had ever sailed from Zhangzhou to Keelung and Tamsui. In his petition of the map, he claimed that the reliability of the map can be supported by “the reports from people who have been there...”<sup>2</sup> According to Takashi Nakamura’s research, in the 1580s, about ten ships set sail to northern Taiwan from Zhangshou and Quanzhou every year.<sup>3</sup>

To sum up, since the 1570s, Tamsui and Keelung had gradually become the major ports for the ships traveling between the northern parts of Taiwan. In the 17<sup>th</sup> century, as the Age of Dis-



Figure 1: The earliest map to mark Tamsui Harbor, in which the pronunciation of Tamsui Harbor was Po Tamchuy. (On the left is the partial map, and on the right is the original.)

2. Tsao Y. H., *Research on Early Taiwan History* (Taipei: Linking, 1979) p. 326-327. Also see Chang C. L. “The Spanish, Dutch, and Qing People’s Account and understanding of Taiwan: From 17<sup>th</sup> to early 18<sup>th</sup> Century,” in *Journal of Taiwan Historical Data*, Vol. 53, No. 3, 30<sup>th</sup> September, 2002, pp. 201-214.

3. Takashi Nakamura, “The Dutch Gold Mining Business in Taiwan in the 17<sup>th</sup> Century,” in Wu M. C & Wong J. Y. Eds, Volume 1: Historical Research of Taiwan under the Dutch Regime (Taipei: Daw Shiang, 1997), pp. 171.

covery rose, the Spanish then the Dutch regarded Tamsui Port as a stronghold of maritime trade. Broadly speaking, in the beginning, Tamsui Port was known worldwide for its role of international trading port lasting more than 50 years.

However, in 1683, the Kingdom of Tungning was overthrown by the Qing government. After Taiwan was incorporated into the Qing Empire, Tamsui lost its major position in maritime trade. Especially, in the early stage of the Qing Dynasty rule, Luerhmen was the only official commercial port, which was a direct cross-strait link with Xiamen. Then, the first Taiwan General Garrison Commander, Wen-Kuei Yang, described that Tamsui is “over a thousand kilometers away from the seat of county. In summer and fall, the rising water level causes the inconvenience of land transportation. In winter and spring, ships cannot reach there because of the strong wind.”<sup>4</sup> Yong-He Yu also stated that, “It is at the very end of the northwest Taiwan.”<sup>5</sup>

The importance of military defense in Tamsui was noticed again with the establishment of “Tamsui Standard Army” in the 57<sup>th</sup> Year of Kangxi Emperor Era (1718), in order to prevent pirate invasion.

At that time, the range of Tamsui Port had already included Tamsui River basin. Kao Hsiu illustrated it in “Gazetteer of Taiwan Prefecture” in the 34<sup>th</sup> Year of Kangxi Emperor Era (1695), “the spring tide from Tamsui Port passed Tamsui Fort, entered Gandou Gap, and turned to the southeast area. The streams were divided by Mt. Hehuan, and headed to the east passing Waibeitou. In the south, water from Limou Community flew into the streams. The streams went eastward, passed Malitzaxiao Community, stopped by Mt. Kulon in the southeast and by Mt. Keelungtou in the northeast, and then entered the ocean from the northwest.”<sup>6</sup> In the 49<sup>th</sup> Year of Kangxi Emperor Era (1710), Bin Chen recorded the length of water route of Tamsui Port in “Travel Journal of Communities in Tamsui.” He mentioned that, “the water route from Tamsui Port to Gandou Gap was 15 kilometers, and from the southern port to Wulao Bay, where people could anchor ships here, was 40 kilometers. From the northern port, Neibaitou was 10 kilometers away, Kimassauw was 4 kilometers away, Daronpon, where people could anchor ships, was 15 kilometers away, Qiwuzi is 3 kilometers away, Catayo is 15 kilometers away, Lichoco is 5 kilometers away, Mlysyakkaw is 6 kilometers away, and Kippanas is 20 kilometers away...”<sup>7</sup>

## II. The beautiful landscape of Tamsui Port in the early 18<sup>th</sup> century

The poem “Tamsui,” which was written by Juan Tsai-Wen in the 54<sup>th</sup> Year of the Kangxi Emperor Era (1715), described the beautiful sceneries of Tamsui Port. Juan illustrated that, “Tamsui Port is located in Parrigon with two mountains facing each other, with Gandou Gap in the middle, and two ports in the north and the south. In the northern port and Neibaitou, you can see steam of sulphur spurts into the sky. The temperature of springs is so hot that fish and shrimps would die in it. In Daronpon and Kimassauw, the valley here is flat-floored. The river is clean. Along with the breeze, the surface of river looks like silk. The stones are in unique shapes and irregular sizes depend on each other. Climbing over the mountains, you arrive Keelung. Boats sail when the wind blows... In the southern port and Bulauoan, vines and grasses grow wildly. Baiji is the source of river. The water is clear enough to see the bottom.”<sup>8</sup> In Gazetteer of Zhuluo County, Tamsui Port is even described as a vast port. It illustrated that, “Ling Shan Temple is in Gandou Gap, Tamsui. It faces a vast port and connects to Kippanas. The streams from the eastern and western Baiji converge with sea tide and raise great waves.”<sup>9</sup>

On the Map of Mountains and Rivers from the Gazetteer of Zhuluo County (Fig. 2), many ships drawn on Tamsui River and many ships are anchored at the riverside of Ling Shan Temple. “From Tamsui Port’s (river estuary, Gandou Gap is 10 kilometers away. There is a wide natural harbor... The harbor can accommodate hundreds of vessels. Merchant ships come here for carrying grains, dried venison and commodities. The merchant ships from inner land come here as well. )”<sup>10</sup> We can imagine the scene of ships coming and going in Tamsui Port at that time.



Figure 2: “Mapping of mountains and waters,” Zhuluo County Annals (partial)

4. Yang W. K., The Account of Taiwan on the Stele, see Gao, G. Q., “Treatise on Literature in The Gazetteer,” *Taiwan Prefecture*, in *The Great Dictionary of China: Compilation of Taiwan’s Gazetteers*, pp. 259.

5. Yu Y. H., Volume 2: The Small Sea Travel Records, in *The Collection of Books of Taiwan History*, pp. 29.

6. *supra* note 3, pp. 24.

7. Huang, S. J., *The Tour of Duty in the Taiwan Strait*, in *Taiwan Collectanea: Historical Records & Archives, volume 4 (Taipei: Bank of Taiwan, Economic Research Department: 1957)*, pp. 141-142.

8. *Treatise on Literature in Gazetteer of Zhuluo County*, in *The Great Dictionary of China: Compilation of Taiwan’s Gazetteers*, pp. 261-262.

9. *Ibid.* pp. 277.

10. *Ibid.* p. 14. The wide natural harbor painted on the Map of Mountains and Rivers is the so-called “Kangxi Taipei Lake” that Yu Y. H. mentioned in *The Small Sea Travel Records*. He stated that “in April in the 33<sup>th</sup> Year of Kangxi Emperor Era (1694), “...an earthquake happened, ...the land sank into waters.”

Furthermore, with the expansion of the range of immigrant communities, the importance of Tamsui Port increased as well. Before the 24<sup>th</sup> Year of the Kangxi Emperor Era (1685), some Han people had already reclaimed the land in Kizingan. In the 48<sup>th</sup> Year of the Kangxi Emperor Era (1709), the over-50-hectare field had been reclaimed in Tagal. However, the area was “marginalized”, so the description of the area was “only indigenous, no Han people.” Therefore, in “Gazetteer of Zhuluo County” of the 56<sup>th</sup> Year of the Kangxi Emperor Era (1717), it only stated that, “Recently, some Han people started to do farming,” but there was no records about Han villages. In the 6<sup>th</sup> Year of Qianlong Emperor Era (1741), within about twenty years, the number of streets and villages recorded in “Revision of the Gazetteer of Taiwan Prefecture” reached to one street and nineteen villages.<sup>11</sup> Brief History of Taiwan described a thriving time. It indicated that, “In Tamsui inner harbor, the number of family members of each household increases, shepherds play flutes, and fishermen sing. People respond with a poem or a verse. The life is harmonious and happy. People are simple. Fights or disputes hardly happen. The grain is much cheaper than fabrics, containers and daily commodities.”<sup>12</sup> Therefore, “community ship” trade was only allowed in winter. The number of ships increased from four to six and then to ten afterwards:

*In the beginning, there were four community ships in Tamsui. As a rule, Tamsui villagers elected some decent and honest people. They received some official documents, and went to Zhangzhou and Quanzhou to build a boat and issue licenses. In Xiamen, vendors bought fabrics, cigarettes, tea, tools and other goods to Tamsui for selling. Then, they bought grains and sailed to Zgangzhou and Quanzhou to providing the local people with food. In the First Year of the Yongzheng Emperor Era, the number of community ships increased to six. In the 8<sup>th</sup> Year of the Qianlong Emperor Era, the number increased to ten and could*

*not increase thereafter. From September to December, vendors were allowed to come to Tamsui one time and they returned to their ships and exported the rice. During the remaining months, they only could go to Luerhmen for trade.*<sup>13</sup>

In the early Qing Dynasty rule, Luerhmen (Tainan) was the only official commercial port and it was opened for cross-strait trade with Xiamen. The system of community ships was a special case at that time. One reason was the effect of wind direction. From September to December, the northeast monsoon was strong. It was not easy to sail southward for coastal trade.<sup>14</sup> As for the remaining months, ships in Tamsui Port had to navigate to Luerhmen for trade. The sailing time from Tamsui Port to Xiamen was 22 hours. It was almost the same as the sailing time to Luerhmen and other places. Tamsui Port is closer to Fuzhou with 16 hours sailing.<sup>15</sup> Moreover, the ships from Tamsui Port also came and went among small ports for coastal trade in west coast of Taiwan. “Tamsui Port... Taiwanese small merchant ships set sail for the journey of trade with the southeast monsoon blowing in March. The journey ended in August.”<sup>16</sup>

### III. Inner Harbor of Tamsui

#### I. Reclamation of the Taipei Plain

Among the “one street and nineteen villages” recorded in Revision of Gazetteer of Taiwan Prefecture in the 6<sup>th</sup> Year of the Qianlong Emperor Era (1741), Parrigon was the earliest street market probably because its location was the communication hub of the land transportation.<sup>17</sup> At the same time, the units of military defense and public security were set up here. The garrison originally stationed in the north coast of the Tamsui River estuary moved to Parrigon during the Reign of Yongzheng. In the 10<sup>th</sup> Year of Yongzheng Emperor Era (1732), some soldiers were promoted to be commanders, and the position of inspector with the responsibility of inspecting local area was created as well.<sup>18</sup> Therefore, in the early Qianlong reign, Parrigon was

11. One Street refers to Parrigon Street, and nineteen villages include Parrigon Village, Hobe Village, Ganzhenlin Village, Balibenzi Village, Guandu Village, Baitou Village, Kizingan Village, Pattsiran Village, Wali Village, Bulauoan Village, Tagal Village, Guemuzy Village, Dawan Village [Daan District], Yongxing Village, Xingzhi Village, Chialichen Village, Baiji Village, Shanchiao Village and Haishan Village. Liu, L. B., Revision of Gazetteer of Taiwan Prefecture, vol. 5 “Castle Town” (Taipei: The Historical Research Commission of Taiwan Province), February, 1977, pp. 90.

12. *Ibid.* pp. 105.

13. Fan X., Revision of Gazetteer of Taiwan Prefecture, vol. 2 “Costal Defense” in *Taiwan Collectanea: Historical Records & Archives*, vol. 105, 1961, pp. 90.

14. Lin, Y. R., *The Spatial Structure of ports in Qing Taiwan* (Taipei: Zhi Shu Fang Press, 1996), pp. 164-165.

15. No wonder Chen Meng-Lin had great expectation of Taipei Plain: “The land of Bulauoan, Daronpon and other region was fertile and wide. Tens of thousands people could farm here. The sailing time from Tamsui Port to Xiamen was 22 hours. Tamsui Port is closer to Fuzhou with 16 hours sailing, so Fuzhou was nearer to Taiwan. If a county and a Standard Army were set in Banxian, five hundreds soldiers would be transferred from Tamsui. A commercial area could be developed here and people could do business in Fuzhou and Xiamen. Within few years, Tamsui could become a metropolis.” *Miscellany of Gazetteer of Zhuluo County*, “Narrative of events not mentioned in history,” in *The Great Dictionary of China: Compilation of Taiwan’s Gazetteers*, pp. 279-280.

16. Yu W. Y., “Recompilation of Gazetteer of Taiwan Prefecture”, vol. 2 *Costal Defense* (Taipei: Bank of Taiwan. Economic Research Department, *Collectanea: Historical Records & Archives*, series number 62, 1959), p. 57.

17. In the 11<sup>th</sup> Year of Yongzheng Emperor Era (1733), before the development of the original roads on Mt. Kulon, people from the north and south used bamboos growing around a castle town and passed along the coasts of river. Along the western side of Linkou Plateau, and the sea, they arrived Parrigon and entered northern Tamsui Plain. See Q. Y. Sheng *The Outer and Inner Ports of Tamsui*, *Journal of “Taipei Historica”*, issue 61&62, March, 1983, p. 135-136.

18. Yu W. Y., “Recompilation of Gazetteer of Taiwan Prefecture”, vol. 3 *Official Title* (Taipei: Bank of Taiwan. Economic Research Department, *Collectanea: Historical Records & Archives*, series number 62, 1959), p. 73.



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a strategic town of commerce, military affairs and politics in the Taipei basin.<sup>19</sup>

Compared with Parrigon, the development of the north coast of the Tamsui River estuary (present Tamsui area) came later. In the 29<sup>th</sup> Year of Qianlong Emperor Era (1764), only Hobe Village and Ganzhenlin Village were recorded in the Recompilation of the Gazetteer of Taiwan Prefecture and they had not developed into downtown streets. Moreover, the level of the military defense unit was degraded from “Standard Army” to “Xun”. “The Xun in charge of forts also had to govern the smaller military units, the Tang, in Gangbai and Xiao-Keelung with an Inspectorate-General and 50 soldiers.”<sup>20</sup> The location of the Xun in charge of the forts is close to present day Fort San Domingo. “Gangbai” may be the typo of “Baigang (referred to as northern port).” “Baigang Tang” is on the riverside of Gongming Street in Tamsui.<sup>21</sup> Hobe Street did not emerge until the reclamation of Taipei Plain’s rice fields was almost done, the trade of Tamsui inner harbor started to thrive and the hinterland of the north coast of Tamsui River estuary gradually reclaimed into the mid Qianlong field.<sup>22</sup>

In the same period, with the completion of the irrigation system, the progress of reclamation of Taipei Plain was fast. The number of streets and villages increased from “one street and nineteen villages” in the 6<sup>th</sup> Year of Qianlong Emperor Era (1741) to “four streets and sixty-two villages” in the 29<sup>th</sup> Year of Qianlong Emperor Era (1764).<sup>23</sup> Moreover, the distribution of immigrant communities transferred from the regions of the Tamsui River estuary and the riverside of the main stream to the inner part to the Taipei basin (which is the river basin of three major affluents). At the same time, located in the center of development zone, Xinzhuang Street, with a port’s deep water that was convenient for anchoring vessels, gradually became the hub of land and sea transportation and distributing center

of the Taipei basin. In the 29<sup>th</sup> Year of Qianlong Emperor Era (1746), many businessmen crowded in Xinzhuang where the population here was massive. In the 15<sup>th</sup> Year of Qianlong Emperor Era (1750), Xinzhuang had already replaced Parrigon to be the administrative and commercial center in northern Tamsui.<sup>24</sup> Many merchants and assembled ships came and went. It was a very busy business center.

## II. Emergence of the new inland harbor

At that time, the main port of “Tamsui inner harbor” was Xinzhuang Street harbor. Afterwards, foreign sailing ships usually came from Parrigon to Xinzhuang Port to unload cargo. And then, they sailed to all the other riverside harbor to distribute their cargo to the neighboring villages.<sup>25</sup> In the 53<sup>th</sup> Year of Qianlong Emperor Era (1788), Parrigon was the treaty port and it was opened for cross-strait trade with Wuhumen. Based on their size, the merchant ships were loaded with rice to China for trading. The rice that came from the most productive rice growing areas, including Xingzhi, Haishen, Bajiji and other places, was transported to China. In the 55<sup>th</sup> Year of Qianlong Emperor Era (1790), the inspector of Xinzhuang was elevated as County Deputy. At this time, Xinzhuang Street was in a period of commercial prosperity with a Chamber of commerce, Changsheng, Longshen and other enterprises. Many merchants crowded the place. This was the most flourishing downtown street in northern Tamsui.<sup>26</sup> Furthermore, during the reign of Qianlong and Jiaqing, the number of ships sailing between Xingzhuang Harbor and other riverside harbors reached to two to three hundred. Therefore, ships were everywhere.<sup>27</sup>

The emergence of Mongadutou Street after Xinzhuang was also listed in the 29<sup>th</sup> Year of Qianlong Emperor Era (1764) “four streets”.<sup>28</sup> Because it was located in the place where Dakan River and Xindian River converged, the sea transportation was convenient. Xindian was on a convex bank with no risk

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19. Lin Y. R., see the previous publication, pp. 214.

20. Liu, L. B., *Revision of Gazetteer of Taiwan Prefecture*, vol. 10 Military Systems (Taichung: The Historical Research Commission of Taiwan Province, 1977), pp. 345.

21. Chang C. L., *Research on the Development of Hobe Street through the Distribution of Temples*, recorded in Chang C. L., “Looking for Ancient Tamsui” (Taipei: Taipei County Cultural Center, 1996), pp. 10.

22. *Ibid.* pp. 12-16.

23. Yu W. Y., *Recompilation of Gazetteer of Taiwan Prefecture*, vol. 2 “Village and Neighborhood”, “Downtown Street”, see the previous publication, pp. 59-60, 63.

24. Chen Z. R., *Research on Xingzhuang Street in 18<sup>th</sup> Century: From Meadows to a Market Street* (Taipei: Daw Shiang, 1996), pp. 192-195. The Whole Story of Xinzhuang Replacing Parrigon: In the 9<sup>th</sup> Year of Qianlong Emperor Era (1744), Yu Wen-Gui, the Inspector of Parrigon, thought that “the quality of land and water in Parrigon was bad.” He managed to transfer the army to station in Xinzhuang Street, so he donated money for establishing a school there. In the 11<sup>th</sup> Year of Qianlong Emperor Era (1746), he claimed that because of only a few number of lecture rooms, the school was changed into a government office. In the 15<sup>th</sup> Year of Qianlong Emperor Era (1750), the office of inspector was devastated by a typhoon. Then the unit was relocated in the Xinzhuang Agency. In the 32<sup>th</sup> Year of Qianlong Emperor Era (1767), through petitioning the emperor, the inspector of Parrigon was renamed as Xinzhuang Inspector. See Yin C. Y., *The Right and Function of Setting Xinzhuang Inspector*, *Research on the History Taiwan’s Development* (Taipei: Lianjing, 1989), pp. 304.

25. Lin Y. R., see the previous publication, p. 215.

26. Wang S. C., *History of Water Transportation among Ports on the Tamsui River* (Taipei: Research Center for Humanities and Social Sciences of Academia Sinica, 2<sup>nd</sup> edition, 1996), pp. 38.

27. *Ibid.* p. 39.

28. Yu W. Y., *Recompilation of Gazetteer of Taiwan Prefecture*, vol. 2 “Downtown Street,” In the 29<sup>th</sup> Year of Qianlong Emperor Era (1764), the four streets include Parrigon Street, Xinzhuang Street, Mongadutou Street, and Pattsiran Town.

of being eroded by waters so giant vessels could be anchored here; therefore, Xindian gradually replaced Xinzhuang.<sup>29</sup> During the reign of Qianlong, people and traders from Sanyi and traders raised funds to build temples. The downtown street became more and more thriving.<sup>30</sup> In the 24<sup>th</sup> Year of Qianlong Emperor Era (1759), the Commander of Tamsui was stationed in Monga. In the 13<sup>th</sup> Year of Jiaqing Emperor Era (1809), the County Deputy of Xinzhuang was renamed County Deputy of Monga. In the First Year of Daoguang (1821), in “Record of the Taipei Journey”, Ying Yao described that, “In Monga, about four to five thousand stores were the residences as well...merchant ships assembled. The downtown street was the most prosperous place... The vice prefect lived here about six months per year because people were well off, though many affairs were needed to be dealt with.”<sup>31</sup> Monga had already become the center of politics, economy and military of the northern Tamsui.<sup>32</sup> Therefore, an ancient Chinese proverb says, “The first is Tainan, the second is Lugang and the third is Monga.” This is the sequence of reclamation from the south to the north.

As mentioned previously, in mid-Qianlong Emperor Era, the reclamation of rice fields in the Taipei Plan was almost done; therefore, it became an “area of rice cultivation.” In order to avoid rice smuggling, Fu Kang-An petitioned the Emperor to open Parrigon as the official commercial port in the 53<sup>th</sup> Year of Qianlong Emperor Era (1788). He stated that, “Tamsui is the area of rice production. Parrigon is not a remote port and it can merely accommodate small boats. Although Taiwan is a foreign place, strict inspection has to be implemented as well. Over the past hundred years, the life here was stable and traders came and went between the mainland and Taiwan. Business in Taiwan is no different than that with the mainland. It is impossible to stop the common people from striving for benefits. I would rather ask to open an official commercial port so that merchants and people can do business than they could keep doing under table deals.”<sup>33</sup> The port was named as Parrigon, but the merchant ships all sailed to “Tamsui inner harbors (Xinzhuang and Monga)” for trading because the giant vessels could be anchored here, where the water is deep and many merchants are assembled there. At that time, the functions of Parrigon Port was gradually replaced by Hobe Harbor located in the north bank of the Tamsui River estuary.

## IV. Ushering into the era of Hobe Port

### I. The replacement of Bali Harbor with Hobe Port

Generally, people cite a statement from Ying Yao’s “The defense of Taiwan’s Seventeen Ports” written in the 20<sup>th</sup> Year of Daoguang (1840). He stated that, “In the past, the water of the southern port was deep, so Parrigon Harbor was the place for merchant ships to be anchored. As for the offshore area, water was shallow and sand accumulated here. Inside the harbor, there was a beach close to the mountains. The beach inconvenienced merchant ships, so they came in and went out from the Hobe Port located in the north coast. Also they could be anchored here.”<sup>34</sup> The speculation about Hobe Port replacing Parrigon Harbor emerged during the reign of Daoguang. However, in the 32<sup>nd</sup> Year of Qianlong Emperor Era (1767), Chang Su, the Viceroy of Min-Zhe, had already petitioned to the emperor. He indicated that, “Parrigon... because of the recent rise of water level and sediment accumulation, there is no ship here.”<sup>35</sup> Likewise, in the 10<sup>th</sup> Year of Jiaqing Emperor Era (1805), Chien Tsai went ashore in Hobe and directly headed to Xinzhuang. One day, in the 11<sup>th</sup> Year of Jiaqing Emperor Era (1806), Tsai robbed a merchant ship in Hobe at night.<sup>36</sup> As a result to all the above statements, all the ships started to be anchored in the north coast of Hobe no later than the reign of Jiaqing.

Originally, “Hobe” was the name of a village approximately located in Tamsui and Dachuang.<sup>37</sup> In the early Qianlong reign, Han people immigrated here when the place was called “Hobe Village.” The name of “Hobe Street” dated back to the 30<sup>th</sup> Year of Qianlong Emperor Era (1765), but Hobe’s location was transferred eastward to present day Tamsui’s riverside urban area. During the reign of Qianlong and Jiaqing, Hobe’s downtown street was well-developed. The construction of Fuyou temple was a proof of it. The “Stone Plaque of Dan Gao Building” embedded in the temple’s wall clearly described that before the First Year of Jiaqing Emperor Era (1796), the north coast (Hobe Harbor) had already been an important entrance and exit for the ships of Quanzhou and Xiamen’s trade chamber. In the Second Year of Jiaqing Emperor Era (1797), an inscribed board was hung on the front door of Fuyou Temple. The signatures showing on the board included “boatmen Yong-Li

29. Lin Y. R., see the previous publication, pp. 234. According to Yin C. Y. “The History of Xinzhuang’s Development” (Taipei: Xinzhuang City Office, 1980), pp. 43-44, Xinzhuang Port declined because the sand bar was changing, sands was drifting, and the ship channel was changing. Also Chen Z. R.’s previous publication, pp. 197, during the Year of Qianlong Emperor Era and Jiaqing Emperor Era, Xinzhuang was replaced by Monga.

30. Liao, H. C., “Gazetteer of the History of Monga” in *Quarterly Journal of Taipei Heritage*, Vol. 1, No. 1, December, 1952), pp. 15.

31. “Gazetteer of Tamsui Subprefecture” vol. 15, appendix 1 Essays Soliciting I, *The Great Dictionary of China: Compilation of Taiwan’s Gazetteers*, pp. 393.

32. Lin Y. R., see the previous publication, pp. 234.

33. *Imperially endorsed Military History of the pacification of Taiwan*, in *Collectanea: Historical Records & Archives*, No. 102, pp. 1011.

34. *Gazetteer of Tamsui Subprefecture*, see the previous publication, pp. 401.

35. *Official Documents of Qianlong*, Vol. 779, 20<sup>th</sup> February, 35 *Official Documents of Qianlong*, Vol. 779, 20<sup>th</sup> February, 1767. Cited from Yin C. Y., see the previous article, pp. 304.

36. *Collection of Incidents in Taiwan*, Vol. 8, 11<sup>th</sup> intercalary June 1805, 36 *Collection of Incidents in Taiwan*, Vol. 8, 11<sup>th</sup> intercalary June 1805, “Ministry of War ‘Document of memorials of Taiwan General Garrison Commander Ai Sin-Tai’,” in *Collectanea: Historical Records & Archives*, No. 205, p. 49-50.

37. Chang, C. L., “Investigation and Research on the Name of Hobe,” *Taiwan Folkways*, Vol. 46, No. 1, March 1996.

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Jin, Rong-Xing Jin, Yu -Xing Jin, Yu -Tai Jin, Chang-Yu Yong, Shun-Fa He and Fa-Da Xin.” At that time, Hobe Street was the place where itinerant traders and boatmen gathered.<sup>38</sup>

As stated above, it can be concluded that from the Spanish and Dutch Formosa period to the period of Qing rule, “Tamsui” and “Tamsui Port” were referred to as the north coast of Tamsui River (present day Tamsui). In the First Year of Yongzheng Emperor Era (1723), in the northern area of Huwei River, Changhua County was created. In the northern area of Dajia River, Tamsui Subprefecture was created. In the early Qianlong Emperor Era, Tamsui District (under the Tamsui Subprefecture’s control) governed eighteen villages throughout the Taipei basin.<sup>39</sup> In about the 20<sup>th</sup> Year of Qianlong Emperor Era (1755), Tamsui West District was created.<sup>40</sup> “Tamsui” did not only include the north coast of Tamsui anymore. As for “Tamsui Port”, in the early 18<sup>th</sup> century, it encompassed the whole Tamsui River basin, so it was called “Tamsui Inner Harbor” as well.

Parrigon was well-known for its cross-strait trade with Wuhumen in the late Qianlong Emperor Era. But at that time, because the route of Parrigon Harbor was silted up, it was gradually replaced by Hobe Port. Although it was still the official commercial Port, all the ships had already sailed to Hobe Port and entered and exited from here, and they could also be anchored here as well. Therefore, in the 20<sup>th</sup> Year of Daoguang Emperor Era (1840), the Memorial to the Emperor, written by Hong-A Da, the General Garrison Commander of Fujian and Taiwan, indicated that “Tamsui Subprefecture needs two ports. One is Hobe (referred to as Parrigon Port) and the other is Da

Keelung.”<sup>41</sup> During the reign of Daoguang, although many merchants and cargos gathered in Hobe Port, there was only two to three hundred shops here. The reason was that the function of the Port was to anchor merchant ships. The politics and economy center of northern Tamsui was Monga.<sup>42</sup> It was the place that Tuan Chin, the Viceroy of Min-Zhe, and other officials mentioned in the Memorial to the Emperor in the 9<sup>th</sup> Year of Xianfeng Emperor Era (1859). It described that, “The place is a bay in Hobe. Merchant ships can also be anchored here.”<sup>43</sup> “Treatise on the Map of Taiwan Prefecture, written in the early Tongzhi reign, indicated that “The river estuary of Hobe Port is located in the north of Mt. Kulon and in the west of Monga, and is 140 kilometers away from the city. Inside the port, there were three major affluents in the south, the north and the middle. The place is called inner port.”<sup>44</sup> The “Three major affluents in the south, the north and the middle” are Dahan River, Keelung River and Xindian River.

In the First Year of Jiaqing Emperor Era (1796), the construction of Fuyou Temple and Dan Gao Building marked the coming of the port generation of Hobe Street. Many merchant ships were anchored here and the downtown street was emerging. In the 13<sup>th</sup> Year of Jiaqing Emperor Era (1808), the Hobe Navy Garrison moved from Xinhua. It assisted Zouying Garrison’s defense, and stationed in Hobe. The local people did not have to worry about the public security,<sup>45</sup> so the downtown market developed at a steady pace. Furthermore, during the reign of Daoguang, the “inner harbor (Tamsui River basin)” had become the economic center of northern Taiwan. The distribution of ports and downtown markets were all over the three

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38. Chang, C. L., “Research on the Development of Hobe Street through the Distribution of Temples,” see the previous publication.

39. Liu, L. B., Revision of Gazetteer of Taiwan Prefecture, Vol. 5 “Village and Neighborhood” in “Castle Town,” see the previous publication, pp. 90. Tamsui Subprefecture, two districts (Tamsui District and Zhu Qian District), governing 35 villages. Tamsui District governed 25 villages including Parrigon Village. The area almost covered part of Taipei County.

40. Sheng, Q. Y., “Record of the Change of Taipei County Territory,” *Collectanea: Historical Records & Archives of Taipei County*, Vol. 2 (Taipei: The Historical Research Commission of Taipei: 1956), pp. 41.

41. *Compilation of the Whole Course of Foreign Affairs Preparations*, Vol. 1, “December, the 20<sup>th</sup> Year of Daoguang Emperor Era” in *Collectanea: Historical Records & Archives*, No. 230, pp. 26.

42. Lin, Y. R., see the previous publication, pp. 251.

43. *The Whole Course of Foreign Affairs Preparations (the Reign of Xianfeng)*, Vol. 46, “‘Chin Tuan, the Viceroy of Min-Zhe, Dong Chuen, the General of Fuzhou, and the Governor of Fujian Province submitted memorials to the Emperor’ in December of the Year of Xianfeng Emperor Era (1859),” in Shen, Y. L., Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 59, pp.3726-3729.

44. *Treatise on the Map of Taiwan Prefecture*, in *Collectanea: Historical Records & Archives*, No 181, pp. 279.

45. Before navy garrison stationed in Hobe, many uprisings happened for example Chien Tsai’s robbing a merchant ship in the 10<sup>th</sup> Year of Jiaqing Emperor Era (1805) and violent ethnic conflicts and burning shops (Making a Deed of Irrevocable Sale in the 16<sup>th</sup> Year of Jiaqing Emperor Era: “The reason to make the deed was the uprisings of burning lands happening in the 11<sup>th</sup> Year of Jiaqing Emperor Era (1806).” From *Collections of Classics in Tamsui Shihshang Museum of Archaeology*, Vol. 2, (Taipei County Government, 2011), pp. 8. After a navy garrison stationed, “the navy garrison of Hobe with plenty of troops was merely 30 kilometers away from the army of assistant regional commander, so the navy could assist the army to deal with any problems...There were a plenty of shops in Hobe. It was close to Monga and had intensive interaction with Monga, so it was easy to provide any aids.” Therefore, during the reign of Xianfeng, Wei Huang who harassed Taiwan two times from Small Swords Society did not disturb Hobe anymore. (see the content of Chin Yan Jin’s version (written during the reign of Tongzhi) cited in *Gazetteer of Military Defense of Gazetteer of Tamsui Subprefecture*, see the previous publication, pp. 52).

46. Three major affluents had their own major ports. The south affluent (Dakekan River) had Xinzhuang port, Nanzi port in Banqiao and Sanjiaoyong. The middle affluent (Monga River, now is Xindian River) had Monga, Suiwei Port, Gangzizui, Wangweiliao and Jiawei. The north affluent (Keelung River) had Pattsiran, Gangqian in Neihu, Malysyakkaw, Nangang, Shuifanjo, see S. C. Wang, *History of Water Transportation among Ports on the Tamsui River*, pp. 34-98.

major affluents. Traders from different chambers of commerce and firms gathered. Small merchants came in, went out and delivered rice and cargos. The river transportation was smooth.<sup>46</sup> Moreover, the reclamation of land was expanded in the river basin. Villages and streets were well-developed and descendants were great in numbers. The demand for crops, products from the mountains and other daily commodities was increasing.<sup>47</sup> This stimulated the prosperity of the river trade. Therefore, after the opening of Hobe Port and the setting up of its customs, the port located in the major hub of Tamsui river transpiration became the trade gate of the northern Taipei.

## II. Origins of the opening of Hobe customs and port

In the late 19<sup>th</sup> century, after the British made Hong Kong their trading base, the foreign businessmen from the United State and the Great Britain were interested in Taiwan's mining industry. They even went to Keelung to do a survey.<sup>48</sup> In the First Year of Xianfeng Emperor Era (1851), foreign ships started to sail to Hobe and Keelung for trading.<sup>49</sup> In the 5<sup>th</sup> Year of Xianfeng Emperor Era (1855), American businessmen arrived in Takow for trading and set up a port here.<sup>50</sup> In the 6<sup>th</sup> Year of Xianfeng Emperor Era (1856), 45 ships with different nationalities carried about ten thousand tons of cargos such as sugar, rice, camphor, oil cakes and so on.<sup>51</sup>

Before the opening of Hobe Port and setting up customs there, the trading situation of foreign merchants could be seen in the letters of "Jardine Archive". According to a letter sent from Tho. Sullivan to Jardine Matheson & Co. in May 28<sup>th</sup>, 1860, at that time, merchant ship John Bull and brigantine Tai-

foon from Xiamen and Barque Ellen from Hong Kong were in Hobe Port for carrying rice. In addition to rice, John Bull came here for camphor and sulfur. Ellen delivered opium to Hobe Port in exchange for the purchase of camphor. Camphor was loaded on small boats and delivered from Mt. Shang to Hobe Port. Additionally, Matilde brigantine and Amoy Trader schooner went from Xiamen to here for trading as well. Moreover, Messrs. Dent & Co. was planning to build a warehouse there, and intended to purchase lands through Chinese people to build another one.<sup>52</sup> In accordance with the letter sent from Tho. Sullivan to Jardine Matheson & Co on December 5<sup>th</sup>, 1861, it reported that sulphur of 35,000 kilograms and 40,000 kilograms of tea were loaded onto the ships and exported.<sup>53</sup>

According to the sayings of J. W. Davidson, the openness of Taiwan for trading was the result of William B. Reid and Count Putiatine who successfully persuaded the Qing government.<sup>54</sup> In the Archives of the imperial edicts of April of the 8<sup>th</sup> Year of Xianfeng Emperor Era, it is mentioned that Great Britain and France acted together, and Horatio Nelson Lay (the first Customs General-Inspector) threatened the Qing government with opening a port in the inner river area to force them to open two more ports in Fujian and Guangdong.<sup>55</sup> Therefore, in May of the 8<sup>th</sup> Year of Xianfeng Emperor Era, all the treaties of Tientsin with Russia, the United States, Great Britain and France included the opening of ports in Taiwan. Particularly, the one signed with France specified to open Tamsui Port.<sup>56</sup>

In the 9<sup>th</sup> Year of Xianfeng Emperor Era, the United State, who amended the treaties, were the first to aske that the revised

47. Ibid, crops and products from mountains include rice, cane sugar, indigo, vines, timbers, camphor, tea and so on.

48. Huang, C. M., *America and Taiwan: From 1784 to 1895*, in *Journal of Institute of Modern History of Academia Sinica*, Vol. 14 (Taipei: Institute of Modern History of Academia Sinica 2nd edition, 1979), pp. 58-78.

49. *Gazetteer of Tamsui Subprefecture*, "Gazetteer of Fiscal Matters," Revenue and Labor Service of Customs, pp. 105. "In the first Year of Xianfeng Emperor Era, foreign ships started to sail to Hobe and Keelung for trading."

50. Ye, Z. H., "Anecdotes of Takow," in *Journal of Kaohsiung Documents*, Vol. 4, No.1, October 1991, pp. 1-16. Also see Huang, F. S., "The Impact of Jardine Matheson & Co. on the Evolution of Taiwan Trade System before and after Opening Ports in Taiwan," in *An Anthology of Taiwan's Commercial Tradition* (Taipei: The Preparatory Office for the Institute of Taiwan History of Academic Sinica, may 1999), pp. 81-106, pp. 82-105. From 1854 to 1857, William Robinet and Gideon Nye, the traders from the United State, cooperated with each other to establish a foreign firm in Gushan, Takow. They received a patent of camphor producing and exported tea, sugar and so on.

51. Dai, B. C., "A Research of The Opening of Tamsui Port in Qing Dynasty", *Journal of Taipei Historical Document*, No. 66, December 1983, pp. 159-161.

52. Ye, Z. H., 'A letter from (Tamsui) Thomas Sullivan to Jardine Matheson & Co.,' "Formosan Materials Selected from Jardine Archive in 1860," *Journal of Kaohsiung Documents*, Vol. 17, No 3, September 2004, pp. 10-12.

53. Huang, F. S., "The Impact of Jardine Matheson & Co. on the Evolution of Taiwan Trade System before and after Opening Ports in Taiwan," *An Anthology of Taiwan's Commercial Tradition* (Taipei: The Preparatory Office for the Institute of Taiwan History of Academic Sinica, May 1999), pp. 94.

54. Davidson, J. W., translated by Pan, Z. C., "The Openness of Taiwanese Trade in Late Qing Dynasty," *Journal of Bank of Taiwan Quarterly Publication*, Vol. 10, No. 3, March 1959, pp. 152.

55. 'April of the 8<sup>th</sup> Year of Xianfeng Emperor Era, Informing Policy-makers,' "Treaties Signed during the Reign of Xianfeng," in Shen, Y. L., Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 59, pp. 1912-1913. Horatio Nelson Lay was the first inspectorate general of customs at that time. According to *The Whole Course of Foreign Affairs Preparations (the Reign of Xianfeng)*, the imperial edict of May of the 8<sup>th</sup> Year of Xianfeng Emperor Era stated that, "Yu Gui-Liang and Hua Sha-Na submitted the urgent memorial for a final decision. The most difficult matters to be permitted including the indemnification demanded by the Great Britain and Russia were the openness of inner river trade and the permission of foreign ambassadors staying in Beijing." In Shen, Y. L., Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 59, pp. 2038.

56. Lai, Y. H., "The Ins and Outs of Opening Port and the Setting up Customs in Tamsui," *Taiwan Folkways*, Vol. 26, No. 2, June 1976, pp. 3-4. "Also see 'the 6<sup>th</sup> treaty in the Treaty of Tientsin signed with Russia in May of the 8<sup>th</sup> Year of Xianfeng Emperor Era (1858),' "The Whole Course of Foreign Affairs Preparations (the Reign of Xianfeng)," Vol. 28. In Shen, Y. L. Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 59, pp. 2178-2179. According to Ye, Z. H., *The Opening of Formosa to Foreign Commerce*, after the Great Britain obtained Hong Kong, France also wanted to occupy Taiwan. France planned for a long time, and then demanded to open Tamsui Port, see the previous publication, pp. 31-32.



treaties be followed to develop trade in Taiwan. In the “Gazetteer of Tamsui Subprefecture”, it described that, “In the 9th Year of Xianfeng Emperor Era, Gui-Qing He, the Viceroy of Liangjiang, petitioned to the Emperor for allowing the United State to start a business in Chaozhou and Taiwan.”<sup>57</sup> However, which port to open first had not been decided yet. After Tuan Chin, the Viceroy of Min-Zhe, discussed with other officials, they selected Hobe as the place to open a port:

*[December 23rd, the 9th Year of Xianfeng Emperor Era] Tuan Chin, the Viceroy of Min-Zhe, Chuen Dong, the General of Fuzhou, and Bin Rui, the Governor of Fujian Province submitted memorials to the Emperor.... Duo Yu, Fujian fiscal Official, had ever inspected every port in person, when he was the governor of Taiwan. It was said that Luerhmen was close to a city, and a crowd of ships gathered in Luzigang Port with a narrow channel. Therefore, both of ports were not suitable for foreign merchant ships assembling. Only Hobe referred to as the bay of Parrigon was close to the Ocean. Trade could be developed here and people could start businesses here as well. Furthermore, customs should be set up in the path which was difficult to access. Tax would be levied based on the rules. This could manifest the policy of conciliation.*<sup>58</sup>

While deciding where to open a port, the matters of assigning deals to people with the setting up of customs and levying tax were arranged as well:

*In the beginning of the establishment, it is necessary to pacify protesters and select an experienced person to govern the city and to discuss with officials from competent authorities of Taiwan. As long as the consul arrived in Taiwan, a meeting should be held and the results should be reported. Tien-Min Ou, the candidate superintendent of Fujian, was capable, promising, intellectual and talented. Therefore, he is appointed to Taiwan for implementing related matters. All the trade has to be managed by Ou. The term of office is a year. After a year, the authority might consider to change other official to take office for balancing the work and rest. The government will pay the salary. If the official is outstanding, then he will be appointed again in order to rely on his experience. All the devotion and achievement will be recorded for requesting the rewards. When it is necessary to negotiate with foreign officials, the official has to gather other Taiwanese superintendent and governor to deal with the situation. As for levying tax, the customs set up in Fuzhou and Xiamen in Fujian Province was governed by the Office of Fuzhou General. The officials whose responsibility*

*was levying tax were assigned to each customs by the office. Original customs was not set up in Taiwan. If tax levying was enforced, then it should be governed by the Fuzhou General. The trade superintendent had to be responsible for taxation annually. The tax revenue had to be escorted to the Office of Fuzhou General every season and deposited by the general. After a year, a report has to be made for reimbursing expenses. It is not necessary to appoint anyone to supervise so that the expense can be saved.*<sup>59</sup>

### III. Setbacks of the opening of Hobe Port

Because the port was going to be opened, “before receiving the imperial edict, Ou was assigned to govern tax levying temporarily. Then he had to set up customs with Taiwanese authorities and follow the regulations to levy tax as well as avoid delaying anything or making mistakes.”<sup>60</sup> However, after Ou arrived in Taiwan, the opening of the port was delayed over and over again. The reason was that there was no customs defense nor funds, and that Chao-Chuen Tai revolted against the government in Changhua. He and his partners might have conducted an attack from the sea.<sup>61</sup> At the same time, the American consul had not shown up yet. No progress had been made until Robert Swinhoe, the vice-consul, arrived in Taiwan in June of the 11th Year of Xianfeng Emperor Era (July, 1861). A consul delegated to Taiwan could protect the commercial benefits of their compatriots and solve the problems of consular jurisdiction.<sup>62</sup> Like Tuan Chin, the Viceroy of Min-Zhe, stated in his memorial in June of the First Year of Tongzhi Emperor Era:

*In November of the 9th Year of Xianfeng Emperor Era (1859), because American ambassador received the permission from the Emperor to start businesses in Taiwan, the Parrigon administered by Tamsui Subprefecture of Taiwan Prefecture was selected to be a commercial port. Merchants could develop businesses here. Taxation system was conducted here. Also, Tien-Min Ou, the candidate superintendent of Fujian, was designated to stay in Taiwan to deal with all the affairs. The emperor had already permitted the matters mentioned in the memorial, but to date, the American consul had not arrived in Taiwan. The representatives of the Great Britain and the France were in Beijing for the amendment of treaties and asked for creating trade relations with Taiwan. After the Qing government assigned officials to follow the treaty, the Great Britain and France occupied Taiwanese central authority and asked Tien-Min Ou to report. Robert Swinhoe, the British vice-consul had arrived in Taiwan in June, the 11th Year of Xianfeng Em-*

57. Gazetteer of Tamsui Subprefecture, “Gazetteer of Fiscal Matters,” ‘Revenue and Labor Service of Customs’, pp. 105-106.

58. In December of the 9th Year of Xianfeng Emperor Era (1859), “Chin Tuan, the Viceroy of Min-Zhe, Dong Chuen, the General of Fuzhou, and Bin Rui, the Governor of Fujian Province submitted memorials to the Emperor.”, *The Whole Course of Foreign Affairs Preparations (the Reign of Xianfeng)* Vol. 46, In Shen Y. L. Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 59, pp.3726-3729.

59. Ibid.

60. Ibid.

61. Z. H. Ye, see the previous publication, pp. 157.

62. Z. H. Ye, see the previous publishing, pp. 119-120.

peror Era. He also intended to develop business in Parrigon, the administrative region of Tamsui Subprefecture. The actual date of developing trade and business had not been reported. All the affairs about the American doing business in Taiwan were administered by Tien-Min Ou, the candidate superintendent of Fujian. After France and the Great Britain completed the amendment of treaties, they were allowed to create trade relations with Taiwan. Likewise, all the affairs were governed by Tien-Min Ou.<sup>63</sup>

Robert Swinhoe was the appointed vice-consul to Taiwan in October, the 10<sup>th</sup> Year of Xianfeng Emperor Era (December, 1860). At that time, his Chinese name was “Wei-Nou Shin.”<sup>64</sup> On July 6<sup>th</sup>, the 11<sup>th</sup> Year of Xianfeng Emperor Era (1861), he traveled on the British warship Cockchafer from Xiamen to Taiwan and went ashore in Takow (Kaoshung). Then, he went northbound to Taiwan Prefecture (Tainan) on July 12<sup>th</sup>.<sup>65</sup> After going through twists and turns, he rented “Mao Qiao Villa” and set up the British Vice-consulate in Tainan here on July 29<sup>th</sup>.<sup>66</sup> On the next day (July 30<sup>th</sup>), Robert Swinhoe had a meeting with Tien-Min Ou. They thought that the channel of Tainan’s port was silted up. The trade was facing an uncertain future. Thus, Robert Swinhoe wrote a letter to Frederick Bruce, the British envoy, and told him about his intension of relocating the vice-consulate to Tamsui.<sup>67</sup>

Robert Swinhoe had ever visited Anping two times and had also gone to Hobe. He also had his viewpoints on the both ports of Anping and Tamsui:

*As I had visited that port [Anping Port] twice before, and was well acquainted with its want of port accommodations, I had no hope of succeeding in converting it into a center of British trade.... Lieut. Holder, of the gunboat Cockchafer, examined over and over again the three entrances by way of river to the city, but in vain. His final verdict was that no European vessels*

*of the smallest burden could enter and lie with safety in the so-called port of Taiwan [Anping Port]. I was therefore reluctantly obliged to give up all hopes of ever establishing a port of trade at the capital of Formosa.*

*The Tamsui River was destined to become the British Port of trade. It discharges itself into the sea from the north-west coast of Formosa, over a bar, giving 16 feet of river at high tide. From its proximity to Foochow it [Tamsui Port] has long been the highway between the Formosa and the provincial capital. The Datun Mountains on its north bank, and the Luhan Mountains [Guanyin Mountain] on the south bank, are both near the estuary, and therefore offer excellent landmarks to the entry of the river; and the narrow gorge, 6 miles further inland, where the river contrasts, well defines the limits of the harbor, in which a good many ships of moderate burthen can procure safe anchorage.*<sup>68</sup>

On November 17<sup>th</sup>, the 11<sup>th</sup> Year of Xianfeng Emperor Era (December 18<sup>th</sup>, 1861), the British Vice-consulate was relocated in Hobe, Tamsui. Robert Swinhoe declared that because Tamsui Port was more convenient than others on the island, he had already moved the Vice-consulate there. Tamsui Port was the consular port of trade between the Great Britain and Taiwan, with a boundary from the coast of the Tamsui River estuary to the upstream four miles further.<sup>69</sup>

Moreover, Tien-Min Ou was in charge of the establishment of customs but had not set it up yet. Based on Zheng-Hui Ye’s research, the reason perhaps was the levying of mast tax. Previously, the merchants including foreign ships were levied mast tax based on the number of masts. The tax revenue of Wen Customs belonged to Taiwan Government, and that of Wu Customs belonged to Taiwan Navy Garrison. As long as customs was set up, the tax levied on foreign ships would be tonnage due, foreign tax, opium tax and so on. This way, it would damage the

63. In June of the First Year of Tongzhi Emperor Era (1862), “The Viceroy of Min-Zhe Chin Rwei submitted his memorial to the emperor,” *The Whole Course of Foreign Affairs Preparations (the Reign of Tongzhi)*, Vol. 7. In Shen, Y. L., Ed., *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 62, pp. 742-744.

64. October 26<sup>th</sup>, the 10<sup>th</sup> Year of Xianfeng Emperor Era (December 8<sup>th</sup>, 1860), “Official Reason of Delegating Robert Swinhoe to Taiwan Consulate” *Archives of Modern History of Academia Sinica/Diplomatic Archives/Office in Charge of Foreign Affairs/British Consuls/volume one/Call Number: 01-15-009-01-027* : “British note on October 24<sup>th</sup>- stated that: Robert Swinhoe is assigned to Taiwan to be a consul. He will arrive his office in Taiwan recently. A port has to be opened in the coastal area. I would like to ask Your Highness to inform the Governor of Fujian to follow the order. After the consul arrives, I will send a note again.”

65. Y. H. Lai, see the previous article, pp. 5. Z. S. Chen, *Voyage to Formosa: British Diplomat Robert Swinhoe’s Journey during the Later Qing* (Taipei, Taiwan Classics, December, 2008), pp. 57. Robert Swinhoe insisted on traveling by warship in order to show his sense of superiority, so his trip from Xiamen to Taiwan was delayed for months. According to Ye, Z. H., see the previous publication, pp. 127.

66. At first, the local government officers gave him the cold shoulder and he was merely arranged to live in the dormitory for visitor. Fortunately, the shop owner of “Jin Mao Hao” invited him to temporarily live in his grand house. On July 29<sup>th</sup>, he rented Koa Son Jee’s “Mao Qiao Villa” with monthly rental of 60 silver coins. The villa was a Fukien-style building with two storeys and the Vice-consulate was officially set up here. See Z. S. Chen, see the previous publication, pp. 57-58.

67. Z. H. Ye, “The Establishment of the British Vice-Consulate in Tamsui”, *Journal of Taiwan Historical Document*, Vol. 38, No. 4, December, 1987, pp. 109.

68. “Notes on the Island of Formosa”, in *Journal of Royal Geographical Society*, vol. 34, pp. 6~18,p. In <https://archive.org/stream/jstor-1798463/1798463#page/n0/mode/1up>, translation please see Y. H. Lai, see the previous publication, pp. 5-6.

69. *Ibid.* at, Z. H. Ye, see the previous publication, pp. 110.

rights and interests of many vested interest holders, including the superintendent of Taiwan and many Taiwanese officials, to levy mast tax on foreign ships.<sup>70</sup>

#### IV. Official opening of Hobe custom

Tien-Min Ou was facing various difficulties including the pressure from George C. P. Braune, a vice-consul.<sup>71</sup> Thus, he adopted some measures in this transition stage: on one hand, he set up customs in Hobe. On the other hand, he allowed the superin-

tendent of Taiwan to levy mast tax on the foreign ships in Takow. He also let foreign ships (such as the merchants owned by Jardine Matheson Co. and Dent & Co.) to go to the ports in the north for trading as well as paying license fees to Taiwanese officials.<sup>72</sup>

Then, Tien-Min Ou converted the Office of Hobe Navy Garrison into the Office of Hobe Customs, and on June 22<sup>nd</sup>, the First Year of Tongzhi Emperor Era (July 18<sup>th</sup>, 1862), and the customs was officially operating. According to “Gazetteer

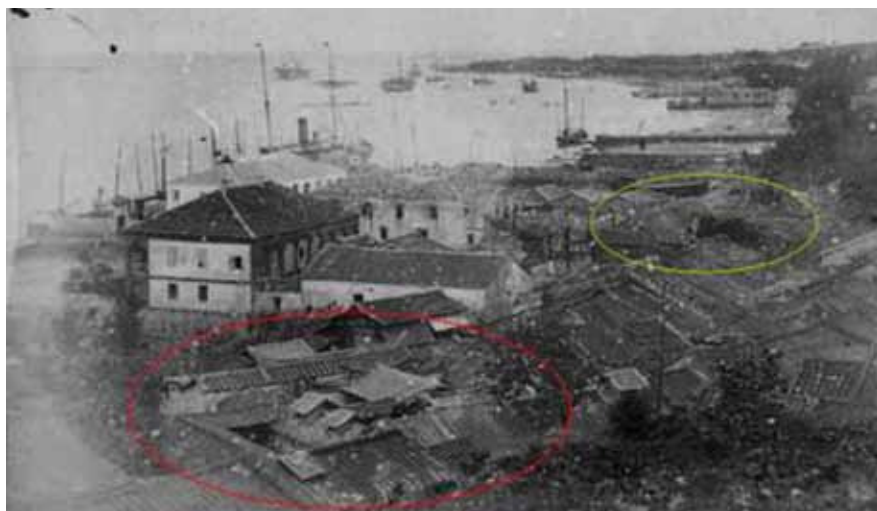


Figure 3: The picture was shot in 1896. The building in green circle is “the Office of Hobe Navy Garrison” mentioned in “Chorography of Tamsui Subprefecture”. The building in the red circle was the new office also mentioned in the previous book. It said that, “Chao-Xiang Li transferred the old office in the 23<sup>th</sup> Year of Jiaqing Emperor Era. Then he converted a governmental building into the new office with barracks on both right-hand and left-hand side. The new office was a few footsteps away.” It is located in MacKay Head Statue Park, which is the intersection of Zhongzheng Road and Sanmin Street.

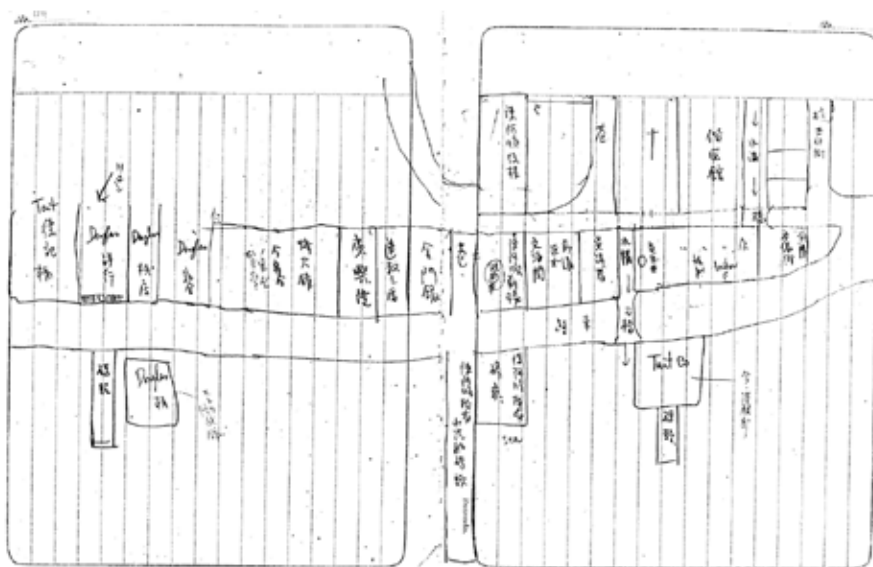


Figure 4: It is the note of Field Research on “History of Tamsui Church” (She Jie Ke, 1933). At the right end of the picture, the noted “Defense Office of Qing Dynasty” is the Office of Hobe Navy Garrison. In the middle, the noted “Tamsui Customs of Qing Dynasty” is the Office of Hobe National Customs.

70. Z. H. Ye, see the previous publication, pp. 158-161.

71. George C. P. Braune who accompanied Robert Swinhoe from Xiamen to Taiwan for setting up The Vice-consulate was his best assistant. During May, 1862 to January, 1864, Robert Swinhoe was back to his country because of his sickness, so George C. P. Braune temporarily took over his work. George C. P. Braune was discontent that Tien-Min Ou had not set up Hobe Customs; therefore, he asked the Governor of Fujian Province to dismiss Tien-Min Ou from his job. See Z. H. Ye., see the previous publication, pp. 158, 162.

72. Z. H. Ye, see the previous publication, pp. 160-161.

73. *Gazetteer of Tamsui Subprefecture*, “Chorography of Establishment,” ‘Governmental Office recorded’: “the Office of Navy Garrison was on Hobe Street. In the 13<sup>th</sup> Year of Jiaqing Emperor Era, Hobe navy garrison moved from Xinhua, assisted Zouying garrison’s defense, stationed in Hobe and also rent houses to live here. In the 10<sup>th</sup> Year of Daoguang Emperor Era, what Yang Shang Kuo donated money to build is the Office of Navy Garrison.”

of Tamsui Subprefecture,” in the 10<sup>th</sup> Year of Daoguang Emperor Era (1830), Yang-Shang Kuo donated money to build the Office of Hobe Navy Garrison.<sup>73</sup> Judging from a historical picture (Figure 3) and She-Jie Ke’s note (Figure 4), at present the location is in front of the Chunhwa Telecom store in Tamsui is the same as the building of the exclusive postal Mail box. The address is No. 282-1, Zhongzheng Road.<sup>74</sup>

Tien-Min Ou took charge of the customs affairs as a customs inspector. In the beginning, everything went well, as mentioned in the following official letter: “Since the opening of the customs on June 22<sup>nd</sup> [the First Year of Tongzhi Emperor Era (1862)] about twenty foreign ships have arrived in Taiwan. The merchants did customs with each other as usual. No quarrels happened. They followed the treaties signed and maintained friendship. Therefore, I was indulgent toward customs affairs and the nothing troubled foreign firms so as to pacify these foreign people.”<sup>75</sup> However, on August 29<sup>th</sup> (October 22<sup>nd</sup>, 1862), because of a dispute over camphor trade, Thomas Sullivan and customs staff had a fight. This quarrel turned out to be a negotiation for asking an apology and compensation from Tien-Min Ou. On November 26<sup>th</sup>, 1862, under threat from the British gunboat commander, Tien-Min Ou escaped to Fuzhou. This caused the operation of customs to halt the proceedings of loading and unloading cargos.<sup>76</sup> Tsung-Kan Hsu, the Governor of Fujian Province, appointed Yu En, the vice Prefect of Tamsui Subprefecture and also the candidate Subprefect, to govern the trade affairs.<sup>77</sup>

On August 19<sup>th</sup>, the Second Year of Tongzhi Emperor Era (October 1<sup>st</sup>, 1863), William Maxwell took up an official position as Inspector of Hobe Customs. It was a foreign customs. (It can be called new customs as well. The one that Tien-Min Ou established was an old customs.) This was the beginning of Taiwan customs being supervised by a foreign official.<sup>78</sup>

Foreign customs dated back to June, 1845. At that time, British, American and French consuls signed “Tariff Regula-

tion” of Jianghai Customs with Jien-Chang Wu, the superintendent of Shanghai. This was the origin of the first foreign customs supervised by foreigners. In 1858, the “Supplementary Treaty of Trade Regulation” signed by the Qing government and the Great Britain stipulated that “in terms of the appointment of foreign staff, it is governed by each customs... The premier can invite the British to assist taxation affairs.” Therefore, Gui-Qing He, the Viceroy of Liangjiang and the Commissioner of Treaty Ports, appointed Horatio Nelson Lay, a British man, to be the Customs Inspector-General in the Spring of the 9<sup>th</sup> Year of Xianfeng Emperor Era (1859). In October of the same year, Guangzhou Foreign Customs was set up and opened. In the 10<sup>th</sup> Year of Xianfeng Emperor Era (1860), Chaozhou Foreign Customs was also set up and opened. In 1863, Robert Hart succeeded to the position of Inspector-General. Within three to four years, fourteen commercial ports were set up with foreign customs.<sup>79</sup> Hobe Customs was one of them. The foreign customs, the British modern management of customs, effectively implemented complicated procedures including declaration, registration, inspection, tax levy and reexamination. Most important of all, this eradicated a variety of abuses such as favoritism and bribery, and it greatly increased customs revenue (Moreover, 40% of foreign tax was paid off the debt of the Great Britain and France.)<sup>80</sup> This is the “profitability” hat De Meritens, the Inspector of Fuzhou Customs, claimed:

*Ling Qi, General of Fuzhou, Zong-Tang Zuo, the Viceroy of Min-Zhe, and Tsung-Kan Hsu, the Governor of Fujian Province submit a memorial to the emperor. These officials also form the Office in Charge of Foreign Affairs stated: In accordance with Fuzhou Customs Inspector De Meritens’ statement, Hong-Zhang Li claimed that Taiwan’s taxation affairs was governed by local officials. The annual revenue was about 40 to 50 thousand Taels. In terms of opium, every year, at least five to six thousand chests of opium were imported from port of Tamsui, Keelung, Taiwan Prefecture and Takow. This created tax revenue of 150 thousand or 180 thousand Taels. With the assis-*

74. In comparison to the picture, “Hobe Port of Qing Dynasty in Portrait” of *Taiwan Folkways*, the picture of “Hobe Port of early Japanese Colonial Rule” in *Portrait of Taiwan: One Hundred Years ago*, She-Kay Ko’s sketch note of field research in *Church History of Tamsui*, the picture of Chunhwa Telecom store in Tamsui in “Brief Introduction of the Construction of Service Building”, it is concluded that the location of the Office of Hobe Customs (the Office of Navy Garrison) is in front of the Chunhwa Telecom store at present. The address is No. 282-1, Zhongzheng Rd. Referring to Chuang, J. W., “The Morphological Transformation of Tam-sui Town in Modern Age : from the Opening of the Treaty Ports to Japanese Colonial Period,” (Master’s thesis of Department of Architecture, National Cheng Kung University, June 2005), pp. 4-12, 4-13, 4-14.

75. The First Year of Tongzhi Emperor Era (1862), The Request for the superintendent of Customs Taxation to conduct an investigation, “Tamsui Xinchiu Archives” (Digital Archives Project of National Taiwan University/file name: ntul-od-th11511\_001\_00\_00\_1), administration—accounting affairs—foreign affairs.

76. Z. H. Ye. “Incident of British Businessman Thomas Sullivan in 1862”, *The Proceeding of the 40th Anniversary of Historical Research Commission of Taiwan Province*, June 1988, pp. 147-155.

77. Z. H. Ye, see the previous publication, pp. 162.

78. *Ibid.*

79. Y. H. Chang, “Illustration of Chinese Customs History”, Beijing: China Customs Press, pp. 63.

80. Y. Chen: “The Exploration of Taxation System in Late Qing Dynasty”, *Modern History Research*, No. 2 (Taipei: Institute of Modern History of Chinese Academy of Social Science, 2012), [http://www.iqh.net.cn/info.asp?column\\_id=9715](http://www.iqh.net.cn/info.asp?column_id=9715)



*tance of foreign inspector of customs, the annual revenue of new customs in Taiwan could reach to 300 thousand Taels. It was profitable. Therefore, we would like to request for selecting Keelung as the subsidiary port of Tamsui and Takow as that of Taiwan Prefecture with the reasons that Keelung and Takow are adjacent to Tamsui and Taiwan Prefecture respectively.*<sup>81</sup>

On the basis of the increase of tax revenue, the Office in Charge of Foreign Affairs considered that it would rather set up an additional port than a subsidiary harbor. Because in a subsidiary harbor, only half the amount of tax would be levied and in contrast. In an additional harbor, not only regular tax but also half of the import tax would be levied.<sup>82</sup> “After the commissioner examined the ports of Keelung and Takow, they could be the subsidiary ports of Tamsui and Taiwan Prefecture respectively and the inspectors of customs should be assigned for levying foreign tax. The above affairs should be followed and implemented. However, if the two ports became subsidiary harbors, only half the amount of tax would be levied. Currently, Keelung Port and Takow Port not only levy regular tax, but also half of import tax. Therefore, Takow Port could be the additional Port of Taiwan Prefecture Port and Keelung could be that of Tamsui Port. Tamsui and Taiwan Prefecture have to be in charge of doing tax revenue report for these two additional ports. We would like to request Your Majesty to access the above mentioned policy. If it is beneficial to increase tax revenue, we will raise funds and formulate regulations immediately. Before the policy is implemented, we will submit a memorial to Your Majesty.”<sup>83</sup>

Therefore, on August 19<sup>th</sup>, the Second Year of Tongzhi Emperor Era (October 1<sup>st</sup>, 1863), the same day of the establishment of Hobe Customs, the additional port of Keelung, which was governed by treaty by Tamsui Port, was opened as well. Likewise, in the “Gazetteer of Tamsui Subprefecture”, it de-

scribed that, “on August 19<sup>th</sup>, after the ban of on foreigners being customs officials was lifted, foreigners assigned vice-inspectors of customs stationed in Keelung. They levied customs with other local officials as well.”<sup>84</sup> In the 3<sup>rd</sup> Year of Tongzhi Emperor Era (1864), Takow Customs was set up. Soon, Taiwan Prefecture Customs was announced to be set up as well.<sup>85</sup> Therefore, in name only, the number of opened ports in Taiwan was two, but it was in fact actually four.<sup>86</sup>

Since the establishment of foreign customs, the operation of Hobe Customs had been in its new generation. Formally, inspectors of customs were still the executives in customs. However, except for tax payment, the duty of “finance center” of old customs, other affairs including examining cargos, drawing up a bill of sight, inspecting the import and export of cargos were administered by the inspectors of foreign customs.<sup>87</sup> Robert Hart, the General Inspector, ushered in the modern management



Figure 5: Hobe custom pier and office. The photo was taken by George Leslie Mackay in 1872, soon after his arrival at Hobe. The higher in the left is Fort Santo Domingo; the one in the middle is dorm of harbour master of Xinguan custom office area. Two houses by the river in the lower right are the buildings of Xinguan pier.

81. August, the 2<sup>nd</sup> Year of Tongzhi Emperor Era (1863)“Memorial submitted by Ling Qi, General of Fuzhou, Zong Tang Zuo, the Viceroy of Minzhe and Tsung Kan Hsu, the Governor of Fujian Province”, *The Whole Course of Foreign Affairs Preparations (the Reign of Tongzhi)* Vol. 20, Y. L. Shen Ed., in *Collection of Historiographical Texts and Sources on Chinese History*, Vol. 62, pp. 2025-2029.

82. According to the subparagraph 2 and 3 of Yanzi River Tariff Regulation in August, the 11<sup>th</sup> Year of Tongzhi Emperor Era (September, 1861), local food delivered from Fuzhou Port and Xiamen Port of entry to other ports should be levied half of import tax which means that the food loaded on the ships was levied regular tax of export and half of import tax when the food were carried to its destination port.

83. Ibid.

84. *Gazetteer of Tamsui Subprefecture*, see the previous publication, pp. 106.

85. On May 5<sup>th</sup>, 1864, Takow Customs was set up. Luerhmen (Tainan)’s foreign customs was established at the end of the Third Year of Tongzhi Emperor Era (1864), but it was not operated until January 1<sup>st</sup>, 1865. See Y. H. Lai, see the previous article, pp. 7.

86. Z. H. Ye, see the previous publication, pp. 80-90.

87. The procedure of customs inspection and taxation including: I. After applicants finished file declaration, customs staff inspected cargos based the application document and measured the tonnage of ships (for ensuring the tonnage due payable). II. Customs staff drew up a bill of sight; III. Applicants took the bill of sight to finance center to pay the tax payable and receive the receipt. IV. After applicants handed over the receipt, cargos can be delivered. V. The bills of sight and receipts had to be compiled as a volume. The bills of sight have to be handed over to the inspect-general by an inspector and then to be submitted to the Office in Charge of Foreign Affairs by the inspect-general. As for the receipts, they were handed over to the Office in Charge of Foreign Affairs and the Ministry of Finance by the customs inspector. The reason of doing so is for mutual supervision. See Ren, Z. Y., “The exploration of Customs Inspection System, *The First Historical Archives of China*,” *Historical Archives*, 96 issues in total (April 2004), pp. 86.

system of human resource. This notably enhanced the efficiency of customs services. The concrete outcome was the increase of tax revenue.<sup>88</sup>

After 1870s, the trade turnover of Hobe Port started to increase rapidly. This golden time lasted 25 years. The net exports and imports in Dinggang (Hobe port and Keelung Port) were growing notably with 740,000 customs Taels in 1869; 960,000 customs Taels in 1870; 1,210,000 customs Taels in 1871. The amount was gradually and annually increased with a huge amount of 8,300,000 customs Taels in 1894. Moreover, in 1872, it was the first time that the net exports and imports of Dinggang turned from deficit to surplus. The situation lasted from 1876 to 1894.<sup>89</sup> The tariffs increased the treasury of the Qing government. The tax revenue (tea tax, camphor tax, opium tax and so on) was the main fiscal revenue of Taiwan; therefore, Taiwan could be fiscally independent without the subsidies from Fujian Authority and the Central Government. This paved the way for the establishment of Taiwan Province.<sup>90</sup> It is evident that the Hobe Port played an important role in the history of Taiwan during the late Qing Dynasty.

## V. Conclusion

Generally speaking, Tamsui Port originally jumped to the historic stage for more than half century with its position as international trade port. However, it lost its status in the marine trade after the Qing Dynasty defeated the Kingdom of Tungning and included Taiwan in its territory. Later, with the expansion of the people who reclaimed the Taipei area, the importance of the estuary of the Tamsui River emerged. In the early years of the regime of the Qianlong Emperor, Balibu in the north shore of the estuary of the Tamsui River was the commercial, military and political center in the Taipei area due to its key position in the land transport. Compared to it, the development of the southern shore of the estuary of the Tamsui River (nowadays the Tamsui area) was a bit late.

Hobe originally was the name of the village, which was situated in the place, currently called Dazhuang in Tamsui. In the early years of the regime of the Emperor Qianlong, it became Hobe Village after the Han people came here for exploitation. In the 30th year of the regime of the Qianlong Emperor (1765), the name of Hobe Street appeared but its position was transferred to the East till the urban zone of the bank of the Tamsui River. In the first year of the Jiaqing Emperor (1796), the construction of the Fuyu Temple and Wang- kao Building, named given to the lighthouse at that time marked the port age of the Hobe Street, where parked all commercial boats and appeared

the stores. The Hobe Street became complete during the regime of the Qianlong and Jiaqing Emperor.

During the regime of the Daoguang Emperor, all ports along the Tamsui River system had developed as the economic center of the northern Taiwan. In addition to the fact that the ports were separated in the three major tributaries of the Tamsui River with the establishment of stores, the arrival and departure of small commercial boats to transport rice and groceries, and the fluid water transport. The exploitation went deeply to the Tamsui River basin with the establishment of villages and stress. The growth of population increased the quantity of the agricultural and mountain products, demands of daily necessities advanced the prosperity of the river trade. Therefore, Hobe Port, situated in the key entrance and exit of the Tamsui River became the important commercial town in the northern Taiwan after the establishment of the customs and the official opening to foreigners.

Before the establishment of the customs and the official opening to foreigners, foreign businessmen came to Hobe for the trade. In the 6th year of the regime of Daoguang Emperor (1856), 45 boats of different countries arrived here and brought away 10,000 tons of products such as sugar, rice, camphor and fried pan cake. In the Treaty of Tientsin, signed with France, Russia, United States and the United Kingdom in May, 1858 (the 8th year of the regime of the Xianfeng Emperor), there was article about the port opening in Taiwan but the name of such port was indecisive. After the negotiation of the governor of Fujian and Zhejiang, Qingduan, Hobe was decided to be open officially to the foreigners. Nevertheless, after the arrival of Tien-ming Ou, the opening of the port was delayed over and over again due to the lack of border defense and budget as well as the risk of being attacked from the sea under the revolt of Chao-chuen Tai in Zhanghua. Until 18th July, 1862 (22nd June of Year of the Tongzhi Emperor Era), the customs started to charge tax. The next year, 1863, William Maxwell worked in the Tax Department of the Hobe Customs, known as the Foreign Customs in Hobe. It was the start of the foreign administration in the Customs of Taiwan. Since then, the operation of in Hobe Customs entered a new era. The trade volume in Hobe port started to grow fast since 1870 and this golden age lasted for 25 years.

88. Y. H. Zhang, *Illustrated history of the former Chinese Maritime Customs* (Beijing: Zhongguo Haiguan Publishing, May, 2005, pp. 209-210.

89. M. H. Lin, *The industries of tea, sugar, and camphor and socio-economic change of Taiwan, 1860-1895* (Taipei: Lianjing Press, 1997), pp. 154.

90. A quarter of the foreign tax revenue was divided by two for paying indemnity to the Great Britain and France. After paying off, the Ministry of Finance would deal with the tax revenue. Z. H. Ye, see the previous publication, pp. 260-261.

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