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Abstract 撮要

The French Territory of Kwang-chow-wan and its Postal Steamer Line 1900-1915

法國租借地廣州灣及其輪船郵遞航線 1900-1915

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In 1900, the French territory of Kwang-chow-wan (KCW) in Southwest China was placed under the administration of the Government-General of Indochina in Hanoi and was also linked to Indochina by the subsidised postal steamer *Huế*, a medium-sized 703-gross-ton merchant vessel. The decisions were taken by Paul Doumer, Governor-General of Indochina from 1897 to 1902, and one of the most ardent supporters of the expansion of French influence in South China. The postal steamer line was operated from 1900 to 1910, and again from 1913 to 1915 by the Tonkin Shipping Company (Compagnie de Navigation Tonkinoise) based in Haiphong, the major port of Tonkin, northern Indochina. The Tonkin Shipping Company was an affiliate of the French-Indochinese firm of Marty et d'Abbadie, founded in 1886, in which the Frenchmen Auguste Raphael Marty (1841-1914) and Jules d'Abbadie (1853-1904) were partners. The Tonkin Shipping Company's main field of operation was the greater Gulf of Tonkin region.

在 1900 年，致力擴張法國於華南影響力的印度支那總督保羅·杜美 (Paul Doumer, 任期為 1897 至 1902 年) 將位於中國西南部的法國租借地廣州灣，納入其管治範圍，並補

貼排水量為 703 公噸的中型商輪順化號 (*Huê*)為此租借地與法屬印支之間提供郵遞服務。設於海防市的[法屬]東京航運公司(the Tonkin Shipping Company)於 1900 年至 1910 年營運此郵遞航線，並在 1913 年至 1915 年再次獲得經營權。此公司的業務涵蓋泛東京灣 (即泛北部灣)地區，附屬於設在法屬印支的孖地-阿巴底公司(Marty et d'Abbadie)，該母公司由法商奧古斯特·拉斐爾·孖地(Auguste Raphael Marty 1841-1914)及儒勒·阿巴底(Jules d'Abbadie, 1853-1904)於 1886 年肇基。

The greater Gulf of Tonkin region stretching between northern French Indochina and the Pearl River Delta was the maritime region of Southwest China which was, in around 1900, thickly interconnected by a multitude of ships plying between four main ports: Haiphong, the shipping hub of Tonkin, with its major rice exporting industry; Pakhoi and Hoihow, the open Chinese 'treaty ports', mainly exporting vegetables and cattle to Hong Kong and South China; and Hong Kong, the British crown colony at the mouth of the Pearl River with its important international free port serving as an economic turnstile at the crossroads of intercontinental and interregional shipping routes. KCW came to join these four main ports, with the territory located half-way between Tonkin and Hong Kong, after was occupied by French naval troops in 1898 and made an integral part of French Indochina in 1900.

泛東京灣地區(The greater Gulf of Tonkin region)自法屬印支北部，延伸至中國西南部的珠江三角洲海域。在 1900 年之際，四個在區內的主要海港，由川流不息的船隻所緊緊連繫著：海防(Haiphong)是北圻 (即法屬東京，Tonkin)的航運中心及米業出口重鎮；北海與海口，是中國的開放條約港，主要出口蔬菜及牲畜至香港和華南各地；以及位於珠江口的英屬殖民地香港，其舉足輕重的國際自由港成為洲際及區間航運的經濟樞紐。而自 1898 年法佔廣州灣，其位於北圻與香港之間的地理位置，有助連繫以上四港口，故成法屬印支不可或缺的一部分。

The paper argues as follows: 本文論及：

- 1) The establishment of the subsidised postal steamer line, in 1900, was the result of Governor-General Paul Doumer's policies of placing the Territory under the direct administration of French Indochina and of his political-military designs of installing at KCW a naval base and coal depot for the French navy operating in East Asia. To safeguard the regular transportation of mail, troops and cargoes, to and from KCW, the Tonkin Shipping Company as operator of the postal steamer *Hué* received a ten-year contract with a considerable subsidy. Both the subsidy and regular shipments of passengers and goods made the line profitable for the shipowners. The picture was very different on the further route between KCW and Hong Kong on which the *Hué* faced strong competition from other ships resulting in little or no profits for the Tonkin Shipping Company. The shipping depression beginning in 1901 negatively contributed to the low earnings. The differences between both routes linking KCW with the greater Gulf of Tonkin region show that the Tonkin Shipping Company was only able to gain profits thanks to the subsidy and to the transportation of troops, and thus depended heavily on the financial and logistical support of the Government-General of Indochina.

- 1) 之所以在 1900 年成立的為政治資助的輪船郵遞航線，是因為保羅·杜美總督決意將廣州灣納入法屬印支的管治範圍，並欲將此地改建成法國在東亞的海軍基地和躉煤所。為使廣州灣定期的郵遞、運兵及貨運之暢行無阻，順化輪 (*Hué*) 的船主之東京航運公司，獲得一紙為期十年的重金補貼之航線專營合同。與其經營之另一面對激烈競爭的廣州灣-香港航線不同，鉅額的補貼及定期的客貨運業務令順化輪從這航線獲益甚豐。[儘管]航運業自 1901 年陷入蕭條，東京航運公司營運的這條津貼航線，實賴重金補貼及定期軍運，方能持盈。

- 2) France's political-military decision, in the wake of the Russo-Japanese War of 1904-05, to abandon her plans to establish a military base at KCW and to even

relocate the major part of troops to Tonkin resulted in the sudden end of lucrative business for the Tonkin Shipping Company which was no longer able to make profits on the line. With more disaster striking the firm in 1904 (the loss of the steamer *Hoihao* and the death of Jules d'Abbadie), Marty, the remaining partner, repeatedly pleaded to the Government-General of Indochina for extra support. He, however, remained unsuccessful after French-Indochinese policymakers had relinquished former designs on KCW and also faced severe constraints of the budget of Indochina. With his ageing ships and lacking capital to renew his fleet in addition to strong competition from other companies such as the Company of French East Asia (Compagnie de l'Est Asiatique française), Marty lost the battle for the new subsidy contract. He was, however, able to regain the contract when the Company of French East Asia neglected to call at the ports of Pakhoi and Hoihow and failed in offering sufficient passenger and cargo services. The general improvement of the global shipping market in 1911-12 further contributed to Marty's view of adopting a fresh approach towards the subsidised postal steamer line.

- 2) 惜好景不常，法國自日俄戰爭（1904-1905）後擱置於廣州灣建海軍基地的計劃，甚至將大量部隊撤至北圻，使此航線亦轉盈為虧。更有甚者，在 1904 年，合夥人儒勒·阿巴底（Jules d'Abbadie）之溘然辭世與輪船海口號（*Hoihao*）之折損，促奧古斯特·拉斐爾·孖地（Auguste Raphael Marty）屢向印支總督申請額外的援助。然而，蓋因印支政府棄昔對廣州灣進行軍事建設之藍圖，及囿於財政緊絀，孖地之求援皆鎩羽無功。面對著來自同行的激烈競爭（如法國東亞公司 Company of French East Asia），由於孖地欠缺資金來維修其日漸老化的船隻，東京航運公司乃失此補貼航線之續約權。幸甚，因法國東亞公司忽略其於北海與海口之客貨運業務，孖地重獲此津貼航線的經營權。與此同時，全球航運市場自 1911-1912 年之全面復甦，亦促使孖地對這航線採嶄新之佈局。
- 3) Public discussions, made clear from the Tonkin press between 1908 and 1912, among French communities of Tonkin and ports in the greater Gulf of Tonkin region, on the

future design of the postal steamer line, signalled that the main focus of the line required a shift from linking Haiphong, KCW and Hong Kong to more direct and faster connections between Haiphong and Hong Kong. In the debate KCW played a role as a political factor, a place where the French flag had to be upheld for prestige and honour but not for economic reasons. With KCW's strong commercial ties with Hong Kong but to a much lesser extent with Indochina, the postal steamer line needed to be readjusted to fit the needs of Indochina. For this purpose, the Government-General was prepared to continue to pay a considerable subsidy to the Tonkin Shipping Company which continued to call the port of KCW but only on a biweekly basis while the main route between Haiphong and Hong Kong was operated on a weekly basis. This change was a clear reflection of the declining importance of KCW as a French territory located in China. In this way, the history of the postal steamer line of the Tonkin Shipping Company mirrored shifting French designs on KCW and also reflected the Territory's slow economic development after 1900.

- 3) 於 1908 年至 1912 年間，從傳媒在北圻地區的報導所見，居於北圻及其他泛東京灣港口的法人對此輪船郵遞航線之發展方向作出了廣泛的討論，並表明這航線之重心須由聯繫海防、廣州灣與香港三地之職，轉移至為海防與香港之間提供更快速、更直接的連結。由此可見，廣州灣不為乎是法國國旗飄揚之地，法持此地實為保其榮光，而非出於經濟考慮。由於廣州灣與香港，比其與印支，有著更緊密的商業聯繫，須對此輪船郵遞航線作出調整以適印支所需。印支總督乃願續付重金資助東京航運公司，使廣州灣仍為此航線一停泊港。可是，航班則改為每兩週一訪廣州灣，而海防與香港之間這主要航道則為每週一班。此調整清晰地反映了廣州灣作為法國在華領土的重要性下降，而東京航運公司的這條輪船郵遞航線之歷史，除見證了法國對廣州灣藍圖之改變，亦正是對此租借地自 1900 年以來的經濟發展緩慢的寫照。

The bulk of material used for this paper came from the French National Archives of Overseas Territories (Aix-en-Provence, France) which houses records of the Government-General of Indochina and a large collection of French newspapers published in French Indochina. Important evidence was also found in the Political Archives of the German Foreign Office (Berlin, Germany) which holds files of German consulates in China. Unpublished documents from the British National Archives (Kew, Surrey, UK) and from the private Jebsen & Jessen Historical Archives (Aabenraa, Denmark) shed further light on the case.

以上資源擷取自法國海外國家檔案館海外檔案中心(普羅旺斯·艾克斯)，館藏豐碩的印支總督紀錄及於法屬印支發行的法文報章。此外，重要史料亦見於收藏在柏林的德國外交部政治檔案館內的德國在華領事報告。再者，在倫敦邱園的英國國家檔案館內的未刊文件，及在捷成及謝遜歷史檔案館(處於丹麥奧本羅的私人檔案館)也為此文提供不少資料。