

## DOCTORAL THESIS

### 近代通商口岸研究: 以廈門城市發展為個案之考察 (1900-1937)

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近代通商口岸研究：以廈門城市發展爲個案之考察（1900-1937）

**Treaty Ports in Modern China:  
Xiamen's Urban Development as a Case Study (1900-1937)**

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## 中文提要

廈門於中國福建省東南部，是該省第二大城市，也是閩南的區域經濟重心。明初江夏侯周德興為配合海防需要，下令修築廈門城，開啓了廈門的歷史。明中葉以後東南地區私人海上貿易勃興，廈門開始從軍事據點演化成貿易重鎮。明末鄭成功佔據廈門作為抗清基地，其後清廷將台灣納入中國領土，劃定廈門為閩台貿易的重要樞紐，奠定廈門與台灣之特殊關係。至南京條約簽訂，該地被劃為通商口岸，容許外人在廈門進行通商及傳教活動。1895年日本佔領台灣，從此廈門失去台灣對外貿易轉口港之地位。但由於東南亞殖民經濟之發展，對勞動力需求方殷，廈門因此成為人力輸出港，變為閩省華僑集散地，刺激了廈門的城市發展。由是觀之，廈門之興起標誌著中國從陸地走向海洋之發展趨向，具有「海洋中國」城市發展之特點，深富研究價值。另一方面，近年來不論大陸地區或西方通商口岸研究尚局限於上海等幾個大城市，對其他通商口岸之研究尚有待開拓。本文即旨在以廈門為個案考察對象，探討近代通商口岸之城市發展趨向。

全文共分七章：第一章為緒論；第二章考察歷史與地理因素對二十世紀初廈門城市發展的影響；第三章就人口流動（人）、資金流動（財）、物資流動（物）三方面，討論對外經濟發展與廈門城市發展之關係；第四章討論市區發展、人口結構與區位分佈等城市內部結構問題；第五章以廈門商會研究為切入點，分析廈門城市變遷時期的國家與社會關係的演化；第六章從廈門三大姓、籍民問題，及角頭好漢三個社會現象，考察近代廈門民間社會之變遷；第七章為結論，對近代廈門城市發展予以全面評價。

## Abstract

Xiamen is located on the southeast coast of the Fujian Province of China. It is the second largest city in the province and the regional centre of the Southern Fujian. In order to strengthen the coastal defense of China, the Ming government built the city wall of Xiamen as a military post. It marked the beginning of the history of Xiamen. After the downfall of the Ming rule, the Koxinga (Zheng Cheng Gong) occupied Xiamen as a rebel base against the Manchu military conquest. Following the surrender of Taiwan, the Qing government regulated Xiamen as the hub of communications between Mainland China and Taiwan. This laid the foundation of distinctive cultural and economic ties between Xiamen and Taiwan. In the Treaty of Nanjing of 1842, the British government forced the Qing ruler to open Xiamen as one of the treaty ports. From then on, the presence of Western impact opened a new page on the history of Xiamen. The Japanese annexation of Taiwan in 1895 brought Xiamen in adverse condition, since thereafter Xiamen losing its position as the re-export centre of the Taiwan's foreign trade. Meanwhile the development of colonial economy in Southeast Asia provided another opportunity for economic prosperity of Xiamen. The rise of commercial plantation and mining greatly increased the demand of Chinese laborer in this region. Xiamen emerged as the biggest exporter of the Fujianese laborer. Some of these laborers made a great fortune in Southeast Asia. They sent their fortune back to Xiamen, providing capital that was vital for the success of "Urban Reconstruction Movement" in the 1920s. Nearly all of the economic activities in Xiamen during this period relied heavily on Overseas Chinese investment. From this point of view, the

history of Xiamen underlined the revival of Maritime China in the modern Chinese history. Its further research is worthwhile. In addition, in recent years treaty port studies have been growing as a hotspot in historical research both in the West and in Mainland China. However, most of these researches mainly concentrated on the study of a number of metropolises like Shanghai. Research on the lesser treaty ports received inadequate attention. Therefore, this thesis selected Xiamen as a case study in order to investigate the urban development of the treaty ports in China during the early twentieth century.

This thesis is consisted of seven chapters. Chapter one highlights the scope, the method and the sources of this research. Chapter two explores the geographical and historical factors that affect Xiamen's urban development during the early twentieth century. Chapter three examines the economic network between Xiamen and Southeast Asia. Chapter four discusses the internal structure of city of Xiamen, with a special reference to the "Urban Reconstruction Movement" in the 1920s. Chapter five selects the Xiamen Chamber of Commerce as an example for investigating the changing relationships between state and society. Chapter six deals with three social problems in Xiamen as to illustrate the transformation of urban society during the Republican Era. The final chapter is conclusion.

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