

# 論文の英文要旨

論文題目 タイの鉄道とバンコク中心経済圏の形成  
1897～1941年

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## Thai Railways and the Formation of Bangkok Centered Economic Sphere, 1897-1941. Ichiro KAKIZAKI

Railway networks in Thailand have been built to connect peripheral regions within Thai territory to Bangkok, the capital. They had improved the transport condition between Bangkok and peripheral regions where used to be linked with Bangkok by animal-powered land transport or inland navigation. Thai government then recognized the real nature of railways, and tried to utilize them as one of the effective means to create the centralized state and prevent the erosion or annexion of the territory by England or French.

Because railway was one of the modern technologies invented in Western Europe, it was necessary for Thailand to introduce railway technology from foreign countries and to rely on foreign engineers. The introduction of technology from foreign countries would have a risk of the intervention of them, which might cause the disaster for Thailand instead of the protection of Thai sovereignty. But Thai government did not fail to remove the risk of the intervention by foreign powers in the introduction of railways. She had already known the situation of other countries such as China where the great powers had been gaining many concessions from railways. Therefore she restricted the construction of private railways planned by foreigners and established railway policy that the construction of railways in Thailand were allowed only by Thai government.

As crisis of colonization of Thailand by the great powers was vanishing in 1910s, especially after the World War I, railways began to be expected as the promoter of the commercial development instead of the political aim. The unification of railway networks such as the conversion of gauges or the construction of Rama VII Bridge promoted

by Prince Kamphaengphet were the expression of the policy that enhanced the role of railways on economy. Apart from railways, as the motor cars became more popular in these periods, Motor roads were also built as railway's feeder roads to improve the transport condition in the region where railways had not been built. In these ways, the so-called tree-shaped transportation networks centering in Bangkok were established within Thai Territory by connecting railways and motor roads effectively.

But this cooperation between railways and roads collapsed after the coup d'état in 1932. The new government of peoples' party took priority over the construction of roads for public security. On the contrary, the investment for railways was restricted. Her main aim was to build road networks that connect Bangkok with whole provinces in Thai territory. Although it was fact that the completion of such networks was put off after the World War II, but this policy of road priority succeeded to present policy.

The construction of railway networks caused several difficulty for Thailand. She had to ask for loans from foreign countries for the first time to pay huge construction expense, and meet several confrontations with foreign contractors. By overcoming several difficulties, Bangkok centered transportation networks had been completed, which met the government's hope to create the Bangkok centralized nation state. As the introduction of railways at the first time mainly aimed political effect, many economic historians have not evaluated economic roles of Thai railways positively. But in fact they played an important role to economic integration of peripheral territory.

Before the construction of railways, Bangkok did not function completely as the core of the commodity flow within Thai territory. In the Northern region, there was another entrepôt Moulmein where was the terminal of the trade route from Yunnan or Shan. In the Northeastern region, including the left bank of Mekong, the trade with Bangkok was dominant but not absolute, because of French endeavor to open other trade routes to Saigon or Annam. As for the Southern region, there were more important commercial centers such as Singapore or Penang, while the trade with Bangkok was limited. Especially in Western Coast of South, there was virtually no economic relation with Bangkok as this region was included in the Penang centered economic sphere.

The reason of limitation of Bangkok's economic centripetal power was mainly due to the transportation system in these regions. Before

the construction of railways, the main means of transportation were navigation and animal-powered land transportation. In general, navigation was superior to land transport in point of the transport condition, and coastal navigation still exceeded inland navigation. Thus the transport condition from Bangkok to inland regions such as North or Northeast where could be tied up with Bangkok only by inland navigation or land transportation was inferior to that to the coastal region of South. These circumstances limited the commodity flow between inland regions and Bangkok created economic connections with other entrepôts.

But the construction of railway networks from Bangkok to peripheral regions has enhanced the economic centripetal power of Bangkok. The first railway to Khorat began to convey paddy, pigs, timbers to Bangkok that had never gained commercial values before. As the lines were extended to Ubon and Khon Kaen later, the commodity flow between Bangkok and Northeast expanded rapidly which became the largest commodity flow from/to Bangkok.

In North, railways also created the new commodity flow of paddy, pigs, and woods. Since the transportation of teak timbers, that were the most important commodities of the region then, did not convert to railway, forestry railways constructed by foreign contractors played an important role to convey teak timbers from the Mekong basin to the Chaophraya basin in order to transport them to Bangkok by the Chaophraya river. Apart from railways, a motor road constructed from Lampang to Chiang Rai also contributed as the feeder line of the railway to expand Bangkok's hinterland to Chiang Rai and further to Eastern Shan of Burma.

In South, the role of railways on the improvement of the transport condition was limited because of the existence of coastal navigation. But railways facilitated the commodity flow between Eastern and Western Coast of the Malay peninsular which had depended on land transportation before. Malaya connecting line at Padang Besar expanded the transport of rice, pigs, tin ores, rubbers to Penang. The branch lines to Kantang brought Thai rice from Bangkok or Eastern Coast to Western Coast for the first time where used to import rice from Penang or Burma. The commodity flow between Bangkok and South has also developed as railway freight rates were reduced in 1930s.

As compared with the growth of the commodity flow between Bangkok and peripheral regions, the trade between other entrepôts and peripheral regions did not develop except between South and Penang where the transport condition was improved by railway.

There were no improvement of the transport condition between North and Moulmein, and between Northeast and Saigon or Annam, therefore commodity flow between them did not increase which made the importance of these entrepôts decline. In South the trade with Burma almost disappeared and that with Singapore also declined its weight, but both Bangkok and Penang increased their economic relation with South by using railway. In short Bangkok's hinterland has been expanded beyond the border to Shan or Laos in North and Northeast, and to Western coast of South to a certain extent.

By the time of opening World War II, the so-called Bangkok centered economic sphere had been established within Thai territory and the economic centripetal power of Bangkok had been enhanced. The important economic role of Thai railways was this establishment of Bangkok centered economic sphere. That is, Thai territory that had not been integrated economically before began to be organized as one economic sphere.