

Overseas Chinese With The Formation Of Port City In South of Vietnam In The XVII-XVIII Century

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ABSTRACT

In the framework of the presentation, we will present the role of Chinese immigrants in the formation and development of the bustling urban ports in the Southern region in the beginning (XVII-XVIII century). Along with the volatility of the Chinese situation in the late seventeenth century, the migration wave of Chinese groups "anti dynasty Thanh and restore the Ming Dynasty" into the South took place strongly. In line with the development of the era of great trade, along with the policy of encouraging the commercial development of Nguyen lords in Dang Trong, the Overseas Chinese played an important role in forming the major port towns in the South, such as: Cu Lao street, My Tho city, Ha Tien, Cho Lon ...

Keywords

Overseas Chinese, Southern, urban ports, XVII-XVIII century, Nguyen Lords

Introduction

In XVI-XVIII century, contrary to political instability, Dang Trong economy flourished, especially foreign trade. This is the first time that a territory of Dai Viet has a broad economic relationship with the outside. Merchant boats of many countries (both in the East and the West) landed in the ports of Dang Trong exchanging goods. Thanks to the progressive policies of the Nguyen lords, the maritime trade in the East Sea in Dang Trong has been very exciting: "In the history of Vietnam, the foreign economy has never had extensive relations, diverse and flourishing like that" (Nguyen, 2011, p.497). As Li Tana's statement: Dang Trong became "a new land", "another world" compared to before, as well as the territory of Dai Viet (Li, 1998, p.21). This difference is in the openness of the Dang Trong economy. Thanks to the open policies of the Nguyen government, only in a short time, Dang Trong restored the system of urban ports such as: Thanh Ha, Hoi An and Nuoc Man in the Central region and then: Dong Nai, My Tho, Saigon, Ha Tien ... in the South. The formation of urban ports in the South in the XVII-XVIII century marked a great role of Chinese immigrant forces, after the defeat of the "anti Qing dynasty, restore the Ming Dynasty" movement in China sought to determine settled in the southern land¹.

Literature Review

On the influx of Chinese immigrants to Inner Land Vietnam in the seventeenth - eighteenth centuries and the role of this factor in the development of commercial activities, forming port towns in the South has been studied by many works.

Vietnamese historical works mentioned this topic are relatively abundant. First of all, there must be the historical feudal works in the eighteenth and nineteenth centuries ("Nam trieu cong nghiep dien chi", "Phu bien tap luc", "Dai Nam thuc luc", "Gia Dinh thanh thong chi..."). There are records of incidents of Chinese groups migrating to the South after their failed "anti-Qing dynasty" movement. Some contributions of the Chinese in the process of exploiting and establishing sovereignty in the South of Vietnam, such as gathering immigrants, reclaiming, setting up markets, establishing towns... are reflected by contemporary historians with relatively high reliability. Monograph works on the discovery of land in the South of Vietnam, or contemporary Chinese studies such as: "Southern reclamation history" by Son Nam, "The history of exploring the land of the South" By Huynh Lua, "The opening of the southwestern land of the Nguyen Dynasty" by Do Quynh Nga, "The settlement of the Chinese on Southern land" by Nguyen Cam

¹ At the end of the 17th century, there were three Chinese groups "anti Dynasty Thanh and restore the Ming Dynasty" after the defeat of the resistance movement against the Qing dynasty, running down to the land of

the South: Tran Thuong Xuyen in Ban Lan (Bien Hoa), Duong Ngan Dich came My Tho, Mac Cuu to Mang Kham (Ha Tien).

Thuy (editor), "Vietnamese dynasties' policies toward the Chinese" by Huynh Ngoc Dang, Chau Thi Hai's work: "Chinese people in Vietnam and Southeast Asia - Yesterday's image and today's position ", the work " Chinese people in South Vietnam" (1968) by Tsai Maw Kuey, "Ha Tien study" is a collection of writings by Truong Minh Dat... basically inheriting documents from the previous feudal historical works.

The historical works in Asia, as well as internationally, have partly encouraged and clarified the contribution of the Chinese people in the formation of busy ports in South Vietnam during this period. These include: những ghi chép của hải quan ở cảng quốc tế Nagasaki thời kỳ Edo (1600-1868): "The Junk Trade from Southeast Asia: Translations from the (Tosen Fusetsu-gaki, 1674-1723)", is the source valuable materials when studying Asian foreign trade (including Inner Land Vietnam) with the important role of Chinese traders; Robert j. Antony's article: "Violence and Predation on the Sino-Vietnamese Maritime Frontier, 1450–1850" presents the disputes and violence occurring on the Sino-Vietnamese border in the era of commerce and migration of the Chinese. Massively descended the southern region of Vietnam. The work "Nguyen Cochinchina, Sothern Vietnam in 17th and 18th Centuries" by Li Tana mentions the development of foreign trade in Dang During the seventeenth-eighteenth centuries, in particular emphasizes the role of Chinese traders, the Japanese in the region. The article by Emile Gaspardone: "Un Chinois des Mers du Sud le Fondateur de Ha Tien" clarifies the role of the Chinese in Ha Tien as the most typical port of the South in the seventeenth to eighteenth centuries. Thesis by Brian A. Zottoli (defended at the University of Michigan in 2011): "Reconceptualizing Southern Vietnamese History from the 15th to 18th Centuries: Competition along the Coasts from Guangdong to Cambodia" on the basis of inheritance of traders' notes regions, Vietnamese documents on the basis of comparing with Chinese and Western documents to sketch the Chinese history in Vietnam in the XV-XVIII centuries....

Research Methods

Method and Data

To make this article, the author relies mainly on two historical methods and logical methods. In addition, the author also uses Interdisciplinary and Area methods, statistical methods, comparisons, ... to clarify the problems posed.

To make this article, the authors based on rich literature sources, including two main sources of primary data and secondary data. Primary sources include records of feudal historians, merchants, missionaries and foreigners who used to trade in Vietnam in the seventeenth and eighteenth centuries. Secondary sources are documents of domestic and foreign scholars who research on the contents related to the article.

From the collected data, we perform qualitative analysis combined with logical, comparative and contrasting methods to determine the reliability of data sources and reconstruct the role of the Chinese in the process the process of forming and developing port cities in the South of Vietnam.

Results and Discussion

Ha Tien Port

According to the history of the Nguyen dynasty: Ha Tien province: Dong Tay is 37 miles apart, South North is 25 miles apart, to the east is the boundary of Ha Duong district, An Giang province, 35 miles, to the sea is 2 miles, the south is over. To Chau mountain to the sea 5 miles away, north to Cambodia border 25 miles, to the southeast of Phong Thinh district, An Giang province 150 miles spiritual, southwest to boundary about 1 mile, northeast to the land The world of Cambodia is 25 miles, and the North West passes Bach O mountain to the sea about 20 miles. From the center of Ha Tien go east to Capital 1325 miles (Nguyen dynasty's national history, 2006, p.159). The Nguyen Dynasty (XVII-XVIII century), the boundary of Ha Tien land belonged to the Mac family's management much wider than Ha Tien during the Nguyen Dynasty in the middle of the nineteenth century, including: Ha Tien, An Giang and Ca Mau, Phu Quoc Island and a part of Cambodia (South Pole of Dang Trong, 2 sides bordering the sea), are strategically located on international maritime routes.

In the XVII-XVIII century, Ha Tien was the largest and most important port in the Southern region, formed around the end of the 17th century. It has all the conditions to become a trading port

not only of the Southern region but also enough to reach the region and an important position on the international maritime route. Ha Tien is located in the Gulf of Thailand, the gateway to trade goods from the West to the East. In addition to Ha Tien commercial port in the central position, there are many satellite ports developing relatively lively, collecting products and goods of each region. If missionary Cristophoro Borri arrived in the Central region, he was surprised: there are more than 60 seaports here, all convenient for the ship to dock (Bori, 1921, p.193). In Ha Tien is not inferior, Trinh Hoai Duc listed: Can Dau Port, located in the west of Ha Tien township, 160 and a half miles away from the town, 49 traces wide, 5 meters deep, with the base of Cha Va. In the port there is a market street, a gathering place of Kinh, Chinese, Chan Lap and Cha Va people. Here is the shop where the Siamese guests often come to rest; Kien Giang Port (Rach Gia), in the east of the town, is over 193 miles away. Kien Giang port is located in the west of Kien Giang religion, where there is a busy market and many crowded boats; Dai Mon port (Cua Lon) is located in the east of Kien Giang town, 26 miles away, connecting with Kien Giang river, which is the residence of fishermen; The port of Doc Hoang (Ong Doc), which is 4 square meters deep, 10 meters deep, 107 miles west of Long Xuyen, in the secret port of harbor, merchants gather for 84 miles to the junction of Khoa Giang, pine flowing into the sea; The port of Hao Ky (Oyster Rapids), at the eastern end of the mansion, east of Long Xuyen direction is 120 and a half miles, the southwest meets with the upper part of Bo De port, to the northwest of Doc Hoang port. There are many interconnected, the benefits cannot be used all (Trinh, 2005, p.103-104).

A person, who was with meritorious efforts to destroy and build up the bustling Ha Tien city at the end of the 17th century, was Mac Cuu, a Minh Huong people. The documents recorded Mac Cuu, originally from Chau Loi, Guangdong Province, China, once a large merchant boat owner who often brought goods to trade in Chan Lap, Cha Va (Java), Siam ..., and had a close relationship with Trinh Thanh Cong's anti-Thanh resistance war on Taiwan island (as a food supplier, arms buyer). About Mac Cuu to Chenla and Ha Tien there were

many different milestones². According to the author, Mac Cuu was from China to Chan Lap at the time of the 19th year of Kangxi (1680), noticed the failure of revolts against the Qing Dynasty (this year the Tam Phien forces were almost defeated, Zheng Kinh retreated to Taiwan), Mac Cuu and his servants came to Chan Lap. At first Mac Cuu was in the capital of Chenla (Udon), but realizing the instability of the court, he used bran gold and silver (for the king's beloved card and the mandarins) to ask to come out to keep Lung Ky area³, was conquered by the king of Chenla okna⁴. By about 1700, realized the narrowness of Lung Ky and the convenient location of Mang Kham (Ha Tien), Mac Cuu area came here to gather people to exploit and construct. Seeing the terrain of this land, "Thai Cong (Mac Cuu) day and night worried about people from all over the world coming to trade, boats and ships were very busy, the Vietnamese, the Tang, the Lieu and the Man racing. each other came to reside, the household became more and more crowded, the reputation of Thai Cong became more and more famous" (Vu, 2005, p.17). Since setting foot on Mang Kham and Mac Cuu lands, the province has focused on developing trade, building this land to become "The biggest boat dock in the South of migrants Chinese centers" (Gaspardone, 1952, p.370). In the early period of the merger into the territory of Dang Trong (1708), Tran Ha Tien was given a relatively high autonomy by Nguyen lords. The Mac family is free to adopt policies to build, develop and protect this land. Even, the Mac family has the right to exercise the Governor-General. The Qing Dynasty has a relatively accurate name for this land: "Port of national border". The French cleric Pierre Poivre called here "Ponthiamas kingdom" when he came here (Kien Giang Department of Culture and Information, 1987, p.45). Clearly, Hà Tiên is seen as a separate territory, a kingdom in the eyes of foreigners. This shows the relatively high autonomy of this land. According to the

² According to Vu The Dinh (2005), the time Mac Cuu came to Ha Tien in 1671, when he was 17 years old (p.16), Trinh Hoai Duc (2005) said that the time Mac Cuu to Ha Tien was 1680 (p.159), Dao Duy Anh gave a timeline for the year of Mau Ti (1708) ...

³ Lung Ky is also called Trung Ke, located in the middle area between Réam and Sré Cham, west of North Phu Quoc.

⁴ In the organization of the state apparatus of Chan Lap - Okna is only a proconsul as an independent lord in the locality (according to Nguyen Van Nguyen (translated and annotated) (2006), Genealogy Mac family, Publisher. World, Hanoi. p.37)

author, there are two reasons to create this autonomy: first, at the time of Mac Cuu offered this land to Nguyen (1708), the government of Dang Trong was still unable to put down his hands to manage the land that is now the Southwest region (Mekong Delta) so the Nguyen lord still entrusted the Macs with full control over their lands; Secondly, Mac Cuu offered Ha Tien land to Dang Trong to find a political base but still hopes that sand will build its own kingdom. In order to build their power, the Mac had policies to promote trade in the Land of Mosaic, calling for foreign merchants to trade and exchange goods. The area of Mang Kham before Mac Cuu arrived even though there were Vietnamese people, Khmer people explored to a certain extent but in general it was a relatively unspoiled, sparsely populated land. With the senses of a multi-year merchant floating across the waters of southern China, the Gulf of Thailand, the lower Mekong River, Mac Cuu realized the potential of Ha Tien on the current international trade path. Since then, he has built this place to become a transshipment port at the same level in the region. Like many other areas of Dang Trong, Ha Tien has many seaports, convenient for foreign boats to anchor and exchange goods. Therefore, when moving from Lung Ky area to Mang Kham and Mac Cuu, it is necessary to promote reclamation, set up 7 village communes, and medium: "Day and night, people from all over the country come to trade, boats and ships come in very well. bustling, Vietnamese, Duong, and Lieu, Man people rushed to reside and live in a large and growing household" (Vu, 2005, p.15). Mac Cuu also has a relatively light tax policy to attract more and more foreign merchant ships to the southernmost land of Dang Trong. Ha Tien became a promised land for the people, as well as foreign merchants: "his territory became the land of all diligent people who wanted to go there to make a living. His port opened to all countries ... he only established a trivial tax on goods entering the port" (Gaspardone, 1952, p.368). It can be said that Mac Cuu was the one who put the first bricks to build the land of Ha Tien into the most prosperous port of Dang Trong and an important position for the region during this period.

Until Mac Thien Tu, he continued to have many policies to promote further development of Ha

Tien port. Recently, the father of Thien Tu was succeeded by the Nguyen Lords authorities for many favorable privileges for the development of trade: giving three boats free tax to trade freely, free to open the money casting department ... National history of Nguyen dynasty (2001) recorded as follows: "Binh Thin, 11th year (1736), took Mac Thien Tu (son of Mac Cuu) to be admiral of Ha Tien town. For 3 long-haul boats to be exempt from tax, false positive to buy valuable items to submit. It was wrong to open the money casting department to facilitate the exchange" (National History of Nguyen Dynasty, 2001, p.146). Ha Tien during Mac Cuu and Mac Thien Tu is an important port in the Asian trade maritime route through the Gulf of Thailand to travel to many countries and regions. In Gia Dinh Thanh Thong Chi, Trinh Hoai Duc described the bustling scene of Ha Tien as follows: "Roads intersect, interconnected streets, Vietnamese, Chinese, Cao Mien, Cha Va people meet living, boats and boats in the river and sea come here and there, as if they were lied, it is the place where the society is located in the sea" (Trinh, 2005, p.238). The Mac Thien Tu government created a connection between the two busiest centers on the two sides of Dang in the XVII-XVIII century. This is also a very favorable condition for the flow of immigrants from the Five Quang region to the Southern region. In 1747, one of the three merchant ships carrying Ha Tien's march crossed the sea, carrying many rare and precious goods to the capital of Phu Xuan and offered Nguyen lords and carried out trade and exchange activities. This boat may have docked at the busiest trading port in Thuan - Quang at that time, Hoi An.

In foreign trade, the Mac family in Ha Tien always had a relatively active policy. Unlike Dai Viet's ports in this period, trading activities mainly took place in one way: foreign traders sought to buy goods and exchange some products brought to the country. As a trader with many years of trading experience across the South China Sea, Mac Cuu has many policies to attract foreign traders to trade in "Port of Nations", such as: setting up a trading area sell, tax lightly on goods... he also set up trade relations with many countries. Mac Cuu sent many merchant delegations to regional countries (Japan, China ...) to trade, creating a balance in the trade balance.

By the time of Mac Thien Tu, following the achievements of his father, he exerted more efforts to promote business activities with foreign countries. Having just come to power, Mac Thien Tu has built market streets, roads and warehouses, especially for building workshops to build ships, to build yards for boats and ships to go in and out, etc. The face of Ha Tien port city has been renewed, becoming more crowded, "merchant boats of many countries come very much", it is true "is a place of coastal area" (Vu, 2005, p.120). With the growing potential of her, Mac Thien Tu organized many merchant ships to visit the countries in the region to promote the trade, according to records of the Nguyen historians, there are at least 2 times the delegation Ha Tien's boat arrived at Nagasaki harbor to exchange goods, questioned trade with Japan, was granted by the Indian government of the bakufu. In addition, Mac Thien Tu also sent many boats to China to establish trade relations. In Ung Chinh 7 th year (1729), a trade line between this country and Guangdong was set up for 7,200 sea lanes. In the region, the Mac family also had attention in establishing trade relations with the kingdoms in Southeast Asia. Ha Tien became an important port in the region.

With the policies to encourage trade development, Mac Cuu and the successor Mac Thien Tu turned the wild land of Mang Kham, sparsely populated into Ha Tien town port, bustling with merchant ships and merchants. The formation of the busy commercial port in the southernmost part of Dang Trong had a significant impact on promoting land exploitation, establishing the sovereignty of Nguyen lords in the Southern region: "Ha Tien became a ministry. The fate of the Fatherland of Vietnam is very timely, not soon, not late. If earlier, Gia Dinh government was not established; or later, the Tay Son - Nguyen Anh civil war broke out, Ha Tien could not stand before the Siamese forces. Therefore, after the inner part of Dang Trong, Ha Tien became a strong force, with an impact to stimulate the history of the region to advance, contributing significantly to the expansion of the realm of the country and to maintain the national area. in the far western region of the country and socio-economic development" (Department of Culture - Sports

and Tourism of Kien Giang province, 2009, p. 43).

Nong Nai Dai Pho Port (Cu Lao Street)

The formation of Cu Lao Street (or Dong Nai city, Nong Nai city) is associated with the great contribution of the migrate Chinese group led by Tran Thuong Xuyen. At the end of the 17th century, Tran Thuong Xuyen came to settle in Ban Lan area (the center of Bien Hoa today) and then moved to Cu Lao Pho area (about 5 km away). When Tran Thuong Xuyen came to Dong Nai land in general and Cu Lao Pho in particular was formed, the Mien people, Vietnamese and Chinese people settled, cleared the land and started the villages here. With the experience of a trader (and pirates) rolling across the South China and downstream of the Mekong River, Tran Thuong Xuyen has gathered more evacuees from the gathering places to the confluence of the Cu Lao Pho River, building this place into a busy city in the early XVIII century.

When coming here, Tran Thuong Xuyen realized that this land has advantages for the development of agriculture on a large scale, convenient for water and land transportation, is conducive to trade, so it built here. a trading port. Roads in Dong Nai were expanded, markets were established in many places, goods were abundant, streets were built, ships of foreign merchants landed here regularly.

Initially, Tran Thuong Xuyen stationed in Ban Lan area (the center of Bien Hoa city today), then realized the trading potential of Cu Lao Pho area, he shifted his focus to this land, promoting Trade platform. Cu Lao Pho is formed on the basis of an inland river port, so it has an optimal advantage to become a bustling goods exchange center with a wide variety of goods. The ancient Dong Nai region is a place where many products are gathered, attracting traders from countries to purchase. According to Trinh Hoai Duc (2005): Phuoc Chanh district of Bien Hoa town produces sand sugar, alum sugar, lung sugar, each year sells to merchant ships more than 600,000 pounds (p.196); iron produced in Long Thanh district; laterite in Bien Hoa town is also very abundant, when the soil is still wet, the workers dig out, depending on how wide the requirements are, but chop it into blocks, then leave the sun for a long time to harden; white salt produced in Vung

Duong area, Phuoc An district, for every 100 pounds of zinc, very cheap (p.197); If it is a silk cloth, everywhere there is, but Phuoc An district of Bien Hoa province has the best and softestness of the country (p.198)...

With a rich source of materials, favorable conditions, Cu Lao Pho street quickly rose to become the busiest port town in the Southern region from the end of the seventeenth century to the middle of the eighteenth century: merchants gathered in large numbers. boat parked continuously. Traders came to Cu Lao Pho to buy products of the region, and then sold them all over the lands of each village under the Moi Xuy, Gia Dinh, and upland areas including the right bank, left bank of Dong Nai river and to both Chenla. Merchandise purchasing activities of traders have formed trading locations, established markets are scattered throughout Tran Bien: upstream of the Fish market (Binh Thao), Bang Bot market (Binh Chanh total), down there is Ba Li market (Long Thanh), Binh Quy market (Binh An district) ... (Huynh, 2007, p.102). Not only buying local goods, traders focus on Cu Lao City because it is an important transit port, goods in places "hundreds of goods are gathered here" (Trinh, 2005, p.202).

Trinh Hoai Duc recorded the following: "They worry about expanding land, establishing a market city, trading and trading. Chinese, Western, Japanese, Do Ba (Cha Va) boats, crowded together" (Trinh, 2005, p.238). Cu Lao Pho is an oasis surrounded by two tributaries, from here it is easy to interact with the Mekong Delta with the Dong Nai river system, it is easy to go to the sea to reverse cargo to the North. These favorable conditions, along with Chinese trading experiences, quickly turned Cu Lao Pho into an important port of the Dang Trong area. The next generation of Chinese people continued to drag to Cu Lao Pho area, conducting trading activities, setting up markets, expanding streets, making Cu Lao Street more and more busy.

According to Trinh Hoai Duc: Cu Lao Pho at the beginning "...the limestone wall tile, the storey tower is high, the river is bright, the light is glorious, each other is 5 miles, divided into 3 streets... really Tomb of the city" (Trinh, 2005 p.238) ... The face of Cu Lao Pho street (or Dong Nai city) was recorded by Trinh Hoai Duc as the

face of this city in the middle of the eighteenth century, the time when the achievements that the Minh Huong people group conducted here brought about results. The next group of Chinese people continued to migrate here to join the exile forces who had previously fought together to exploit land, set up villages, and set up a market for trading. Talking like writer Son Nam: it is the Chinese merchants who come later with abundant resources to play an important role in developing trade in the land of Dong Nai, creating a kick to attract residents to settle (Son, 1973, p.37).

It is undeniable that the important contribution of the Chinese forces (including the original forces accompanying Tran Thuong Xuyen, as well as the Overseas Chinese coming later) for the formation and development of Cu Lao Pho. These achievements have laid an important foundation to the year of Mau Dan (1698), Lord Nguyen Phuc Chu sent Nguyen Huu Canh to Gia Dinh land to be economically and: took Nong Nai land to make Gia Dinh palace, took Dong Nai land. to build Phuoc Long district, to build Tran Bien palace, to establish Sai Con land to become Tan Binh district, to establish Phien Tran palace. Each palace established a monkhood, censored and signed to rule... Children of Chinese people in Tran Bien established Thanh Ha commune, while Tran Tran established Minh Huong commune and allowed to enter civil status (Trinh, 2005, p.112).

In short, in the early eighteenth century, Cu Lao Pho became a major trading port, an important commercial center of the Dang Trong government in general and the Southern region in particular. Commercial activities in the urban area of Cu Lao Street were weakened after the Ly Van Quang rebellion in 1747, especially after the destructive attack of the Tay Son movement in 1776, which was close to as withered⁵.

My Tho City

Born in the same period with Nong Nai Dai Pho (Cu Lao Pho, Bien Hoa today), since the end of the 17th century, My Tho city has become an important urban area of the South. The book of Dai Nam was the most descriptive to describe: "Once there was the land of Vung Gu and My Tho in the year of Ky Dau (1679) of Thai Tong life,

⁵ Tay Son said that the Chinese people in Cu Lao Pho were an important logistic base of Nguyen Anh, thus devastating Cu Lao City, "removing all the houses and stone bricks to Qui Nhon" (National history of the dynasty Nguyen, 2006, p.65)

Duong Ngan Dich took the position of an emperor of the Ming family and submitted them to the local My Tho commune, building houses, meeting Kinh people Di Diocese into villages. After that, setting up 9 separate schools, Qui An, Qui Hoa, Canh Duong, Thien Mu, Gian Thao, Hoang Lap, Tam Lach, Ba Canh, Tan Thinh, for the people to set up hamlets, to open up the land to cultivate, to establish again The farm, man and the people follow their profession to do business to pay taxes” (National history of Nguyen Dynasty, 2006, p.101).

Realizing that this is a fertile land, Duong Ngan Dich has gathered Vietnamese, Khmer and Chinese people... to come here to reclaim and break land and expand the area. Experiences of agricultural production of Vietnamese people, traditional trade of Chinese people, the sense of rising of the people who are wandering away from their homeland to find new lands... All have created a colorful economic picture yet each has of this land. Although the force of Duong Ngan Dich army is not crowded (mostly soldiers and pirates), the stable time in My Tho is not long (from 1679 to 1688) but to serve his ambition and force. Long Mon has focused on building My Tho to become a distant urban place with the center of Dang Trong. My Tho City is built in the confluence of the My Tho River and Vung Gu Canal, a suitable place for exchanging goods by waterway. Trinh Hoai Duc commented on the location of My Tho port in the Cochinchine trading system as follows: "The merchant ships in and around the places have to rest in My Tho river, cool, watch the moon, wait for the water to rise, forward flow to the west or east" (Trinh, 2005, p.56). Many large markets in My Tho have been formed, which is a place to trade rice in large quantities.

Traders from the other regions, foreign trade guests gather to trade rice, boats flock to and fro. In My Tho, Rice Market is the busiest rice market in the region and the South, established under King Canh Hung (1744-1786). Luong Phuc Market (ie Ben Tranh Market) is also a big market in this area, located not far from town, crowded shops. In addition, there were many other places that were established and busily traded such as An Binh market, Go Cong market, Thanh Son market ... To transport rice from My Tho to other regions

in the South and the whole country, the clean river system here plays an important role. From My Tho, by river boat, we can transport rice to the East-West direction: or to the Tien River to Cai Lay, to raft to Cambodia, or to down the Tien River to Cho Gao, Go Cong and then to the next door. Go up to Saigon, or go to Phu Xuan, or follow Vung Gu canal through Vam Co Tay and Ben Luc rivers to Saigon market (Tran, 2018, p.188). Apart from rice, cau is a commodity of high economic value and is sought by many traders in My Tho. Trinh Hoai Duc (2005) said: "In the districts of Kien Hung, Kien Dang, areca cucumber garden, watering, drying, areca drying, every house has a reservoir in the yard, which is sold to customers far away near" (p.48). Cau is not only exchanged in the domestic market but also exported to regional countries, such as Cambodia, China and Europe. In addition to the above two main products, traders come to My Tho to buy many other products, especially rich seafood sources. According to Le Van Nam (1988): the source of shrimp and fish in the area of Tieu Lake is very large, people do not eat it all, they must boil it and dry it to sell it to their customers (p.82). Trinh Hoai Duc (2005) describes the path of the products from My Tho to other places and exports as follows: "many rich households buy areca trees to sell to traders in Saigon; many people make shackles compared to cage fishing boats, which are both larger and longer, on the roof of the long bridge from the head to the tail of the boat, under the floor used for carrying cotton fabric, spicy shells, dried fish and raw materials of Cao Meo, Use all the anti-pole people on the roof of the boat to go away, called the siege to trade with Cambodia" (p.59).

According to many sources, My Tho urban center developed the most flourishing from the end of the 17th century, especially in the early eighteenth century, then declined in the 70s of the eighteenth century due to the impact of the war fierce battle between Nguyen Anh and Tay Son⁶.

Saigon - Cho Lon port

The national history of Nguyen dynasty (2006) describes the Saigon scene: "The two districts of Binh Duong and Tan Long (Saigon) are secretly

⁶ See also: (Nguyen Phuc Nghiep, 2003), (Tran Nam Tien, 2018, p.189), (Organizing Committee of My Tho Urban Scientific Conference 330 years, 2009) ...

populated, the street market is immediately lost in the walls and tiles, many people are fluent in speaking. Phuoc Kien, Guangdong, Chaozhou, Hai Nam, Chenla, Xiem La (Thailand). Ship from the sea come back and forth to trade, masts and contacts, goods are hundreds of things, claiming to be a congress in Gia Dinh, the whole country is no match, familiar with trade, many people in the market, there is a boat called the people of Gypsy, and there are travelers gathered together called the four main people” (p.267-268). Like other urban areas in Southern Vietnam during this period, Saigon had favorable conditions for the development of trade and commerce: merchant ships arrived at Can Gio wharf, then went deep into inland through Tan Binh river system. (Saigon river). According to Trinh Hoai Duc (2005): Tan Binh River flows right in front of Gia Dinh Citadel, naming Ben Nghe River..., merchant ships and small and large boats of Dang Trong and foreign merchants continuously reaching the park, seeing pillars. sad contact (p.41). Gia Dinh is a land that Vietnamese people have exploited relatively early, associated with the steps of the first class of residents to open the land of Southern Vietnam. In the event of 1623, Lord Nguyen Phuc Nguyen established a tax collection place in Saigon, proving that in the early seventeenth century, the Vietnamese people had settled here very early. With favorable natural conditions, Saigon - Ben Nghe was formed and developed very early. The records of some bustling market streets established in the early XVIII century have proved this: Dieu Khien Market was established under Lord Nguyen Phuc Chu (1725-1738) “Two miles from Binh Duong district. to the south, the streets are intact, the former is in control of the city, so it is called”; Tan Canh Market “6 miles south of Binh Duong district town” (National history of Nguyen Dynasty, 2001, p.265).

Chinese people settled in Saigon - Cholon area quite early. With the tradition of trading, Chinese people certainly contributed significantly to the development of market neighborhoods in this area. In the spring of Mau Dan (1698), Lord Nguyen sent the Rector Nguyen Huu Canh into the business of Southern lands. Nguyen Huu Canh has taken Nong Nai land to make Gia Dinh government, took Dong Nai land to build Phuoc

Long district, built Tran Bien province, established Sai Con land to become Tan Binh district, and established Phien Tran province Each province establishes a chairmanship, supervision and signing to govern... Chinese people in Tran Bien established Thanh Ha, and in Phien Tran, they established Minh Huong commune and entered civil status (Trinh, 2005, p.112). This event proves that the Chinese in Gia Dinh area are very crowded, not inferior to Tran Bien area (Dong Nai). At this time, the Chinese people did not live together in the same area as in the later period, but this number is not small. Among the first Chinese people to come to Saigon, Tran Thuong Xuyen has an important role. He was the one who put the first bricks to build Cho Lon area later. At the first time when I first set foot in the land of Nam Bo, Tran Thuong Xuyen lived and operated mainly in Dong Nai area, trying to build Cu Lao Pho. The following period, especially since he was overseeing the entire army of Long Mon army, at this time Tran Thuong Xuyen often traveled between Saigon-Dong Nai-My Tho - Chenla. The operations to stabilize Chenla (in 1699 and 1715) forced Tran Thuong Xuyen to relocate his headquarters from Dong Nai to Saigon. Also during this time, Tran Thuong Xuyen played an important role in gathering people to exploit and call for traders (especially Chinese traders) to Cho Lon area to trade and set up market streets. Remnants of Tran Thuong Xuyen general in this area are still relatively dense, like the family of Minh Huong Gia Thanh, Tran Thai Cong temple, Tran family church ... all worship Tran Thuong Xuyen and all marked the merit establish this area. Thus, it can be affirmed that the urban area of Saigon - Cholon has been formed since the end of the 17th century in association with the role of Chinese forces led by Tran Thuong Xuyen. However, in this period, the role of this city in the Southern region is not as important as in the later period. By the end of the eighteenth century, Tay Son attacked Nguyen princess in the South, destroying some urban ports in this area, such as My Tho, Cu Lao Pho, and Chinese people in those places who had just evacuated to Saigon - Market Large makes this urban area become more crowded⁷. At the end of

⁷ The documents were recorded in 1778, after the Tay Son destroyed the Chinese island islet to Cho Lon, built this place into a trading center of the

the XVIII century, Saigon - Cholon became the center of the Southern region.

Conclusion

In the mid-17th century, due to the fluctuations of the Chinese political situation, Chinese forces “against the Qing Dynasty, restore the Ming Dynasty” massively migrated to Dang Trong. Along with the process of advancing south of the Nguyen government, the Chinese became one of the pioneering forces (along with the Vietnamese) in the land exploitation and trade development in the Southern region. In turn, Duong Ngan Dich's forces went to Gian Pho area to build My Tho area, then Tran Thuong Xuyen established Nong Nai street (Dong Nai) and Mac Cuu set up Ha Tien at the southern tip of Dang Trong. With the strength of their trade, the overseas Chinese force has a great impact in promoting trade activities in the territory of Dang Trong in general and in the South in particular. In addition, thanks to the connection between their communities and their traditions, Chinese people in the South have been able to establish trade relations with regional ports in the region and also in urban ports in southern China. In line with the development of international trade, a period of prosperity of the Dang Trong foreign trade was opened.

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