高雄市立歷史博物館典藏專輯

城市記憶
鏡頭下的 影像篇 2

從老照片看高雄的變遷

[1945-1970]

Remembrance of a City through the Lens

Experience the Changes of Kaohsiung from Old Photos

(1945-1970)

高雄市立歷史博物館

中華民國97年8月編印

高雄市立歷史博物館典藏專輯

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編輯說明

一、本書系列爲本館館藏分類目錄專輯，目的在使民眾能認識本館的館藏，並了解典藏文物的歷史背景及意義。

二、本年度之典藏專輯係針對本館館藏之高雄市早期發展相關照片中，挑選出164張，加以整理、分析、對比現今並予編排，詮釋照片中所呈現高雄市的變遷。本專輯以謝惠民先生、蔡高明先生、陳大和先生及萬里新聞通訊社社長石萬里先生作品爲主，爲求敘述完整，不足之處由本館網站照片補充。本計畫中少部分爲1945年前或1970年後之照片，但以1945年至1970年爲敘事之主軸。

三、本書編纂內容分爲冷戰時期篇、建設篇、工業篇、娛樂篇、政治篇及體育篇等6大主題，每項主題前皆附有導讀，將各影像資料串連成一項完整之主題，俾便讀者瞭解當時之時代背景。

四、本專輯照片詮釋與導讀由鄭梓教授與王御風助理教授執筆，鄭梓教授爲國內少數專研「影像史學」之學者，王御風助理教授則以高雄市發展爲其主要研究方向。

五、本書內頁藏品資料內容包含：藏品照片、藏品研究內容、索引及高雄市大事年表（1945~1970）。

六、本書每一篇導讀皆附有英文翻譯。

七、本書索引內附每張作品之名稱、登錄號、頁碼及攝影者。

八、本書之年代以西元紀元。



城市鏡頭下的記憶 [1945-1970]

序

局長序

記憶像河一樣長

每個城市都有它獨特的記憶，這些記憶，或許明亮或許晦澀，卻都如同一條長河，蜿蜒流過城市，串起了過去、現在與未來，將城市的生命緊緊結合；也因爲這些記憶，豐富了城市內涵，爲市民留下了珍貴資產。

1945年，大戰結束。在太平洋戰爭期間，高雄市因爲擁有高雄港、左營軍港，而成爲美軍轟炸最劇烈的戰略目標之一；戰爭結束後，如何重建滿目瘡痍的家園，成了政府與全民最大的挑戰與共識。所幸，高雄人發揮了愈挫愈勇的打狗精神，展現了驚人的毅力與韌性，在歷經多年的努力之後，終於讓高雄恢復了昔日丰采。

擴建後的高雄港雄偉壯闊，大船頻繁進出其間；工廠噴出的煙霧終日繚繞，加工區上下班時間的洶湧人潮成爲高雄特殊的景觀，新開設的百貨公司人頭鑽動；整個高雄市充滿了活力，在短短數十年間，高雄市人口突破百萬，一躍而成爲台灣第二個直轄市，高雄港更成爲全世界重要的港口之一。

從戰後破舊的瓦礫堆，到成爲繁榮的南台灣首府，高雄市民們是如何胼手胝足、一磚一瓦，將這個城市復原、壯大，這當中所走過的斑斑跡痕，是身爲後輩的我們必須去了解、追溯、記憶，並從中擷取智慧的。因此高雄市歷史博物館特別委託鄭梓教授、王御風博士共同編寫本書，精心挑選出164張珍貴老照片，讓我們從鏡頭下看到1945年到1970年間，高雄市政府與民眾，如何一點一滴的建造這座城市，從建設、工業、娛樂、政治到體育，我們看到了一個偉大城市的茁長、蛻變，也看到了那流竄在先民體內，屬於臺灣人堅韌的「打狗精神」！

隨著時代的更迭，城市風貌也不斷在改變，然而，在改變的過程中，我們同時保留了珍貴的一部份有形、無形的資產，因爲那是孕育心靈的沃土。當我們隨著時代的潮流不斷往前的同時，只要一回頭，它們就在那裡，彷彿母親般，給予安定與溫暖。

這些照片，每一張的背後都有一段故事，對某些人而言，或許熟悉，或許陌生；然而，撫今追昔，也讓我們從那記憶的長河中，找到感動，找到力量。因著這樣的感動與力量，讓我們更加有信心將高雄打造成21世紀的國際大港都。

高雄市政府文化局　局長　王志誠

館長序

光影中的高雄舊事

歷史記憶，有時存在於文字，有時藏在代代相傳的口述故事，有時則隱在一張張的老照片中。

高雄市歷史博物館自成立以來，就很重視老照片的蒐藏與詮釋，也累積了相當的成果。本館原就珍藏一批戰後初期由記者們拍攝的高雄市老照片，此次感謝成大歷史系鄭梓教授與王御風博士受邀，針對此批照片，結合當時的新聞，做了精彩的解讀，不僅讓我們彷彿回到當時的歷史現場，照片與新聞的結合，更開拓了國內「影像史學」的新頁，讓「影像史學」的發展，向前邁出一大步。

這本書的照片，絕大部分由記者所攝，有許多曾刊登在報紙上。這些新聞照片，爲了配合其採訪，多半有其制式畫面（如剪綵、演講等），部分精彩度雖不如專業攝影師的作品，但卻保存了高雄市歷史上許多重要的歷史鏡頭。透過這些照片，我們可以看到當時工業與經濟進步的軌跡，市民娛樂的風貌，以及政治、教育與體育的發展，高雄市逐步蛻變的點點滴滴，都在照片中一覽無遺。

除了照片外，鄭教授與王博士更花費許多功夫，將這些畫面的新聞資料一一找出，透過照片與新聞，我們就彷彿走入時光隧道，回到了戰後的高雄市，看著政府與市民，攜手同心的建設，讓高雄市從一片廢墟，重新成爲南台灣最重要的工業大城，種種的感動，就在一張張的照片中被喚醒。

身爲高雄市民，當看到每日熟悉場景，以黑白照片出現，陳述著它往日的風華時，百般感觸，湧上心頭，也對於昔日打造高雄市的先民們，感到無限欽佩。如今建設大高雄的棒子交到我們手中，相信我們必能以先人爲師，讓高雄市持續飛躍進步。

高雄市立歷史博物館　館長 





城市記憶
鏡頭下的

[1945-1970]

專文

戰後高雄市的變遷（1945-1970）

王御風

高雄市在台灣各大都市的發展中，算是個「年輕」的城市。從1908年（明治41年）的高雄港築港工程開始，才快步起飛，1924年（大正13年）正式升格爲「市」，至今不過80餘年。短短80多年的歷史，就能夠超越台南、嘉義、屏東、鳳山等傳統都市，成爲台灣南部首府，全台第2大都市，確屬難得的成就。

高雄市在建市後，發展的腳步就一直沒停過，直到1980年後，台灣產業發展的重心轉移到以新竹爲主的新竹科學園區，高雄前進的腳步才慢了下來。有趣的是，這段期間（1924-1980年）雖然歷經日本與國府兩個不同政權，但對高雄市的建設步調都是一致，均以高雄港爲主軸，打造與台灣其他都市不同的「工業大城」，這也讓高雄市飛躍進步。

日治時期高雄市的崛起，得力於縱貫線鐵路與高雄港港口的雙重優勢，使得其發展初期，就有許多工廠選擇在高雄市設廠，如著名的「淺野水泥株式會社」（戰後爲台泥主要廠房）、「台灣鐵工所」（戰後爲台機）等。到了1937年（昭和12年），中日戰爭爆發，台灣進入「戰時體制」，「工業化、南進化、皇民化」爲最高指導原則，任何事物都需配合此發展。高雄市在「工業化、南進化」下，成了獲利者，軍需產業加強了工業城的發展，如著名的「日本鋁業株式會社」（戰後爲台鋁），以及海軍第六燃料廠等紛紛在此時建立，使得高雄市成爲一個著名的「工業大城」。

日治時期雖已爲高雄市奠下良好基礎，但大戰時卻也因爲高雄港及工業城，讓高雄市遭受盟軍猛烈轟炸，如何復原成爲高雄市戰後前期的主要工作。經過數年的努力後，日治時期的大工廠，多半由國府接收，並順利復工，民間工廠也逐步開工，高雄市又回復到往日「工業城市」的樣貌，但使高雄市再度穩定成長，則與國府的政策有關。

日治時期的經濟主軸是「工業日本、農業台灣」，雖然後期因應戰爭需求，也開始發展工業，但台灣經濟還是以農業爲主。國府來台初期，仍沿襲以農業爲主的政策，但在1950年美國因韓戰支持國府，美援進入台灣後，國府的經濟政策開始有了改變。

1950年至1960年國府所推動的經濟政策爲「進口替代工業化」，顧名思義，這是針對以往進口較多的物品，希望由台灣自製的商品取代，節省台灣的外匯，這也與美援希望台灣能「靠自己」的政策相符，國府原先選定的重點發展工業是與民生相關的紡織、肥料工業。紡織工業主要是由中國大陸移入的廠商爲主軸，如「遠東」、「台元」都因此崛起，但肥料工業卻沒有如此好運，在美援主導下，國府被強制要求購買日本進口的肥料，使肥料工業無法如紡織業蓬勃發展，然而在此政策下，高雄市的硫酸錏工廠成立，也是此期高雄市新成立工廠之代表。

除了外省籍商人外，本省傳統的商業家族在此時期也面臨強烈變動，1953年國府的土地制度改革完成，傳統以土地爲主的台籍商人，其土地多半被徵收，但國府並不是強制徵收，而是將從日產沒收的四大公司（水泥、紙業、農林、工礦）股票加以交換，這也迫使台灣傳統的四大豪族板橋林家、霧峰林家、高雄陳家、鹿港辜家從地主轉型爲重要的集團資本，至於小地主則在這波浪潮中淹沒，台灣的經濟型態也宣告徹底轉型。

這一階段，國府喊出「以農業培養工業、以工業發展農業」，並於1953年（民國42年）開始實施第1期經濟建設四年計畫，以工業建設爲主，明顯看到台灣的經濟政策轉向工業，原來就以工業爲主的高雄市自然受益良多，不但整體發展快速、人口增加（見表一），更藉由美援經費，大量建設高雄市區，拓寬新路、整修橋樑，讓高雄市的發展重心慢慢越過愛河，進入前金、新興等區，逐漸形塑出百萬人口的大城規模。

美援其實是美國的全球性政策，1957年美國內部產生經濟不景氣，促使美國重新檢討美援政策，因此希望台灣能改變經濟政策，將以往「自立自足」、「節流」的「進口替代工業化」，改成「賺取外匯」、「開源」的「出口導向工業化」，在美國壓力下，國府制訂19點財經改革方案，開始敞開大門，接納外資，這在國民黨內引起許多討論，許多人認爲開放的結果會讓50年代的經濟成就化爲泡影，但實際上，不僅是美國的壓力，腹地狹小的台灣在10年內，島內市場也已飽和，要生存，只能往外發展，於是在蔣中正總統與陳誠支持下，台灣重新回到國際市場。

這個結果讓60年代成爲台灣經濟成長的黃金時代，外資（主要爲華僑、美資、日資）開始導入，在台灣設立工廠，納入全球體系，成爲國際分工的一環，尤其是1966年開始設立的加工區，更吸引許多外資投資，從1964年到1973年，台灣經濟以每年二位數的速度成長，所謂的「台灣奇蹟」於焉誕生，也讓台灣成爲所謂的「新興工業經濟地區」（NIES＝Newly Industrializing Economies）。

這個黃金年代也帶來台灣社會的轉變，台灣從農業化社會變成了工業化社會，台灣的農業在50年代爲台灣社會的復甦與安定提供最有力的支撐，在50年代，台灣主要的出口產品仍是外銷至日本，以米、糖爲主的農產品，而到了60年代，台灣進入工業化後，農村人力開始被吸納成爲工業化的資源，許多工廠甚至設在農村，台灣的農村開始走向沒落。

60年代的另一特色是民間的中小企業竄起，台灣經濟的最大特色就是政府的力量相當強大，在50年代，台灣的企業除了接收日產的官營企業外，僅有大陸來的紡織工業及大地主轉變的4大公司，但到了60年代後，活躍的中小企業取代這些公司，例如60年代最重要崛起的電子業而言，政府只有站在輔導角色，並不像電力、金融業等，完全獨占，因此這時台灣產業是官民營共存的時代。

上述背景，說明了高雄市爲何能夠在南部各大城市中脫穎而出，於1979年（民國68年）晉升爲台灣第2個院轄市。在台灣逐步擺脫農業、走向工業，身爲台灣最重要的工業城市高雄，占盡天時地利人和，1960年代後期的兩件事，更讓高雄市發展登上高峰：一是1966年（民國55年），經濟部在高雄設立第1個加工出口區，反應良好，1968年（民國57年）更在楠梓成了第2個加工區，這兩個加工出口區均設在高雄市內，也帶動高雄市的經濟發展。

二是1969年（民國58年）開始，政府決定在高雄港試建貨櫃碼頭，1969年11月，中國航運公司的第1艘貨櫃船「東方神駒號」到高雄港停泊作業，開啓了高雄港貨櫃作業的新紀元，也宣布高雄港新時代的來臨，高雄港從此成爲世界最重要的貨櫃港之一，一度是世界第3大貨櫃港。

由此可見，1945年至1970年間，可說是高雄市發展的關鍵期。身爲台灣工業發展的火車頭，高雄市吸引了許多外地來的移民，下表爲1946年至1970年的高雄市人口統計，可明顯看到人口逐年增加，除1950年（民國39年）前有大陸來台的因素外，其餘人口均是高雄市在這段期間蓬勃發展所產生，尤其是1960年下半期，在加工出口區主導下，人口更是快速成長，這也可說明，1950年到1970間，高雄市已經打好了這個大城市的基礎，迎接1970年代高雄市發展的黃金期。

表一：**1946-1970年高雄市人口統計**

年代	人口數	增減
1946	132,166	
1947	170,604	+38,438
1948	192,210	+21,606
1949	247,487	+55,277
1950	267,515	+20,028
1951	285,742	+18,227
1952	298,512	+12,770
1953	316,193	+17,681
1954	334,248	+18,055
1955	352,201	+17,953
1956	371,225	+19,024
1957	388,848	+17,623
1958	411,666	+22,818
1959	438,429	+26,763
1960	467,931	+29,502
1961	491,602	+23,671
1962	515,153	+23,551
1963	539,771	+24,618
1964	566,471	+26,700
1965	596,092	+29,621
1966	632,662	+36,570
1967	669,146	+36,484
1968	719,899	+50,753
1969	784,502	+64,603
1970	828,191	+43,689

◎資料來源：陳震東，《高雄市人口變遷之研究》，頁66-67。

綜上所述，1945年到1970年間，高雄市在台灣邁入工業化的時代背景下，逐步成長。以下將配合高雄市立歷史博物館珍藏的老照片，分爲6個主題述說這段期間高雄市的發展。首先是講述時代背景的第1個主題「冷戰下的高雄」，當時台灣處於冷戰下對抗共產集團的一員，加上國府遷台前國共內戰的恩怨，讓台灣在「反共抗俄」的氣氛下成長，不論是節日慶典，或是爲了歡慶「領袖」蔣中正總統連任、華誕的遊行，都可聞到這種氣氛。而戰爭的訊息也不僅是威嚇百姓，1958年（民國47年）的八二三砲戰，確實讓高雄市民體會到戰爭隨時隨地會來臨。高雄市就在這種時代中，慢慢蛻變成長。

第2個主題是「建設在高雄」，這可說是本計畫的重心，透過照片，可看到許多高雄市民今日熟悉的建物，是如何被一磚一瓦建造出來，尤其是1950年代後期到1960年代後期的陳武璋、陳啓川兩任市長對高雄市的建設，都詳細的透過鏡頭一一呈現。

第3個主題是「工業在高雄」，工業爲高雄市發展的原動力，確實有詳細討論之必要，可惜的是，館內珍藏老照片對此較缺乏，難以做完整的呈現，但仍對戰後高雄市工業發展的源頭：大型國營工廠的來龍去脈做文字及照片的分析，對於高雄市工業的發展，有一定程度的釐清。

第4個主題是「娛樂在高雄」，主要呈現當時高雄市民的生活風貌，因館藏照片的限制，將主要以大型百貨商場、戲院及大型活動爲主，由於1945年至1970年，高雄市的發展仍以鹽埕區爲中心，上述建築也集中在鹽埕，透過照片，可看到鹽埕當時的風華。

第5個主題是「體育在高雄」，高雄市氣候良好，一直是台灣發展體育的重要地點，1945年至1970年的重大建設中，體育場館的建立，以及省運的舉辦，都扮演重要角色，透過老照片，也可回顧當時的體育發展。

最後一個主題則是「政治在高雄」，1945年至1970年是台灣地方政治發展的關鍵時期，高雄市也不例外：市長開始民選、市議員也由市民直接選出，不僅落實了民主政治的精神，更是我們今日生活的一部份，這種民主的開啓，確實值得我們仔細回味。

透過上述6個主題的討論及老照片的呈現，我們將可瞭解1945年至1970年的高雄市發展，並可看見當時的市民如何打造出今日的大高雄，更讓我們珍惜今日好不容易擁有的一切。

Change in Postwar Kaohsiung

(1945-1970)

By Wang Yu-Feng

Among major metropolises in Taiwan, Kaohsiung City is considered “young” in terms of its development. The City's development started to take off rapidly only the construction phase of Kaohsiung Harbor was launched in 1908 (Japan Meiji Year 41). It has been only 80 odd years since Kaohsiung was officially promoted to the “Municipality of Kaohsiung” 1924 (Japan Taisho Year 13). In those 80 years, Kaohsiung has significantly prevailed over several long-established metropolises like Tainan, Chiayi, Pingtung and Fengshan, and developed itself into the primary metropolis in Southern Taiwan and the second largest city in Taiwan. The City had truly proven itself to be a brilliant achievement of development.

After the City was promoted to metropolis, great developments were made in Kaohsiung without stopping until after the 1980s when the heart of Taiwan industrial development shifted to Hsinchu Science Park in Hsinchu Area and the City's progress started to slow down. Interestingly, although Kaohsiung was ruled by two different political powers, the Japanese Government and the National Government, during this period of time (1924-1980), the development policy for the City remained consistent in that both considered Kaohsiung Harbor as their development focus. Not only had Kaohsiung become a distinctive “industrial metropolis” differing from other cities in Taiwan, but its development also had made the City advance rapidly.

The rise of Kaohsiung City during the Japanese Colonial Period was due to the dual advantages of the North-South Railroad and Kaohsiung Harbor. During the early stage of the City's development, those two advantages had attracted many renowned manufacturers, such as “Asano Cement Corporation” (as the main plant of postwar Taiwan Cement Corporation) and “Taiwan Dockyard Company” (as postwar Taiwan Machinery Corporation). When the Second Sino-Japanese War broke out in 1937 (Japan Shiaowa Year 12), Taiwan was placed in the “wartime system” in which three policies, “Industrialization, Southward Advance and Imperialization”, were held up as the highest guiding principles for any operational development. From the “Industrialization and Southward Advance” policies, Kaohsiung City, in fact, had become a beneficiary when numerous factories, like the renowned “Japanese Aluminum Corporation” (postwar Taiwan Aluminum Corporation) and the Navy's Sixth Fuel Plant, were established successively at this time. As armament industry greatly enhanced the development of this industrial city, Kaohsiung had turned itself into a famous “industrial metropolis”.

While Kaohsiung City had laid down a solid foundation during the Japanese Colonial Period, the City also suffered several violent bombings from Allied Forces during the war in their effort to destroy to Kaohsiung Harbor and the City's industrial manufacturers. Recovery, for Kaohsiung City, became its most important task in the early stages of the postwar years. After several years of diligent endeavor, most of the large scaled factories established in the Japanese Colonial Period were taken over by the National Government and efficiently resumed their operations. Along with that, privately-operated factories began to conduct their operations in succession as well. Kaohsiung City returned to its former splendor as an “industrial metropolis”. The City was enabled to grow soundly once again; nevertheless, it did so according to the policy of the National Government.

The primary economic policy under Japanese Colonial Rule was focused on an “industrial Japan and agricultural Taiwan”. Some industrial development had been initiated in the later stages of colonization in accordance with war demand. However, the economy in Taiwan was still mainly focused on agriculture. The economic policy during the early stages of the National Government still followed the established policy of giving priority to agriculture. Until 1950, the United States supported the National Government because of the Korean War and after Taiwan received United States Aid, the National Government started to change Taiwan's economic policy.

Between 1950 and 1960, the economic policy promoted by the National Government was “Import-Substituting Industrialization”. As the term suggests, the government wanted to manufacture more Taiwan-produced commodities to substitute for goods that were mostly imported in order to economize on the use of Taiwan's foreign exchange. This policy was also consistent with the policy of United States Aid which wanted Taiwan “depending on itself”. The priority industries initially designated by the National Government were those related to people's livelihood, such the textile and fertilizer industries. The textile industry was mainly based on the manufacturers who emigrated from mainland China and, as a result, renowned manufacturers like “Far Eastern Textile” and “Tai Yuan Textile” were successfully established. However, the fertilizer industry was not so lucky. Under the domination of United States Aid, the National Government was compelled to purchase fertilizer imported from Japan. Consequently, the Taiwanese fertilizer industry was unable to develop as vigorously as the textile industry. An exception was Kaohsiung Ammonium Sulfate Plant, which was built as Kaohsiung recovery process and might be characterized as a newly established industrial unit of Kaohsiung City at this stage.

In addition to Mainland merchants, local Taiwanese traditional merchandising families encountered intense impact at this time. In 1953, the National Government had completed the land system reform. Taiwanese merchants' land, which traditionally was taken as their principal property, was mostly levied by the government. Nevertheless, the new government did not impose the levy on Taiwanese merchants, but exchanged it with stocks confiscated from four major Japanese-owned companies (cement industry, paper industry, agriculture and forestry industry and mining) instead. This policy also had made the four long-established Taiwanese wealthy families, the Lin Family in Banchiao, the Lin Family in Wufeng, the Chen Family in Kaohsiung and the Ku Family in Lugang, reform themselves significantly; they converted from landowners into very important capital groups. Small landowners, on the other hand, were submerged by the wave of the land system reform. Thus, this was officially a thorough reform of Taiwan's economic system.

During this stage, as the National Government declared the policies of “developing industry through agriculture and expanding agriculture through industry” it started to implement the first phase of the four-year economic development project in 1953 (R.O.C. Year 42). This project was primarily focused on industrial development. Therefore, Taiwan's economic policy became more focused on industries. As an industry-focused city, Kaohsiung naturally most benefited from the policy. Not only was the entire city booming rapidly and the population increasing greatly (see Table 1 below), but with the United States Aid Fund, a large number of construction projects were implemented in Kaohsiung urban area, more new roads were built and broadened and more bridges were renovated and/or constructed. The development heart of Kaohsiung City then gradually crossed The Love River and progressed to Cianjin and Sinsing districts, and the City had evolved into a large scale city with a population of a million people.

United States Aid was in fact a global policy of the United States. In 1957, the interior region of the United States underwent an economic depression which necessitated the U.S. government to review its United States Aid policy. Thus, the U.S. government was inclined to change Taiwan's economic policy from "Import-Substituting Industrialization" to "Export-Oriented Industrialization" by changing "autarky/self-sufficiency" and "reducing expenditure" to "earning foreign exchange" and "broadening sources of income". Under pressure from the U.S. government, the National Government implemented Nineteen Financial and Economic Reform Measures and began to accept foreign investments. The new policy caused much discussion inside the Kuomintang (National Party). Many believed that the opening strategy would make the economic achievements established in the 50s vanish completely. In reality, pressure from the U.S. government was not the only reason for the change. The inner market of Taiwan would be saturated within 10 years due to the narrow hinterland of the island. In order for Taiwan to survive, overseas development was the only opportunity. Therefore, supported by Chiang Kai-shek and Chen Cheng, Taiwan went back to the international market.

Consequently, this policy change made the 60s the golden era of Taiwan's economic development. Foreign investments (mainly from overseas Chinese, the U.S. and Japan investments) were used to establish factories on the island. The new policy had brought Taiwan into line with the global system and rendered Taiwan a part of international division. This was especially true starting in 1966 when processing zones were established and more foreign investors were attracted to Taiwan. From 1964 to 1973, Taiwan's economic growth range was number was in the double digits every year. Thus, Taiwan established its economic achievements as the so-called "Taiwan Miracle" and became one of the Newly Industrialized Economies (NIES).

This golden era also effected a significant change in Taiwan's society transforming it from an agricultural society into an industrialized one. Since the 50s, Taiwan's agriculture had provided the most important and powerful support for resuscitating and stabilizing Taiwan's society. In the 50s, Taiwan exported many agricultural products, such as rice and sugar, and maintained an export trade with Japan. After Taiwan's industrialization in the 60s, rural manpower resources started to be replaced with new industrialization resources. Some manufacturers even set up their factories in rural areas. Taiwan's rural economy then underwent a progressive decline.

The rise of small and medium sized privately-operated enterprises was another distinctive feature of the 60s. It was the most typical sign that the government's influence was prevailing with Taiwan's economy in the 50s. Besides government-operated businesses confiscated from Japanese-owned corporations, what comprised Taiwan's enterprises in the 50s were only four major companies, the textile companies that emigrated from Mainland China and enterprises converted from landowners. However, starting in the 60s, active small and medium enterprises extensively replaced those major companies. The electronics industry, for example, was the most significant industry in the 60s. Unlike the electric power and finance industries, which were completely controlled by the government, the government only played a guiding and assisting role in the development of the electronics industry. Thus, Taiwan's industry had gone into an era of coexistence between government-operated industry and privately-operated industry.

With the superlative conditions stated above, it was clearly explained how Kaohsiung stood out among various Southern metropolises and promoted to the second direct-controlled municipality of Taiwan in 1979 (R.O.C. Year 68). During the era when Taiwan gradually changed from an agriculture base to an industrial one, the most important industrial city of Taiwan, Kaohsiung, was at the right time, located at the right place and operated by the right people. In the later stages of the 1960s, two significant matters created a ladder for Kaohsiung City to mount to the peak of development. One was the establishment of the first export processing zone in Kaohsiung by the Ministry of Economic Affairs in 1966 (R.O.C. Year 55). As the first zone received positive feedback, a second export processing zone was established in Nanzih in 1968 (R.O.C. Year 57). Given that both export processing zones were located in the region of Kaohsiung City, Kaohsiung greatly advanced in its economic development.

The other matter was an experimental container terminal construction project in Kaohsiung Harbor established by the Government in 1969. In November 1969, the first container ship, "Eastern Steed" of China Maritime Transport Ltd. (CMT), berthed and began operations in Kaohsiung Harbor. This was the initiation of a new era of container operation in Kaohsiung Harbor, as well as the arrival of a new epoch of Kaohsiung Harbor. Henceforth Kaohsiung Harbor became one of world most important container harbors and was even the third largest container harbor in the world at one time.

Thus, it can be seen that the period between 1945 and 1970 was a crucial stage for the development of Kaohsiung City. As the leading engine driving Taiwan's industrial development forward, Kaohsiung had attracted many immigrants from other places. The table below shows the population statistics of Kaohsiung City from 1946 to 1970. It is clear that the population significantly increased every year. The entire population, except for the portion emigrating from Mainland China during the years before 1950 (R.O.C. Year 39), increased during this period of vigorous development. Led by the establishment of the export processing zones, the population grew rapidly during the second half of 1960. That fact also indicated that during the period between 1950 and 1970, Kaohsiung City had established a solid foundation for being a great metropolis that woudl enjoy the golden era of the City's development in the 1970s.

Table 1: **1946-1970 Population Statistics of Kaohsiung City**

Year	Population	Increase/Decrease	Year	Population	Increase/Decrease
1946	132,166		1958	411,666	+22,818
1947	170,604	+38,438	1959	438,429	+26,763
1948	192,210	+21,606	1960	467,931	+29,502
1949	247,487	+55,277	1961	491,602	+23,671
1950	267,515	+20,028	1962	515,153	+23,551
1951	285,742	+18,227	1963	539,771	+24,618
1952	298,512	+12,770	1964	566,471	+26,700
1953	316,193	+17,681	1965	596,092	+29,621
1954	334,248	+18,055	1966	632,662	+36,570
1955	352,201	+17,953	1967	669,146	+36,484
1956	371,225	+19,024	1968	719,899	+50,753
1957	388,848	+17,623	1969	784,502	+64,603
			1970	828,191	+43,689

◎Source: Zhen-Dong Chen, "On Population Shift in Kaohsiung City", p.66-67.

In summary, as Taiwan progressed towards industrialization between 1945 and 1970, Kaohsiung City developed gradually. By dividing the Museum's old photo collection into six key subjects, this book recounts Kaohsiung City's development during this period of time. The first subject covers the era of "Kaohsiung in the Cold War". At that time, Taiwan was an ally against the Communist Bloc in the Cold War. In addition, there was a grudge between the Kuomintang and the Chinese Communist Party from after the Chinese Civil War which led to the National Government's emigration to Taiwan. Taiwan's development was surrounded by an atmosphere of "Anti-Communism and Anti-Soviet" attitudes. Whenever there was a holiday, a festival, or a celebration for "the great leader" Chiang Kai-shek's reappointment as the president, Chiang's birthday parade and so on, this atmosphere could be sensed everywhere. Any information about the war was not just to frighten or caution the general populace. When the 823 Artillery Bombardment was launched in 1958 (R.O.C. Year 47), Kaohsiung residents realized that war might come anytime. This was the era in which Kaohsiung gradually transformed and prospered.

The second subject of this book, "Development in Kaohsiung", is the heart of this project. The old photos present how the buildings that Kaohsiung residents are familiar with today were established brick by brick. The great contributions made by two previous mayors, Mr. Wu-Chang Chen and Mr. Chi-Chuan Chen, to Kaohsiung's development during the period between late 1950 and late 1960 were vividly displayed in detail through the lens.

The focus in the third subject is on "Industry in Kaohsiung". Industry was the driving force for the development of Kaohsiung City. Therefore, it is definitely necessary to provide a comprehensive discussion on this subject. Unfortunately, the Museum's old photo collection on the subject is rather sparse. Even though it might not be easy to give a very thorough presentation, with clear and detailed text and photos, this section still provides a well-structured analysis on the beginning and subsequent development of large-scale state-operated factories and therefore the origin of postwar Kaohsiung's industrial development. It will provide readers with a clear depiction of industrial development in Kaohsiung City.

The fourth subject is on "Entertainment in Kaohsiung", which focuses on Kaohsiung residents' lifestyle at that time. Restricted by limitations in the Museum's photo collection, the focus of the subject is primarily on large-scale department stores, shopping centers, theaters and large-scale activities or events. The Yancheng district was the hub of the development era of Kaohsiung City between 1945 and 1970. Most of the foregoing construction buildings concentrated in the Yancheng district as well. Readers may witness the prosperity of Old Yancheng through the lens.

The fifth subject is “Sports in Kaohsiung”. Kaohsiung City has a pleasant year round climate and has been always an important city in regards to sports development in Taiwan. The work on establishing major stadiums and arenas as well as on conducting several provincial sports games during the period between 1945 and 1970 indicated that the City was of vital importance to sports development. Viewing those old photos may well help us relive splendid moments in sports at that time.

The last, but not the least subject is “Politics in Kaohsiung”. The period between 1945 and 1970 was a very important era for the development of Taiwan's local politics. Without exception, Kaohsiung City commenced its direct public election of mayors and city councilors. Therefore, with the implementation of direct public election, the essence of democratic politics was actualized in Kaohsiung and has become a part of our daily life ever since. It is truly worth calling the initiation of democracy to mind and pondering its ramifications.

With the discussion of the foregoing six subjects and the presentation of old photos, we can well comprehend Kaohsiung City's development during the period between 1945 and 1970, as well as clearly witness how the citizens of Kaohsiung exerted themselves to develop this great metropolis of today. Hence, we should cherish the brilliant achievements obtained by their efforts.





冷戰時期
COLD WAR ERA
篇



冷戰時期篇

反共抗俄的年代

1945年8月，隨著日本的投降，第2次世界大戰宣告結束，但所有的人都沒想到，這並不是和平的到來，而是另一次世界兩大陣營對立的開始，台灣的命運，也與這局勢的變化息息相關。

大戰結束後，國民政府展開接收工作，除原來被日本占領的中國東北、華北各區域外，台灣、澎湖也由日本交予國府，但除台、澎外，其他地區的接收則受到中國共產黨的強力阻擾，以蘇聯爲後盾的中國共產黨，在中國大陸戰場與國民政府全面開戰，國軍節節敗退，1949年（民國38年）10月1日，中華人民共和國成立，1950年（民國39年）國府全面撤退來台，原本不願支持國府的美國，後因韓戰爆發轉而繼續支持國府，派遣第七艦隊駐守台灣海峽，保護台灣，從此海峽兩岸分屬兩大陣營，台灣也進入冷戰的階段。

在冷戰時期，國府接受美國的援助，屬於美國陣營的一員，面對著共產陣營，最主要的敵人是對岸的中國共產黨，以及集團的老大哥蘇聯，因此「反共抗俄」成了念茲在茲的目標，並隨時隨地要教育民眾，在共產中國生活的民眾是如何的水深火熱，我們必須要「光復大陸、解救同胞」。

國府除了抵抗中共政權，也要鞏固自己的政權，其實施國民黨內的改造，並在社會上廣設黨部、召募黨員，最後塑造以蔣中正爲中心的「黨國體制」，並頒布戒嚴令，以「動員戡亂時期臨時條款」取代憲法，讓蔣中正可以繼續連任總統，直到過世爲止。

因此在1950年至1970年的台灣社會中，「反共抗俄」及「擁護領袖」成爲兩大主軸，每逢各項國家節日慶典，如元旦、國慶、青年節，就會在大型會場集合慶祝呼口號並遊行市區，將兩大主軸深刻印在民眾腦海，碰到特定節日，如每年1月23日的「一二三自由日」更會邀集各地的反共義士來到台灣集會，讓反共教育更能深入人心。如遇與蔣中正相關日期，如生日、連任總統等，更會加以慶祝。高雄市也不例外，每逢節日均有相關慶典，後將有詳細紀錄當時情景之照片。

實際上，兩岸之間的戰爭並未中斷，1958年（民國47年）8月23日，中共開始對金門展開猛烈砲擊，史稱「八二三砲戰」，戰爭爆發後，震驚全國，高雄爲主要港口，赴前線及退役之軍人，以及撤退的居民均由此地出入，這一段歷史，此處也有許多珍貴照片紀錄。在戰爭的陰影籠罩下，各項演習及戶口普查也未中斷，這也成爲1950年至1970年，高雄市民最深刻的共同記憶。

關於這一段「反共抗俄」時期的歷史照片，本章將分爲5大主題依序呈現，分別是：1、**「節日慶典」**：記述當時各種慶典中集合動員的氣氛。2、**「向蔣總統致敬」**：紀錄當時對蔣總統華誕、連任的慶祝。3、**「反共與自由日」**：說明當時反共教育的種種，其中自然包括自由日及反共義士。4、**「演習與戶口普查」**：呈現當時備戰的準備及對戶口的控制。5、**「八二三砲戰與高雄」**：對於當時最大一場戰役中，高雄市民的參與記憶。

COLD WAR ERA

The Age of Anti-Communism and Anti-Soviet

Even though the Second World War ended with Japan's surrender in August 1945, no one ever thought that was not really an indication of the arrival of peace. Instead, this was the initiation of another formation of two confrontational blocs in the world. Taiwan's destiny was therefore strictly related to this situation.

After the Second World War's end, the National Government launched the takeover process. Besides Northeast and North China, regions that were seized by Japan during the war, their territory also included Taiwan and the Penghu Islands which would also be ceded to the National Government by Japan. However, except for Taiwan and the Penghu Islands, the takeover process of the other regions was blocked by the Chinese Communist Party. Supported by Soviet Union, the Chinese Communist Party launched total war against the National Government in Mainland China. By October 1, 1949 (R.O.C. Year 38), the People's Republic of China was established. In 1950 (R.O.C. Year 39), the National Government retreated to Taiwan. Initially, the U.S. government was not inclined to support the National Government. But later on, when the Korean War broke out, the U.S. government decided to continue supporting the National Government by dispatching the United States Seventh Fleet to garrison the Taiwan Strait and defend Taiwan. From then on, the two sides of the Taiwan Strait were with two separate entities and Taiwan thus entered the era of the Cold War.

During the Cold War, the National Government received aid from the United States and was therefore affiliated with the U.S. Bloc. Confronting the Soviet bloc, the National Government's major foe was the Chinese Communist Party on the other side of the strait, as well as the head of the Soviet Bloc, the Soviet Union. Therefore, the “Anti-Communism and Anti-Soviet” mindset had to be instilled in the Taiwanese. The National Government's taught the Taiwanese that the people of Communist China were in deep distress and we had to “restore Mainland China and rescue our compatriots”.

National Government did not only confront Chinese Communist power, but also consolidated its own political power. From the execution of reconstruction and rectification of inner-Kuomintang towards the broad establishment of the party's committees and the party member recruitment in the community, the National Government ultimately established a Chiang Kai-shek - centered “Party-State System”. An order of martial law was proclaimed and the Constitution was replaced by a set of “Temporary Provisions Effective during the Period of Communist Rebellion” which stated that Chiang Kai-shek was allowed to continue his presidentship until he passed away.

“Anti-Communism and Anti-Soviet” and “Uphold the Great Leader” slogans became two primary focuses in Taiwan's society during the period between 1945 and 1970. Whenever there was a holiday or a festival, such as New Year's Day, National Day, Youth Day and so on, these two phrases would, along with street parades, be always displayed at any celebration site or gathering occasions to be engraved upon people's mind. On any specific holiday or occasion, such as January 23 “Liberty Day”, the National Government would invite many anti-Communist heroes from all over the world to attend to visit in order to maintain the anti-Communism attitude and ensure that it was deep-rooted in people minds. Any date that was related to Chiang Kai-shek, like his birthday or his continuous terms of presidentship, would be marked and celebrated. Kaohsiung certainly had to have celebration on every occasion without exception. There will be more photos providing more detailed description about the circumstances at that time.

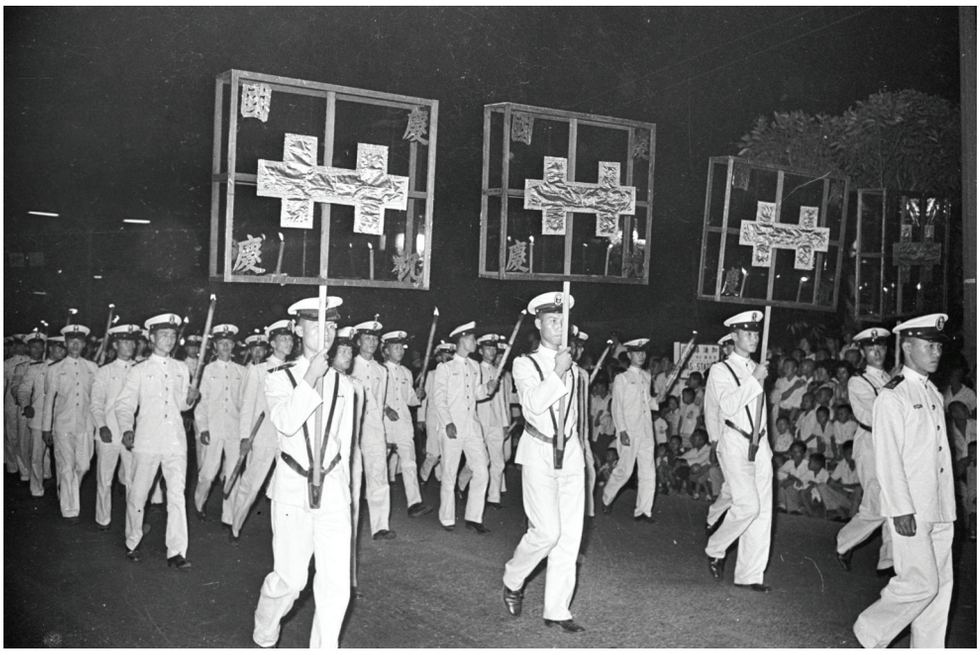
In fact, the battle between the Two Sides has never ceased. On August 23, 1958 (R.O.C. Year 47), the Chinese Communist Government attached Jin-Men by launching a violent bombardment, which was called the “823 Artillery Bombardment”. The entire nation was astonished at the attack. As a primary harbor, Kaohsiung was the major access port for active and retired servicemen to attend and depart the battlefront, as well as for evacuated residents. There are many precious photos let us witness that period. In the shadow of war, the City did not discontinue any military maneuvers or population censuses. This was the most profound recollections of Kaohsiung residents during the period between 1950 and 1970.

This chapter presents historical photos from the “Anti-Communism and Anti-Soviet” age by dividing them into five subjects. The first subject, “Holidays and Festival Celebrations”, expounds an atmosphere of mustering and mobilizing people in various celebrations. The second subject, “Salute to President Chiang”, records the celebrations of President Chiang's birthday and his continuous terms of presidentship at that time. The third subject, “Anti-Communism and Liberty Day”, shows many types of anti-Communist education efforts, undoubtedly including Liberty Day and anti-Communist heroes. The fourth subject, “Military Maneuvers and Population Censuses”, presents the preparation for war and the controls over population censuses at that time. The fifth subject, the “823 Artillery Bombardment and Kaohsiung”, illustrates Kaohsiung residents' partaking in the bombardment and their recollections of the biggest battle at that point.



國慶日大會

每年的幾個節日，如元旦、國慶、台灣光復節，台灣各地均會舉辦慶祝大會，並動員許多學生參加。1958年10月10日的市府國慶大會，由於當年適逢「八二三砲戰」，因此除了慶祝國慶外，更同時舉行「支援金馬大會」。大會於10月10日上午10時，在舊體育場（今日歷史博物館對面之仁愛公園）舉行，由市長陳武璋主持，約萬人之學生、民眾及各機關代表參加，並一一表揚剛由金馬前線返台之戰鬥英雄，最後在高呼口號中結束。圖爲國軍飛機飛越會場，獲得參與者的歡呼及掌聲。



國慶日遊行隊伍

國慶日大會—學生代表進場情形

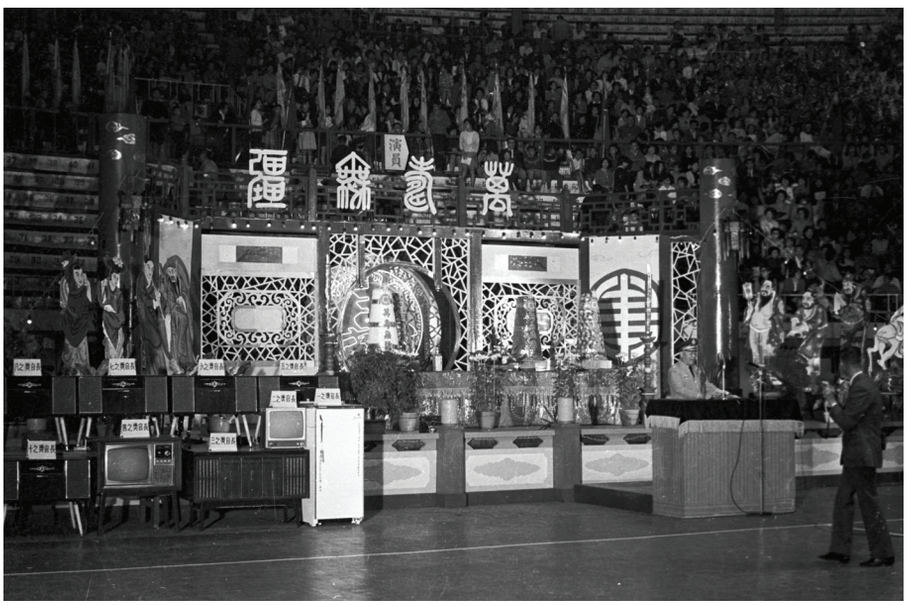
遊行是國慶日慶祝活動的重頭戲之一，圖爲1965年10月10日，高雄市各界慶祝雙十節的萬人提燈及彩車夜間遊行，手持雙十標誌遊行市區的景象，因當時少有夜間遊行獲准舉行，故每年國慶夜間遊行所到之處，都有許多人觀看，相當熱鬧。





國慶日遊行隊伍

遊行是國慶日慶祝活動的重頭戲之一，圖爲1959年10月10日遊行時，高市女中之遊行隊伍。當天之慶祝活動，一早由高雄市長陳武璋在體育場（今高雄市歷史博物館對面之仁愛公園）主持慶祝大會，結束後隨即展開10萬人大遊行，由陳武璋率領高雄市各機關及國軍，沿大公路、七賢三路、五福三四路、市中路、中正路等重要道路，於火車站前解散，共歷時4小時，夜間尚有提燈遊行，一整天下來，高雄市相當熱鬧。



蔣中正總統華誕壽堂

蔣中正總統的生日（10月31日），在當時是一件非常重要的大事，爲了讓全國民眾表達對蔣中正總統生日的道賀，從前一天開始，就有各式各樣的暖壽活動，到了當天，更是活動的高潮，其中又以布置在全國各地的壽堂爲主角。圖爲1969年10月31日，市府慶祝總統蔣中正83歲華誕所布置之壽堂，但當時市府是由黨外楊金虎執政，所以祝壽主軸都轉到國民黨黨部。



蔣中正總統華誕的祝壽遊行

圖爲1965年10月31日晚上的祝壽大遊行中，市女中（今新興國中）教職員工騎著被布置成壽桃的三輪車參加，沿途受到熱烈的歡迎。



蔣中正總統華誕民眾在高市府禮堂祝壽

圖爲1958年10月31日，蔣總統72歲華誕，許多人湧入市府布置的壽堂爲蔣中正祝壽。



慶祝蔣中正總統華誕準備遊行的花車

蔣中正總統生日的慶祝活動，除了壽堂、大會外，也有遊行，圖爲1957年10月31日高雄市警察局所布置的花車，車上有蔣總統的照片，以及象徵長壽的鶴。



蔣夫人生日壽堂

3月20日爲蔣中正總統夫人蔣宋美齡的生日，高雄市政府也會擺設壽堂，供民眾來祝壽。

蔣宋美齡的壽堂是由其於1950年號召創立的「中華婦女反共抗俄聯合會」所負責，圖爲1959年在高雄市政府擺設的壽堂，其布置爲正中一方紫色布幕間懸掛一個霓虹燈的大壽字，上方是「萬壽無疆」4個大字，兩旁的對聯是「蓬島春長逢令旦，萱堂日永慶良辰」，均用巨大的金紙剪成。壽堂上置壽桃、壽麵、桂圓及壽糕各1盆，前面在壽香兩邊是「福如東海、壽比南山」一對大喜燭，兩側置放盆景，12幅國旗，分插兩側，廳堂正中掛四盞紅紗燈，地上舖著地毯。

前來拜壽人士，由婦女分會主任委員陳林碧梧及總幹事蔡玉瓊接待，在正中端立，向壽堂行三鞠躬，即轉向壽堂後方布置的一長條簽名處簽名離去。報導指出當日祝壽人潮踴躍，從早至晚絡繹不絕。



陸軍官校學生慶祝蔣中正總統連任遊行

1960年3月22日，國民大會選出蔣中正爲第3任總統，3月23日，陸軍官校（蔣中正擔任首任校長）爲慶祝老校長連任成功，在展開鳳山復校後首次的市區遊行，當天下午由該校出發，軍樂隊前導，經鳳山主要街道後，從鳳山火車站上車，在高市火車站下車後，繼續在高雄市區遊行，沿途吸引許多民眾圍觀。圖爲陸軍官校在高雄市區遊行情形。



慶祝蔣中正總統連任的慶賀牌樓

除遊行外，更有許多慶賀的牌樓，顯示民眾對蔣總統連任之欣喜之情，圖爲1966年5月20日，蔣中正連任第四屆總統後，高雄街頭上的慶賀牌樓。





各界慶祝蔣中正總統連任遊行

圖爲1966年5月20日，高雄市各界慶祝蔣中正總統連任第4任總統，舉行大遊行，當天有日、夜間提燈大遊行，遊行隊伍晚上7時自綜合運動場出發，經中山二路轉中正四路、大公路、七賢三路、五福四路、五福三路到五福二路解散，所到之處，爆竹齊鳴，到10時許才告結束。



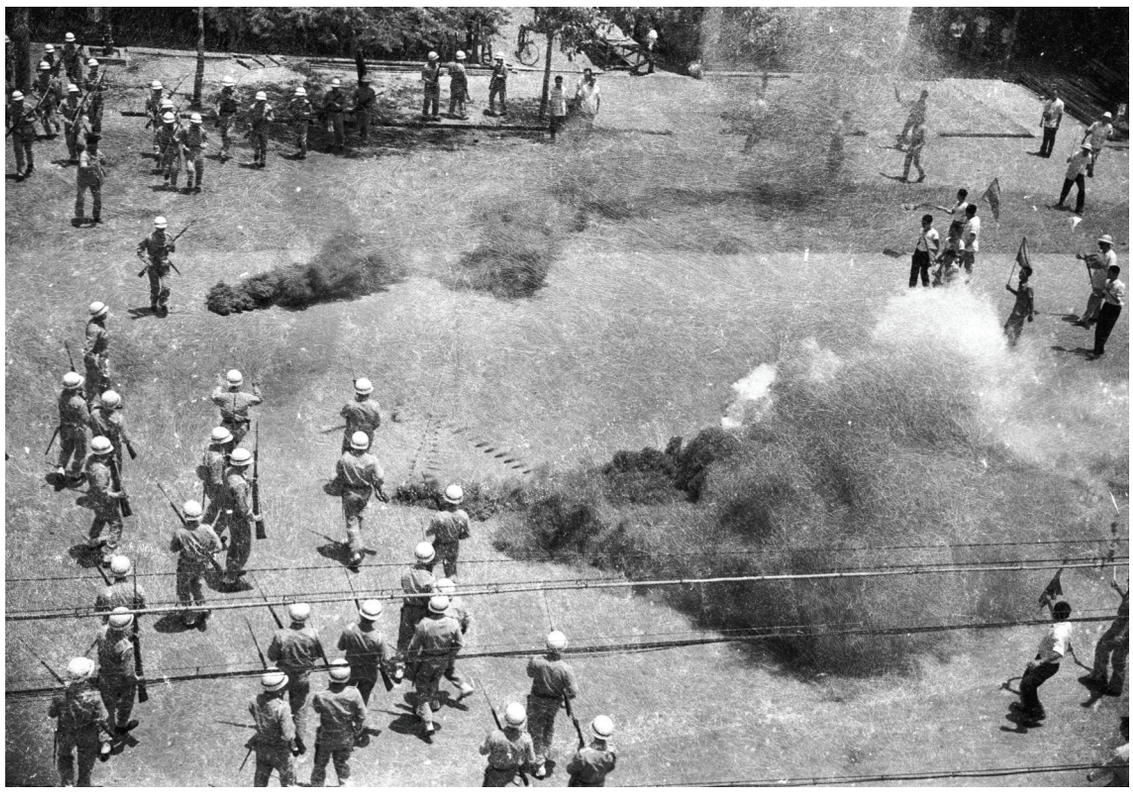
一二三自由日慶祝大會

一二三自由日是反共抗俄時期的重要節日，政府會在當天舉辦大會，邀請反共義士演講，控訴「共匪暴政」。上圖爲1962年1月23日，高雄市各屆在市府禮堂舉行自由日八週年慶祝大會，由議長陳銀櫃主持，各機關、學校、工廠、團體代表參加，大會首先爲大陸死難同胞默念1分鐘，然後鳴自由鐘、放自由鴿，緊接著陳銀櫃在大會上報告自由日的由來與意義後，反共義士沈光秀應邀發表演講，講述大陸匪區的慘狀，最後全體高唱自由歌，然後散會。



反共義士抵台參與一二三自由日慶祝大會

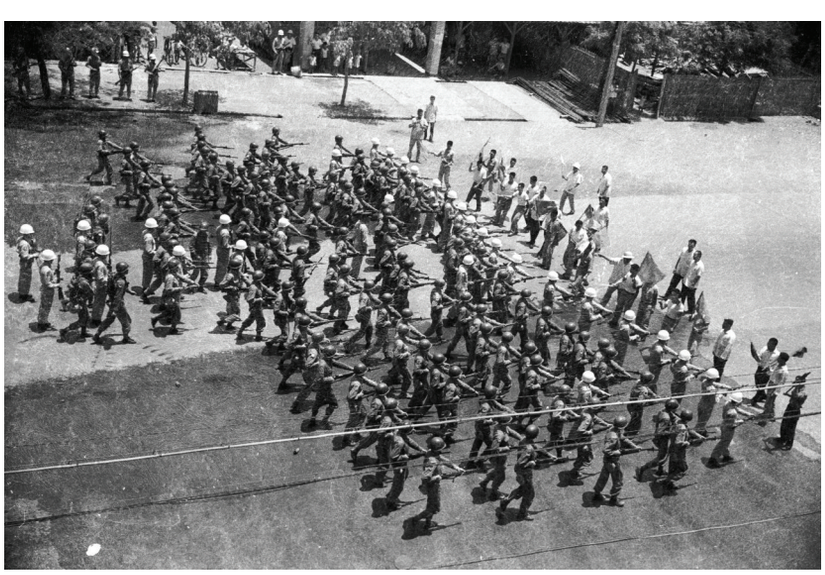
一二三自由日除了當天舉辦大會外，許多由中國投奔來台的反共義士也會在此時期巡迴全台，訴說匪區暴政，如趙福，原爲中國駐瑞典官員，後投誠至美國居住，於1963年應邀來台參加自由日大會，獲得全台英雄式的歡迎，圖爲其於1963年2月6日抵達高雄，高雄市各界人士迎接的場面。



「天安一號」演習

1964年5月15日上午10時，高雄市舉行了「天安一號」演習，場面甚大且逼眞，是高雄市多年來最大規模的演習。演習假想爲：「中共敵機開始向高雄市攻擊，且在前金區中正四路一帶投彈轟炸，附近房屋中彈起火。」在此狀況下，接連操演疏散、醫療搶救、消防、電信自來水道路搶救、核子防護等科目。

其中最後一項科目是「鎭壓暴動」，假想一群暴徒在大港埔郵局門外的馬路上與警察人員對峙，雖經第一分局長王雲章喊話勸告仍無效果，隨後警局傅督察長率保安隊增援亦未收效，最後動員軍隊施放催淚彈（見上圖）和使用消防車水喉沖射，才把一群暴徒驅散。

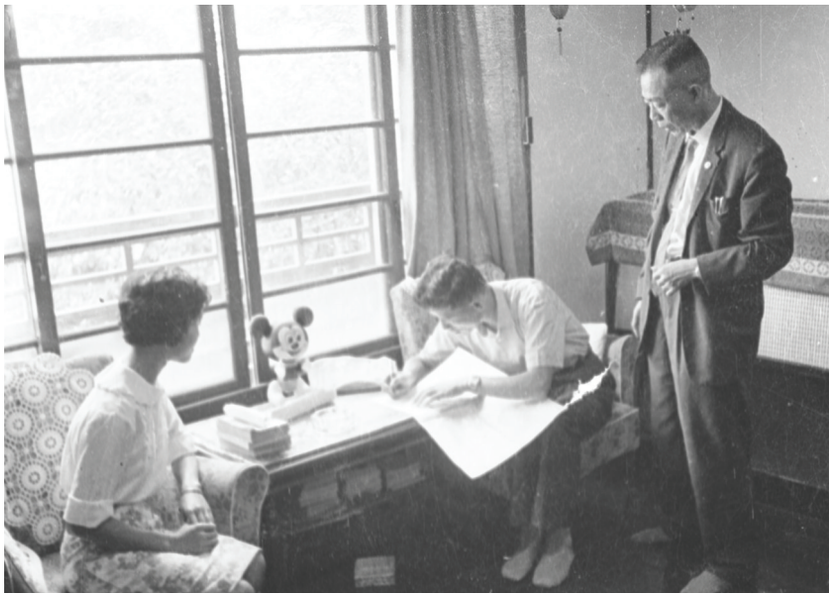


「天安一號」鎭暴演習



全國性戶口普查前之預查

1966年（民國55年）12月16日零時至6時，政府實施10年1次的全國性戶口普查（上一次在1956年9月辦理），確實的掌握人口情形。政府要求所有民眾在12月15日午夜12時前要回到家中，打開電燈，等待普查員的到來。所有營業場所均需在15日11時前結束營業，並於12時開始實施宵禁，如有突然性急事、重病或孕婦生產，則需要領取通行證始能外出。爲了這次的全國性戶口普查，政府共動員普查員、助理普查員、監督員、輔導員及交通管制人員共17萬8千3百15人，並於戶口普查前實施預查，圖即爲預查之情形。



戶口普查

戶口普查當天，高雄市共分2,416個普查區、41個臨時在場人口普查區、8個特別普查區、470個監督區，由機關職員、警察、教員、學生等3,240人擔任普查工作人員，向全市12萬4千8百04戶，62萬3千8百69人展開普查工作，並順利完成。圖爲當日戶口普查狀況，全家人坐在客廳，由戶口普查員一一驗明身份。





「八二三砲戰」金門撤歸學生及婦孺

1958年8月23日，中華人民共和國人民解放軍於下午5時30分開始，用數百門大砲對金門及附近諸島，在短短85分鐘內，共發射了3萬多枚砲彈，砲戰並持續到1959年1月7日，總計發射了40多萬枚砲彈，此次戰役，史稱「八二三砲戰」，又稱「第二次台海危機」。高雄港爲台灣本島對金門運輸、補給的主要港口，因此在此次戰役中，也扮演後勤的重要角色。砲戰開打後，許多在金門居住的居民，紛紛向台灣撤退，圖爲10月10日來到高雄港的金門居民，尤其是金門中學891位同學，以其志願，選擇全台各地29所中學借讀，教育廳也特別在高市召開會議協調，做了妥善處置。



「八二三砲戰」期間撤退來台的金門居民



「八二三砲戰」期間高雄市民對戰事踴躍捐輸

八二三砲戰發生後，高雄市立即發起對前線的聲援及募款，更獲得全市民眾的支持，在捐款方面，共歷時兩週，不論是小市民、工人、學生、職員均慷慨解囊，踴躍捐款，後根據高市軍友分社統計，全市共捐出現金約22萬元、實物約5萬元，圖爲在台泥高雄廠內的捐獻活動，廠內工作人員大方的將捐款投入捐獻箱中。



「八二三砲戰」期間高雄市民對前線的聲援

圖爲台泥高雄廠所製作的宣傳車，除慶祝國慶外，並爲前線士兵打氣。



高雄市各界歡迎「八二三砲戰」之榮歸士兵

「八二三砲戰」發生後月餘，陸續有服役期滿的士兵返回台灣，其由高雄港回台時，均受到高雄市各界的盛大歡迎，上圖爲1958年10月11日返台之常備兵，其返台後立即接受獻花，後乘車至高雄女中，由軍團司令劉安祺中將、軍系出身的高雄市副議長汪雨辰代表軍方及高雄市歡迎並用餐，用餐完畢後並遊行市區，接受民眾歡呼，最後搭上鐵路專車返家。

上圖爲1958年12月26日，第7批返鄉戰士，其於下午3時返抵高雄港，由高雄市長陳武璋等軍政人員接待慰勞，於5時分別乘車榮歸故里。圖爲返鄉戰士抵達高雄港時，當地居民獻花表達敬意。



高雄市各界追悼「八二三砲戰」陣亡將士

1958年11月11日上午9時，高雄市政府在市立體育場舉辦高市各界追悼金馬砲戰陣亡將士大會，由陳武璋市長主祭、各界首長陪祭，主祭9位在金門砲戰中不幸殉難的高雄市籍戰士。圖爲祭典會場。




光復
光復神州



建設篇

DEVELOPMENT



建設篇

從戰火瓦礫到南部首府

因高雄港發展，而在日治時期崛起的高雄市，在二次大戰期間，成爲盟軍轟炸的對象，不僅高雄港因此癱瘓，市區也是滿目瘡痍。1945年國府來到高雄市後，如何重建高雄市，成爲市府的最大課題，但高雄港及工廠遲遲無法恢復功能、糧價高漲，造成失業人口暴增，不僅市區無法有效重建，還在1947年爆發二二八事件，讓高雄市發展進入停滯狀態。

但進入1950年代後，高雄市區慢慢復甦，不但恢復往日舊觀，更積極興建，超越台南市，成爲台灣南部首府。高雄市能從瓦礫堆蛻變成爲繁華的南部首府，其中關鍵就在於高雄港及產業的甦醒。

一、建設高雄港

高雄港在戰後，約經過10年的復舊整建（1945-1955年），重上軌道後，開始進行下一階段的建設，這些建設包含6項工程：1、十二年擴建計畫。2、新商港區開發計畫。3、二港口開闢計畫。4、興建貨櫃碼頭計畫。5、穀倉中心計畫。6、過港隧道開闢計畫。這些計畫完成後，不僅讓高雄港回到往日的榮景，甚至更上層樓，成爲全球最大的貨櫃港之一。

十二年擴建計畫是從1958年（民國47年）9月開始，到1970年（民國59年）9月如期完工，其工程重點爲重新規劃高雄港區，及浚深航道、填築土地、建造碼頭與淺水岸壁，並解決原來存在於港區的土地問題。全部工程分爲3期實施，第1期5年、第2期3年、第3期4年，共疏浚航道10公里、填築新生地534公頃，爲高雄港帶來大量工業用地，方有新商港的開發、臨海工業區的闢建及加工出口區之創設。

1963年（民國52年）時，因爲港區發展迅速，出現港區土地不敷使用的盛況，於是港務局利用擴建計畫第1期所填築之土地，發展成208公頃之新商港區，以應需要，因該土地於港之中心地區，三面環海，故名之爲高港之「中島區」，有別於舊港區的蓬萊、鹽埕、苓雅3區。

1969年（民國58年）開始，政府更決定由高雄港試建貨櫃碼頭，中國航運公司將性能較優的雜貨船，改爲裝卸10公尺貨櫃的貨櫃船，高雄港也將蓬萊區一號碼頭，改爲臨時貨櫃碼頭。1969年（民國58年）11月，中國航運公司的第1艘貨櫃船「東方神駒號」到高雄港停泊作業，開啓了高雄港貨櫃作業的新紀元，也宣布高雄港新時代的來臨，進入1970年代後，第一、二、三貨櫃專區逐一興建完成啓用，奠定高雄港成爲世界級貨櫃港的基礎。

高雄港的建設，除了因應貨運外，也有國防的功能，根據前高雄港務局長李連墀的回憶錄指出，陳誠在1949年（民國38年）巡視高雄港時，就提出了建二港口的主張，著眼點

也是「高雄港港口甚窄，易遭破壞，應研究再開一港口，支援軍事需要」，一直等到1963年（民國52年），李連墀出任高雄港務局長後，才積極啓動，專案呈報。此事因攸關國防，在當年以極快的速度批准，當李連墀提出此意見後，立刻得到當時省府（當時高雄港屬省府）省主席黃杰、交通處長陳聲簴的支持，黃杰面報蔣中正總統，立刻批准。1963年（民國52年）9月，高雄港呈報「初步計畫」，選定紅毛港附近爲二港口位置，1965年（民國54年）2月成立「工作小組」，1967年（民國56年）10月開工，歷時7年9個月，在1975年（民國64年）6月完工。

隨著高雄港的經濟功能恢復，產業也重新回到高峰，擦亮「工業都市」的招牌，進入1970年代，更隨著「加工出口區」的成功，邁向高峰，這一部份，將在工業篇詳述。

二、高雄起飛

高雄是一個工業都市，工廠出口的貨物，通常是以外銷爲主，除了透過高雄港運送外，最重要的就是透過空中運輸。實際上，高雄市航空業起步時間甚晚，以小港機場爲主，小港機場興建於日治時期，原爲日本空軍訓練基地，因此設施不足，直到太平洋戰爭爆發後，才逐步修建小港機場，成爲南進機場之一。戰後國軍接收小港機場後，因附近有岡山及屏東兩大基地，故未重視，僅有通信機或聯絡機偶而至此降落。

1951年（民國40年）5月，復興航空成立後，民用航空局特於高雄成立「台南」航空站，但軍方未同意使用小港機場，於是復興航空只能使用水陸兩用飛機，以旗津海灘作爲水上機場，此爲戰後高雄市航空業之始。

此一代用水上機場，設備簡陋，除沙灘上一個「風向袋」外，一無所有，搭乘之旅客需由市區先坐港務局之汽艇至旗津，驅走附近漁船，讓飛機順利降落後，再由汽艇靠近飛機，接駁上、下飛機之旅客，班機僅能容納25人，但生意不佳，依舊很少客滿，因此不及一年就宣告結束，「台南」航空站也正式遷至台南市。

1964年（民國53年），行政院鑑於高雄市工商業發達、人口增加，對航空運輸需求感日益迫切，通過交通部設置「高雄航空站」的提議，協調空軍將小港機場轉移給民航局，並拓寬跑道、興建候機室、塔台、助航設施等，於1965年（民國54年）7月1日正式成立「高雄航空站」，其航空大廈則於1966年（民國55年）7月31日完工啓用，並進行第2期的擴建，後更因應高雄市工商業的發展，於1969年（民國58年）4月開辦國際貨運業務，航空站亦於同年7月1日升格爲「高雄國際航空站」。史博館館藏照片中，計有中華航空於1964年（民國53年）1月16日在高雄試航，以及遠東航空公司於1967年（民國56年）5月辦理航空貨運的珍貴照片，也可見證高雄市航空業甫起飛的歷史時刻。

三、建設大高雄

在高雄港及產業帶動下，高雄市區建設逐步開展，幾位市長一棒接一棒，將高雄市建設爲「南部首府」。1945年至1951年的五任官派市長：連謀、黃仲圖、黃強、劉翔、陳保泰，其工作多半在復原被戰火破壞的市區，以及配合政府「三七五減租」的政策。積極的建設，則留待1951年後的民選市長。

1951年（民國40年）當選的首屆市長謝掙強，後連任成功，共在高市執政6年（1951-1957年），其開始興建高雄市的許多基礎建設，如省立醫院、圖書館及學校等。而眞正讓高雄市開始有脫胎換骨表現，則爲第3屆市長陳武璋，其任期雖然僅有短短的3年（1957-1960年），但在短短的時間內，陳武璋有許多建樹，最爲人津津樂道的是其於1959年（民國48年）3月29日同時落成或開工的「五大建設」，分別是：壽山公園、忠烈祠、體育館（詳見體育篇）、鹽埕大圓環孫中山銅像及學生宿舍。

除此之外，對高雄市影響最深遠的是土地重劃。所謂土地重劃，就是將區域內零碎的土地，經過整合、規劃，成爲完整的現代化市區。在陳武璋時代，其推動三民區縱貫線以北，沿平等路兩旁至十全路一帶的三塊厝及大港段，約66公頃的土地重劃，實施後非常成功，地主也都很滿意，於是接連有第2、3、4期開始實施，也使得高雄市市區整齊、美觀，奠定現代高雄市的基礎，而這也是戰後台灣各大都市的首例，當時更引起其他縣市來取經學習。從陳武璋的建設看來，主軸已越過愛河，在今日的苓雅、前金等區，這也是高市建設的趨勢。

第4、5任市長陳啓川（1960-1968年）則延續陳武璋的建設藍圖：1、將體育館加蓋，成爲台灣第一個巨蛋體育館，並舉辦省運。2、完成運河工程，讓原本污臭不堪的自立路至愛河東段的舊河道，成爲一條整齊的運河，不但解決市區排水問題，兩旁土地的開發，更促進高雄市的繁榮。3、將市地重劃推展到第2、3、4期，與陳武璋不同的是，陳啓川任內之市地重劃主要集中在火車站前的前金、新興等區，奠定高雄市新市區的發展。4、整頓壽山、蓮池潭風景區，讓高雄市的休閒觀光產業，更向前邁進一大步，讓全新的大高雄市面貌逐步完整。

除此之外，陳啓川對於高雄市民相當熟悉的「大溝頂」美食街，以及橫跨愛河的建國橋加以重新整建。位於鹽埕區大水溝加蓋處，原本有許多違法攤販，陳啓川上任後，立即加以拆除，新建市場，後成爲高雄市著名的小吃聚集地。位於建國路上的建國橋，是橫跨愛河的3大橋（五福、中正、建國）之一，戰後另兩座橋均已改建爲鋼筋混凝土，僅建國橋仍爲木橋，經陳啓川申請美援後改建，對高雄市發展頗有助益。至於本文所論及的最後一任市長楊金虎（1968-1972年），因本文斷限至1970年，在此時期，其多半仍延續前兩任市長之建設計畫。

整體而言，除上述各市長執政時期對市政建設不同的重點外，隨著高雄市的發展及人口增加，自來水、教育等問題均是歷屆市長的建設重點。高雄市自來水創設於1909年（明治42年）6月，初期僅建第一水源地，其主要設備爲取水口、淨水場及輸送系統，每日出水量爲5,000餘立方公尺，僅供4萬人口使用，該工程於1913年（大正2年）完工，後因市區繁榮、人口增加，用水需求孔急，雖經1917年（大正6年）至1926年（大正15年）3次改善擴充，但都無法配合人口的成長，因此在1930年（昭和5年）實施擴建，提高出水量爲每日16,000餘立方公尺，可供10萬人口使用，但隨即又不敷使用，遂於1938年（民國27年）再闢建第二水源地，1942年（民國31年）完成，每日出水量爲8,000餘立方公尺，2處水源共供水每日24,000餘立方公尺，尚可供應當時高雄市之用水。

戰後初期，因戰爭期間市區管線及供水設備多半遭盟軍轟炸毀壞，經過市府極力改善，1947年（民國36年）才恢復戰前供水量，但國府遷台後，帶來大量人口，使得用水量再感不足，遂於1954年（民國43年）開始推動擴建計畫，該計畫於1959年（民國48年）完工，但因出水設備未擴充，僅增加配水設備，遂對高市供水無太大改善。1959年（民國48年）「八七」水災後，高市第一水源取水口南移，取水困難，遂向省府爭取補助，於入口處建造輻射井一口，不料其出水量距目標甚遠，缺水問題仍未改善，僅能向澄清湖水廠大量購水，彌補不足，但仍須實施夜間停水，晚間11時至翌日清晨5時停止供水。

在高市人口快速增加下，爲改善日益嚴重的水荒問題，遂自1965年（民國54年）開始著手擬定第一、二水源擴建工程，1966年（民國55年）動工，計打鑿深井5口、埋設集水管240公尺、擴大抽水機、揚水、輸水等設備，並在第一水源輸水管與澄清湖輸水管交叉處建造加壓站一座，上述工程於1968年（民國57年）完工，出水量增加至5萬立方公尺，連同向澄清湖購水量每日3萬立方公尺，合計全市每日供水量8萬立方公尺，足以供應高市所需，多年來的夜間停水制予以取消，困擾許久的高雄市供水問題才獲得解決。

教育其實是戰後台灣著力最深的建設之一，高雄市也不例外，戰後市府所接受的學校如下表：

戰後初期校名	日治時期校名	現在校名	備註
台灣省立高雄第一中學	高雄州立高雄第一中學		
台灣省立高雄第二中學	高雄州立高雄第二中學		1947年併入前校
台灣省立高雄第一女子中學	高雄州立第一高等女學校		
台灣省立高雄第二女子中學	高雄州立第二高等女學校		1947年併入前校
台灣省立高雄商業職業學校	高雄州立商業職業學校		
台灣省立高雄工業職業學校	高雄州立高雄工業學校		
高雄市立女子初級商業學校	高雄商業實踐女學校	新興國民中學	
高雄市立第一國民學校	平和國民學校	旗津國民小學	
高雄市立第二國民學校	左營東國民學校	舊城國民小學	
高雄市立第三國民學校	楠梓東國民學校	楠梓國民小學	

戰後初期校名	日治時期校名	現在校名	備註
高雄市立第四國民學校	青葉國民學校	苓州國民小學	
高雄市立第五國民學校	湊國民學校	鼓山國民小學	
高雄市立第六國民學校	右沖國民學校	右昌國民小學	
高雄市立第七國民學校	旭國民學校	三民國民小學	
高雄市立第九國民學校	東園國民學校	大同國民小學	
高雄市立第十國民學校	清水國民學校	內惟國民小學	
高雄市立第十一國民學校	大和國民學校	前金國民小學	
高雄市立第十二國民學校	中洲國民學校	中洲國民小學	
高雄市立第十三國民學校	左營國民學校	左營國民小學	
高雄市立第十四國民學校	千歲國民學校	河濱國民小學	
高雄市立第十五國民學校	壽國民學校	鼓岩國民小學	
高雄市立第十六國民學校	曙國民學校	五權國民小學	
高雄市立第十七國民學校	瑞穗國民學校	鼎金國民小學	

由上可知，國府戰後初期所接收的學校，主要是以國民學校（國小）爲主，市府的教育政策，初期以修復這些學校爲主，進入1950年代，其政策以國語直接教學法、試辦免試升學方案、王明德教學法試驗、捐資興學爲主。其中捐資興學就是在人口急速增加、校舍嚴重不足下，募款250萬、出售市產500萬及省府補助250萬，增建百間教室，從下表2-2可見，1947年至1957年是高雄市國民學校興建的高峰期，在這10年當中，共興建24間國民學校，對於高雄市教育人口的增長，有相當大的助益。

在國民學校就學人口快速增加後，許多家長都希望學童能夠進入初中（國民中學）就讀，初中的成立也成爲此階段教育發展的重點，由下表2-2可見，1954年至1970年間，是高雄市初中建設的興盛期，但在僧多粥少的情形下，升學競爭劇烈、補習風氣熾盛，政府決定要開辦「九年國民教育」。1957年（民國46年）6月底，教育當局決定選擇高雄市成爲九年國教的第2個試辦城市，消息一出，引起高雄市各界的震撼，7月4日，高雄市議會教育小組召集討論，雖然認爲經費不足、準備不週，但在中央已做成決定下，仍是「原則同意」。對於高雄市而言，試辦「免試升學」（國小直升國中）最大的問題就是經費不足，而其宣布實行的時機，也剛巧是要舉行升學考試的暑假，在學生家長沒有心理準備下，許多家長不願讓學生在高市就讀，前往高雄縣的鳳山高中及岡山高中報考，也影響到高雄縣學生，以上種種，引起高雄縣市民眾的極大反彈，但在中央一紙命令下，只好開始執行。

爲讓各地學生均能順利就讀，市府擬定「初中學區劃分暫行辦法」，當年（1957年）增設市立第六初級中學（今鼎金國中）、市立第七初級中學（今鼓山國中），分別招收三民區及鼓山區的學生，其餘則以：市立第一初級中學（今左營高中）收左營區學生、市立第二初級中學（今前金國中）收前金、鹽埕、新興、旗津之男學生、市立第三初級中學（今獅甲國中）收前鎮、旗津區學生、市立第四初級中學（今楠梓國中）收楠梓區學生、市立第五初級中學（今苓雅國中）收苓雅區學生。此一做法，可說是今日學區制的藍圖。

「免試升學」試辦一學期後，問題多多，除了原來就一直無法解決的經費、教室不足問題外，試辦期間，程度較差，但因免試升學而上中學的學生，有高達12%（400人）的留級率，在學生程度參差不齊下，雖然入學後就採取能力分班，但也導致許多高雄市的家長，將小孩送至其他縣市參加考試，更響起停止試辦的呼聲，最後終於在1959年（民國48年）宣布停辦。

繼「免試升學」後，1961年（民國50年）省府推出「省辦高中、市辦初中試劃」，需要於每一行政區設立一至兩所初級中學，於是市府先後在左營區成立市立第八初級中學（今左營國中）、三民區設立市立第九初級中學（今三民國中）、旗津區設立市立第十初級中學（今旗津國中）、前鎮草衙成立市立第十一初級中學（今前鎮國中）、林德官第四期重劃地區成立市立第十二初級中學（今五福國中），這不僅有助抒解日益增加的就學人口，且平均分佈在各地區，爲九年國教奠定良好基礎。於是在1967年（民國56年）6月蔣中正總統宣布自57學年度實施九年國教後，高雄市能順利執行。

在國中、小漸上軌道後，增建高中及大專院校則是高市極力努力的目標，由表2-2可見，1954年（民國43年）起，許多私立高中職陸續成立，而陳啓川市長任內（1960-1968年）更爭取省立左營高中的設立，輔導5所私立高中職成立，並陸續成立省立高雄工專、私立國際商專、私立文藻語專、省立高雄海專、省立高雄師院等5所大專院校。由此可見高雄市在教育建設上的發展。

表2-2　1946-1970年高雄市各級學校成立年度

年代	大專院校	高中職	國民中學	國民小學
1946			前金國中	
1947				鹽埕國小、前鎮國小、中正國小
1948				獅甲國小
1949		海青工商		復興國小、永清國小、油廠代用國小
1950				光榮國小、新興國小
1952				和平國小、忠孝國小、愛國國小 仁愛國小、中和國小、信義國小
1953				成功國小、樂群國小
1954	高雄醫學院	國際商工	獅甲國中	新莊國小
1955		復華中學	楠梓國中	建國國小
1956			苓雅國中	大汕國小、援中國小、道明外僑小學
1957		建功中學	鼎金國中 鼓山國中	明德國小、愛群國小
1958		三信高商 道明中學	道明初中	
1959		國光高中	國光代用國中	
1960		左營高中		中山國小
1961				韓橋小學、壽山國小
1963	高雄工專 國際商專	育英護校	左營國中 三民國中	四維國小、十全國小
1964		大榮高工 明誠高中	旗津國中	勝利國小、柴山國小
1965			前鎮國中	屏山國小、啓英聾啞小學
1966	文藻語專		五福國中	
1967	高雄海專 高雄師院	樹德女中 立志高中		
1968			鹽埕國中 七賢國中	
1969		前鎮高中	壽山國中	日僑學校
1970			大仁國中 大義國中	

由上可知，即使在自來水與教育等延續性的問題，在陳武璋、陳啓川兩任市長任內，也有關鍵性的發展，不論是自來水的全面供水，或是從「免試升學」、「省辦高中、市辦初中」，一直到「九年國教」，多半在兩位市長手中進行，也可見這兩位市長對高雄市建設的貢獻。

四、高雄大災禍

生活總是有苦有樂，高雄市在享受經濟起飛之際，也同樣面臨許多災難的襲擊，除了台灣每個地方都會有的颱風、火災外，高雄市的港口、礦產以及工業建設，雖然讓高雄市有飛躍的成長，卻也帶來與其他城市不同的災害。整體來說，高雄市在1945年到1970年間，讓市民們記憶猶新的大災禍，大致可分成輪船爆炸或起火、半屏山崩塌，以及工廠大火3部分，以下分別簡述。

高雄港是高雄市發展的原動力，但進出的輪船卻常發生爆炸或起火等災難，往往造成高雄市民的震驚。戰後最早的大規模輪船爆炸爲1949年（民國38年）8月23日上午9時許的「八．二三眾利輪爆炸案」。1艘停泊在高雄港十號碼頭的眾利輪發生大爆炸，全市房屋都爲之震動，輪船的金屬破片四射，不但十號碼頭完全毀損，更造成66名死亡、488名受傷，讓戰後剛在修復中的高雄港再受重創。

繼「眾利輪爆炸案」，1961年（民國50年）4月5日，高雄港內發生油輪爆炸慘案，中國石油公司租用的一艘4200噸「光隆號」油輪，5日停靠高雄港十七號碼頭裝油之際，1天之內發生3次爆炸，繼之輪上及近海面發火燃燒，造成11人死亡的重大意外。陸海空軍單位及警憲消防人員、美國十三航空隊及碇泊高港的美國軍艦，合力搶救油輪上燃燒中的火勢，由於其燃燒地點靠近地面油槽，因此直到6日中午，港務局的兩艘拖輪將「光隆」號自岸邊順利拖至外海淺灘，整整38小時，該輪一再爆炸對高雄港市安全的威脅，才告解除。

繼光隆油輪爆炸案後，1964年（民國53年）4月12日，高雄港又燃起熊熊火光，讓高雄港再度陷入危機。燃燒的船隻是由台灣大洋航業公司剛在香港標下的貨輪「建德號」，爲轉移船籍爲巴拿馬籍並修理，由新任船長劉松桂於5日將船由香港駛抵高雄，停泊於高雄港七至八號浮筒之間。12日上午8時50分，其船首第一貨艙突然開始起火燃燒，後全船陷入火海，經過一夜奮鬥後，終於控制火勢，直到13日下午2時，建德號方沉沒於高雄港，歷經29小時，這才解除高雄港的危機。

1966年（民國55年）的年終，12月31日晚間，高雄港再度傳出大火的消息，巴拿馬籍貨輪「利安號」因要改裝貨艙，在電焊時不愼引發火災，燃起熊熊大火，在海軍官兵放棄元旦休假，全力搶救下，於1967年（民國56年）1月1日上午全部熄滅，也帶給了高雄一個難忘的歲末。

史博館所藏之老照片中，有「光隆號」及「建德號」大火之搶救鏡頭，可看到在熊熊大火中，軍警消防人員辛苦搶救的情形，也可想見當時帶給高雄市民之震驚。

高雄市是個工廠林立的「工業城市」，這些工廠也伴隨著許多工安意外。在1945年至1970年間，最大的一次災害是1968年（民國57年）12月6日清晨6時10分，位於中山路上的台塑高雄一廠，其中一座重合槽在5時35分突然停電後，槽管中的氯乙烯因缺水產生高熱，氣體無處宣洩，產生大爆炸，並起火燃燒。其爆炸威力有如「眾利輪爆炸案」，全市為之震動，居民紛紛從睡夢中被驚醒，一牆之隔的獅甲國中，50餘間教室及大禮堂、圖書館等所有門窗、玻璃均被震碎，被迫停課1天。後經消防隊出動34部消防車、消防人員500餘人，經過2小時半才撲滅，造成員工1人死亡、5人重傷、10人輕傷。

除台塑大火外，早在1965年（民國54年）的「林商號」大火也讓人怵目驚心。「林商號」是當時高雄市最大的合板工廠，其位於鼓山區龍子里龍子巷20號的工廠，於1965年的最後1天，12月31日發生大火，由於其工廠面積廣大，內有31棟工廠及倉庫，且地處偏僻，消防車難以進入，其燃燒面積高達1萬5千坪，烈焰沖天，全市幾乎都能看見，這場火災一直到1966年元旦清晨才撲滅，可說是場「跨年」的大火。

史博館的老照片中，僅有台塑大火後的情形，焦黑的廠房，可看出當時大火的劇烈。

半屏山蘊藏的礦產，雖然帶動了高雄市的水泥工業，但過度的開採，卻也時常造成半屏山的崩塌，這些都是高雄市最大的傷痛。1961年（民國50年）6月4日晚上9時許，因水泥工廠的過度挖掘及炸石，東南水泥廠後方的半屏山突然崩塌，整個崩塌面積廣達500公尺寬、300公尺長，山下東南水泥及台電變電廠均有一半被壓垮，住在山下東南水泥廠、富山、高風兩貨運行所設的工寮也遭埋沒。當時正在半屏山搬運石塊的工人、居住在工寮中的眷屬，均被崩塌的泥土及夾帶的大水淹沒。山腳的鐵路，當時正有1輛貨車經過，碰到山上沖下的土堆而翻覆，司爐當場死亡，共造成19死47傷23失蹤的慘劇。

在1961年大崩塌之後，半屏山在短短數年間，不停傳出崩落的消息。1966年（民國55年）8月22日，在1961年相同之處再度傳出崩塌，地點在當時東南水泥與正泰水泥廠間的四、五、六，3個採石工區，總面積約250公尺，造成當時在採石的兩名女工死亡，1名男工輕傷，另有數輛採石機器埋沒。後市府研判崩落原因為東南、正泰兩水泥公司及富山行採石所致，曾短暫下令禁止採石，但在無法完全禁止下，事故仍繼續發生。1969年（民國58年）3月6日，半屏山再度因勞工處在山腳下炸山而崩塌，5位工作人員，僅王克生躲過一劫，另4位：畢光華、邢玉才、趙宗義、董飛均遭活埋而死，所幸未對其他人員造成傷害。長期下來，半屏山因採礦造成之工安傷亡事件造成數十人的死亡，更對市民產生許多心理的陰影，直到完全停止採礦，此一悲劇才告終止。

史博館所藏之老照片中，有1961年大崩塌之珍貴鏡頭，可看到半屏山崩塌一角、火車頭被迫出軌等怵目驚心之歷史畫面。

整體而言，高雄市從1945-1970年間的建設，可分為兩階段。1945-1950年的官派市長期間，因處於動盪時期，故以復原為主，無力做太多的建設。1950-1970年間，則在政經漸趨穩定下，開始做大規模的建設，並讓高雄市重心逐漸轉移至愛河東岸，其中更以第3任市長陳武璋開啓，第4任市長陳啓川接續的諸多建設，如土地重劃、自來水建設、開放壽山等最為重要，奠定日後百萬人大城的基礎。以下則以上述4主題：「建設高雄港」、「高雄起飛」、「建設大高雄」、「高雄大災禍」，以老照片方式呈現，重新體驗先民建設大高雄的辛苦。

DEVELOPMENT

Progressing from the Debris of War to a Southern Metropolis

The development of Kaohsiung Harbor advanced Kaohsiung City significantly during the Japanese Colonial Period, but the prosperous city also became a target of the Allied Forces during the Second World War. Not only was Kaohsiung Harbor was paralyzed as a result of Allied planes' bombing, but also a large part of the urban area of the City was devastated. After the National Government emigrated from Mainland China to Taiwan in 1945, reconstructing Kaohsiung City then became the most important task of the Kaohsiung Municipal Government. However, Kaohsiung Harbor and most of the factories suffered a serious delay in restoring their operation and the price of grain saw a sharp uplift at that time. The circumstance resulted in a severe increase of unemployment. Moreover, Kaohsiung City not only was unable to effectively recover its urban area, but also suffered additional damage from the February 28 Incident in 1947. The development of Kaohsiung City had then come to a standstill.

Entering the 1950s, the urban area of Kaohsiung City started to slowly recover. Kaohsiung City not only restored its former appearance, but also actively conducted thorough construction plans and capably placed itself above Tainan City to become the primary metropolis of Southern Taiwan. The key factor that Kaohsiung was able to transform itself from being a victim of war to a bustling and flourishing metropolis in Southern Taiwan was the revival of Kaohsiung Harbor and the revitalization of its industries.

1.The Erection of Kaohsiung Harbor

After undergoing restoration and reconstruction for about ten years (from 1945 to 1955), postwar Kaohsiung Harbor was back on track and ready for the next stage of construction. Construction consisted of six major projects: (1) Twelve-year Extension plan; (2) Development plan for a new commercial harbor area; (3) Establishment plan for a second harbor; (4) Construction plan for a container terminal; (5) Construction plan for a barn center and (6) Establishment plan for a cross-harbor tunnel. The accomplishment of these projects not only resulted in a return of Kaohsiung Harbor's glory days, also further promoted the Harbor to be one of the largest container harbors in the world.

The twelve-year extension plan was launched in September 1958 (R.O.C. Year 47) and was finished as scheduled in September 1970 (R.O.C. Year 59). The plan focused on re-planning the Kaohsiung Harbor Area, implementing a harbor channel dredging project, land accretion, construction projects for wharf quay walls and shallow area quay walls, as well as solving land issues that had originally existed in the Harbor area. The entire project was implemented in three phases. It was scheduled to finish Phase I in five years, Phase II in three years and Phase III in four years. As the project was completed, Kaohsiung Harbor had gained 10 kilometers of dredged channel and 534 hectares of new accreted land. The new accreted land provided the Harbor area with enough land for industrial use in the subsequent development of

the new commercial harbor area and the establishment of offshore industrial zones and export processing zones.

In 1963 (R.O.C. Year 52), as a result of the rapid development of the Harbor area, the land in the area became insufficient. The Harbor needed new land; thereupon, the Kaohsiung Harbor Bureau decided to make good use of the new land accreted in Phase I of the extension plan and developed a new 208-hectare commercial harbor area to meet the desperate need. With its position located in the core area of the Harbor and three sides surrounded by water, this piece of land was therefore named "Chung-Dao (Central Island) District" and separated from three other districts, Penglai, Yancheng and Lingya, in the Old Harbor Area.

In 1969 (R.O.C. Year 58), the Government decided to conduct an experimental construction project establishing container terminals in Kaohsiung Harbor. The China Maritime Transport Ltd. (CMT) re-fitted some of its high performance general cargo ships into container ships to handle ten-meter containers. Moreover, Kaohsiung Harbor altered Pier One in the Penglai District into a temporary container terminal. In November 1969, the first container ship, "Eastern Steed" of China Maritime Transport Ltd. (CMT), berthed and began operations in Kaohsiung Harbor. This was the initiation of a new era of container operation in Kaohsiung Harbor, as well as the arrival of a new epoch of Kaohsiung Harbor. By entering the 1970s with the successive completion and initiation of the First, Second and Third Container Zones, Kaohsiung Harbor had established a solid foundation for being a world-class container harbor.

Besides freight transportation, the development of Kaohsiung Harbor also provided the function of national defense. As written in the memoirs of Mr. Lien-Chi Li, the former director of the Kaohsiung Harbor Bureau, Mr. Cheng Chen, the provincial governor of Taiwan Province, had proposed establishing the second harbor while on an inspection tour at the Harbor in 1949 (R.O.C. Year 38). From Chen's point of view, "Kaohsiung Harbor was really narrow and restricted and very easy to destroy. Thus, it was necessary to consider establishing another harbor to support military needs". However, the establishment did not have a chance to be realized until 1963 (R.O.C. Year 52) when Mr. Lien-Chi Li was appointed as the director of the Kaohsiung Harbor Bureau. During his term, Mr. Lien-Chi Li enthusiastically planned the establishment proposal and submitted it to the Government as a special project. Since this establishment was of vital importance with regard to national defense, the proposal was approved promptly by the Government. As the proposal was proposed by Lien-Chi Li, it immediately obtained support from Mr. Jie Huang, the provincial governor of Taiwan Province (Kaohsiung Harbor was still affiliated with the Provincial Government at that time), and Mr. Sheng-Huang Chen, the director of the Transportation Department. As soon as Mr. Jie Huang submitted the proposal to President Chiang Kai-shek, it was also authorized right away. In September 1963 (R.O.C. Year 52), Kaohsiung Harbor presented "The Preliminary Project" designating Hongmao Harbor and the neighboring area as the location of the second harbor. In February 1965 (R.O.C. Year 54), "Implementation Subgroup" was established. Construction was initiated in October 1967 (R.O.C. Year 56). It took seven years and nine months and finished in June 1975 (R.O.C. Year 64).

Following the economic restoration of Kaohsiung Harbor, the industry of Kaohsiung also returned to its peak and the City regained its sparkling reputation as an “Industrial Metropolis”. Entering the 1970s, the success of the “export processing zones” brought Kaohsiung to the climax of its development. We will relate this part in detail in the chapter on “Industry”.

2.Kaohsiung Taking Off

As an industrial metropolis, the majority of products manufactured from factories in Kaohsiung were usually given priority for export oriented purposes. Besides Kaohsiung Harbor, air freight transportation was another important way to transport cargo. The aviation industry in Kaohsiung was initiated late and air transportation primarily went through Xiao Gang Airport. Xiao Gang Airport was originally established during the Japanese Colonial Period. Initially, the location was established to serve as a Japanese Air Force training base; therefore, the facilities were practically insufficient for an airport. After the Pacific War broke out, the Japanese started to renovate the site and turned it into one of the Southward Advance Policy airports. When the National Army took over Xiao Gang Airport after the war terminated, the airport was not given any consideration as there were two important airbases, Gang-Shan Airport and Ping-Dong Airport, in the vicinity. At that time, only a few commuter or liaison planes landed at the Airport occasionally.

In May 1951 (R.O.C. Year 40), after TransAsia Airways was established, the Civil Aeronautics Administration set up the “Tainan Airfield“ in Kaohsiung. As the military did not approve of using Xiao Gang Airport, TransAsia Airways could only operate with amphibious aircrafts by using Cijin Beach as a marine airfield. Thus, aviation industry was introduced to postwar Kaohsiung City.

The substitute marine airfield had very basic and crude facilities. There was nothing on the beach besides a “wind cone”. Passengers had to take a motorboat provided by the Kaohsiung Harbor Bureau in the urban area and go to Cijin. Fishing boats near the beach would be driven out to allow the airplane to land properly. The motorboat then approached the airplane so that passengers could get on and off the plane. Each flight could accommodate only 25 passengers. However, the business did not run very well and flights were rarely filled. For that reason, the business was terminated less than one year later. Afterward the “Tainan Airfield” was officially moved to Tainan City.

In view of the prosperous development of industry and commerce in Kaohsiung City, the increase of population as well as an urgent and increasing need for air transportation, in 1964 (R.O.C. Year 53), the Executive Yuan approved a proposal by the Ministry of Transportation and Communications to establish the “Kaohsiung Airport”. The Executive Yuan negotiated an authorization shift with the Air Force to empower the Civil Aeronautics Administration to

operate Xiao Gang Airport. The establishment was initiated with widened runways and airport waiting lounges, air airport control tower, air navigation facilities, and so on. On July 1, 1965 (R.O.C. Year 54), “Kaohsiung Airport” was officially established. On July 31, 1966 (R.O.C. Year 55), the airport terminal building was finished and started operations. The phase two project, extension construction, was conducted at the same time. With a view to the flourishing development of industry and commerce in Kaohsiung City, in April 1969 (R.O.C. Year 58), the airport established an international cargo service and was also renamed “Kaohsiung International Airport” on July 1 of the same year. Among the precious photo collection of the Kaohsiung Museum of History are China Airlines' trails in Kaohsiung on January 16, 1964 (R.O.C. Year 53) and Far Eastern Air Transport's conducting air freight business in May 1967 (R.O.C. Year 56). These photos are the tangible testimony of the era in which the aviation industry of Kaohsiung took off.

3.Developing Great Kaohsiung City

Driven by the development of Kaohsiung Harbor and its industry, construction in the urban area of Kaohsiung City had gradually developed. Under the administration of a series of mayors, Kaohsiung City had been promoted as a “Southern Metropolis”. The contributions of the five government-appointed mayors during the period between 1945 and 1951: Mr. Mo Lian, Mr. Chong-Tu Huang, Mr. Chiang Huang, Mr. Siang Liu and Mr. Bao-Tai Chen, mostly focused on recovering the city destroyed by the flames of war, as well as implementing governmental policy, “Farm Rental Reduction to 37.5% Program”. A number of proactive contributions towards major construction projects in Kaohsiung City were mostly from public-elected mayors after the year 1951.

In 1951 (R.O.C. Year 40), Mr. Cheng-chiang Hsie was elected as the first mayor of Kaohsiung City. Mr. Hsie was successfully elected again and continued serving in his second consecutive term. Kaohsiung City was under his administration for a total six years (from 1951 to 1957). Mr. Hsie established a number of infrastructure construction projects in Kaohsiung City, such as the Provincial Hospital, public libraries, public schools, and so on. Nevertheless, the mayor who thoroughly remolded Kaohsiung City was the third-term mayor, Mr. Wu-Chang Chen. Even though Mr. Wu-Zhang Chen's term as a mayor was only three years (from 1957 to 1960), the mayor had made many significant and tangible contributions during his short term. Among Mr. Chen's contributions, what people loved to talk about the most were the “Five Major Construction Projects”, Shoshan Park, Martyrs' Shrine, Kaohsiung Stadium (more details in the chapter on Sports), a bronze statue of Sun Yat-sen in Yancheng Intersection and some student dormitories, which were either completed or initiated simultaneously on March 29, 1959 (R.O.C. Year 48).

In addition, what had profoundly influenced the City was an urban land readjustment project. Land readjustment is an urban development method designed to integrate and reform fragmentary land in a region and turn it into a modern urban district. During his term as a mayor, Mr. Wu-Chang Chen advanced Land Readjustment Project which redesigned the area around San-Kui-Cu and Da-Gang Section, located north of the Main Railway Line in the San-Min district, the area along both sides of Ping-Deng Road and between Ping-Deng Road and Shi-chuan Road. As a result, the project effectively developed approximately 66 hectares of land and also greatly satisfied landowners. Due to the successful implementation of the readjustment project, the City subsequently conducted Phase Two, Phase Three and Phase Four Projects. The land readjustment project successfully created a neat and beautiful urban district for Kaohsiung City and also established a solid foundation for a modern metropolis. Land readjustment in Kaohsiung was also a pioneer project among various metropolises in postwar Taiwan. The successful achievement of Kaohsiung interested many other cities that wanted to inspect and learn from their work and experience. Seeing from the development done by Wu-Zhang Chen, the main focus of the establishment had crossed The Love River and had been expanded to the Lingya and Cianjin Districts of today, which was in fact the City's development tendency.

The fourth- and fifth-term mayor, Mr. Chi-Chuan Chen, basically kept on Mr. Wu-Zhang Chen's development plans during his terms (from 1960 to 1968). The Stadium Doming Project turned an old stadium into the first domed stadium in Taiwan and provided a venue for hosting provincial sports games. The completion of the Canal Project turned the old, dirty, and foul watercourse between Zi-Li Road and the east side of the Love River into a neat and trim canal. The establishment of the canal not only solved drainage problems in the urban district, but also improved land development on both sides of the canal and further ensured the future prosperity of Kaohsiung. Mr. Chi-Chuan Chen extended the Land Readjustment Project initiated by the previous mayor Mr. Wu-Zhang Chen to Phase Two, Phase Three and Phase Four. Differing from Wu-Zhang Chen's establishment, the Land Readjustment Project during Chi-Chuan Chen's term mainly focused on the area in front of the Kaohsiung Train Station, namely the Cianjin District and Sinsing District. The implementation of the extension land readjustment projects established a sound foundation for the development of a new urban district in Kaohsiung City. The Reorganization of Shoshan and Lianchitan Scenic Spots significantly improved the tourism industry of Kaohsiung and progressively completed an aspect of the brand new Great Kaohsiung City.

In addition to the contributions above, Mr. Chi-Chuan Chen conducted reconstruction projects on “Dagoding (lit. “ditch-top”) Gourmet Food Street”, a famous gourmet food street known by Kaohsiung residents, and Jianguo Bridge, a bridge stretching across the Love River. Located at a covered drainage ditch area in Yancheng District, “Dagoding” initially was occupied by many illegal vendors. As Mr. Chi-Chuan Chen assumed office, he dismantled those venders' stalls immediately and built a new market, which later became well-known for its snack restaurants. Located on Jianguo Road, Jianguo Bridge was one of the three major bridges (Wu-Fu Bridge, Jhong-Jheng Bridge and Jianguo Bridge) stretching across the Love River.

After the war, the other two bridges were rebuilt with reinforced concrete, while Jianguo Bridge was still a wooden bridge. Mr. Chi-Chuan Chen applied for United States Aid and rebuilt the bridge. The establishment of the bridge significantly benefited the development of Kaohsiung City. The last term mayor Mr. Jin-Hu Yang, as the temporal period of this article ends in 1970, mostly continued with the development plans of the previous two mayors during his term (from 1968 to 1972).

Generally speaking, the focus of municipal establishments under the various mayors' administration terms mentioned above might vary from mayor to mayor, nevertheless, along with progressing development and the growing population of Kaohsiung City, the issues of water and education had been always the development emphases of each mayor. The first running water system in Kaohsiung was established in June 1909 (Japan Meiji Year 42). The initial plan was a construction project of the First Water Source. The main facilities of the First Water Source consisted of a water intake unit, a water purification station and a water delivery system. The water yield per day was 5,000 cubic meters which could supply only 40 thousand people. The project was finished in 1913 (Japan Taisho Year 2). Due to the City's prospering urban district and growing population, there was an urgent need for water. Although the City had implemented a series of three extension projects during the period between 1917 and 1926 (between Japan Taisho Year 6 and Year 15), the supply still could not catch up with the need of the growing population. Therefore, in 1930 (Japan Shiaowa Year 5), the City conducted another extension project. The extension improved water yield to 16,000 cubic meters per day, which could supply 100 thousand people. However, the supply soon was not sufficient to satisfy the need again. In 1938 (R.O.C. Year 27), a Second Water Source construction project was launched. It was completed in 1942 (R.O.C. Year 31) and the water yield it provided was 8,000 cubic meters per day. Thus, the water yield from both water sources supplied total 24,000 cubic meters per day, which was barely sufficient for the use of Kaohsiung City at that time.

During the early stage after the war, the municipal government enthusiastically tried to improve aqueduct lines and water supply facilities in the City's urban district as most of them were destroyed by Allied Forces' bombing attacks during the war. By 1947 (R.O.C. Year 36), the City eventually managed to restore water supply volume to prewar levels. However, the supply of water soon fell short of demand as a massive population came along with the National Government' emigration from the Mainland to Taiwan. In order to cope with the situation, the City launched an extension project in 1954 (R.O.C. Year 43) which was finished in 1959 (R.O.C. Year 48). This project, however, did not effectively improve the water demand of the City as it only increased more water allocation facilities rather than expanded the water exit facilities. After suffering from the “August 7 Flood Disaster” in 1959 (R.O.C. Year 48), Kaohsiung City moved the water intake unit of the First Water Source toward the south. Since the move created difficulty in water access, the City endeavored to get funding from the Provincial Government to build a radial well at the entrance. However, the water yield produced from the well was far from the expected goal. The water shortage problem was still not solved. The only solution was to purchase large amounts of water from Cheng Ching Lake to make up for the deficiency of water. Even so, the City still had to schedule water outages during night between 11 pm to 5 am next morning.

With the fast growing population of Kaohsiung City and the need to solve the increasingly serious water shortage problem, the City schemed out an extension plan for the First and Second Water Sources in 1965 (R.O.C. Year 54). The extension construction was launched in 1966 (R.O.C. Year 55). The project indeed achieved some accomplishments in that a total of five deep wells were drilled, 240 meters of underground collecting pipes were installed, water pumping, water lifting and water delivering facilities were expanded and a pressure station was built at the delivery pipe intersection of the First Water Source and Cheng Ching Lake. The foregoing construction projects were finished in 1968 (R.O.C. Year 57) and the water yield significantly increased to 50,000 cubic meters. Together with the water supply of 30,000 cubic meters per day purchased from Cheng Ching Lake, the water supply of 80,000 cubic meters per day sufficiently satisfied the demand of Kaohsiung City. Thus, the water outage period at night time scheduled for many years was repealed and the water supply problem that bothered Kaohsiung City for a long time was eventually solved.

Education was one of the postwar developments that the National Government made the most effort with in Taiwan. Kaohsiung certainly was no exception. The following are schools that were taken over by the municipal government after the war:

Table 2-1: Schools that were taken over by Kaohsiung City after the war

Name of School at the Early Stage After the War	Name of School During the Japanese Colonial Period	Present Name of School	Remarks
Taiwan Provincial Kaohsiung First Senior High School	Kaohsiung Prefectural Kaohsiung First Senior High School		
Taiwan Provincial Kaohsiung Second Senior High School	Kaohsiung Prefectural Kaohsiung Second Senior High School		Merged to above school in 1947
Taiwan Provincial Kaohsiung First Girl's Senior High School	Kaohsiung Prefectural Kaohsiung First Girl's Senior High School		
Taiwan Provincial Kaohsiung Second Girl's Senior High School	Kaohsiung Prefectural Kaohsiung Second Girl's Senior High School		Merged to above school in 1947
Taiwan Provincial Kaohsiung Commercial Vocational High School	Kaohsiung Prefectural Commercial Vocational High School		
Taiwan Provincial Kaohsiung Industrial Vocational High School	Kaohsiung Prefectural Industrial Vocational High School		
Kaohsiung Municipal Girl's Junior High School	Kaohsiung Commercial Practices Girl's High School	Hsin-Hsing Junior High School	
Kaohsiung Municipal First Primary School	Ping-He Primary School	Chi-Jin Elementary School	
Kaohsiung Municipal Second Primary School	Zuo-Ying Dong Primary School	Chiu-Cheng Primary School	
Kaohsiung Municipal Third Primary School	Nan-Zih Dong Primary School	Nan-Zihh Primary School	
Kaohsiung Municipal Fourth Primary School	Qing-Ye Primary School	Ling-Zhou Elementary School	

Kaohsiung Municipal Fifth Primary School	Zou Primary School	Gu-Shan Elementary School	
Kaohsiung Municipal Sixth Primary School	You-Chong Primary School	Ya-Chang Elementary School	
Kaohsiung Municipal Seventh Primary School	Xu Primary School	San-Min Primary School	
Kaohsiung Municipal Ninth Primary School	Dong-Yuan Primary School	Ta-Tung Elementary School	
Kaohsiung Municipal Tenth Primary School	Qing-Shui Primary School	Nei-Wei Primary School	
Kaohsiung Municipal Eleventh Primary School	Da-He Primary School	Cian-Jin Primary School	
Kaohsiung Municipal Twelfth Primary School	Zhong-Zhou Primary School	Chong-Chou Primary School	
Kaohsiung Municipal Thirteenth Primary School	Zuo-Ying Primary School	Zuo-Ying Primary School	
Kaohsiung Municipal Fourteenth Primary School	Qian-Sui Primary School	He-Bin Elementary School	
Kaohsiung Municipal Fifteenth Primary School	Shou Primary School	Gu-Yan Elementary School	
Kaohsiung Municipal Sixteenth Primary School	Shu Primary School	Wu-Chuan Primary School	
Kaohsiung Municipal Seventeenth Primary School	Rui-Sui Primary School	Ding-Jin Elementary School	

As indicated in the previous table, the schools that were taken over by the National Government at the early stage after the war were mostly primary schools (elementary schools). The education policy of the municipal government initially concentrated on restoring these schools. Entering the 1950s, the education policy at this stage mainly focused on promoting the Official Language Direct Method of Teaching, an experimental program for Entering Higher Education without an Entrance Examination and an experimental program featuring Ming-De Wang's Teaching Method and encouraging private donations for the establishment of schools. Under the rapid population increase and serious insufficiency in school premises, private donations for the establishment of schools in fact raised 2.5 million dollars. In addition to the private donations, a five million dollar fund was obtained from selling municipal properties and another 2.5 million dollar fund was subsidized by the Provincial Government. One hundred classrooms were constructed with these funds. As shown in Table 2-2 below, the period between 1947 and 1957 was the peak of elementary school establishment in Kaohsiung. Within these 10 years, a total of 24 elementary schools were set up. The establishment of schools highly benefited the educational needs of the population of Kaohsiung.

As the student population of the elementary schools had rapidly increased, many parents wanted their children to enter junior middle school (junior high school) to continue their studies. As a result, the establishment of junior middle schools became the emphasis of education development at this stage. As indicated in Table 2-2 below, the period between 1954 and 1970 was the thriving stage of junior middle school establishment in Kaohsiung. However, there were too many students but not enough schools to meet the need of the people. Consequently, this resulted in intense competition to enroll in a junior middle schools as well as a flourishing activity in students taking private supplementary tutoring. Seeing the situation, the Government decided to implement a "Nine-Year Compulsory Education" program to extend the duration of compulsory education. At the end of June of 1957 (R.O.C. Year 46), the education authority chose Kaohsiung City as the second experimental city for implementing the Nine-Year Compulsory Education program. As soon as the announcement was made, the entire Kaohsiung City was radically jolted. On July 4, the Education Unit of the Kaohsiung Council convened a meeting to discuss the issue. It was agreed that insufficient funding and incomplete preparation might cause a problem in implementing this program. However, since the decision had been made by the Central Government, the City could only "agree in principle". As far as Kaohsiung City was concerned, insufficient funding was the most significant issue affecting the experimental implementation of the "Entering Higher Education without Entrance Examination" (that is, direct entry from elementary school to junior high school). Moreover, the time that the implementation of the program was announced was coincidentally during the same time as the entrance examination season, the summer. Most parents of students were not psychologically ready to accept the change. Therefore, many of them were not willing to let their children study in Kaohsiung City but chose to apply to Fengshan High School and Gangshan High School of Kaohsiung County instead. The act also affected the students of Kaohsiung County. Consequently, the implementation of the program seriously caused an objectionable response from the people of both Kaohsiung County and Kaohsiung City. However, under the Central Government's command, the implementation had to be carried out.

In order to enable every student to be properly schooled, the Municipal Government schemed out "The Provisional Regulation on Junior Middle School Area Division" in 1957. During the same year, the establishment of additional schools, Municipal Sixth Junior Middle School (present Ding-Jin Junior High School) and Municipal Seventh Junior Middle School (present Gu-Shan Junior High School), started to recruit students from San-Min District and Gu-Shan District, respectively. As for the others, Municipal First Junior Middle School (present Zuoying Senior High School) recruited students from Zuoying District; Municipal Second Junior Middle School (present Cian-Jin Junior High School) recruited male students from Cian-Jin, Yan-Cheng, Sin-Sing and Ci-Jin Districts; Municipal Third Junior Middle School (present Shi-Jia Junior High School) recruited students from Cian-Jhen and Ci-Jin Districts; Municipal Fourth Junior Middle School (present Nan-Zih Junior High School) recruited students from Nan-Zih District and Municipal Fifth Junior Middle School (present Ling-Ya Junior High School) recruited students from Ling-Ya District. This division plan created an outline of the school division system today.

After being carried out for one semester, the experimental implementation of “Entering Higher Education without Entrance Examination” started to show many problems. In addition to the initially unsolved problems of funding and insufficient classrooms, students who were academically deficient but still entered high schools through the experimental program had resulted in a retention rate as high as 12% (400) among enrolled students. Even though a Student Placement program was applied to students after they were enrolled, given the students' uneven academic performance, many parents of Kaohsiung City decided to send their children to the entrance examinations of other counties or cities. Consequently, this resulted in an appeal to terminate the experimental implementation. In 1959 (R.O.C. Year 48), the experimental program officially ceased operation.

After the fruitless result of the “Entering Higher Education without Entrance Examination” program, the Provincial Government launched an experimental scheme called “Senior High School Established by Provincial Government; Junior Middle School Established by Municipal Government” in 1961 (R.O.C. Year 50). According to this scheme, each administrative region would establish one or two junior middle schools. The Municipal Government then successively established several schools: Municipal Eighth Junior Middle School (present Zuoying Junior High School) in Zuoying District, Municipal Ninth Junior Middle School (present San-Min Junior High School) in San-Min District, Municipal Tenth Junior Middle School (present Ci-Jin Junior High School) in Ci-Ji District, Municipal Eleventh Junior Middle School (present Cian-Jhen Junior High School) in Cian-Jhen-Cao-Ya District and Municipal Twelfth Junior Middle School (present Wu-Fu Junior High School) in Lin-De-Guan Fourth Phase Re-Planned District. The establishment of more schools not only was helpful in dealing with the increasing student population of the City, but also laid a great foundation for establishing the “Nine-Year Compulsory Education Program”, since schools were evenly distributed in various regions. With the achievement of the experimental scheme, Kaohsiung City could effectively implement the “Nine-Year Compulsory Education Program” when the program was officially announced by President Chiang Kai-shek in June 1967 (R.O.C. Year 56) and was executed in the 1968-1969 School Year.

As establishment of junior high and elementary schools was gradually on track, Kaohsiung City embarked on an intensive effort to further establish senior high schools and colleges. As shown in Table 2-2 below, starting in 1954 (R.O.C. Year 43), many privately established high schools and vocational high schools were established one after another. During his mayoral term (from 1960 to 1968), Mr. Chi-Chuan Chen endeavored to establish Provincial Zuoying Senior High School and provided guidance and assistance to the establishment of five privately established high schools. Moreover, five colleges, (Provincial) Kaohsiung Technical College, (Private) Kuo-Chi Junior College of Commerce, (Private) Wenzao Ursuline College of Languages, (Provincial) Kaohsiung Marine College and (Provincial) Kaohsiung Teachers College, were also established during Mr. Chen's mayor term. It can thus be seen that Kaohsiung City had performed significant achievements in education development.

Table 2-2: Schools that were established in Kaohsiung City between 1946 and 1970

Year	College	High School	Junior High School	Elementary School
1946			Cian-Jin Junior High School	
1947				Yan-Cheng Elementary School Cian-Jhen Elementary School Jhong-Jheng Elementary School
1948				Shih-Chia Elementary School
1949		Haiching Vocational High School of Technology and Commerce		Fu-Sing Elementary School Yung-Ching Elementary School Oil Refinery Primary School
1950				Guang-Rong Elementary School Sin-Sing Elementary School
1952				Ho-Ping Elementary School、Jhong-Siao Primary School Ai-Guo Elementary School、Ren-Ai Elementary School Jhong-Ho Elementary School、Sin-Yi Elementary School
1953				Cheng-Gong Elementary School Yaw-Chyun Primary School
1954	Kaohsiung Medical College	Kuo-Chi Vocational High School of Commerce and Technology	Shih-Chia Junior High School	Sin-Jhuang Primary School
1955		Fu-Hua Senior High School	Nan-Zih Junior High School	Jian-Guo Elementary School
1956			Ling-Ya Junior High School	Da-Shan Primary School、Yuan-Chong Elementary School Dominican Primary School for Foreign Residents
1957		Jian-Gong Senior High School	Ding-Jin Junior High School Gu-Shan High School	Ming-De Elementary School Ai-Chun Elementary School
1958		San-Sin Vocational Senior High School of Commerce St. Dominic High School	St. Dominic High School	
1959		Guo-Guang Laboratory School	Kuo-Kwang Laboratory School	
1960		Zuoying Senior High School		Chung-Shan Elementary School
1961				Korean School Sho-Shan Elementary School
1963	Kaohsiung Technical College Kuo-Chi Junior College of Commerce	Yu-Ying Nursing School	Zuoying Junior High School San-Ming Junior High School	Si-Wei Primary School Shih-Chuan Elementary School
1964		Da-Rong Vocational High School of Technology Ming-Cheng Senior High School	Ci-Jin Junior High School	Sheng-Li Primary School Chai-Shan Elementary School
1965			Qian-Zhen Junior High School	Ping-Shan Elementary School Ci-Ying Elementary School for Deaf-Mutes
1966	Wenzao Ursuline College of Languages		Wu-Fu Junior High chool	
1967	Kaohsiung Marine College Kaohsiung Teachers College	Shu-De Girl's High School Li-Chih Comprehensive High School		
1968			Yan-Cheng Junior High School Chi-Hsien Junior High School	
1969		Cian-Jhen Senior High School	Sho-San Junior High School	Kaohsiung Japanese School
1970			Da-Ren Junior High School Da-Yi Junior High School	

As mentioned above, even though water and education were issues of continuity, the developments of water and education in Kaohsiung City during Mr. Wu-Zhang Chen and Mr. Chi-Chuan Chen's mayoral terms had shown evidence of crucial achievements. It did not matter that it was development of comprehensive water supply, or development from "Entering Higher Education without Entrance Examination", "Senior High School Established by Provincial Government; Junior Middle School Established by Municipal Government", to the "Nine-Year Compulsory Education Program", most of the important achievements were accomplished under the administration of these two mayors It can be seen that these two mayors had made significant contributions to the development of Kaohsiung City.

4.Disasters in Kaohsiung City

Life is always filled up with joys and sorrows. While Kaohsiung was enjoying its soaring economy, the City also encountered several disasters. Despite the fact that the developments of the harbor, mining industry, and other industries had made remarkable advances in Kaohsiung City, the City also suffered from the consequences brought by the developments after Kaohsiung City experienced different disasters such as typhoons and fire. In general, the disasters that happened between 1945 and 1970, which are still fresh in Kaohsiung residents' memory, can be categorized into three types, ship explosions or ship fires, landslides and factory fires, which are summarized respectively below.

Kaohsiung Harbor had been the driving force in the development of Kaohsiung City. However, it was quite often that vessels passed in and out the Harbor caught fire or exploded. This kind of accidents usually sent shock waves to every Kaohsiung City resident. The first massive ship explosion accident after the war was the "August 23 Zhong-Li Explosion" which occurred on August 23, 1949 (R.O.C. Year 38) at 9:00 a.m. The explosion transpired on the ship, Zhong-Li that had taken a berth at Wharf 10th of Kaohsiung Harbor. The explosion was so strong that all of the buildings in the City quivered and metal fragments from the ship shot out in every direction. The dreadful explosion not only completely destroyed Wharf 10th, but also caused 66 deaths and 488 injuries. The massive explosion inflicted severe damage on the restored postwar harbor.

Following the "Zhong-Li Explosion", another ship explosion happened in Kaohsiung Harbor on April 5, 1961 (R.O.C. Year 50). This accident occurred on the "Guang-Long Ship", a 4,200 tons oil tanker rented by China Petroleum Corporation. While the oil tanker berthed at Wharf 17th, three explosions took place within one day. The terrible accident ignited the ship and a nearby offshore area and resulted in 11 deaths. The burning site of the oil tanker was very close to an above ground fuel tank. The situation was so urgent that the National Armed Forces, military police and police fire control personnel, U.S. 13th Air Force and a U.S. warship moored at the Harbor joined their forces and tried to extinguish the intense fire on the oil tanker. The fire continued to burn until noon April 6 when the Kaohsiung Harbor Bureau sent out two tugboats to bring the burning "Guang-Long Ship" from the shore to an open sea shoal. After 38 hours, the blaze was finally put out. Kaohsiung Harbor and the City were released from the threat of repeated explosions.

On April 12, 1964 (R.O.C. Year 53), Kaohsiung Harbor burst into another flaming crisis. The ship in flames was “Jian-De Ship”, a freighter just tendered by the Taiwan Da-Yang Navigation Corporation in Hong Kong before coming into the Harbor. On April 5, the freighter was driven by a newly appointed captain Song-Gui Liu from Hong Kong to Kaohsiung and berthed between Pontoon No. 7 and No. 8 in the Harbor for repair. Its nationality was in the process of being transferred to Panama. At 8:50 a.m. on April 12, a sudden ignition started in the first cargo hold of the bow and soon the entire ship burst into flames. After fighting the whole night with the fire, the blaze finally was under control. The conflagration lasted 29 hours until 2 p.m. on April 13 when Guang-Long Ship sank into Kaohsiung Harbor. Another crisis to Kaohsiung Harbor and the City was then relieved.

In the evening of December 31, 1966 (R.O.C. Year 55), Kaohsiung Harbor once again was struck by another fire. The conflagration was ignited to a Panamanian freighter, “Li-An Ship”, due to careless electric welding work during a modification project. As the fire accident happened on the New Year's Eve, Navy officers and soldiers nearby gave up their New Year furlough and joined the full rescue. The fire was finally extinguished by the morning of January 1, 1967 (R.O.C. Year 56) and gave Kaohsiung an exceptional and unforgettable New Year's Eve.

The Museum's photo collection shows the fire rescue scenes of “Guang-Long Ship” and “Jian-De Ship”. By seeing that policemen fire fighters laboriously rescued the ships from the flaming fire, we can imagine the moment of astonishment brought by those conflagration accidents to the residents of Kaohsiung.

Kaohsiung is an “industrial city” with a great numbers of factories. Unsurprisingly, many labor safety accidents also occurred in those factories. The most serious disaster during the period between 1945 and 1970 happened at the Formosa Plastics Kaohsiung Plant I at Jhongshan Road in the early morning at 6:10 a.m. of December 6, 1968 (R.O.C. Year 57). After a sudden electric power failure in one of the plant's polymerization tanks at 5:35 a.m., vinyl chloride started to generate a huge amount of heat due to the water shortage. The generated gas was trapped in the tube and had no way to release. Consequently, this resulted in a massive explosion and a terrible conflagration. The intense explosion was as strong as the “Zhong-Li Explosion”. The explosion was so powerful that the whole city shook and many residents of the City were wakened from their sleep. Shi-Chia Junior High School, which was just right next door to the plant, suffered the most direct impact from the explosion. The force of the explosion blasted the windows and doors of more than 50 classrooms, the auditorium and the library of the school into shatters. The school was forced to close for one day. The Fire Department of the City sent out 34 fire engines and more than 500 fire fighters. The conflagration continued for two and half hours until it was extinguished and resulted in one employee death, five severe injuries and 10 minor injuries.

Before the fire accident at the Formosa Plastics Plant, the dreadful “Lin Shang Hao” conflagration occurred in 1965 (R.O.C. Year 54), which also alarmed the City. The “Lin Shang Hao” Kaohsiung was the largest plywood company at that time. The company's factory was located at No. 20, Long-Zi Lane, Long-Zi Li, Gu-Shan District. On December 31, the last day of 1965, the factory was in flames. Due to the vast area of the factory, which contained 31 buildings and warehouses, and its remote situation, fire engines had difficulty entering the blazing site. As the burning site covered a wide area of 15,000 pings (1 ping = 36 square feet) and the roaring flames flew high up to the sky, almost the entire city could see the blaze. The conflagration continued till early morning New Year's Day of 1966. One might say that the fire accident was a “conflagration that lasted over a span of two years”.

Among the Museum's collection of old photos, only those of the fire accident at Formosa Plastics Plant are available. Nevertheless, from the burned black debris of the factory buildings shown on the photos, one can realize the fierce situation the blaze had created.

Banping Mountain was rich in minerals and had driven the cement industry in Kaohsiung City. However excessive mining in the mountain resulted in frequent landslide accidents. It was these tragedies that have always been the deepest source of grief to Kaohsiung City. A major serious landslide occurred as a consequence of excessive excavation and stonework explosion by cement plants. Around 9:00 p.m. on June 4 of 1961 (R.O.C. Year 50), a part of the Banping Mountain behind a cement plant of the Dongnan Cement Corporation tumbled down suddenly. The entire collapse site covered a 500-meter wide and 300-meter long area. The cement plant of the Dongnan Cement Corporation and a power transformation plant of the Taiwan Power Company were located right beneath the mountain. As the collapse occurred, half of these two buildings were crushed under the landslide. Some work huts beneath the mountain set up by Dongnan Cement Corporation and two stone transporting companies, Fu-San and Gao-Feng, were also buried under the tremendous landslide. Workers who were transporting stone at the site and families who lived in the working huts were all swallowed by mud and accompanying flood water. A cargo train happened to pass by the railroad located at the foot of the mountain and was tragically rolled over by the mud torrent coming from the mountain. The stoker died at the scene. The landslide accident resulted in a tragedy of 19 deaths, 47 injuries and 23 missing.

After the dreadful landslide in 1961, news about landslides at Banping Mountain was frequently heard within the next few years. On August 22 1966 (R.O.C. Year 55), another landslide accident occurred at the same location as the one in 1961. The accident happened at three stone quarry zones, Zone 4, 5 and 6, between the Dongnan Cement Corporation and Chengtai Cement Corporation. The entire collapse site was approximately 250 square meters. The calamity resulted in the two deaths of female workers and one minor injury of a male worker who were working at the quarries and a few quarrying machines were buried under the landslide as well. The Municipal Government deduced afterward that excessive quarry

operations of the two cement companies, Dongnan and Chengtai, and Fu-San Company were the actual cause for the landslide tragedy. The Municipal Government then issued a law to ban quarry operations in Banping Mountain for a short period of time. However, quarry operations still could not be completely stopped. Landslide accidents still continued to occur from time to time. On March 6, 1969 (R.O.C. Year 58), another landslide collapse at Banping Mountain occurred due to the Labor Department's stone explosion operation at the foot of the mountain. There were five workers working at the site, only Ke-Sheng Wang fortunately survived the accident, but four other workers, Guang-Hua Bi, Yu-Chai Sing, Zon-Yi Zhao and Fei Dong were tragically buried alive. Luckily, the disaster did not cause more damage to other personnel. The long-standing problem of mining and quarry operations at Banping Mountain had not only caused dozens of labor deaths and injuries, but also cast a serious gloom over Kaohsiung residents. These kinds of tragedies were finally brought to an end when mining operations on the mountain were completely ceased.

The Museum's old photos collection shows some scary scenes of the dreadful landslide of 1961. Through them, one may witness the alarming sight of a collapsed corner of Banping Mountain, a shocking view of a derailed railway engine and some other appalling scenes.

Generally speaking, the development of Kaohsiung during the period between 1945 and 1970 can be categorized into two periods. The first period was the period under the administration of government-appointed mayors between 1945 and 1950. The development at this stage mainly focused on restoration and recovery as the City was incapable of conducting too much development in the upheaval stage. The second period was period between 1950 and 1970. With more stable politics and economy, the City started to launch large-scale construction projects which gradually shifted the center of Kaohsiung City to the east bank of the Love River. The most impressive progress in the development was those projects initiated by the third-term mayor Mr. Wu-Zhang Chen and maintained by the Fourth-term mayor Mr. Chi-Chuan Chen, such as Land Readjustment, Running Water Project, opening public access to Shoshan, and so on. Those significant constructions had established a solid foundation for Kaohsiung to become a large scale city with a million plus population in the future. The presentation of old photos of Kaohsiung is to illustrate four topics: “The Erection of Kaohsiung Harbor”, “Kaohsiung Taking Off”, “Developing Great Kaohsiung City” and “Disasters in Kaohsiung City”, and allow people to experience the endeavor of establishing Great Kaohsiung City.



擴建中的高雄港船塢地樁工程

高雄港務局從1958年（民國47年）9月開始，進行十二年擴建計畫，其工程重點爲重新規劃高雄港區，及浚深航道、填築土地、建造碼頭與淺水岸壁，並解決存在於港區的土地問題，全部工程於1970年（民國59年）9月完工，也讓高雄港的競爭力更上層樓。圖爲1960年9月1日，高雄港擴港計畫中進行船塢的地樁工程，其中大型抽水機具正將水抽乾。



圖爲1961年2月8日，高雄港務局船舶修理工廠修建船塢，正在進行地基工程。

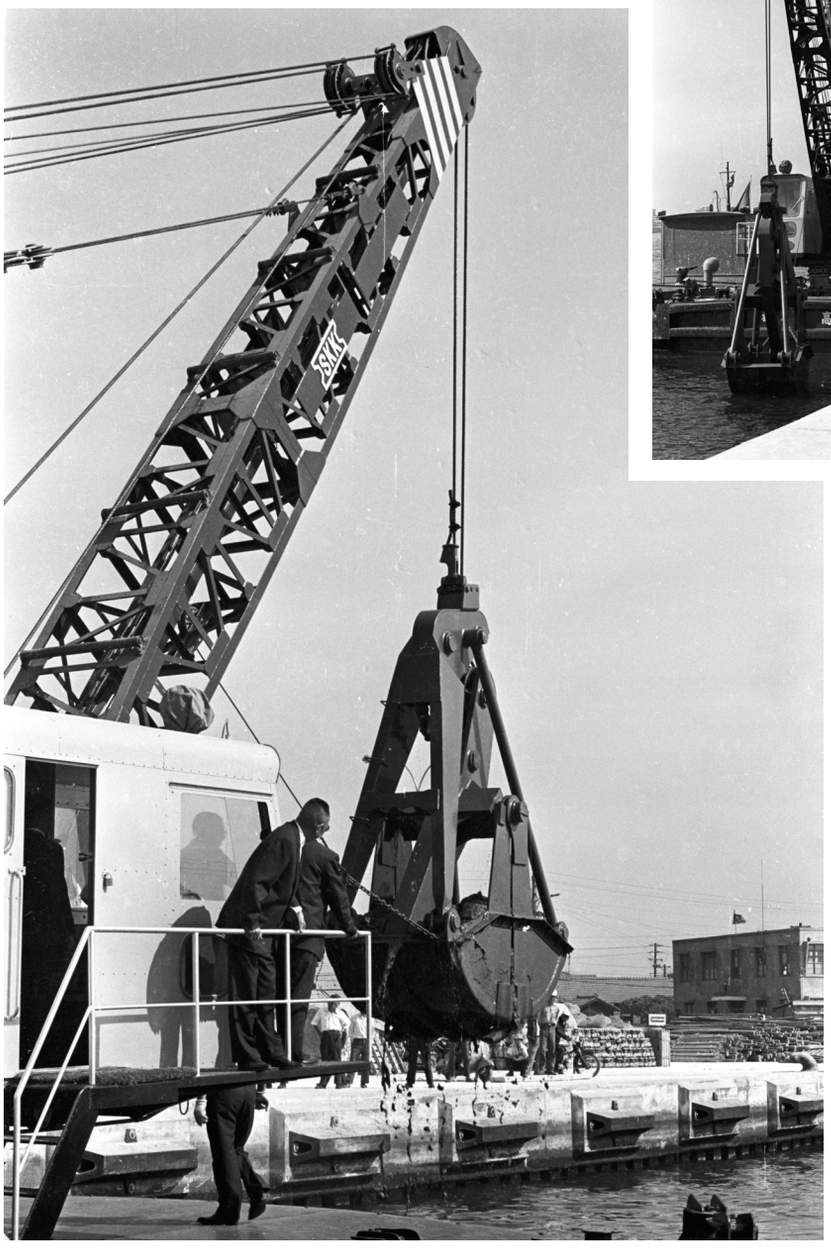


高雄港一、二號碼頭擴建工程

高雄港務局從1958年9月開始，進行十二年擴建計畫，其工程重點爲重新規劃高雄港區，及浚深航道、填築土地、建造碼頭與淺水岸壁，並解決存在於港區的土地問題，全部工程於1970年9月完工，也讓高雄港的競爭力更上層樓。圖爲1967年7月6日，高雄港一、二號碼頭擴建工程。







高雄港淤泥清除工程

高雄港擴建工程中，其中一項工作是清除港內淤泥，浚深航道，1967年11月27日，執行該工作之高510抓式挖泥船正式啓用，進行清除高雄港淤泥的工程。圖爲高510抓式挖泥船進行挖土的過程。



新建高港碼頭之整地工作

1963年時，因爲港區發展迅速，出現港區土地不敷使用的盛況，於是港務局利用擴建計畫第1期所填築之土地，發展成208公頃之新商港區，以應需要，因該土地於港之中心地區，三面環海，故名之爲高港之「中島區」，有別於舊港區的蓬萊、鹽埕、苓雅3區。上圖爲1968年8月，決定新建12號、36號、37號高雄碼頭後開始展開整地工作。下圖爲新建高港碼頭打地基作業。





高雄第二港口開工典禮

高雄港的建設，除了因應貨運外，也有國防的功能，根據前高雄港務局長李連墀的回憶錄指出，陳誠在1949年巡視高雄港時，就提出了建第二港口的主張，著眼點也是「高雄港港口甚窄，易遭破壞，應研究再開一港口，支援軍事需要」，一直等到1963年，李連墀出任高雄港務局長後，才積極啓動，專案呈報。此事因攸關國防，在當年以極快的速度批准，當李連墀提出此意見後，立刻得到當時省府（當時高雄港屬省府）省主席黃杰、交通處長陳聲簀的支持，黃杰面報蔣中正總統，立刻批准。1963年9月，高雄港呈報「初步計畫」，選定紅毛港附近爲第二港口位置，1965年2月成立「工作小組」，1967年10月開工，歷時7年9個月，在1975年6月完工。圖爲1969年3月15日，開始施工開鑿第二港口開口處，在其位置上原居住的27戶，也遷移完畢，而所有的船舶，亦一律禁止通行。第二港口開闢後，雖使旗津成爲孤島，後須開闢過港隧道連結高雄市，紅毛港居民也須遷村，但增強高雄港的功能，也帶動高雄港成爲全球最重要的貨櫃港口之一。



黃杰主席主持前鎮漁港揭幕

前鎮漁港是高雄市爲發展遠洋漁業所開闢的港口，於1959年左右即開始計劃籌建，由台灣省政府、高雄市政府及漁業界共同投資新台幣6千萬元，在高雄港擴建港灣內興建。由於政府爲謀發展遠洋漁業，鼓勵民間投資並爭取外援貸款建造遠洋漁船，因而漁船數量及噸位大增，原有漁港的泊地面積，水位深度，碼頭長度及陸上設施，均已無法適應漁業發展上的實際需要，經多次愼重研商後，決定在高雄的前鎮臨海地帶，建造規模龐大設備現代化的漁港，現已爲遠洋漁港之重鎮。

前鎮漁港碼頭長1600公尺，泊地面積28萬平方公尺，可泊大型漁船300艘，總噸位6萬噸左右，千噸級的漁船，在港內低潮位時仍能碇泊。前鎮漁港於1964年5月開始動工，1967年底完成築港工程，陸上設施則於1968年完工，1968年4月12日，台灣省政府主席黃杰，農復會主任委員沈宗瀚、交通部長孫運璿，連袂來到高雄，主持台灣第1座遠洋漁業基地的啓用典禮。



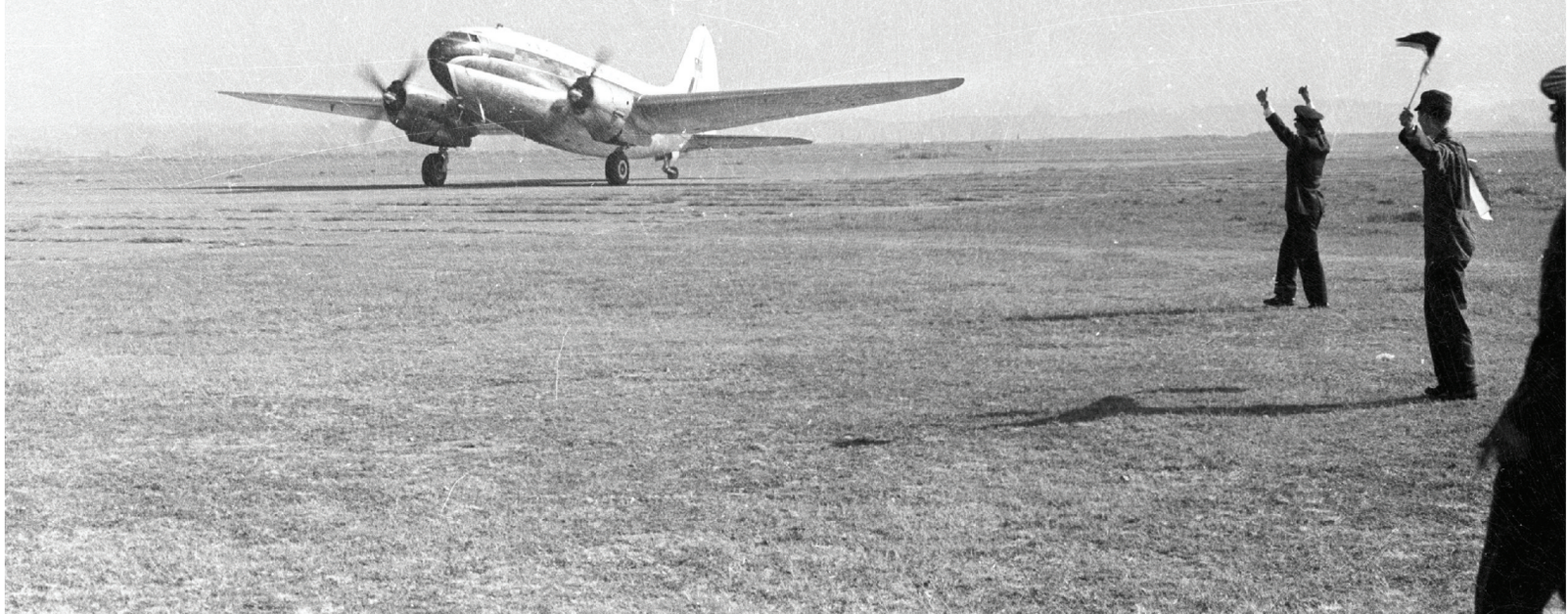
陳啓川市長（前排左1）陪同黃杰主席主持前鎮漁港揭幕儀式。前鎮漁港現已爲遠洋漁港之重鎮。



中華航空公司飛機試航

1964年1月20日，中華航空公司開闢以高雄爲中心的航線，由高雄飛航台北、澎湖、台東、花蓮4地，此爲高雄交通史上一大盛事，以往飛航高雄的班機，僅飛行北高航線，這是首次有班機飛行高雄到澎湖及台灣東部。昔日由高雄到達澎湖及台灣東部，均需靠船隻或公路車輛，往返相當費時，此次開闢新航線後，節省許多旅客寶貴時間，也對高雄市的發展有相當正面的助益，可說是高雄市航空史上極爲關鍵的一步。

圖爲正式開航前4日，即1964年1月16日的試航，由當時華航最新型的C-46大型客機飛航高雄至澎湖，華航董事長錢大鈞主持，並邀請高市各界貴賓及新聞記者試乘，獲得許多好評。





中華航空公司試航時的空姐

美麗的空中小姐始終是鏡頭的焦點，航空業在高雄剛起步時，空中小姐也成爲媒體報導的重點，圖爲1964年（民國53年）1月16日華航試航高澎航線時，隨機服務的3位空中小姐，由右而左依序爲：曹開武、王美倫、涂咪咪，曹開武與涂咪咪均曾競逐過中國小姐，曹開武爲第3屆中國小姐第2名、涂咪咪爲第6名，在當時選美正風靡的時刻，這些選美出身的空姐自然備受矚目。



小港機場航空大廈啓用旅客愉快的下機

1964年行政院鑑於高雄市工商業發達、人口增加，對航空運輸需求感日益迫切，通過交通部設置「高雄航空站」的提議，協調空軍將小港機場轉移給民航局，並拓寬跑道、興建候機室、塔台、助航設施等，於1965年7月1日正式成立「高雄航空站」，其航空大廈則於1966年7月31日完工啓用，後更因應高雄市工商業的發展，於1969年4月開辦國際貨運業務，航空站亦於同年7月1日升格爲「高雄國際航空站」。圖爲1966年8月1日，小港機場航空大廈正式啓用時，旅客下飛機時的情形。





小港機場航空大廈啓用遠東航空公司櫃檯

圖爲1968年9月8日，遠東航空公司在小港機場的服務處及女性地勤人員。



遠東航空公司的空姐

圖爲1969年4月24日，遠東航空公司的兩位空姐在遠航飛機前留下美麗倩影。



遠東航空公司於高雄加工區設置之服務台

1967年（民國56年）5月15日起，遠東航空公司在高雄加工出口區設立服務台，以加強對該區廠商服務，此服務台除了承辦飛機票訂購業務之外，並增辦空中貨運業務。圖爲所設置之服務台。



遠東航空公司空運貨櫃

圖爲1967年5月17日，機場人員、航空公司代表、市府人員等代表將物品放入遠東航空公司的空運貨櫃內，象徵空運貨櫃事業的開始。



高雄市政府

高雄市政府可說是高雄市的門面，戰後也積極修復，下圖可看到當時整修市府大門的情形，因許多賓客進出，使得工程修修停停，但修復後則可看出與現今幾無太大差異。





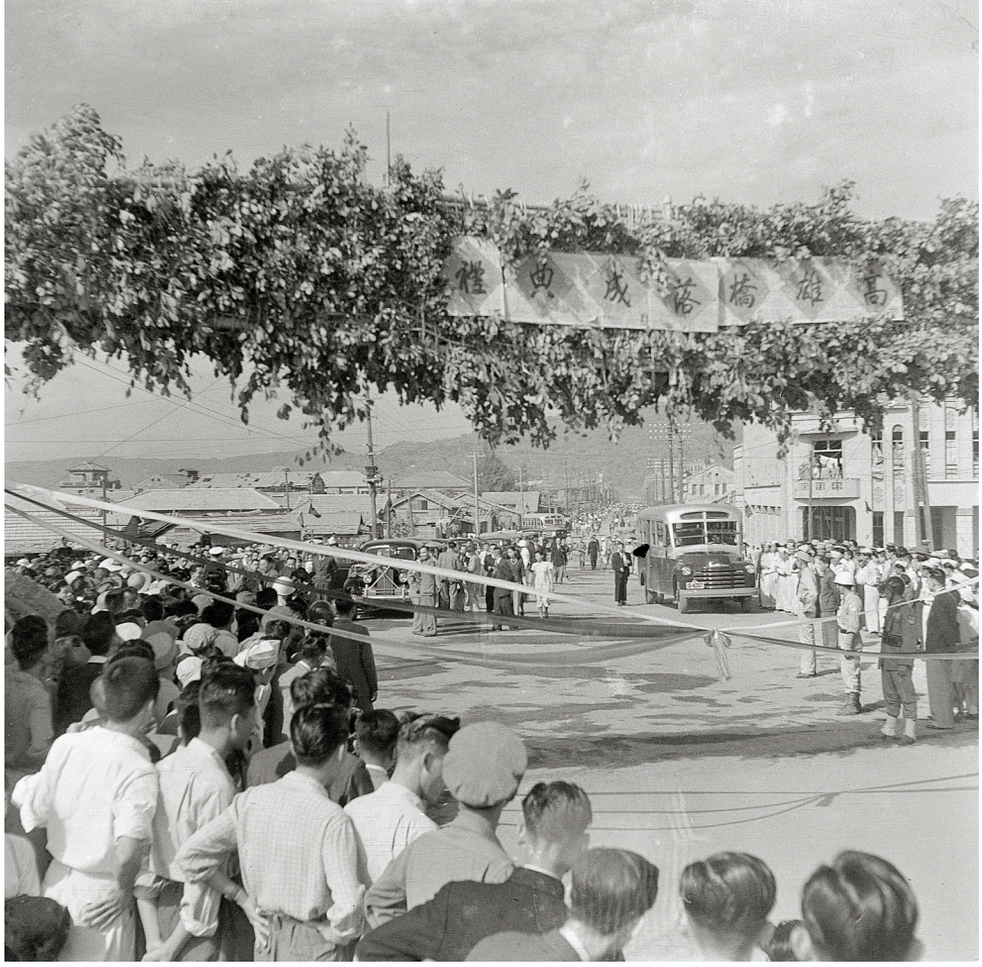
五福四路與大勇路交叉口的人潮

因高雄百貨公司（原吉井百貨公司）座落於五福四路、大勇路交叉口，所以此地從日治時期就是高雄市最繁華的區段，戰後初期雖不景氣，但仍是人潮匯集之處。圖爲五福四路、大勇路交叉口之人潮，此爲少數戰後初期拍攝之照片中，可看到洶湧人潮處，可見其仍爲高雄市之商業重心。



中華路開拓工程

1950年代以後，隨著經濟的起飛、人口的增加，修復舊有道路，慢慢變成新築道路，在美援的幫助下，高雄市政府開始大量修築通往市郊的道路，並藉此將高雄市的發展範圍擴大，例如圖爲1957年中華路的開拓工程，中華路是左營通往三民、前金、新興區的重要道路，其道路的開通，不僅帶動這幾個區域的繁榮，更連結南高雄及北高雄，至今仍爲高雄市重要道路。

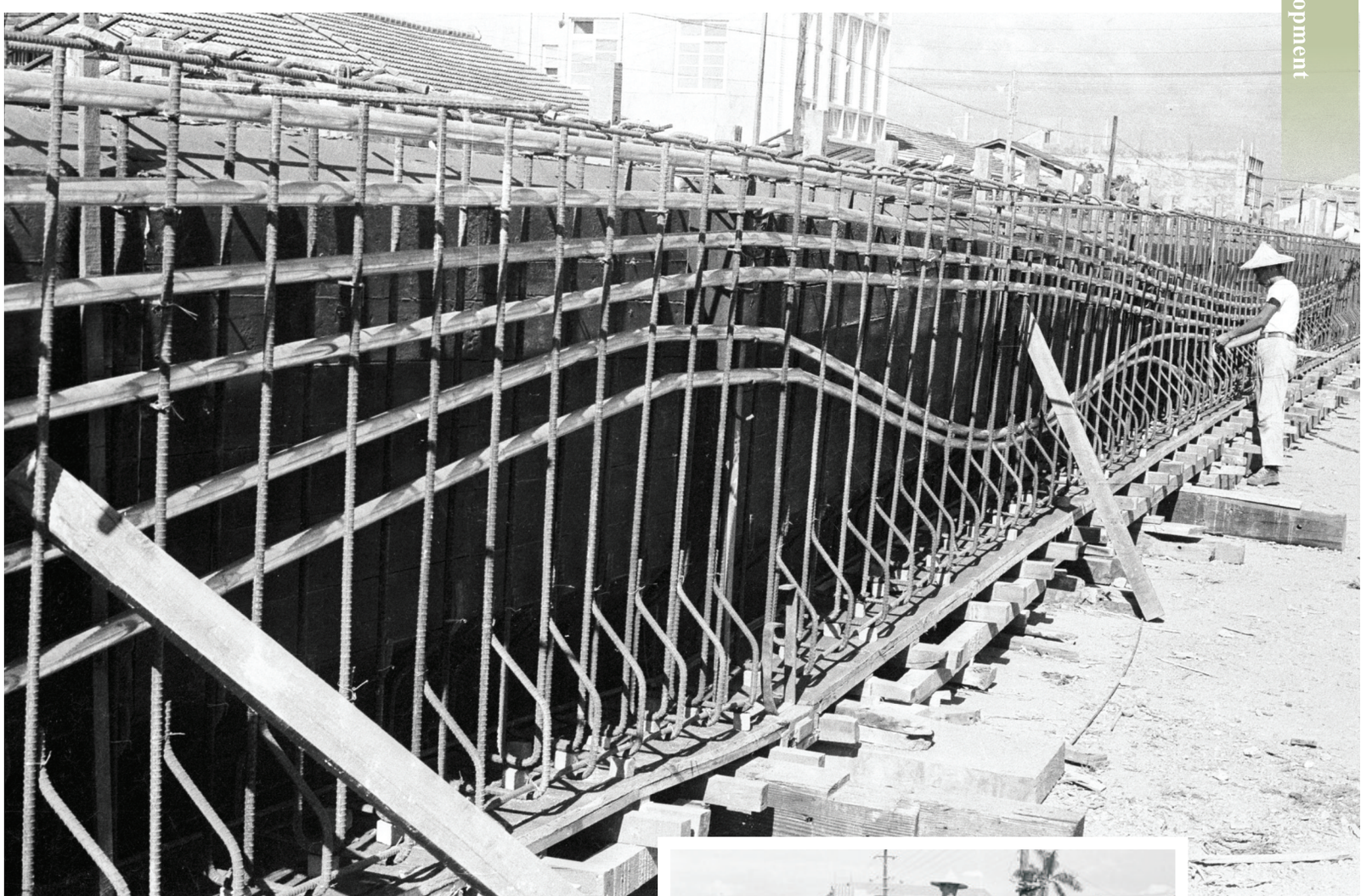


高雄橋落成典禮

高雄橋是橫跨愛河最重要的橋樑之一，其於1948年（民國37年）重新修建，解決愛河兩岸的交通問題，圖爲落成時之照片，許多市民都來觀禮，可見民眾對這座橋樑通車的興奮之情。



重建後的高雄橋





高雄市建國橋重建工程

建國路上的建國橋，是橫跨愛河的3大橋（高雄、中正、建國）之一，戰後另兩座橋均已改建爲鋼筋混凝土，僅建國橋仍爲木橋，經陳啓川市長申請美援後改建，對高雄市發展頗有助益。圖爲其施工情形。



1960年代高雄市車管處的車掌小姐

高雄市車管處13輛柴油新車出廠試車

隨著高雄市人口急速增加，除了道路修築外，大眾運輸系統也感到不足。高雄市的公車創始於1937年，時由高雄市役所交通課負責，原有客車40餘輛、渡船4艘、營運路線7條、航線1條，爲市內唯一交通工具，業務相當繁忙，但其後隨太平洋戰爭的擴大，車輛全被軍方徵收，遂宣告停止營運。

戰後由市府交通課接收，遭軍方徵收之公車雖經收回，但因各車使用過度，且無正常維護保養，大多數皆已破舊不堪使用，經整修後，每日僅能出車20輛，維持市區交通。1946年4月1日，市政府撤銷交通課，改設「高雄市公共車船管理處」，接管市營公車、渡輪業務，但因物價高漲，僅能勉強維持，並無績效可言， 1950年後才漸漸步入常軌，後車船管理處乃不斷增購新車及淘汰舊車。

圖爲1960年9月14日，高雄市車船管理處增添13輛柴油新車。這批公車爲裕隆汽車廠所產，由唐榮台北機械廠裝配車身，爲當時最現代化的公車，在當時公車不多的高雄市，可說是一件大事，圖爲新車出廠後，在高雄市區試車。



高雄車船管理處民生號渡輪下水典禮

高雄市濱海而建，自古渡輪就是市民重要的交通工具之一，尤其是旗津與鼓山地區的往來，渡輪更是不可或缺的要角，戰後市府將其納入車船管理處之業務，但接收初期輪渡航線僅有鼓山至旗津一線，及破舊不堪之渡輪3艘，僅能勉強維持航行，1950年起，市府逐步新添購渡輪，並新開旗津至中洲新航線，較戰後初期進步甚多。

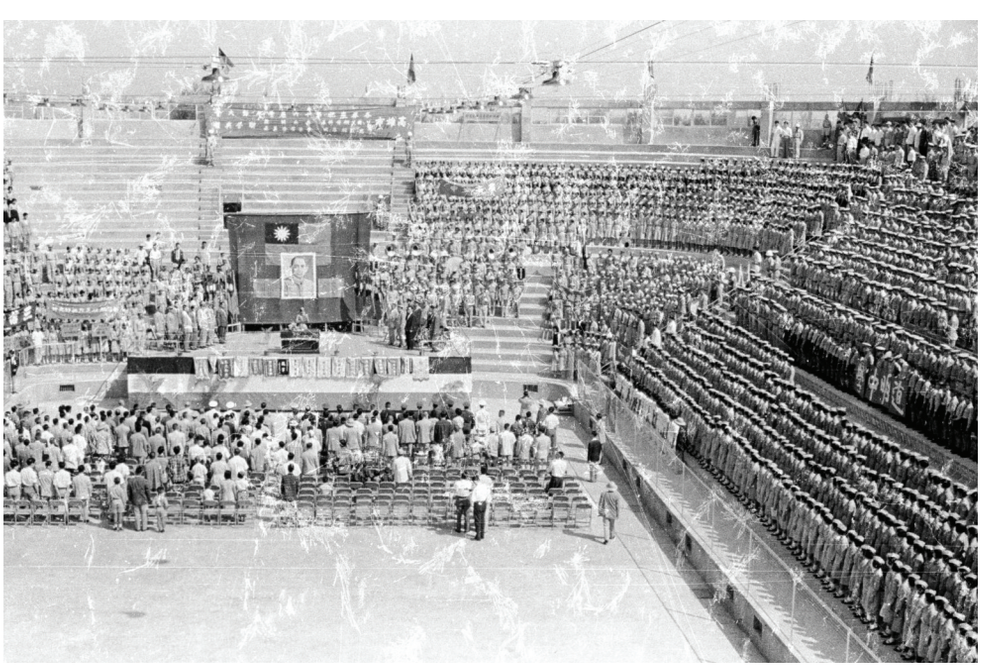
戰後高雄市政府也經常新建渡輪，供民眾搭乘，圖爲1964年3月16日正式啓用的鋼殼渡輪「民生號」，當天上午在旗津區高雄港務局船舶機械修理工廠舉行下水典禮，由市長陳啓川揭幕，市長夫人潘繡如擲瓶後，民生輪在鞭炮聲中徐徐下水，隨即載運全體貴賓前往鼓山渡船站。民生輪造價新台幣88萬元，可載自行車30輛、載客110人。



陳武璋市長青年節於新啓用之體育館致詞

高雄市體育館（已拆除，位於今日中央公園內）爲台灣第一個加蓋式的「巨蛋」體育館，爲陳武璋市長任期內重要政績，但在其任內，屋頂尚未完工，而是由繼任市長陳啓川完成。

1959年3月29日青年節，陳武璋市長任內的「五大建設」，集合在同一天落成及啓用。當天的青年節紀念大會，於體育館舉行，可容納8千人的場地，除舞台後方均爆滿，當天的大會，除主角陳武璋的致詞外，參與的學生爲慶祝自己的節日，使出渾身解數，相當熱鬧。圖爲陳武璋在大會上的致詞。



1959年青年節紀念大會於新啓用之體育館舉行，圖爲當日大會的盛況。



高市運河開闢工程

今日位於高雄市自立路到愛河東路間的運河，原本是一條彎曲的河流，由於全屬低窪地區，不僅無法建設，且污臭不堪，成爲高雄市建設上的死角。第3任市長陳武璋向蔣中正總統爭取經費改建，後蔣總統指示由省府與高雄市共同建設，最後在美援經費支援1千萬下，共花費2,970餘萬，在陳啓川市長時期開始動工興建，於1960年（民國49年）10月1日開工，並在其任內完工。而陳啓川更利用此全長1200公尺的工程，將原來河道截彎取直，透過土地重劃，增加沿岸可利用之土地多達12公頃，並減少水患，深獲市民喝采。圖爲建設工程進行中之情形。



圖可見河邊堤岸已施工完畢，河道呈現筆直狀，與今日運河面貌相同。



今日的運河

圖爲今日的運河樣貌，可看見河道筆直，堤岸旁都種有樹木，維持當日整建完畢後之面貌。河岸兩旁都是高樓住家，也可看到當時土地重劃後的績效。





高雄水廠新建輻射式集水井全景

平等路、十全路裝置自來水水管工程

戰後初期，因戰爭期間市區管線及供水設備多半遭盟軍轟炸毀壞，經市府極力改善，1947年才恢復戰前供水量，國府遷台後，帶來大量人口，使得用水量再感不足，遂於1954年開始推動擴建計畫，該計畫於1959年完工，但因出水設備未擴充，僅增加配水設備，遂對高市供水無太大改善。1959年「八七」水災後，高市第一水源取水口南移，取水困難，遂向省府爭取補助，於入口處建造輻射井1口，不料其出水量距目標甚遠，缺水問題仍未改善，僅能向澄清湖水廠大量購水，彌補不足，須實施夜間停水，晚間11時至翌日清晨5時停止供水。

爲改善日益嚴重的水荒問題，市府遂自1965年開始著手擬定第一、二水源擴建工程，1966年動工，計打鑿深井5口、埋設集水管240公尺、擴大抽水機、揚水、輸水等設備，並在第一水源輸水管與澄清湖輸水管交叉處建造加壓站一座，上述工程於1968年完工，出水量增加至5萬立方公尺，連同向澄清湖購水量每日3萬立方公尺，合計全市每日供水量8萬立方公尺，足以供應高市所需，多年來的夜間停水制予以取消，困擾許久的高雄市供水問題才獲得解決。

圖爲1959年完工的自來水擴建計畫各項工程，圖爲平等路、十全路裝置水管工程進行情況。此次的擴建工程並不成功，高雄市仍無法擺脫夜間停水的惡夢。



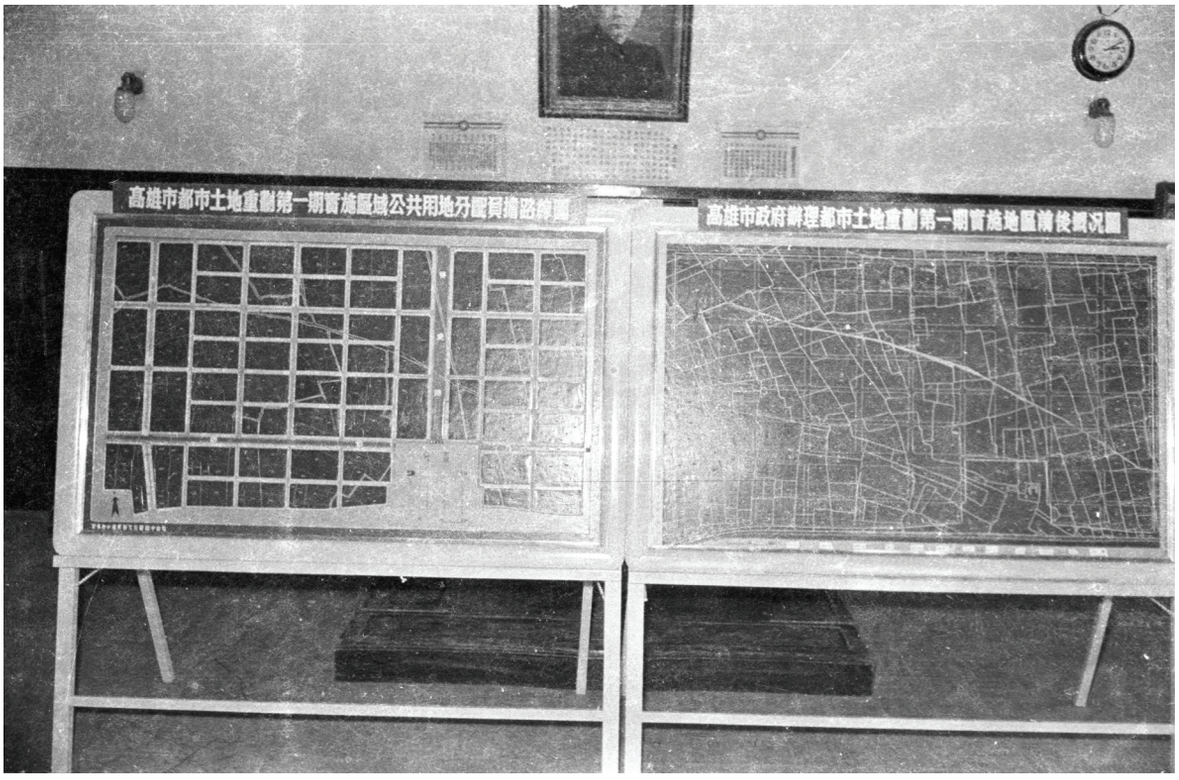
堆肥工廠剪綵啓用

垃圾如何處理？是現代化都市面臨的一大問題，如現今的垃圾分類、焚化爐等，都是爲因應民眾每日生產的龐大垃圾，這也是每任市長所頭痛的問題。高雄市原來的垃圾是由小港糖廠所收購，後小港糖廠停止收購，改成設置轉運站，運至郊外填補窪地處理，但轉運站容易引來惡臭，導致市民對轉運站猛烈攻擊，而郊外窪地也盡飽和，如何處理垃圾問題，確實讓高雄市政府傷透腦筋。

在陳武璋市長時代，面對此問題，決定以興建堆肥工廠解決，後經陳啓川市長時期的施工，首期工程終在1961年5月1日完工，由陳啓川市長剪綵採用。

該工廠的處理方式是將垃圾自月台運送至振盪篩後，經過揀剔、粉碎，然後送至堆肥庫，加水保持60%的水份，腐爛兩週後，加上30%的水肥，即成爲農民所使用之堆肥。首期工程計花費380萬元，每日可處理垃圾100公噸，製成50公噸的堆肥，解決當時高雄市大部分之垃圾問題。下圖爲堆肥工廠外觀。





高雄市都市土地重劃第1期圖表

所謂土地重劃，就是將區域內零碎的土地，經過整合、規劃，成爲完整的現代化市區。其最早由陳武璋開始規劃，其推動三民區縱貫線以北，沿平等路兩旁至十全路一帶的三塊厝及大港段，約66公頃的土地重劃，從1958年8月開始，到1959年10月完成，實施後非常成功，地主也都很滿意，於是接連有第2、3、4期開始實施，第2期爲面積63.1247公頃的過田子及前金段（1959.5-1966.10）、第3期爲面積22.9650公頃運河區東面支流（1959.5-1963.6）、第4期爲面積66.2334公頃的林德官及大港埔段（1966.7-1970.12），其中陳武璋市長完成第1期，陳啓川市長完成第2、3期，並開啓第4期，楊金虎市長則完成第4期。也使得高雄市市區整齊、美觀，奠定現代高雄市的基礎，而這也是戰後台灣各大都市的首例，當時更引起其他縣市來取經學習。圖攝於1959年1月21日，爲高雄市都市土地重劃第1期圖表。



圖爲1967年12月16日，高雄市第4期重劃區工程興工破土典禮，市長陳啓川（右四）與外賓合影。



圖爲高雄市第4期重劃區工程興工破土典禮之儀式。



戰後初期學生克難上課情景

戰後初期，許多原有教室在戰爭期間遭到毀壞，加上物資缺乏、人口成長迅速，使得教育資源不敷使用，圖爲戰後初期學生上課的情形，可見學生上課時並沒有桌子，甚至還要兩人共用一個板凳。



戰後初期五權國小學生克難上課情景

戰後初期學生在水管柱上就地學習

戰後初期，因許多原有教室在戰爭期間遭到毀壞，再加上物資缺乏、人口成長迅速，使得教育資源往往不敷使用，圖爲戰後初期學生上課的情形，圖攝於1957年10月11日的五權國民學校，由於校舍尚在興建中，因此學生均在戶外上課，有的在樹蔭下上課，有的則在興建校舍所需的水管柱上就地學習，儘管學習環境如此困難，仍阻擋不了學習的熱忱。



學生課後賣花貼補家用

圖爲戰後初期高雄市學童下課後的生活寫照，家中經濟較差的學生，爲了貼補家用，在下課後賣花。



戰後初期學生課後娛樂

戰後初期物資缺乏，學生的娛樂不多，當時最流行的就是打撞球，圖中可見許多學生很喜歡這項娛樂。撞球是在日治時期傳入台灣，後來成爲台灣相當流行的運動。



1957年高雄市府開會討論「免試升學」之利弊

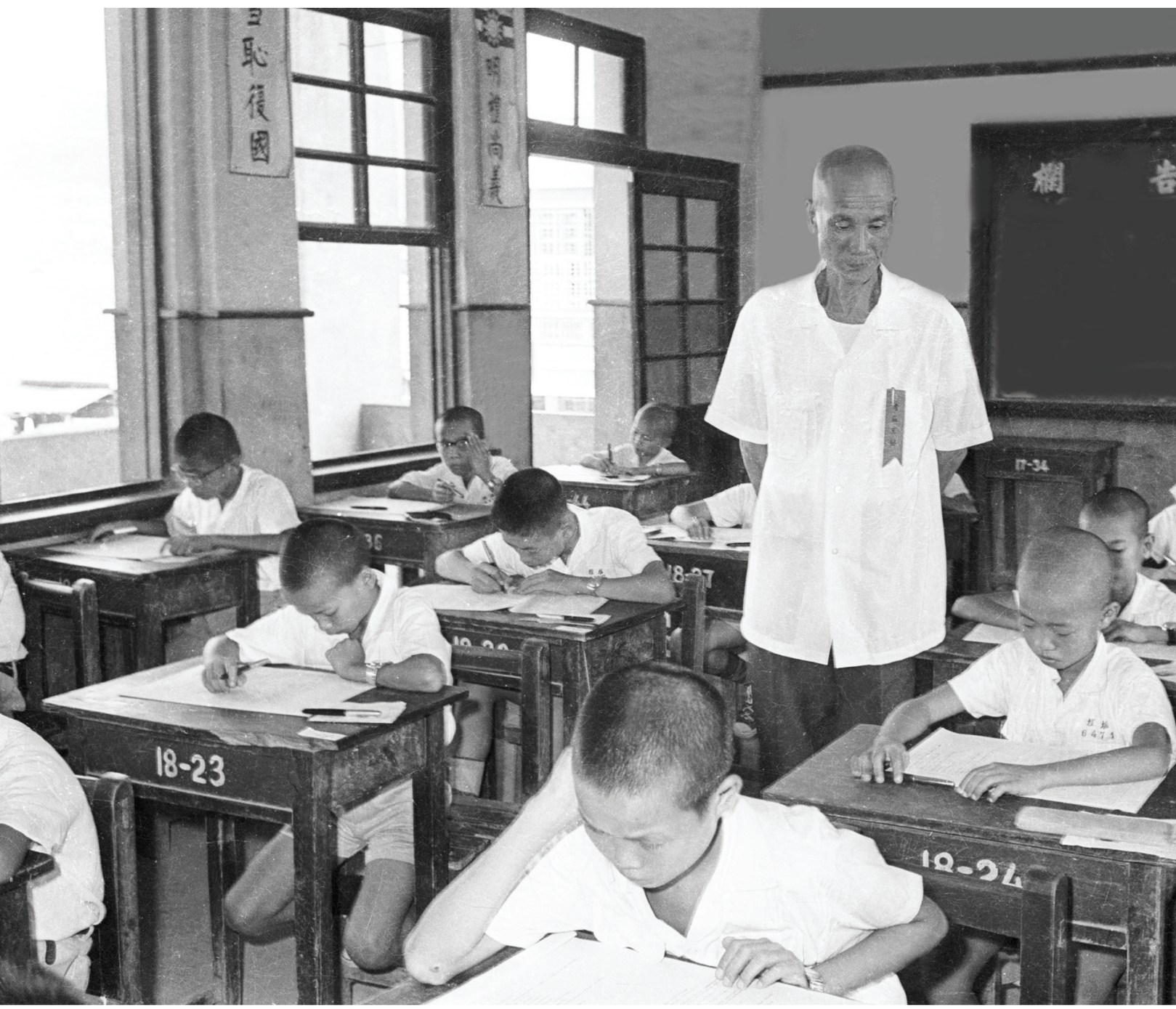
免試升學是在實施九年國教之前，教育部所做的實驗。第1個試辦的是新竹縣，1957年6月底，教育當局選擇高雄市成爲第2個試辦城市，消息一出，引起高雄市各界的震撼，7月4日，高雄市議會教育小組召集討論，雖然認爲經費不足、準備不週，但在中央已做成決定下，仍是「原則同意」。對於高雄市而言，試辦「免試升學」（國小直升國中）最大的問題就是經費不足，「免試升學」試辦後，更發現問題多多，除了原來就一直無法解決的經費、教室不足問題外，試辦期間，程度較差，但因免試升學而上中學的學生，有高達12%（400人）的留級率，在學生程度參差不齊下，雖然入學後就採取能力分班，但也導致許多高雄市的家長，將小孩送至其他縣市參加考試，更響起停止試辦的呼聲，最後終於在1959年（民國48年）宣布停辦。

圖爲1957年10月8日，高雄市政府開始實施「免試升學」後，召開會議討論其利弊得失，高雄市政府主任秘書駱東藩於會議上致詞。



1960年代的初中聯考

在1967年6月，蔣中正總統宣布自57學年度實施九年國教之前，初級中學的入學，都需要經過聯考，當時的初中聯考就一如今日大學、高中指考一般，尤其是當國民學校就學率越來越高，家長們越重視教育後，競爭就越激烈，圖爲高雄市初等中學聯考考場，校園內的應考學生與陪考家長的情形。



圖爲1963年7月12日考場內教師監考、學生作答情形。





初中聯考放榜

放榜是所有考生最緊張的時刻。圖爲1965年7月21日，民國54年度市中聯考放榜，中華日報報社門口張貼了榜單，許多考生及家人在榜單上尋找自己的名字，現場夾雜著熱鬧、喜悅與失望的各種心情。



高雄市半屏山崩塌

在傳說中曾被劈成一半的半屏山，戰後也曾出現崩塌的意外，震驚全台。1961年6月4日晚上9時許，因水泥工廠的過度挖掘及炸石，東南水泥廠後方的半屏山突然崩塌，整個崩塌面積廣達500公尺寬、300公尺長，山下東南水泥及台電變電廠均有一半被壓垮，住在山下東南水泥廠、富山、高風兩貨運行所設的工寮也遭埋沒。當時正在半屏山搬運石塊的工人、居住在工寮中的眷屬，均被崩塌的泥土及夾帶的大水淹沒，共造成19死47傷23失蹤的慘劇。



崩塌後的半屏山



因半屏山崩塌而翻覆的貨運火車

半屏山崩塌時，正有一輛貨車經過，碰到山上沖下的土堆而翻覆，司爐當場死亡。

光隆油輪爆炸現場

1961年4月5日，高雄港內發生油輪爆炸慘案，中國石油公司租用的一艘4200噸「光隆號」油輪，5日停靠高雄港十七號碼頭裝油之際，一天之內發生3次爆炸，繼之輪上及近海面發火燃燒，造成11人死亡的重大意外。陸海空軍單位及警憲消防人員、美國十三航空隊及碇泊高港的美國軍艦，合力搶救油輪上燃燒中的火勢，由於其燃燒地點靠近地面油槽，因此直到6日中午，港務局的兩艘拖輪將「光隆」號自岸邊順利拖至外海淺灘，整整38小時，該輪爆炸對高雄港市安全的威脅，才告解除。

「光隆」號油輪係美商莫比爾公司所有，懸賴比瑞亞國旗，招商局接受中國石油公司的委託代管該輪業務。這次預定航程係由高港裝運3千餘噸高級汽油赴菲律賓，但裝至2千餘噸時，突於5日晨4時17分機艙引擎間發生爆炸，6時45分機艙再度爆炸，兩次爆炸均僅見氣體，但至下午6時15分又第3度爆炸，機艙內積存的機油繼之連續燃燒並延及附近海面，經過各界搶救，才化解此一重大危機。圖爲光隆油輪爆炸現場，消防人員灌救正在燃燒輪船之情形。







高市各界追悼光隆輪爆炸殉職人員

光隆油輪爆炸事件告一段落後，高市各界於16日在市體育場舉行「光隆」油輪爆炸殉難義士追悼大會，由陳啓川市長主祭，各機關首長陪祭，9時先由殉難義士家屬舉行家祭，高市佛教會理事長隆道法師親率60位法師爲殉難義士誦經超渡，10時開始各界公祭，中央省府及全省各縣市首長均致贈輓聯、花圈、輓軸等，兼行政院長陳誠、監察院長于右任、總統府秘書長張群等，均贈輓聯致悼。

搶救光隆油輪爆炸殉難義士11人名單如後：光隆輪船長陳章模、三副潘大光、輪機長王渭湘、舵工楊炳永、銅匠畢仁章、警察局消防隊小隊長葉競生、陳員、陳柳華、周石柱、高雄港消防隊員王順清、旗山號消防船副司機李宗風、煉油廠消防隊員楊義風。圖爲4月16日，高雄市政府於體育場舉行追悼大會之移靈隊伍。





工業篇

INDUSTRY



工業篇

工業都市的確立（1945-1970）

高雄市之所以在日治時期崛起，關鍵在於1908年（明治41年）的高雄港築港工程及縱貫鐵路全線通車。台灣南部的農工產品，從此均可經由鐵路、高雄港出口至日本及世界各地，而高雄市也因爲靠近港區，成爲日本政府發展工業的重點地區，逐步建立一個不同於其他台灣城市的「工業城市」。這種現象延續至戰後，在國府積極發展工業下，高雄市由於擁有良好的條件及基礎，遂拋開南部其他城市，飛躍成長，再加上1966年（民國55年）加工出口區的成立，終使高雄市成爲南部首府、台灣第2大城市。因此要討論戰後高雄市的發展，工業絕對是其重點，本章也將就館藏高雄老照片中工業部分，配合史實之敘述，讓大家重溫那一段在工廠中打拼的歷史。

本章共分3大部分：公營事業、民營事業及加工出口區。因戰後高雄市的工業，由日治時期接收而來的公營事業占有吃重角色，故將公營事業及民營事業分別敘述，最後則將具有關鍵性的加工出口區單獨列出。可惜的是，許多重要性的工廠，如台機、台肥等，在館藏照片中並不十分突出，希望日後能藉由向民間徵集，讓高雄工業發展的軌跡更加完整。

一、公營事業的成立

（一）接收日產之公營事業

在日治政府的鼓吹及努力下，高雄市陸續興建了一個又一個的大工廠，這些工廠多半爲日商所興建，在戰後則由國府加以接收，這些「日產」企業的接收，讓來到台灣的國府各派系展開爭奪，分爲國營、國省合營、省營、市營分別接收，經過一番整合後，成爲現稱的「公營事業」。

在這些「公營事業」接收中，扮演最積極角色是經濟部資源委員會，其在台灣接收的11大企業，成爲日後國（省）營企業的重鎮，分別爲：「中國石油公司」台灣各事業體、「台灣金銅礦務局」、「台灣鋁業公司」（以上爲國營企業）、「台灣糖業公司」、「台灣電力公司」、「台灣肥料公司」、「台灣水泥公司」、「台灣紙業公司」、「台灣鹼業公司」、「台灣造船公司」、「台灣機械公司」（以上爲國省合營企業）。其中與高雄市關係密切者，共有「中國石油公司高雄煉油廠」、「台灣鋁業公司高雄廠」、「台灣製鹼公司高雄廠」、「台灣水泥公司高雄廠」、「台灣肥料公司高雄廠」、「台灣機械公司」6大工廠，其分別接收自日治時期的「日本海軍第六燃料廠」、「日本アルミニウム（鋁業）株式會社」、「旭電化工業高雄工廠」、「南日本化學工業株式會社」、「台灣水泥株式會社」、「淺野水泥

株式會社高雄水泥板工場」、「台灣製袋株式會社」、「台灣洋灰加工株式會社」、「台灣肥料株式會社高雄工廠」、「株式會社台灣鐵工所」、「東光興業株式會社」，其多半是高雄市日治時期的重要工廠，詳細如下：

❶ 中國石油公司

「中國石油公司」在高雄地區最重要的接收廠，就是伴隨左營軍港共同興建發展的「日本海軍第六燃料廠」，接收後開始積極興工修復，前後來台之器材數量達5千噸，新添器材價值約合3百餘萬美金，但在1946年底雖大致修復完畢，但還不能運轉，主要是因高雄港疏浚工程遲遲無法完成，萬噸油輪無法靠港以及電力線路無法完成供電所致。因此到1947年7月才開始煉油，逐步修復後，不但產量日增，更成爲發展台灣石油化學工業的龍頭。

❷ 台灣鋁業有限公司

日治時期，高雄市之所以被稱爲「工業城市」，最具代表性的工廠除「淺野水泥株式會社」（後改組爲「台灣水泥株式會社」）、「台灣鐵工所」外，在後期「工業化」階段，日本政府更發動內地大財閥投資高雄市之大型工業，最具代表的有「日本アルミニウム（鋁業）株式會社」、「旭電化工業高雄工廠」、「南日本化學工業株式會社」，戰後國民政府接收，自然也不會輕易放過。

成立於1936年的「日本アルミニウム（鋁業）株式會社」是中國從未能成立的煉鋁工廠，故資源委員會對此相當重視，以此爲基礎，成立「台灣鋁業有限公司」。1946年7月開始修復時，因未有煉鋁之技術與經驗，故希望能與具經驗之加拿大鋁業公司合作，1946年10月25日，加拿大專家抵高雄商洽合作事宜，並預定於1947年春天開工。但後來合作仍宣告失敗，資源委員會只好自己動手，由於戰時廠房遭盟軍轟炸，百分之四十的房屋及三分之一的機械設備已損毀，其他的機械設備，更因1年來的風蝕雨淋、塵土淤塞，加重其損失，因此直到1947年12月12日才算恢復運轉，產量提升後，同樣成爲高雄市相當重要的工廠。

❸ 台灣製碱股份有限公司

上述另兩間工廠「旭電化工業高雄工廠」、「南日本化學工業株式會社」，則併入「台灣製碱股份有限公司」，該公司有高雄、台南、安平3廠，高雄廠即是合併「旭電化」及「南日本化學」兩廠而成，先將「南日本化學」廠全部廠房修復，並把疏散於台中霧峰的器材運回，安裝完畢。而「旭電化」廠可利用的器材，全部拆移至「南日本化學」廠，修復完畢的高雄廠於1946年9月開始出貨。

④ 台灣水泥有限公司

台灣水泥公司主要是接收日治時期高雄的台灣水泥株式會社、蘇澳的化成工業株式會社、竹東的南方工業株式會社而成。戰後確定其由國省合營後，1946年（民國35年）5月1日，資源委員會與行政長官公署先籌組台灣水泥有限公司接管，由資源委員會派專門委員徐宗涑爲代理總經理、台灣水泥業接管委員會主任溫步頤及專門委員湯大綸爲代理協理，總管理處設於台北。

實際上，這3大工廠中，以高雄廠歷史最爲悠久，產量也最高。「台灣水泥株式會社」是由「淺野水泥株式會社」爲擺脫日本水泥工會牽制，在1937年獨立改組而成，「淺野水泥會社」可說是高雄市最早的工業指標，成立於1917年，是台灣最重要的水泥廠。至於「化成工業株式會社」及「南方工業株式會社」，都要到1942年才開工。在日治時期，「台灣水泥株式會社」年產量爲40萬噸、「化成工業株式會社」爲18萬噸、「南方工業株式會社」爲11萬噸，「台灣水泥株式會社」之重要性，可見一斑。

除了高雄、蘇澳、竹東3大廠外，其他相關單位，也同時併入台灣水泥公司，高雄市併入者，除「台灣水泥株式會社」外，尚有3個工廠：「淺野水泥株式會社高雄水泥板工場」、「台灣製袋株式會社」、「台灣洋灰加工株式會社」。

高雄廠甫接收時，由溫步頤兼任廠長，逐步遣散日籍技工、技師，增聘大陸籍及本省籍員工，並整修戰時損害的廠房，至1946年底，日籍員工由182人減至1人、本省籍員工由702人增至1122人、大陸籍員工則有52人，產量也由每月2千餘頓，增至1萬餘噸，雖離日治時期的年產40萬噸相去甚遠，也有大幅進步的空間，但在1946年底之高雄市，已是恢復最好的工廠之一。

1954年（民國43年）11月，政府爲實施耕者有其田，將水泥、紙業、工礦、農林四大公司開放民營，台灣水泥公司因此轉爲民營企業，後因台灣地區建築業蓬勃發展，各項基本設施積極興建，使得水泥工業一再擴充，成爲當年民營企業中龍頭之一。

⑤ 台灣機械公司

另一個在戰後初期恢復較良好的是「台灣機械公司」，其前身在日治時期也是創立於1919年（大正8年），歷史悠久的「株式會社台灣鐵工所」，其建立是爲了南部新興製糖工廠所需要的機械製造與修復，與「淺野水泥株式會社」均爲建市前（1924年）最重要的重工業工廠之

一，大戰期間，更因應戰時需要，擴充製造機帆船、工具機、化工機械等，至1944年已有工場3處，員工最高甚至多達3千餘人，但後來遭受盟軍轟炸，完全停工，直到1945年國府接管後才開始逐漸復工。

1946年5月1日，資源委員會正式接手後，合併「株式會社台灣鐵工所」、高雄另一間工廠「東光興業株式會社」及基隆的「台灣船渠株式會社」，成立「台灣機械造船股份有限公司」，從事機械及造船之工作，然而「台灣鐵工所」與「台灣船渠株式會社」分別爲台灣最大的機械及造船工廠，又不在同一地點，因此在1948年（民國37年）4月起，將其分開爲「台灣機械公司」及「台灣造船公司」，更能發揮其功能。

「台灣機械公司」除「台灣鐵工所」外，另一合併單位「東光興業株式會社」，於1936年成立於高雄市前金，專事氧氣製造，1941年增設鐵工廠，從事修理汽車船舶，並製造機械零件，1946年8月併入「台灣機械造船公司」。

6 台灣肥料股份有限公司

日治時期的化學肥料公司，僅有「台灣電化」與「台灣肥料」兩間，「台灣電化」擁有基隆及羅東兩間工廠，「台灣肥料」則擁有基隆與高雄兩間工廠。因此在1946年5月1日資委會與行政長官公署合辦的「台灣肥料有限公司」成立時，「台灣電化」基隆工廠爲第1廠、「台灣電化」羅東分工廠爲第1廠羅東分廠、「台灣肥料」基隆工廠爲第2廠、「台灣肥料」高雄工廠爲第3廠，另因日本原在新竹市籌建未成立之「台灣有機合成株式會社工場」，此也一併接收成爲第5廠。

（二）戰後成立之公營事業

經過戰後的接收，高市日治時期的民間大企業，絕大部分均成爲公營企業，也是戰後高雄市工業的基幹。但除接收的工廠外，國府於戰後亦成立「高雄硫酸錏廠」，讓高雄市的工業實力更加完整。

硫酸錏公司的成立主要是爲了肥料工業的迫切需求，1949年（民國38年）省府將原有之聯勤第二十六兵工廠一部分改建爲高雄硫酸錏廠，是年7月開始建廠，至1951年（民國40年）1月安裝完成，正式開工產無水氨、硫酸、硫酸錏等產品，成立初期主要產品硫酸錏之年產量約爲5千公噸，後該公司自1956年（民國45年）至1962年（民國51年）間，先後完成3次擴廠，至1967年（民國56年）年產量已達17萬公噸，使得台灣的肥料工業步入新的境界。

二、民營事業的成立

（一）戰前成立之民營事業

除了公營事業外，民營事業也占有一席之地，但日治時期高雄市的工業，多由日人投資經營，其在戰後皆由國府接收，成爲公營事業，由於戰前日人抑制台籍人士投資工業，故戰前延續至戰後之民營事業並不多，最重要的當屬「唐榮鐵工廠」。

唐榮鐵工廠爲高雄民間最重要之鐵工廠，唐榮爲福建晉江人，年少時來台，後至澎湖開設餅店，但因生意不佳，仍赴台灣從事土木工程，後轉至屏東爲糖廠包辦工程，才漸入佳境。後其常赴日本，瞭解利用廢鐵發展工業的可能性，遂於1940年（昭和29年）於高雄市成立「唐榮鐵工廠」。

戰後唐榮鐵工廠由其子唐傳宗接棒，是少數具有規模的民營鐵工廠，一般人更以「北大同、南唐榮」並稱，唐榮鐵工廠也成爲高雄市最重要的民營工廠，更先後成立油漆廠、台北機械廠、水泥電桿工廠、高雄磚廠等，員工達4千多人，爲當時台灣數一數二之工廠。但唐傳宗爲擴充廠房，常向民間借高利貸之游資，後於1960年（民國49年）爆發財務危機、週轉失靈，請求政府救濟，行政院爲維持該公司持續營運，特別於1960年11月24日頒布院令，委託中華開發信託股份有限公司清查其資產並維持鐵工廠生產，於1961年（民國50年）2月1日改組爲省屬事業機構，也成爲公營事業，後省府雖仍有一連串建設，如建立「中興鋼鐵廠」，但已無法與當年相比。

（二）戰後成立之民營事業

戰後高雄市之工廠，如雨後春筍般成立，但規模都無法與上述公營事業相提並論，其中以木板加工業最爲蓬勃，高雄的愛河及運河，時常可看到原木的載送。在民營事業中，規模最大的首推台灣塑膠公司在此成立之工廠。台塑爲戰後塑膠產業的佼佼者，而高雄市也在台塑的發展上扮演極重要的角色。台塑成立於1954年（民國43年），所建的第一個工廠就是高雄廠，位於中山三路上，於1956年（民國45年）開始建廠，1957年（民國46年）3月間完成，建廠資金達新台幣3千餘萬元，並獲得60萬美元的美援貸款，該廠於1957年4月開工。後台塑公司因經營得法、發展迅速，擴充成爲一系列的塑膠化學工業廠，後該廠所生產的原料，交由南亞塑膠公司生產，從這個工廠開始，開創了台塑的石化王國。其於1957年4月成立時，當時年產量僅2千公噸，至1969年（民國58年）爲5萬公噸，共計增加25倍，可見塑膠產業的急速發展。

除塑膠工業外，戰後高雄市亦成立許多民營工廠，如鐵工廠、鋼廠及木板加工廠等，其中最重要的是木材加工業中的合板業，而高雄市因愛河及若干港口船渠，可資利用爲天然貯木池，使其成爲本省合板製造及木材加工業的集中地帶。1960年代時，合板製造及木材加工廠，在高雄計有林商號、亞洲、高雄、裕國、林義興、國豐、華懋、東南亞、南華、老義發、建隆、聯合、金振吉、台灣夾板、茂發、大華及開南等20餘家，可見其規模，航行於愛河上的原木，也成爲當時高雄市著名的景象。

三、加工出口區

高雄市的工業發展，甚至於台灣整體的經濟發展，在1966年（民國55年）進入另一個新階段。政府在1960年代希望吸引外資前來台灣投資時，因高雄瀕臨高雄港，以及長期以來高雄市良好的工業環境，故於1963年（民國52年）5月選定高雄港區內因濬港工程所填出的新生土地設立高雄加工出口區，其位於前鎮區，土地面積共66.3039公頃，各項主要建設工程始於54年7月，完成於55年12月。

該區的設廠容量至1968年（民國57年）底已達飽和，各項業務實績均超越預定目標，爲擴大加工出口區的經濟效益，政府決定於楠梓後勁增闢楠梓加工出口區，土地面積爲88.0547公頃，於1971年（民國60年）建設完畢。

台灣的工業在加工出口區完成後，進入嶄新的階段，而高雄市在此階段，不僅沒有缺席，還是主角，也使得高雄市繼續成爲台灣工業發展的龍頭，也開啓高雄市1970年代的黃金時光。

以下將以上述之3主題：「公營事業」、「民營事業」、「加工出口區」，並以上述之工廠由老照片依次呈現。唯一較遺憾的是，目前館藏的工業老照片並無法將全貌展現，這是未來可繼續努力徵集之處。



INDUSTRY

Firm Rooting of the Industrial Metropolis (1945-1970)

The key to the rise of Kaohsiung City during the Japanese Colonial Period lay in the establishment of Kaohsiung Harbor and the North-South Railroad in 1908 (Japan Meiji Year 41). Henceforth agricultural and industrial products produced from Southern Taiwan could be exported through the railroad and Kaohsiung Harbor to Japan and the rest of the world. Due to its harbor side location, Kaohsiung City had become an area marked for industrial development by the Japanese Government and gradually established itself as a unique "industrial city" different from other cities in Taiwan. The development situation continued in the postwar stage. As the National Government enthusiastically focused on industrial development, with excellent conditions and solid foundation, Kaohsiung City soon put other cities in Southern Taiwan behind and soared forward. In addition, as export processing zones were established in 1966 (R.O.C. Year 55), Kaohsiung eventually turned into a primary metropolis for Southern Taiwan and the second largest city in Taiwan. Thus, when talk about postwar development of Kaohsiung City, great stress has to be laid on its industrial development. Focusing on industry photos of the Museum's old photo collection of Kaohsiung with accompanying correlated history, this chapter will take everyone back to the past to review and appreciate the remarkable and strenuous endeavors made in factories.

This chapter is divided into three sections: Government-Operated Corporations, Privately-Operated Corporations and Export Processing Zones. The section on government-operated corporations separate from privately-operated corporations since government-operated corporations confiscated from Japanese-owned business played an essential role in postwar Kaohsiung industry. Export processing zones are in an independent section due to their defining position in industrial development. Unfortunately, many important industrial units, like the Taiwan Machinery Corporation and Taiwan Fertilizer Corporation, were not emphasized among the Museum's collection of old photos. Private collections in the future might provide more comprehensive narratives to track the industrial development of Kaohsiung.

1、Establishment of Government-Operated Corporations

(1) Government-Operated Corporations Confiscated from Japanese-Owned Business

As the Japanese Colonial Government actively promoted industrial development, consequently industrial plants were successful in Kaohsiung. Most of these industrial plants were set up by Japanese enterprises. After the war, these possessions were confiscated by the National Government. The confiscation of "Japanese enterprise possessions" caused a dispute among various factions of the National Government that came to Taiwan. The dispute resulted in dividing the confiscated possessions into nation-operated, nation and province-joint operated, province-operated and

municipality-operated corporations. After an integrated process, these corporations are presently called "government-operated corporations".

When the confiscation process of these "government-operated corporations" was undertaken, the most active role played was by the Committee of Resources, Ministry of Economic Affairs. The 11 large Japanese corporations confiscated by the committee in Taiwan later became the most important nation (province)-operated corporations. These corporations were: "China Petroleum Corporation" and various Taiwan business entities, "Taiwan Gold, Copper and Mineral Bureau" and "Taiwan Aluminum Corporation" (nation-operated corporations); "Taiwan Sugar Corporation", "Taiwan Power Company", "Taiwan Fertilizer Corporation", "Taiwan Cement Corporation", "Taiwan Paper Corporation", "Taiwan Coustic Corporation", "Taiwan Shipbuilding Corporation" and "Taiwan Machinery Corporation" (nation and province-joint operated corporations). Six of the above corporations were closely correlated to Kaohsiung: "China Petroleum Corporation Kaohsiung Petroleum Refinery Plant", "Taiwan Aluminum Corporation Kaohsiung Plant", "Taiwan Coustic Corporation Kaohsiung Plant", "Taiwan Cement Corporation Kaohsiung Plant", "Taiwan Fertilizer Corporation Kaohsiung Plant" and "Taiwan Machinery Corporation". The above corporations were respectively confiscated from Japanese corporations, "Navy's Sixth Fuel Plant", "Japan Aluminum Corporation", "Asahi Denka Industry Kaohsiung Plant", "South Japan Chemical Industry Corporation", "Taiwan Cement Corporation", "Asano Cement Corporation Kaohsiung Cement Board Plant", "Taiwan Seitai Corporation", "Taiwan Cement Processing Corporation", "Taiwan Fertilizer Corporation Kaohsiung Plant", "Corporation Taiwan Dockyard Company" and "Toko Enterprise Corporation". Most of these Japanese corporations were important plants in Kaohsiung during the Japanese Colonial Period.

1 China Petroleum Corporation

China Petroleum Corporation was the most important confiscated plant in the Kaohsiung Region and was established and developed as the "Navy's Sixth Fuel Plant" in Zuoying Military Harbor. Restoration was actively launched right after the company was confiscated. Newly arrived equipment for the plant had reached 5,000 tons and newly purchased equipments were worth more than 3 million US dollars. Although the restoration was mostly finished at the end of 1946, the plant still could not begin operations right away. The reason was because the dredging construction of Kaohsiung Harbor was running late and over 10,000 tons oil tankers were not able to berth at the Harbor and the power circuit could not provide power. As a result, oil refining operations did not start until July of 1947. However, after the restoration was finally finished, the plant not only significantly improved its yield, but also developed itself as the head of the petrochemistry industry in Taiwan.

2 Taiwan Aluminum Corporation Limited

During the Japanese Colonial Period, Kaohsiung City was called "the industrial city". The most representative plants were "Asano Cement Corporation (reorganized as "Taiwan Cement Corporation")" and "Taiwan Dockyard Company". At a later development stage of "industrialization", the Japanese Government encouraged interior plutocrats to invest in large industries in Kaohsiung City. The most typical investments were "Japan Aluminum Corporation", "Asahi Electro-Chemical Industry Kaohsiung Plant" and "South Japan Chemical Industry Corporation". As the National Government confiscated those plants, they certainly would not easily pass up the great opportunity for development.

Established in 1936, "Japan Aluminum Corporation" was an aluminum refinery that China would never have established. For that reason, the Committee of Resources attached great importance to the plant taking it as a foundation on which to set up "Taiwan Aluminum Corporation". When restoration of the plant was just launched in July 1946, the company was cooperated with Aluminum Limited of Canada, a proficient company in the aluminum industry, to establish operation as the company lacked any experience and technology in aluminum refining. On October 25, 1946, Canadian consultants came to Kaohsiung to discuss cooperation matters and further decided to launch operation in spring of 1947. However, the cooperation plan was cancelled. Given that, the Committee of Resources had no choice but to function on its own. Further to that, 40% of factory buildings and 1/3 of mechanical equipments were destroyed due to Allied Forces' bombing attacks during wartime. Adding insult to injury, the corporation underwent an aggravating loss of its facilities as other machines suffered from exposure to wind and rain and accumulation of dust and mud in the past year. For the above reasons, the plant was not able to reinstate its operation until December 12, 1947. As the yield was improved after reinstatement, the corporation became an equally important industrial unit in Kaohsiung City.

3.Taiwan Coustic Corporation Limited

The foregoing two corporations, "Asahi Denka Industry Kaohsiung Plant" and "South Japan Chemical Industry Corporation", were merged into "Taiwan Coustic Corporation". The corporation held three plants in Kaohsiung, Tainan and Anping. The Kaohsiung Plant was in fact the result of a merger of "Asahi Denka Industry" and "South Japan Chemical Industry". First of all, restoration of "South Japan Chemical Industry" was launched. Then, the equipments and facilities that were evacuated to Taichung Wu-Feng were shipped back to Kaohsiung and installed in the plant. After that, any usable and available equipments or facilities in "Asahi Denka Industry Kaohsiung Plant" was dismantled and moved to "South Japan Chemical Industry Corporation". Thus, the reinstatement of the Kaohsiung Plant was completed and manufacturing started in September 1946.

4 Taiwan Cement Corporation Limited

The main components of the Taiwan Cement Corporation were confiscated from the Japanese “Taiwan Cement Corporation” in Kaohsiung, “Chemical Industry Corporation” in Su-Ao and “Nanfang Industry Corporation” in Zhu-Dong. After the company was appointed as nation and province-joint operated business after the war, the Committee of Resources and Office of the Taiwan Province Administrative Governor created the Taiwan Cement Corporation Limited on May 1, 1946 (R.O.C. Year 35) to take over management. The Committee of Resources appointed Senior Executive Officer Mr. Zong-Su Su as acting general manager, Director of the Taiwan Cement Industry Transition Committee director Mr. Bu-Yi Wen and Senior Executive Officer Mr. Da-Lun Tang as acting assistant managers and established the head management office in Taipei.

The Taiwan Cement Corporation Kaohsiung Plant, in fact, had the longest history and the highest yield among the three plants. The “Taiwan Cement Corporation” was reorganized and established from “Asano Cement Corporation” in 1937 since the “Asano Cement Corporation” employees were members of the Japanese Cement Labor Union. Established in 1917, the “Asano Cement Corporation” back then was considered the earliest industrial index of Kaohsiung and the most important cement plant in Taiwan, whereas the establishments of the “Chemical Industry Corporation” and “Nanfang Industry Corporation” only occurred in 1942. During the Japanese Colonial Period, the annual yield of the “Taiwan Cement Corporation” was 400 thousand tons, whereas the “Chemical Industry Corporation” was 180 thousand tons and the “Nanfang Industry Corporation” was 110 thousand tons. The significant position of the “Taiwan Cement Corporation” was obvious.

In addition to the three merged plants in Kaohsiung, Su-Ao and Zhu-Dong, some other correlated units also merged with the “Taiwan Cement Corporation Limited”. In Kaohsiung, besides the “Taiwan Cement Corporation”, three more plants, “Asano Cement Corporation Kaohsiung Cement Board Plant”, “Taiwan Seitai Corporation”, “Taiwan Cement Processing Corporation”, were merged into “Taiwan Cement Corporation Limited”.

Mr. Bu-Yi Wen served in the concurrent director position, as the Kaohsiung Plant was just confiscated. In addition to restoring factory buildings that were damaged in the war, Mr. Wen gradually disbanded Japanese mechanics and technicians and engaged more Mainland Chinese and Taiwanese employees. By the end of 1946, the number of Japanese employees was reduced to one from 182 and the number of Taiwanese employees increased to 1,122 from 702 and of Mainland Chinese employees, 52. The monthly yield of the plant also increased to 10,000 tons from 2,000 tons. The total yield of the plant was far from the annual yield of 400 thousand tons during the Japanese Colonial Period and still had a wide range to improve. However, by the end of 1946, this factory was one of the best restored plants in Kaohsiung.

On November of 1954 (R.O.C. Year 43), in order to implement the "Land to the Tiller Act", the Government liberalized four major corporations, cement industry, paper industry, industrial and mining industry and agro-forestry industry, to become privately-operated. Henceforth, the "Taiwan Cement Corporation Limited" was privatized. Later, with vigorous development in the construction industry in Taiwan and active establishment of various infrastructure constructions, the cement industry repeatedly expanded its scale and became one of the leading industries among privately-operated corporations at that time.

5 Taiwan Machinery Corporation

Another well restored corporation at the early stage in the postwar years was the "Taiwan Machinery Corporation". Its predecessor, the long-standing "Corporation Taiwan Dockyard Company", was established in 1919 (Japan Taisho Year 8) during the Japanese Colonial Period. It manufactured and restored equipments and facilities for the emerging sugar factories in Southern Taiwan. The "Taiwan Machinery Corporation", like the "Asano Cement Corporation", was one of the most important factories before Kaohsiung City was established (in 1924). During the period of the War, the company expanded its business to manufacturing motorized sailboats, machine tools and chemical machinery products for wartime needs. Up to 1944, the company had three plants and more than 3,000 employees. Later on the company completely suspended its operations due to Allied Forces' bombing attacks. The company gradually resumed operation when the National Government took over possession in 1945.

After the Committee of Resources officially took over the "Taiwan Dockyard Company" on May 1, 1946, the "Taiwan Machinery and Shipbuilding Company" was established by merging the "Corporation Taiwan Dockyard Company", "Toko Enterprise Corporation", another plant in Kaohsiung, and the "Taiwan Ship and Canal Corporation" in Keelung. The newly established "Taiwan Machinery and Shipbuilding Company" started work in the machinery and shipbuilding business. Even though the "Taiwan Dockyard Company" and "Taiwan Ship and Canal Corporation" were respectively the largest machinery and shipbuilding companies in Taiwan, physically these two companies were in different locations. In April 1948 (R.O.C. Year 37), the "Taiwan Machinery and Shipbuilding Company" split into two separate companies, "Taiwan Machinery Corporation" and "Taiwan Shipbuilding Corporation" which brought the functions of both into full operations even more than before.

The "Toko Enterprise Corporation", another company that was merged into the "Taiwan Machinery Corporation" besides the "Taiwan Dockyard Company", was established in Cianjin, Kaohsiung City in 1936 and specialized in oxygen manufacture. In 1941, an iron works plant was added to provide repair services to motor vehicles and

vessels and to manufacture machine parts. In August 1946, the "Toko Enterprise Corporation" was merged into the "Taiwan Machinery and Shipbuilding Company".

6 Taiwan Fertilizer Corporation Limited

There were only two chemical fertilizer companies, Taiwan Denka and Taiwan Fertilizer, established during the Japanese Colonial Period. Taiwan Denka possessed two plants in Keelung and Lo-Dong, whereas "Taiwan Fertilizer" possessed two plants in Keelung and Kaohsiung. As the Committee of Resources and Office of the Taiwan Province Administrative Governor founded "Taiwan Fertilizer Corporation Limited" in May 1, 1946, the "Taiwan Denka Keelung Plant" was reorganized as the "First Plant", "Taiwan Denka Lo-Dong Plant" as the "First Plant Lo-Dong Branch", "Taiwan Fertilizer Keelung Plant" as the "Second Plant" and "Taiwan Fertilizer Kaohsiung Plant" as the "Third Plant" of the newly established company. Another plant, "Taiwan Organic Synthesis Corporation Plant", initially was a scheme the Japanese planned in Hsinchu City, but the establishment had never taken place. Under the confiscation, therefore, "Taiwan Organic Synthesis Corporation Plant" was reorganized as the "Fifth Plant" of the "Taiwan Fertilizer Corporation Limited".

(2) Postwar Established Government-Operated Corporations

After postwar confiscation, the majority of major private enterprises established during the Japanese Colonial Period in Kaohsiung City was reorganized into government-operated enterprises and became the main force of postwar Kaohsiung industry. In addition to confiscated plants, the establishment of "Kaohsiung Ammonium Sulphate Corporation" by the National Government further strengthened and completed postwar Kaohsiung industry.

The establishment of "Kaohsiung Ammonium Sulphate Corporation" was mainly to meet the urgent demands of the fertilizer industry. In 1949 (R.O.C. Year 38) the Provincial Government reorganized part of the 26th Munitions Factory of the Combined Logistics Command into the Kaohsiung Ammonium Sulphate Plant. The construction of the plant was launched in July of the same year. By January 1951 (R.O.C. Year 40) the installation was complete and the plant officially went into operation producing anhydride ammonia, sulfuric acid, ammonium sulfate and other products. At the initial stage of the operation, the annual yield of ammonium sulfate was about 5,000 metric tons. During the period between 1956 (R.O.C. Year 45) and 1962 (R.O.C. Year 51), the company successively accomplished three expansion projects. By to 1967 (R.O.C. Year 56), the annual yield had reached 170 thousand metric tons. The remarkable advances of the plant had created a new fertilizer industry for Taiwan.

2 、Establishment of Private-Operated Corporations

(1) Prewar Established Private-Operated Corporations

In additional to government-operated corporations, private-operated corporations also held a position. Although the industrial corporations established in Kaohsiung during the Japanese Colonial Period were mostly owned and managed by Japanese, they were reorganized as government-operated corporations by the National Government after postwar confiscation. Moreover, the Japanese prevented the Taiwanese from investing in industry in the prewar stage. Therefore, prewar private-operated corporations that continued operation in the postwar stage were very few. The most important one had to be the “Tang Eng Iron Works Factory”.

Tang Eng Iron Works Factory was the most important iron works factory in Kaohsiung. Mr. Eng Tang was originally from Jin-Jiang, Fujian Province. He came to Taiwan when he was a young fellow. Later he invested in a cake shop in Peng-Hu. However, the business of the cake shop did not go well. Mr. Tang came to Taiwan again and launched an earthwork business. Later he moved to Ping-Dong and started to undertake construction projects for a sugar refinery. Then, the business gradually improved more and more. Mr. Tang often traveled to Japan to understand how a promising industrial business could be created dealing in scrap iron. Subsequently in 1940 (Japan Shiaowa Year 29), Mr. Tang established “Tang Eng Iron Works Factory” in Kaohsiung City.

“Tang Eng Iron Works Factory” was inherited by Mr. Chuan-Zhong Tang, Mr. Eng Tang's son, after the war. The Factory was one of the few high-scale private-operated iron works factories in Kaohsiung City back then. People usually stated “Ta Tung at North, Tang Eng at South” to compare Tang Eng Iron Works Factory with Ta Tung Company in Taipei as Tang Eng had become the most important private-operated factory in Kaohsiung City. The Factory also successively established a few other plants, including a paint factory, Taipei Machinery Corporation, Cement and Electrical Pole Factory and Kaohsiung Brick Factory. The Factory engaged more than 4,000 employees at that time and was considered one of the best factories in Taiwan. With the intention of expanding the Factory's operation, Chuan-Zhong Tang often borrowed floating funds with usurious rates from private financial units. Consequently, the Factory suffered a critical financial crisis and insolvency in 1960 (R.O.C. Year 49). Eventually, the Factory asked the Government for relief. In order for the Factory to maintain its operation, the Executive Yuan proclaimed a command on November 24, 1960 to authorize China Development and Trust Corporation Limited to check thoroughly the Factory's property and maintain the Iron Works Factory's production. On February 1, 1961 (R.O.C. Year 50), the Factory was reorganized as a province-operated enterprise organization. Thus, the Factory became a government-operated enterprise. Even though afterwards the Factory launched a succession of establishments, such as the set up of “Chung-Xing Iron and Steel Corporation”, it was nothing compare with what it used to be.

(2) Postwar Established Private-Operated Corporations

Since the war, factories had mushroomed all over Kaohsiung City. However, none of their scale could be put on a par with any of the government-operated enterprises. Among those newly established businesses, the wood processing industry was the most vigorous. Logs were often seen being transported along the Love River and the Canal in Kaohsiung. Established in Kaohsiung, the Formosa Plastics Corporation was the largest scale company among private-operated enterprises and was in a significant position among the postwar plastics industry. Kaohsiung City also played an extremely important role in development of the plastics industry. Formosa Plastics Corporation was established in 1954 (R.O.C. Year 43) and the first plant that the Corporation established was in Kaohsiung, located on Jhong-Shan Third Road. Construction was launched in 1956 (R.O.C. Year 45) and completed in March 1957 (R.O.C. Year 46). The capital for establishing the plant was over 30 million New Taiwan dollars. In addition, the plant obtained a Unite States Aid loan of 600 thousand US dollars. The plant operation started in April 1957. With proper management, the company grew rapidly and expanded into a series of plastic chemical industry plants. Later the plant handed over the raw material it produced to Nan Ya Plastics Corporation. The Formosa Plastics Corporation founded its petroleum and chemical empire in this plant. As the plant was established in April 1957, the annual yield was only 2,000 metric tons. By 1969 (R.O.C. Year 58), the annual yield had grown to 50,000 metric tons, an increase of 25 times more capacity. It is thus clear that the plastics industry had developed rapidly.

In addition to the plastics industry, many other private-operated corporations had significantly emerged in postwar Kaohsiung, such as iron works, steelworks and wood processing corporations. The plywood industry was the most important among the wood processing industries. Because the Love River and various harbors and docks in Kaohsiung City could be used as natural timber storing pools, Kaohsiung City naturally attracted the majority of plywood manufacturers and wood processing factories and became a concentrated zone for the wood industry of the province. During the 1960s, more then 20 manufacturers and wood processing factories were established in Kaohsiung City, such as Lin Shan Hao, Asia, Kaohsiung, Yu-Guo, Lin-Yi-Sing, Guo-Feng, Hua-Mao, Southeast Asia, Nan-Hua, Lao-Yi-Fa, Chian-Long, Lian-Her, Chin-Chen-Chi, Taiwan Plywood, Mao-Fa, Da-Hua, Kai-Nan, and so on. Evidently the industry was remarkably vibrant. The scene of transported timber logs floating on the Love River was also a famous sight of Kaohsiung City.

3 、Export Processing Zones

In 1966 (R.O.C. Year 55), the industrial development of Kaohsiung as well as the entire economic development of Taiwan entered another new era. As the Government was inclined to attract foreign investments to Taiwan in the 1960s, with its brilliant conditions bordering Kaohsiung Harbor as well as having long-standing excellent industrial environment, Kaohsiung City was chosen by the Government to establish the Kaohsiung Export Processing Zone in May 1963 (R.O.C. Year 52). By using the newly accreted land gained from the Harbor Dredging Project in Kaohsiung Harbor, the Kaohsiung Export Processing Zone was established on the 66.3039 hectares of land located in Cian-jhen District. Major construction projects were launched in July 1965 (R.O.C. Year 54) and completed in December 1966 (R.O.C. Year 55).

As the established capacity of factories in the Zone had been saturated by the end of 1968 (R.O.C. Year 57) and actual accomplishments of each service had surpassed well beyond predetermined goals, the Government decided to establish an additional zone, the Nan-Zih Export Processing Zone, in order to extend the economic benefits of the export processing zones. The area of the new zone was 88.0547 hectares and construction was completed in 1971 (R.O.C. Year 60).

After those export processing zones were established, industry in Taiwan started to enter a completely new era. Kaohsiung City not only fully attended, but also played a leading role in the development during this brand new era. The establishments of export processing zones had allowed Kaohsiung City to continue being the main driver of Taiwan's industrial development and made the 1970s the most flourishing era of Kaohsiung City.

The following are old photos of those factories presented in accordance with the foregoing three subjects, “Government-Operated Corporations”, “Private-Operated Corporations” and “Export Processing Zone”. Unfortunately, the Museum's limited collection of old photos is not able to present a complete picture of the industry. We should exert ourselves to continue collecting more photos in the future.



台灣鹼業公司

「台灣鹼業公司」前身爲1939年（昭和14年）成立的「旭電化工業高雄工廠」及「南日本化學工業」。「旭電化工業高雄工廠」是由古河財閥投資，屬其化學部門，其爲總督府宣示工業化政策（1939年）後決定投資建設之工廠，1941（昭和16年）年9月開始製造。「南日本化學工業」其事業項目包括鹽業、化學工業、紙纖維工業、礦物、冶金等各式化學工業，其最主要目的是爲利用台灣、南支、南洋（中國南部及東南亞）的資源。戰後國府成立「台灣製碱股份有限公司」，該公司有高雄、台南、安平3廠，高雄廠即是合併「旭電化」及「南日本化學」兩廠而成，先將「南日本化學」廠全部廠房修復，並把疏散於台中霧峰的器材運回，安裝完畢。而「旭電化」廠可利用的器材，全部拆移至「南日本化學」廠，修復完畢的高雄廠於1946年9月開始出貨，曾有一段時間景氣良好，爲高雄市重要工廠之一，後因能源危機及塑膠工業崛起之影響，台灣鹼業公司於1982年7月，合併於中國石油化學工業開發股份有限公司，成爲中石化前鎮廠。圖攝於1957年8月9日，爲台灣鹼業公司工廠外觀。





台灣鹼業公司工人作業概況

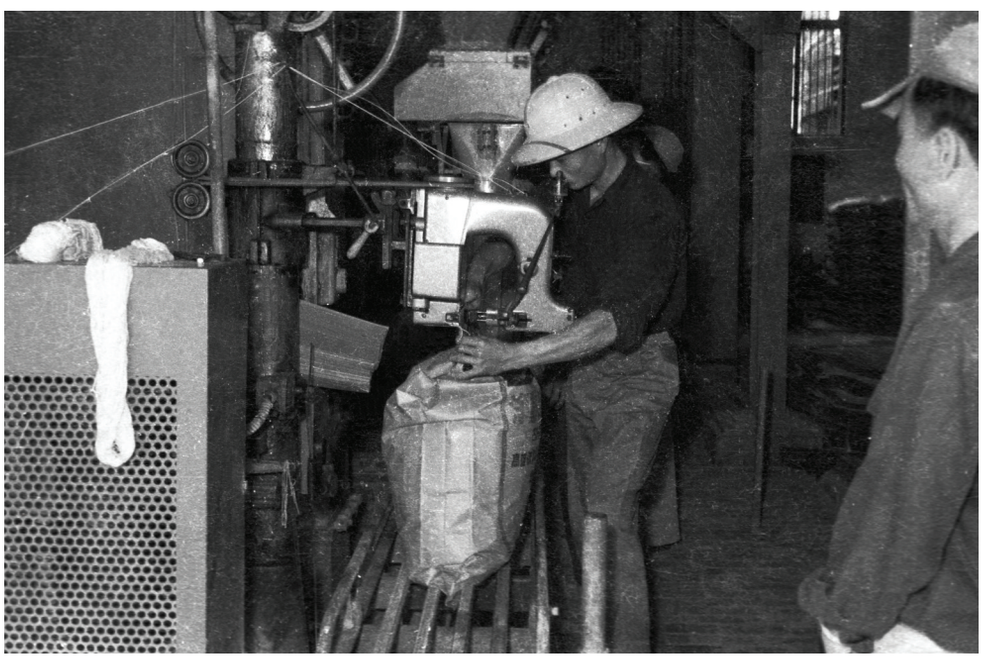


硫酸錏廠完成擴建啓用典禮

硫酸錏公司的成立主要是爲了肥料工業的迫切需求。1949年省府將原有之聯勤第二十六兵工廠一部份改建爲高雄硫酸錏廠，是年7月開始建廠，至1951年1月安裝完成，正式開工生產無水氨、硫酸、硫酸錏等產品。成立初期主要產品硫酸錏之年產量約爲5千公噸，後該公司自1956年至1962年間，先後完成3次擴廠，至1967年年產量已達17萬公噸，使得台灣的肥料工業步入新的境界。上圖爲1957年3月18日，硫酸錏廠擴廠完畢的開工典禮。



硫酸錏廠外觀





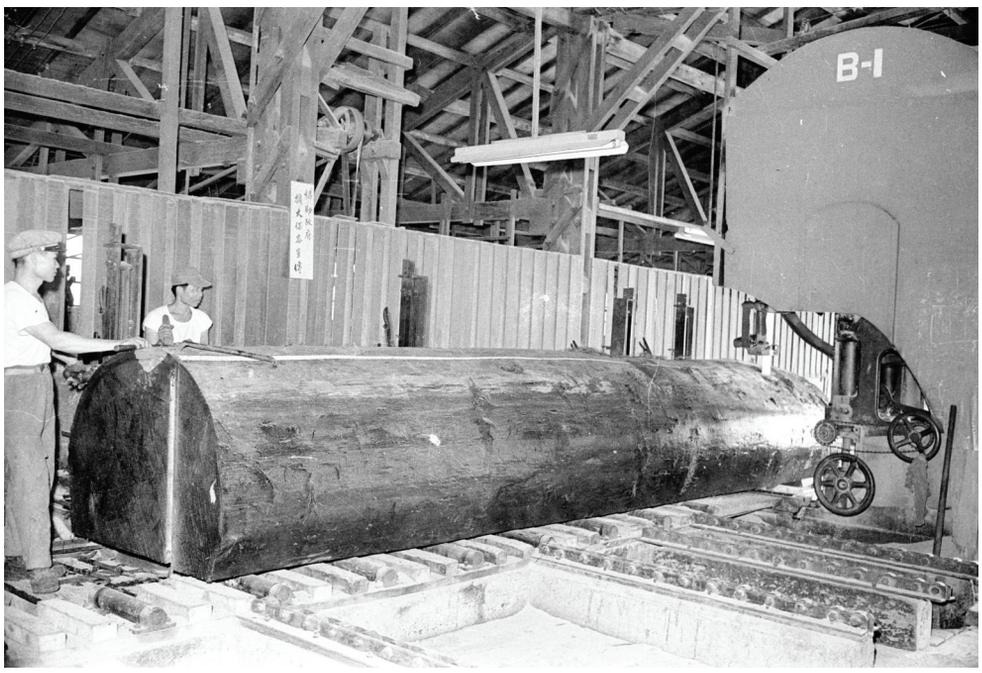
硫酸鋅廠工人作業概況



台灣省主席參觀唐榮鐵工廠後攝影留念

唐榮鐵工廠爲高雄民間最重要之鐵工廠，唐榮爲福建晉江人，年少時來台，後至澎湖開設餅店，但因生意不佳，仍赴台灣從事土木工程，後轉至屏東爲糖廠包辦工程，才漸入佳境。後其常赴日本，瞭解利用廢鐵發展工業的可能性，遂於1940年（昭和29年）於高雄市成立「唐榮鐵工廠」。

戰後唐榮鐵工廠由其子唐傳宗接棒，是少數具有規模的民營鐵工廠，一般人更以「北大同、南唐榮」並稱，唐榮鐵工廠也成爲高雄市最重要的民營工廠，更先後成立油漆廠、台北機械廠、水泥電桿工廠、高雄磚廠等，員工達4千多人，爲當時台灣數一數二之工廠。但唐傳宗爲擴充廠房，常向民間借高利貸之游資，後於1960年爆發財務危機、週轉失靈，請求政府救濟，行政院爲維持該公司持續營運，特別於1960年11月24日頒布院令，委託中華開發信託股份有限公司清查其資產並維持鐵工廠生產，於1961年2月1日改組爲省屬事業機構，也成爲公營事業，後省府雖仍有一連串建設，如建立「中興鋼鐵廠」，但已無法與當年相比。圖爲1957年11月12日，唐傳宗掌管唐榮時期，台灣省主席周至柔參訪唐榮鐵工廠，一行人在其大門攝影留念。



復興木業公司切割巨木

圖爲復興木業公司工作人員正在丈量巨大的原木，以方便機器切割，攝於1961年9月26日。



航行於愛河上的原木



因巨大原木橫亙而淤塞的運河

戰後初期台灣民間產業中，木材加工業爲主要發展之工業，其中最重要的是合板業，而高雄市因愛河及若干港口船渠，可資利用爲天然貯木池，使其成爲本省合板製造及木材加工業的集中地帶。1960年代時，合板製造及木材加工廠，在高雄計有林商號、亞洲、高雄、裕國、林義興、國豐、華懋、東南亞、南華、老義發、建隆、聯合、金振吉、台灣夾板、茂發、大華及開南等20餘家，可見其規模，航行於愛河上的原木，也成爲當時高雄市著名的景象。圖爲1961年6月3日，復興木業公司搭載上游巨大原木的運河發生淤塞事件。



施工中的高雄加工出口區廠房

高雄市的工業發展，甚至於台灣整體的經濟發展，在1966年進入另一個新階段。政府在1960年代希望吸引外資前來台灣投資時，因高雄瀕臨高雄港，以及長期以來高雄市良好的工業環境，故於1963年5月選定高雄港區內因濬港工程所填出的新生土地（位於前鎮區）設立高雄加工出口區，土地面積共66.3039公頃，各項主要建設工程始於1965年7月，完成於1966年12月。

該區的設廠容量至1968年底已達飽和，各項業務實績均超越預定目標，爲擴大加工出口區的經濟效益，政府決定於楠梓後勁增闢楠梓加工出口區，土地面積爲88.0547公頃，於1971年建設完畢。圖爲1966年4月12日，加工出口區廠房工程施工情形。



加工出口區的生產線



加工出口區作業概況

加工出口區於1966年完工後，原訂招商目標爲1800萬美金，結果在次年（1967年）就達到1550餘萬美金，後年（1968年）已達2500餘萬美金，完成目標，1979年更突破1億美金大關，引領台灣經濟進入下一階段。

加工出口區的成功，其策略正確外，各作業員的勤奮工作也是重要因素。圖攝於1967年6月26日，加工出口區女作業員工作情形。


CARY GRANT
DEBORAH KERR
ROBERT MITCHUM
THE GRASS IS GREENER

娛樂篇

ENTERTAINMENT





娛樂篇

鹽埕埔的黃金時光

戰後的高雄市，在歷經初期的政經不穩定後，慢慢復甦。不但人口數明顯增加，所得也逐步提高，一般民眾生活漸漸獲得改善，新建的百貨公司、戲院、飯店林立在街頭，以鹽埕埔爲中心的鬧區呈現熱鬧滾滾的現象：大新百貨的自動電扶梯、亞洲戲院的聲光大銀幕、國際商場陳列的商品，吸引高高屏地區的民眾，每逢假日湧入高雄市，甚至高雄港也載來許多船員、美軍，七賢三路的酒吧，更是這段歷史的見證。在大統百貨開幕前，高雄市的重心可說就在鹽埕埔，本報告（1945-1970年）所描述的時光，可說是鹽埕埔的黃金時代，藉由老照片可喚醒當時繁華的記憶。

在館藏1945年至1970年的高雄市老照片中，因偏重建設，能夠體現鹽埕埔往日風華的照片，多半集中在百貨公司及商場，實際上，這也是鹽埕當時人潮主要聚集的場所。而鹽埕埔的百貨公司及商場，在日治時期就已存在，最主要的是今日七賢三路、五福四路、新興街、大仁路所圍成的「銀座」，以及大勇路、五福四路口的「吉井百貨公司」。占地廣大的「銀座」是3層樓建築，2、3樓還設有空中走廊，內部販賣布匹、西服、小吃、百貨商品等。「吉井百貨公司」則高達5層樓，不僅是高雄市第1個百貨公司，也是當時高雄市最高的建築，建築物內設有「流籠」(台語電梯之意)，搭乘「流籠」成爲當時最時髦的活動。這兩處是當時高雄最「摩登」的地方，每逢星期假日，總是吸引大批民眾，也帶動鹽埕埔發展。

這兩個地方，在戰後仍持續營業，「銀座」改爲「國際商場」，「吉井百貨」改爲「高雄百貨」，也在戰後初期維持其高人氣，但接下來卻碰到許多新秀的挑戰。在緊接而起的商場、百貨公司中，最重要的是吳耀庭於1958年（民國47年）興建的大新百貨，這座位於高雄百貨斜對面的百貨公司，最引人注意的是台灣第一部電動手扶梯，以及頂樓的兒童樂園，這再度造成風潮，許多外縣市遊客遠道而來，就是要試乘電扶梯，而大新的成功，卻也讓高雄百貨轉趨沒落，終於關門，轉賣給華南銀行。

吳耀庭的王國，大新只是第一步。其出生在台南縣佳里鎮溪底寮，父親吳長，爲了謀生，在外地充當營造廠的領班。小學畢業後，他前去投奔父親，在工地幫忙填記帳冊和學習監工等雜差，當時營造廠的情況並不好，後跟父親商量的結果，決定到屏東舅父家裏，經過輾轉介紹，在一個朋友的營造廠中，仍然從事包工的工作，由於他的細心和苦幹，把這家營造廠的業務，處理得井井有條，從不斷的工作中，他學得了不少「管理」方面的經驗，這對他將來的事業有很大的幫助。

一分耕耘，一分收穫，他埋頭苦幹的精神，終於得到了一位日本營造商人的賞識，並很快被僱用在高雄的營建公司服務，從工友而升職員，而倉庫管理員，到工場監工，每一項工作，他都是全力以赴，超出老板的要求，薪水也從18元調整到40元，家境逐漸好轉。

戰後吳耀庭便在高雄三塊厝開設了第1家小店舖－新高百貨店。1950年（民國39年），他又在高雄百貨公司2樓租了一個攤位，經營衣料毛線部，生意居然不錯，使他有野心經營一家屬於自己的大百貨公司。於是，他以極大的「魄力」，花了僅有的積蓄2萬多元，買下了高雄市鹽埕區目前1百多坪的黃金地段。 1953年（民國42年），毛線一口氣漲了2倍，他賺了一筆可觀的資本，而使他有能力興建一個大型百貨公司，爲了學習管理方法，他先到日本，在一家頗具規模的百貨公司當小工，每天注意公司的設備、裝備、裝璜、人事制度等。半年後，他便回國著手籌建大新百貨公司，1954年（民國43年）動工，兩年之後完成了5層建設，先將1樓開業，分設「中國襯衣行」、「新高絨線行」和「大新百貨行」3個攤位。到1958年（民國47年），這3個攤位又合併改組爲目前的大新百貨企業股份有限公司，次年（1959年，民國48年）裝設2樓自動電梯，接著3、4、5樓相繼營業，並加裝昇降電梯，1962年（民國51年）6樓兒童樂園完成而步上了百貨公司的正軌，成爲當時全省唯一的新型百貨公司。

在大新百貨巍然屹立、傲視全台百貨業之後，吳耀庭又把眼光投注在觀光飯店上，經過一番調查研究之後，他毅然決定在高雄籌建合乎國際標準的「華王大飯店」，當時，許多朋友都認爲他這種不顧現實環境的作法，太過份冒險，但他不顧友好的勸阻，於1966年（民國55年）破土，在鄰近愛河的五福四路上，耗資新台幣1億元興建了高雄最高的18樓大廈，建坪8千坪，擁有312間國際水準的客房的「華王大飯店」，設有中、西餐廳、國際會議廳、夜總會、咖啡室、特產販賣部、理髮部、美容院、洗衣部等，於1968年（民國57年）9月完工，將鹽埕埔帶到頂峰，但隨後他也看清高雄市的發展趨勢，1975年（民國64年）在中山路興建了大統百貨，帶動高雄市發展重心轉型到前金、新興區。

除了吳耀庭的大新、華王外，鹽埕還有一個重要的商場崛起，其中最有名的名稱爲「大溝頂」或「崛江商場」。這商場本身是建築在加蓋的愛河支流上，這條支流於1946年（民國38年）起開始加蓋，在1954年（民國43年）全部加蓋完畢，成爲貫穿鹽埕埔南北的商場，由北而南依序爲：富野、大公路、新樂、崛新、崛江，其中有集合許多小吃的「大溝頂」，及以舶來品著名的「崛江商場」，這是鹽埕埔著名的商場，也搶去「國際商場」的風采。最後一個鹽埕著名的百貨公司是1973年（民國62年）的「遠東百貨」，此雖不在本計畫討論範圍（1945-1970年），但這可說是鹽埕埔由盛轉衰的縮影，1975年建立的大統百貨宣告鹽埕的風光不再，當大統人聲鼎沸時，遠東百貨在1987年（民國76年）結束營業，說明鹽埕埔的衰微。

百貨商場之外，鹽埕埔另一個吸引人潮的是電影院。電影從日治時期傳入台灣後，就是台灣民眾平日休閒娛樂的主要活動，日治時期高雄市共有6間戲院，分別是1921年（大正10年）的「高雄劇場」（後於1931年改名爲「高雄館」）、1929年（明治4年）的「青年館」、同年（1929年）的左營首家戲院「興隆座」、1930年的「金鵄館」及「壽星館」，以及1940年的「昭和館」。這6間戲院除「興隆座」及「青年館」外，均位於鹽埕區，而位於今天大同二路的「青年館」實際上與鹽埕埔也僅一河（愛河）之隔，仍可算與鹽埕埔互動密切。

戰後初期看電影仍是高雄市民最喜歡的休閒活動，上述6間戲院，除毀於戰火的「高雄館」以及「昭和館」外，原日人經營的「金鵄館」、「壽星館」及「青年館」，則由國民黨接收，並改名爲「光復戲院」、「壽星戲院」、「青年戲院」，「興隆座」爲台人所有，故仍由原業者繼續經營。除此之外，新的戲院在戰後初期如雨後春筍般興起，如「大舞台戲院」、「鼓山戲院」、「明星戲院」等，其中以位於鹽埕埔的「大舞台戲院」設備最好，也最能吸引人潮，可見最重要的戲院仍以鹽埕爲主，像1961年（民國50年）在原「高雄館」興建的「亞洲戲院」，以四聲道音響與華麗設備，讓假日總是一票難求。假日鹽埕埔擠滿看電影人潮的盛況，直到1980年代，新戲院在各地成立，才讓觀影人口逐漸離開鹽埕。

除了電影外，聽收音機、看電視更是休閒生活的重心，戰後高雄市的廣播電台如雨後春筍般興建，提供了高雄市民眾聽覺的享受，此時電視也開始普及，許多人都會在街上駐足欣賞電器行內的電視，讚嘆科技的發達，這也將透過老照片一一呈現。

除了繁華的鹽埕埔，許多大型活動也吸引了高雄市民的目光，其中以選美大會最受矚目，造成了人人爭睹、萬人空巷的盛況，更引發選美潮，從中國小姐一路選到高雄小姐。

本章將以高雄市歷史博物館珍藏之老照片呈現高雄市在1945年至1970年的生活情形，由於館藏現存照片以新聞照片爲主，較缺乏庶民的生活照，因此本章將多由民間蓬勃建設面一窺當時高雄市民生活之狀況。以下將以主題呈現：1、戰後初期生活即景：戰後初期高雄市民因政經情形不穩，生活普遍不佳。2、鹽埕埔的黃金時光：在經濟逐步起飛後，鹽埕埔的建設陸續完成，帶領高雄市進入新的階段。3、戲院與電台：戰後高雄民眾以看電影與聽廣播爲主要休閒，也帶動其發展。4、活動在高雄：主要是幾次的選美，以及彩券的開獎，這也是高雄市民回憶的一部份。

ENTERTAINMENT

The Golden Age of Yan-Cheng Pu

After having experienced unstable politics and economics in the early stages of the postwar period, Kaohsiung City gradually recovered. Not only did the population grow remarkably, also people's general earnings gradually rose and living quality was progressively improved. A great number of newly established department stores, movie theaters and hotels were located all over the City. The downtown area centered by Yan-Cheng Pu always presented a lively and bustling sight. A rolling escalator in Da-Sin Department Store, light and sound big screen movies shown in Asia Theater and foreign merchandise displayed at International Marketplace all attracted a flood of people from Kaohsiung and Pingtung areas to downtown Kaohsiung every holiday and weekend. The lively city even attracted many shipmen and United States soldiers who landed in Kaohsiung Harbor. The bars and clubs located on Chisian Third Road were the tangible testimonies of this phase of history. Before Da-Tong (the President) Department Store was established, Yan-Cheng Pu was the hub of Kaohsiung City. The era (from 1945 to 1970) depicted in this article was "the Golden Age of Yan-Cheng Pu". The old photos illustrate the flourishing era of Kaohsiung.

The Museum's old photo collection laid particular stress on Kaohsiung City's development during the period between 1945 and 1970. Therefore, the photos that could give expression to the glory of Yan-Cheng Pu are mostly those of department stores and shopping arcades. In fact, these places were the chief attractions for people at that time. Department stores and shopping arcades in Yan-Cheng Pu had already existed during the Japanese Colonial Period. The arterial areas were "Ginza" encircled by present Chisian Third Road, Wu-Fu Fourth Road, Sinsing Street and Daren Road, as well as "Yoshii Department Store" at the intersection of Dayong Road and Wu-Fu Fourth Road. The vast area of "Ginza" was a three-story building. The second and third floors were set up with air corridors selling piece goods, western-style clothes, snacks and general merchandise. Yoshii Department Store was a five-story high-rise building, which was not only the first department store in Kaohsiung, but also the highest building at that time. The building was equipped with "transport cages" (elevators). Taking the "transport cages" had become the trendiest activity at that time. These two bustling quarters were the most "modern" areas in Kaohsiung and always attracted a flood of people on every holiday and weekend. This certainly pushed the development of Yan-Cheng Pu forward.

"Ginza" and "Yoshii Department Store" continued to operate after the war, however they changed their names; "Ginza" became "International Marketplace" and "Yoshii Department Store" changed to "Kaohsiung Department Store". These two stores still retained their great popularity in the early stages of the postwar years. However, soon they encountered challenges from many new competitors. Established by Mr. Yao-Ting Wu in 1958 (R.O.C. Year 47), Da-Sin Department Store was the most important among the ensuing shopping stores. Located at diagonally from Kaohsiung Department Store, Da-Sin Department Store had the most remarkable features such as the first electric escalator in Taiwan and a rooftop playground. Its establishment created another dynamic trend. Many tourists traveled from other cities and counties just to take the electric escalator. The great success of Da-Sin, on the other hand, also thwarted the business of Kaohsiung Department Store. As a result, Kaohsiung Department Store was closed and sold to Hua Nan Bank.

The establishment of Da-Sin was only the first step of Yao-Ting Wu's empire. Wu was born in Si-Di Liao, Jia-Li Township of Tainan County. Wu's father, Chang Wu, worked as a foreman for a construction firm outside his hometown. After graduating from elementary school, Wu went to work for his father. As he started worked in the construction sites, he assisted with accounting, learned to be a taskmaster and other jobs. As the operation of the construction firm was going well, Wu and his father decided to leave for Wu's uncle's place in Pingtung to look for more opportunities. After passing through many places, they started to work as contractors in a friend's construction firm. With attentive and hard-working manner, Wu methodically managed the business of this construction firm. From unceasing work, Wu also learned much about "management" which greatly benefited his future enterprise.

Every effort he put in would earn great rewards. Wu's hard-working spirit finally was recognized by a Japanese construction merchant. Wu was employed almost immediately by a construction company in Kaohsiung. He started as a manual worker and got promoted to staff member, then a storekeeper, and further up to an overseer. No matter what job he did, he strived with all his might for all of them, and even surpassed his supervisor's requests. His wages increased from 18 Yuan to 40 Yuan and the family financial circumstance gradually turned better.

After the war, Yao-Ting Wu established his first store, Sin-Gao Department Store, a small general merchandise store located in San-Kui Cu, Kaohsiung. In 1950 (R.O.C. Year 39), Wu rented a stall on the second floor of Kaohsiung Department Store operating a dress materials and wool yarn business. The business ran surprisingly well. This allowed Wu to ambitiously establish a larger-scale department store of his own. With enormous "boldness", therefore, Wu spent his only savings of over 20,000 Yuan to buy a piece of land of over 100 pings (1 ping = 36 square feet) located at the present Yancheng District gold land sector of Kaohsiung. In 1953 (R.O.C. Year 42), the price of wool yarn rose twice at a stretch, which made Wu gain considerably enough capital to establish a large-scale department store. In order to learn more about management methods, Wu went to Japan and did manual work in a department store. While working every day, Wu paid

attention to every detail of the store's facilities, equipments, decoration and personnel system. After six months, Wu came back to Taiwan and started to prepare for the establishment of Da-Sin Department Store. In 1954 (R.O.C. Year 43), the construction was launched. Two years later, a five-story building was completed. The new business started on the first floor where three stalls, "China Shirt Store", "Sin-Gao Wool Yarn Store" and "Da-Sin General Merchandise Store", were set up. In 1958 (R.O.C. Year 47), these three stalls were merged and reorganized into the present Da-Sin Enterprise Corporation Limited. In 1959 (R.O.C. Year 48), escalators were installed on the second floor. Subsequently, the third, fourth and fifth floors started operation and elevators were also installed. In 1962 (R.O.C. Year 51), a playground was set up on the sixth floor. Hence, the company was on track to become a comprehensive department store, which made it the only new type of department store in the province at that time.

As Da-Sin Department Store was standing majestically above other general merchandise enterprises in Taiwan, Yao-Ting Wu cast his vision onto the hotel industry. Going through some research on the industry, Wu resolutely decided to build a hotel conforming to international requirements. The result was "Hotel Kingdom" in Kaohsiung. Most of Wu's friends considered that such an establishment was unrealistic and too perilous. Without attending to friends' well-meaning advice, however, Wu launched construction in 1966 (R.O.C. Year 55). The establishment of "Hotel Kingdom" was situated on Wu-Fu Fourth Road in the neighbor of the Love River. The establishment cost a total of 100 million New Taiwan dollars and was planned as an 18-floor building, the highest in Kaohsiung. The floor area of the hotel was 8,000 pings equipped with 312 guest rooms conforming to international requirements. The hotel facilities and services included Chinese and Western style restaurants, international conference hall, nightclub, cafe, special local product shop, barber shop, beauty salon and laundry facilities. In September 1968 (R.O.C. Year 57), the construction of the hotel was completed. The establishment of "Hotel Kingdom" brought Yan-Cheng Pu to the acme of prosperity. While enjoying the success of the hotel, Wu also clearly realized the development trend in Kaohsiung City. Therefore, by choosing a location on Jhongshan Road, Wu launched another establishment, Da-Tong (the President) Department Store, in 1975 (R.O.C. Year 64), which significantly drove and transformed the focus of the City's development to Cianjin and Sinsing Districts.

In addition to Yao-Ting Wu's Da-Sin and Hotel Kingdom, another important marketplace rose in Yancheng. Two of the most well-known names are "Dagoding" and "Jue-Jiang Market". This arcade market was established on a covered drainage ditch area of a tributary of the Love River. Tributary covering construction was launched in 1946 (R.O.C. Year 38) and completed in 1954 (R.O.C. Year 43). The covered area was then turned into an arcade with several markets threading through Yan-Cheng Pu. Those markets from north to south in order were Fu-Ye, Da-Gong-Lu, Sin-Le, Jue-Sin and Jue-Jiang. Among those markets, "Dagoding" was a gourmet food street collecting many snack stalls and "Jue-Jiang Market" was famous for its imported merchandise.

This famous and popular marketplace in Yan-Cheng Pu even upstaged “International Marketplace”. In 1973 (R.O.C. Year 62), the last famous department store, “Far East Department Store”, was established in Yan-Cheng Pu. Even though this department store is not under the discussion scope of this article (from 1945 to 1970), it actually illustrates the loss of Yan-Cheng Pu's popularity in microcosm. The establishment of Da-Tong (the President) Department Store in 1975 (R.O.C. Year 64) was an affirmation that the glorious days of Yan-Cheng Pu were no longer. As Da-Tong (the President) Department Store was presenting a lively and bustling sight, “Far East Department Store”, on the other hand, ceased its operations in 1987 (R.O.C. Year 76), which clearly illustrated the decline of Yan-Cheng Pu.

In addition to department stores and arcades, another attraction in Yan-Cheng Pu that attracted streams of people was movie theaters. As movie entertainment was introduced to Taiwan during the Japanese Colonial Period, it had simply become a major leisure entertainment activity for Taiwanese people. There were six movie theaters established in Kaohsiung City during the Japanese Colonial Period, “Kaohsiung theater”, established in 1921 (Japan Taisho Year 10) and renamed as “Kaohsiung Hall” in 1931; “Youth Hall” in 1929 (Japan Meiji Year 4); “Sing-Long Place”, the first theater Zuoying, in 1929; “Jin-Zhi Hall” and “Sho-Sing Hall” in 1930; and “Shiaowa Hall” in 1940. Excluding “Sing-Long Place” and “Youth Hall”, these theaters were located in Yan-Cheng District. Located at present Da-Tong Second Road, “Youth Hall” actually was only a river (the Love River) away from Yan-Cheng Pu which still made it closely interact with Yan-Cheng Pu.

Watching movies was still the most favorite entertainment activity for Kaohsiung residents during the early stage of postwar years. Among the six movie theaters, “Kaohsiung Hall” and “Shiaowa Hall” were destroyed in the war; “Jin-Zhi Hall”, “Sho-Sing Hall” and “Youth Hall” initially operated by the Japanese were renamed as “Guang-Fu Theater”, “Sho-Sing Theater” and “Youth Theater” respectively after being taken over by the Kuomintang; “Xing-Long Place” was initially operated by a Taiwanese entrepreneur and continued its operation after the war. In addition to old theaters, new theaters, such as “Dawutai Theater”, “Gu-Shan Theater”, “Ming-Xing Theater”, etc., also mushroomed all over the City during the early stage of postwar years. Located in Yan-Cheng Pu, “Dawutai Theater” was the best equipped among the newly established movie theaters and attracted the most audiences. It is clear that Yan-Cheng Pu was still the hub of most movie theaters. For instance, established in 1961 (R.O.C. Year 50) at the same location as the old “Kaohsiung Hall”, “Asian Theater” was equipped with four-track quadraphonic sound and other magnificent equipment. The fancy movie theater was so popular that it was always difficult to get a ticket during weekends or holidays. The spectacular scene of Yan-Cheng Pu crammed with a sea of people who wanted to watch movies during the weekends or holidays lasted until 1980 when new movie theaters were established elsewhere, by then movie viewers gradually dispersed from Yan-Cheng Pu.

In addition to watching movies, listening to the radio and watching TV were also the main leisure activities of Kaohsiung residents. Broadcasting stations rapidly emerged in postwar Kaohsiung bringing great enjoyment to the people of Kaohsiung City. Television also became popular at that time. Many people would stop in front of an electric equipment shop to enjoy television shows with gasp in admiration for developed technology. Each one of the scenes will be presented through the collection of old photos.

Not only the lively and bustling neighborhood of Yan-Cheng Pu, but also many large-scale activities attracted Kaohsiung resident's attention. In which beauty pageants especially caught the public eye and usually created a grand occasion where everybody competed to witness such an event and the whole city turned out to participate. Conducting beauty pageants became a trend leading to the creation of more beauty pageants, from Ms. China all the way to Ms. Kaohsiung.

With the old photo collection of Kaohsiung Museum of History, this chapter presents a view on the living situation of people in Kaohsiung City during the period between 1945 and 1970. As most of the photos in the collection were primarily news photos rather than photos of daily life, this chapter will stress the City's flourishing establishments to observe at the living circumstances of Kaohsiung residents at that time. The following subjects will be presented: (1) living scenes of the early stage of postwar period: due to unstable politics and economics at the early stage of postwar years, the life quality of Kaohsiung residents was not good; (2) the golden age of Yan-Cheng Pu: when the economy was soaring and various establishments in Yan-Cheng Pu were successively completed, Kaohsiung City was taken to a new era; (3) theaters and broadcasting stations: watching movies and listening to radio became the major entertainment activities of Kaohsiung residents during the postwar period, which also drove the development of the City; (4) activities in Kaohsiung: mainly some scenes from various beauty pageants and lottery drawings are presented, which were also part of Kaohsiung residents' memories.





賣香蕉小販

戰後初期的高雄市，街上有許多小販聚集販賣物品，由於當時經濟狀況不佳，許多店面無法營業，小販多半集中在市場及街頭營業，藉以謀生。這些街頭小販多半是以水果、涼水爲主，上圖中小販就在叫賣香蕉。

下圖爲販賣涼水的小販，高雄市地處亞熱帶，相當炎熱，故有許多販賣涼水者，民眾向其購買藉以消暑。



賣涼水的小販



高雄百貨公司

鹽埕區在日治後期慢慢成爲高雄市的鬧區，最著名的地標就是高雄市第1家百貨公司吉井百貨的成立，吉井百貨樓高五層，與台北的菊元、台南的林百貨成立時間相去不遠，爲台灣最早成立的百貨公司之一，也是當時高雄市最高的樓層，許多人專程至此坐「流籠」（台語電梯之意）到頂樓觀看大高雄的風光，類似今日到85大樓觀景台觀賞。



日治時期「銀座」

位於鹽埕區七賢三路之國際商場，原爲日治時期之銀座，爲高雄市最繁華區域之一，圖爲日治時期的「銀座」外貌。



大新百貨公司開幕前全貌



大新百貨公司開幕時況

在高雄百貨公司之後，高雄市最重要的百貨公司爲大新百貨公司，其創辦人吳耀庭更從此奠定其在高雄的王國，陸續興建華王飯店、大統、大立、大統快速、眞光、大樂等各連鎖公司，至今仍爲高雄市百貨及飯店業的霸主之一。

大新百貨於1954年動工，兩年之後完成了5層建設，先將1樓開業，分設「中國襯衣行」、「新高絨線行」和「大新百貨行」3個攤位。到1958年這3個攤位又合併改組爲目前的大新百貨企業股份有限公司，次年1959年裝設2樓自動電梯，接著3、4、5樓相繼營業，並加裝昇降電梯，1962年6樓兒童樂園完成而步上了百貨公司的正軌，成爲當時全省唯一的新型百貨公司。圖爲大新百貨公司開幕前全貌。

右下圖爲民國1958年9月14日，大新百貨公司開幕典禮，參觀民眾於展示櫥窗前留影。



大新百貨公司開幕時況



大新百貨自動電梯啓用

大新百貨最讓人難忘的就是全台第1部自動手扶電梯，許多人從遠地來到高雄，就是爲了要搭乘這部手扶梯，也成爲高雄市的著名景觀。圖爲1959年10月25日，當天百貨公司人員引導貴賓搭乘自動電梯。

華王大飯店動土典禮



參與華王大飯店動土典禮的吳耀庭夫婦

華王大飯店是高雄市第1間擁有200多個房間，合乎國際水準的大飯店，其不僅讓創設大新百貨公司的吳耀庭，其事業再度達到顛峰，更是高雄市邁向國際性大都市的表徵，對高雄的商務及觀光都有很大助益。

華王飯店座落在鹽埕區五福四路，於1967年（民國56年）1月6日舉行破土典禮，當日冠蓋雲集，除主人吳耀庭夫婦外，高雄市政府主任秘書黃麗川、高雄市議會主任秘書蔡景軾，分別代表市長陳啓川及議長王玉雲出席，市黨部、美國新聞處、日本領事館亦均派代表前往，可見各界對其之重視，華王飯店落成後也成爲高雄市最新、最大的國際級觀光飯店，至今仍持續營業中。上圖爲華王大飯店工程預定地的鳥瞰圖。



施工中的華王大飯店

上圖攝於1967年11月20日。



竣工後的華王大飯店



早期七賢路上酒吧外觀

臨近高雄港的鹽埕區，在戰後因船員及美軍的關係，產生一種「另類」的繁華，休假的美軍與船員上岸後，總喜歡到七賢三路上的酒吧喝酒，與吧女調情，使得當地酒吧林立，成爲另一種鹽埕區的特色。

1950年間，一群酒吧業的拓荒者，從基隆港遷徙到高雄市，相繼在七賢三路上開設友愛、麗娜、聯合、安樂宮酒吧，剛開始時生意並不佳，直到一位山東籍的劉永茂先生在五福四路開設一間鉅資裝潢的紐約酒吧，才讓外籍人士蜂擁而至，一個月內由5間暴增到13間，開創酒吧業的高峰，到1964年4月，高雄市的酒吧已經高達31間，成爲七賢三路最著名的景觀。上圖爲早期酒吧的外觀。



酒吧女郎與美國大兵合照



七賢路上Nancy's酒吧外觀

攝於1964年





七賢路上酒吧內部陳設



亞洲大戲院外觀全景

1961年（民國50年）5月28日，位於今日七賢路、五福路交叉口的「亞洲戲院」開幕。該戲院院址爲1920年（大正9年）開幕，日治時期高雄市第1間戲院「高雄劇場」，後該戲院於1931年（明治6年）更名爲「高雄館」，在二次大戰時因美軍轟炸，於1945年毀於戰火中，直到1961年才重新以「亞洲戲院」開張。



亞洲大戲院內部設備



民眾選購電視機

高雄市能清晰的看到電視，是在1965年10月10日，設於旗山的台灣電視公司南部轉播站正式落成啓用後，才能讓高雄市民眾首次目睹電視，當時看電視時，還需要將電線轉向旗山方向，否則會收訊不清，而且也只有一台（台視），每日播出7小時，播出時間爲中午12時半至下午1時半、下午5時半至11時半。就連販賣電視的廣告，也要教導民眾們該如何選購電視、使用電視。

雖然如此不方便，但電視第1次登陸高雄市，仍吸引了許多民眾的注意，圖中電器行裡有許多圍觀的民眾，看著這個新時代的產物，這個神奇的黑盒子，成爲當時高雄市街頭巷尾最熱門的話題。



電器行中播放節目的電視機



成功廣播電台開播與會人員合影

1959年（民國48年）5月16日，高雄市成功電台奉准正式開播，該電台以高雄縣市爲主，爲高雄之區域電台，董事長爲當時高雄市議會副議長汪雨辰，台長爲張瑞英。該台於16日下午舉行酒會，慶祝開播，高雄市長陳武璋、高雄縣長陳皆興、民眾服務處處長嚴澤元及新聞界同業400多人出席致賀，相當熱鬧。圖爲參與盛會的部分人員於當時位於中正四路之電台門口合影留念，後該電台搬至中華三路。





成功廣播電臺播音情形

攝於1963年9月16日



中國小姐著旗袍走伸展台

政府爲了擴展國民外交、爭取海外僑胞與外國的支持、塑造一位美麗的親善大使的形象，來推展我國外交等活動，因此在1960年開啓選美活動，由大華晚報主辦，選拔「第1屆中國小姐」。

第1屆中國小姐的選拔程序分2級舉行：第1級爲區域性選拔，產生競選小姐28人，然後再舉行第2級選拔，產生「中國小姐」及中國小姐第2、3、4、5名共5人。區域性預賽共分爲台北、台中、高雄3區，台北區先選出代表14人、台中區選出7人、高雄區選出7人，共28人。第2級選拔，分初選複選及決選3種。初選就區域性選拔產生之28位競選小姐錄取10人；複選就初選入圍之10人決定優勝者5人，是爲準中國小姐；決選就5名準中國小姐中，評定1位「民國50年中國小姐」及中國小姐第2、3、4、5名。第1屆中國小姐最後由林靜宜小姐脫穎而出。

中國小姐選拔第1次與國人見面的地點就是在高雄市，因爲第1級的區域性選拔首先登場的就是高雄區選拔，時間是1960年4月30日，於高雄市新修建的體育館登場。高雄區選拔包括高雄市、高雄縣、屏東縣、澎湖縣、台南市、台南縣、台東縣等7縣市，共有47位報名，比賽當天有43位角逐。由於高雄區選拔最早舉行，頗受各方矚目，選拔當天不僅門票銷售一空，還有中廣現場轉播，報紙也以全版報導，主辦單位更要求12歲以下孩童、穿汗衫、木屐者不得入場，其轟動之場面，可見一斑。



民衆爭看中國小姐選拔

圖爲當時會場的情形，可見其人頭鑽動的盛況，也可看出當時大家對這場選美的好奇。



中國小姐著運動裝登台

圖爲佳麗們穿著運動裝上台的情形，在西方應以泳裝亮相的佳麗，因當時台灣民風保守，故改穿運動裝，也是當時與現在不同之處。



中國小姐汪麗玲搭機赴美參賽

第2屆中國小姐於隔年（1961年，民國50年）舉辦，5月16日進行決選賽，共有來自全國15名佳麗參加，先後穿著運動裝、旗袍、晚禮服展示，後共選出3位第1名：馬維君、汪麗玲、李秀英，代表台灣競選世界及環球小姐。其中汪麗玲來自高雄市，將代表台灣赴邁阿密競選環球小姐，其當選後，爲準備赴美的行頭，返回高雄，受到高雄各界盛大的歡迎，並舉行茶會，掀起一陣中國小姐的高潮，後在眾人歡送下，搭機赴美參加比賽（見圖）。



中國小姐汪麗玲赴美參賽前返高雄省親



民衆前往高雄小姐選拔會場



高雄小姐著晚禮服登台

中國小姐選拔進行到第3年（1962年，民國51年）時，民眾的新鮮感已過，不如剛開始時反應熱烈，爲讓此熱潮延續，主辦單位在第3屆時，先進行各地區的選美，再由各地選出的優勝者競逐中國小姐。依照此一方式，第1屆的「台南小姐」、「台中小姐」紛紛出籠，首屆「高雄小姐」選拔，也在1962年4月29日，在體育館（位於今日中央公園，已拆除）舉行，共錄取6名，第1名3人，加冕爲「高雄小姐」，並由青商會推薦競選中國小姐，並負擔全額費用，第2名2人、第3名1人，第2、3名也由青商會推薦參選，但經費需自己負擔。圖爲選拔當晚，吸引許多高雄民眾爭相目睹。



高雄小姐選拔結果出爐

選拔當晚，吸引許多高雄民眾爭相目睹，14位參選佳麗分別穿著旗袍、運動裝、晚禮服出場，贏得觀眾喝采，最後結果由高雄市籍的第2屆中國小姐汪麗玲宣布，由錢彩雲、周增品、江樂舜奪得后冠（見圖），李秀珠、林慶華爲第2名，劉慧珠爲第3名。



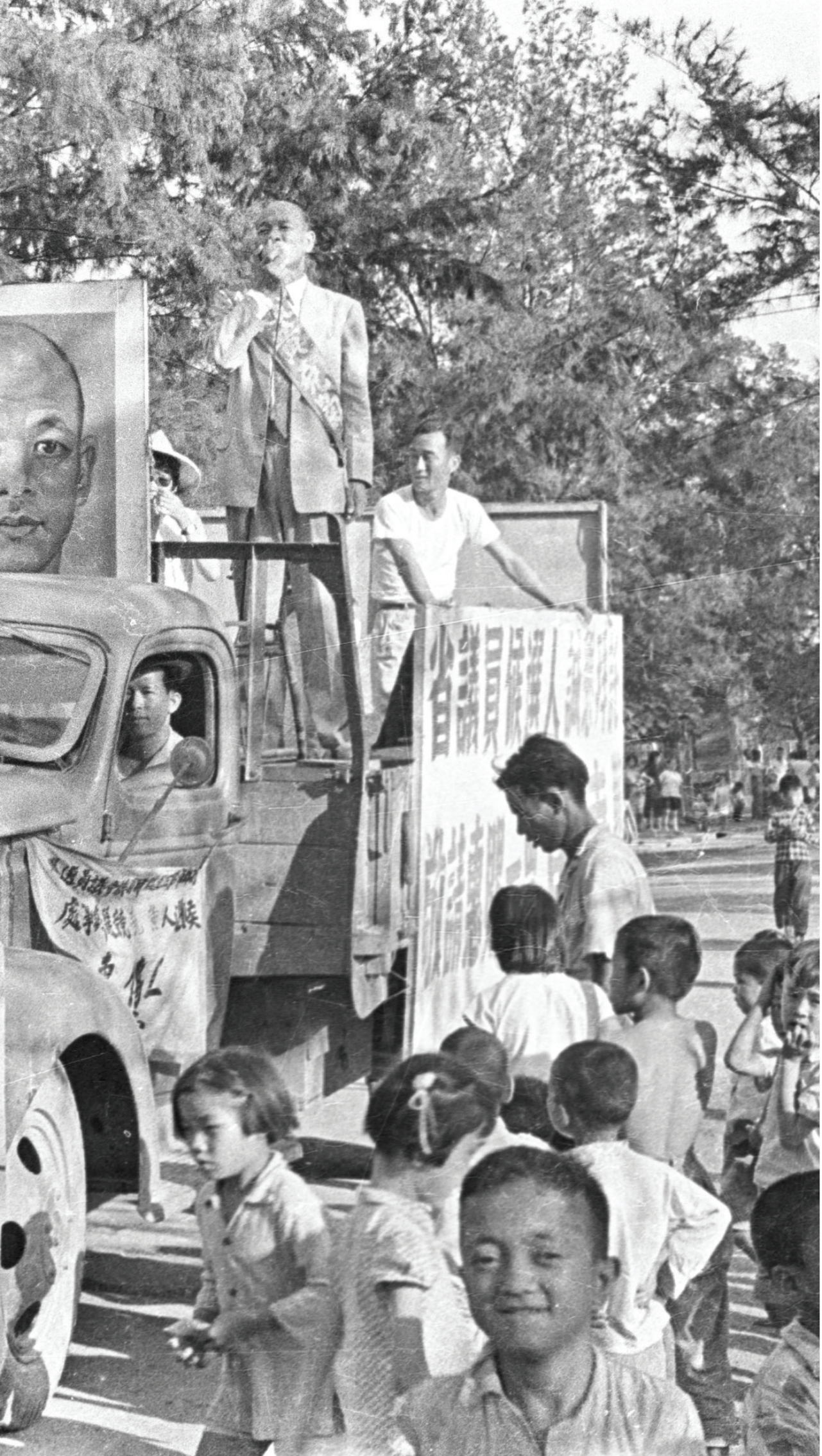
首次於高雄市舉辦的愛國獎券開獎會場外觀

1950年開始發售的愛國獎券，是台灣最長壽的彩券，從1950年4月至1987年12月，共發行37年8個月，「一券在手，希望無窮」的廣告詞一直到今仍讓人朗朗上口，可見其影響之深遠。1962年爲了刺激有些疲軟的買氣，愛國獎券的開獎儀式決定走出台北，到台灣其他城市舉行，台灣南部的首次就選在高雄市，也造成高雄市獎券迷的轟動。1962年5月5日，愛國獎券在省立高雄女中大禮堂舉行（見圖），高雄市的獎券迷立即將可容納千人的大禮堂擠得水洩不通，還有許多人不得其門而入，禮堂外還有許多販賣獎券的小販，熱鬧非凡。此次開獎由負責販售的台灣銀行總行業務經理祝源溥率領20多位工作人員南下，在千人目睹下，順利完成高雄市第1次的「開獎記」。

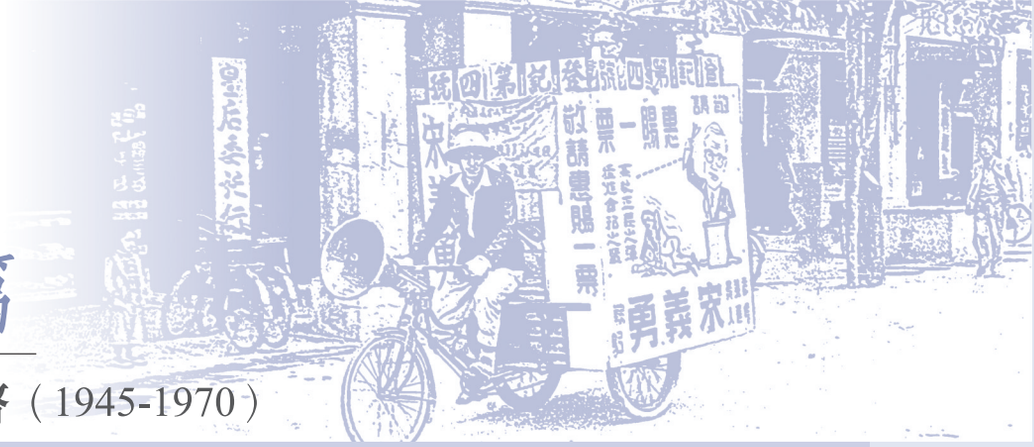


首次於高雄市舉辦的愛國獎券開獎會場內景


省議員候選人
黃堯
鞠躬



政治 POLITICS 篇



政治篇

地方自治的開啓（1945-1970）

1945年（民國34年）至1970年（民國59年）間的台灣地方政治，可分爲兩階段。第一個階段是從1945年國府接收台灣開始，第二個階段則從1950年，各地實施「地方自治」開始。兩個階段最大的差異，是前一個階段（1945-1950年）的大多數時間，國府的統治範圍，除台灣之外，尚包含中國大陸的大半，故此時在各地所實施的地方選舉，是一體適用於全中國。但後一個階段（1950-1970年），國府已撤退來台，統治區域僅剩台、澎、金、馬，此時所實施的地方選舉，僅在上述區域落實。

一、1945-1950年的高市政治

在不同背景下，這兩階段的地方選舉，不論從制度、選舉方式、影響各方面，都有所差異。第一階段的選舉，最重要的是1946年（民國35年）的一連串選舉，這次選舉與現在的選舉方式有所不同，以高雄市爲例，選民必需先取得公民資格，後再選出各區代表，由區代表選出市參議員，再由市參議員選出省參議員，由下而上，層層選舉。換言之，市參議員、省參議員並不是由合格選民直接投出，而是間接由代表選出。除此之外，尚有1947年（民國36年）的首屆國民大會代表及立法委員的選舉，由於此爲全中國性的選舉，國代高雄市尚有1個名額，由日後曾任高雄市長的楊金虎當選，但立委則爲全台選區的一部分，高市無人當選，其影響力不如日後在台舉辦的增額或改選。

另一個值得注意的是，1945年至1950年的高雄市長均爲官派，因此在地方政治上，最重要的就是高雄市參議員，但這批參議員，在1947年的二二八事件中受到重創，共有3人死亡、4人入獄、1人逃亡，幾占全體市參議員（31名）的四分之一，同時因爲時局動盪，國府在中國大陸的戰役中節節失利，遂一直未實施第2屆的市參議員選舉，這批市參議員成爲此階段唯一的市級議會代表，但1951年改選後，許多市參議員就此退出政壇，使得1950年實施「地方自治」後的高市政治，呈現另一種風貌。

二、1950-1970年的高市政治

1950年（民國39年）年底，台灣省及其各縣市之議會展開改選，名稱由原來的「參議會」改成了「縣、市議會」及「臨時省議會」，除此之外，各縣市的縣市長也在同年開始民選，種種措施，讓台灣的地方政治進入國府的「地方自治」新階段。

這與前階段最大的不同，除了議會的名稱由「市參議會」變成「市議會」外，市長由官派變成民選，以及不論市長、市議員選舉制度均改由年滿20歲以上公民直選。種種新措施，均更符合民主的精神，而這階段的民主政治，更延續至今，成爲我們所熟悉的台灣地方政治常態。

但地方自治實施的初期，卻帶給國民黨主導的中央政府許多意料之外的結果，其中之一就是「地方派系」的出現。「地方派系」通常是指在單一縣市行政區中，長期有2至3個不同的派系主控著地方政治，競逐各級的民意代表席次。而國民黨面對地方派系的存在，不但不加以阻止，反而趁勢利用，操縱地方派系，甚至讓兩派輪流在地方執政。

以高雄市而言，在本文所討論的1950年至1970年期間，所謂的「地方派系」，指的是以同鄉會爲主軸的「澎湖、台南、在地」3派，這3派的分類，就是其參與者的籍貫，「澎湖派」的成員就是來自澎湖，而定居在高雄市的移民；「台南派」就是來自台南（指台南縣，而非台南市）的移民，而「在地派」就是原居住在此的高雄市在地居民。

在1950年至1970年間的高雄市府會，基本上均由此3派掌握。從1950年到1970年間，高雄市共產生4位、6任的市長，分別是澎湖派的謝掙強（第1、2任）、台南派的陳武璋（第3任）、在地派的陳啓川（第4、5任）及出身台南縣的楊金虎（第6任），但楊金虎非國民黨提名，故其當選雖然有派系作用其中，然主要是黨外與國民黨間的對抗。

在高雄市議會方面，1950年至1970年間，除此3派外，尚有來自大陸的外省籍議員，形成4派制衡的局面，但爲數最多的仍是在地派議員，尤其是澎湖派議員越往後席次越少，較難影響大局。

除府會之外，當時最重要的民意代表選舉尚有省議員選舉，也呈現派系各分席次的局面，但當時除國民黨提名者外，非國民黨籍的「黨外」議員也有能力爭取席次。換言之，當時主導政局的是「澎湖、台南、在地」3大派，除此之外，「黨外」及「外省」也有影響政局之能力，但到後期，「在地派」的力量越來越大，在1979年（民國68年）高雄市升格爲直轄市後，就成爲在地的「四大家族」主宰政局的局面。

高雄市歷史博物館館藏，關於高雄市政治之老照片，除了有詳盡的歷屆市長及市議會的照片外，較多的則是由1955年（民國44年）的省轄市時期第3屆市議員選舉到1968年（民國57年）省轄市時期第6屆民選市長選舉間選舉及府會動態的照片，此期間共經歷省轄市時期高雄市第3、4、5、6屆市長及第3、4、5、6屆市議員，此階段會在以下的照片中，占有較大比重。

本章將以3主題呈現高雄市的政治發展：第1個主題是「選舉過程」，也就是透過鏡頭，呈現以往歷屆選舉中，從登記到當選的過程，並讓讀者瞭解民主選舉的過程。第2個主題是「歷屆市長」，透過歷屆高雄市長的活動照片及介紹，讓民眾更能瞭解歷任高雄市長，但因照片來源的關係，陳武璋及陳啓川市長擁有較多的題材，會有較多的說明。第3個主題則是「歷屆議會」，同樣透過照片及簡介，讓高雄市民對於各屆議會，有更深入的瞭解。

POLITICS

The Initiation of Local Self-Government (1945-1970)

The local politics of Taiwan situated between 1945 and 1970 (R.O.C Year between Year 34 and Year 59) can be divided into two stages. The first stage began when the National Government took over Taiwan in 1945. The second stage started from 1950 once "Local Self-Government" was put into practice everywhere in Taiwan. The major difference between the two stages is that the governing domain of the National Government at the first stage (1945-1950) covered most of Mainland China besides Taiwan. The practice of local elections was to be implemented by all of China. By the second stage (1950-1970), the National Government had retreated to Taiwan. As the only Taiwan, Peng-Hu, Jin-Men and Ma-Zu remained at this stage, the practice of local elections was implemented only in these regions.

1、Political Status of Kaohsiung City between 1945 and 1950

Given different political backgrounds, local elections during these two stages were rather different from each other regarding election system, election process and influence. The implementation of a succession of elections conducted in 1946 (R.O.C Year 35) was the most important during the first stage. The election process in this stage was different from elections implemented currently. Taking Kaohsiung as an example, it was essential for every voter to obtain his/her citizenship to be eligible to elect ward representatives in various elections. Then city senators would be elected from the elected ward representatives and province senators, elected from the elected city senators. The election process was layered from the bottom to the top. In other words, neither city senators nor province senators were directly elected by eligible voters, but elected by ward representatives. Additionally, the First National Assembly Representatives and Legislators Elections were conducted in 1947 (R.O.C Year 36). Since the elections were conducted in throughout China, one National Assembly representative seat was dispatched to Kaohsiung City and Mr. Jin-Hu Yang, future appointed as one term of Kaohsiung Mayor, was elected. However, no one was elected as a legislator in Kaohsiung City as the legislator elections were implemented with all of Taiwan and Kaohsiung as part of one electoral ward. The influence of the elections was inferior to the future elections of Additional Legislators or re-elections conducted in Taiwan.

Another matter that deserves to be mentioned was that mayors of Kaohsiung City who took office during the period between 1945 and 1950 were all government-appointed. Given that, the most important roles in Kaohsiung local politics were played by Kaohsiung City senators. However, these senators were inflicted serious losses in 28February Incident in 1947. The Incident resulted in three deaths, four jailed and one fugitive which comprised about 1/4 of the

entire City senators (31 persons). Moreover, because of the turbulent political situation at that time and the National Government's successively unfavorable campaigns in Mainland China, the Second City Senators Election did not have a chance to be conducted. Thus, the City senators turned out to be the only municipal level delegates at this stage. Nevertheless, after a reelection was conducted in 1951, many of those City senators decided to withdraw from the political arena thereby creating a different type of politic environment in Kaohsiung City after "Local Self-Government" was put into practice in 1950.

2、Political Status of Kaohsiung City between 1950 and 1970

By the end of Year 1950 (R.O.C Year 39), the Taiwan Provincial Parliament and various City/County Senates launched a re-election and renamed "Senate" and "Parliament" as "City/County Council" and "Provisional Provincial Assembly" respectively. In addition, direct public election of City/County mayors was implemented. All sorts of policies made the local politics of Taiwan enter a new era of "Local Self-Government" implemented by the National Government.

Differing from the first stage, in the second stage, not only was the "City Senate" renamed as "City Council", but also the structure of government-appointed mayors was replaced with the direct public election of mayors, and the electoral system of mayors and city councilors was amended by implementing direct public election by any eligible citizen above 20 years old. These new policies conformed to the essence of democracy and the democratic politics of this stage had been continued today as the Taiwan local politics status we are familiar with.

However, the implementation of local self-government at the early stage actually led to numerous unexpected consequences to the Central Government directed by the Kuomintang. One of them was the emergence of "local factions". "Local factions" usually referred to two or three different but long-existing factions in a single county or city administrative area controlling local politics and competing against each other for all levels of public delegate seats. Although aware of the existence of local factions, instead of preventing the situation from happening, the Kuomintang took advantage of the favorable circumstance to manipulate local factions and even allow them to be in power in turn.

In Kaohsiung City, the "local factions" during the period between 1950 and 1970 discussed in this article refer to three factions, "Penghu, Tainan and the Local", which were organized mainly with different townspeople associations. These three factions in fact were classified by the participants' original counties or cities. The members of the "Penghu Faction" were immigrants originally from Penghu County but took up residence in Kaohsiung City, "Tainan Factions" represented immigrants originally from Tainan (Tainan County rather than Tainan City), and whereas "the Local Faction" indicated the inhabitants originally settled in Kaohsiung City.

The Kaohsiung Municipal Government and City Council were dominated by these three factions during the period between 1950 and 1970. During this period (19501970), there were a total of four persons elected to six terms of mayors of Kaohsiung City. They were Cheng-Chiang Hsie (the first and second terms) from the Penghu Faction, Wu-Chang Chen (the third term) of the Tainan Faction, Chi-Chuan Chen (the fourth and fifth terms) from the Local Faction and Jin-Hu Yang (the sixth term) of the Tainan Faction. Given that Yang was a non-Kuomintang nominee, even if faction influence had something to do with Yang's election; the main factor was actually resistance between the Non-Party bloc and the Kuomintang.

With respect to the status of the Kaohsiung City Council during this period (19501970), in addition to the foregoing three factions, there was also a faction of elected councilors originally from Mainland China. Consequently, a situation of four factions balancing against each other had taken shape. However, the amount of councilors that were elected the most was still members of the Local Faction. The Penghu Faction especially had less delegate seats every year, which made it more difficult for them to have any influence.

In addition to councilor elections for the Municipal Government and City Council, the provincial councilor election was one of the most important public delegate elections at that time. However, the situation of local factions competing for delegate seats also existed here. The difference was that not only the Kuomintang nominees, but also non-Kuomintang "Non-Party" candidates had a chance to compete for councilor seats. In other words, even though the three major factions, "Penghu, Tainan and the Local", dominated the political environment, councilors from "Non-Party" and "External-Province" were also able to effect politics. Nevertheless, "the Local Faction" had more and more influence at a later stage. This is especially true after Kaohsiung City was promoted as a direct-controlled municipality in 1979 (R.O.C Year 68) and the local "Four Families" consequently dominated the politics of Kaohsiung.

The old photos on the subject of Kaohsiung politics among the Kaohsiung Museum of History's collection not only show all the previous mayors and City Council in detail, but also illustrate the many campaign activities of the Third City Councilors Election in 1955 (R.O.C Year 44), the Sixth Public Election for Mayor Kaohsiung City in 1968 (R.O.C Year 57) and operation activities of Municipal Government and City Council during the provincial municipality era. Both the Third, Fourth, Fifth and Sixth terms of mayors and city councilors were elected during the provincial municipality era. The photos taken during this era would make a large proportion of the collection of this subject.

This chapter is set up with three subjects to present the political development of Kaohsiung City. The first subject is on "Election Processes", which presents all the previous elections starting with the registration process and progressing to the delegate-elects process in order for readers to appreciate the democratic election process. The second subject is on "All Previous Mayors", which illustrates the activities of all the previous mayors of Kaohsiung City during their terms with photos and synopses so that the public could recognize the previous mayors' contributions. The presentation of this subject, however, is mostly on Mayor Wu-Zhang Chen and Mayor Chi-Chuan Chen due to the source of photos. The third subject is on "All Previous Councils", which likewise presents to the public photos and synopses for Kaohsiung residents to have a thorough understanding regarding each previous council's operation.



省議員選舉候選人李源棧抽號次籤

候選人經過登記及審查，一切合於規定後，就要進行抽籤，決定競選時的號次。通常抽籤都是由候選人親自到場進行，如候選人未到，將由選舉事務所及監察小組代爲執行。圖爲1963年4月13日，高雄市第3屆省議員選舉時，候選人李源棧從選務委員手中的籤桶抽出號碼。



省議員選舉候選人黃堯沿街拜票

候選人確定號次後，當法定競選時間開始，就可以展開一連串的競選活動。圖爲1957年4月，高雄市臨時第3屆省議員候選人黃堯沿街拜票的情形，可看到黃堯身著西裝，在助選人員及宣傳車陪同下，親自走在大馬路上向選民拜票。



市議員候選人宋義勇騎三輪車宣傳拜票

一如今日，競選時間開始後，候選人的宣傳車就開始在大街小巷宣傳，只是因時代的不同，也可看到當時的宣傳車與現在大不相同。圖爲資本較不雄厚的候選人，騎著三輪車爲自己宣傳。



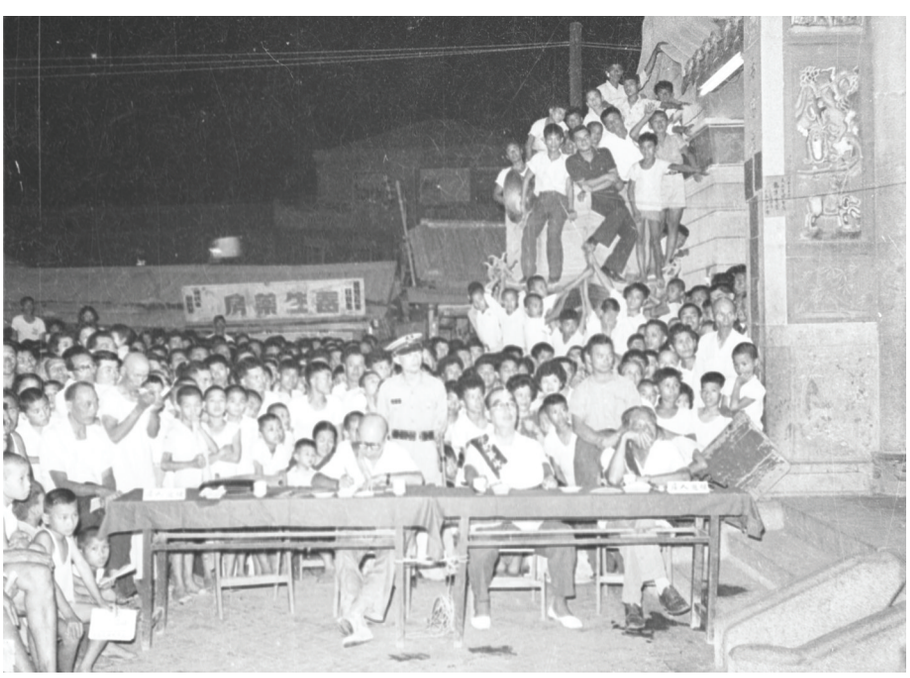
省議員候選人黃堯動用大卡車宣傳拜票

圖爲財力雄厚的黃堯，動用當時少見的大卡車宣傳，也導致許多民眾環繞，達到宣傳的效果。



高雄市第5屆市長候選人楊金虎於鹽埕三山國王廟前發表政見

選舉時期的重點之一就是政見發表會，尤其在解嚴前，政見發表會可說是言論較爲開放的特殊時段，因此會吸引許多人前往聆聽。圖爲1964年4月20日，高雄市選務中心在鹽埕區三山國王廟前爲第5屆高雄市長候選人舉辦政見發表會，可看見台下萬頭鑽動的情形，甚至有人攀爬到牆壁上，可見當時民眾對選舉之投入，圖爲候選人楊金虎演講之情形。



民眾參與第5屆高雄市市長候選人政見發表會



民衆排隊進入投票所投票

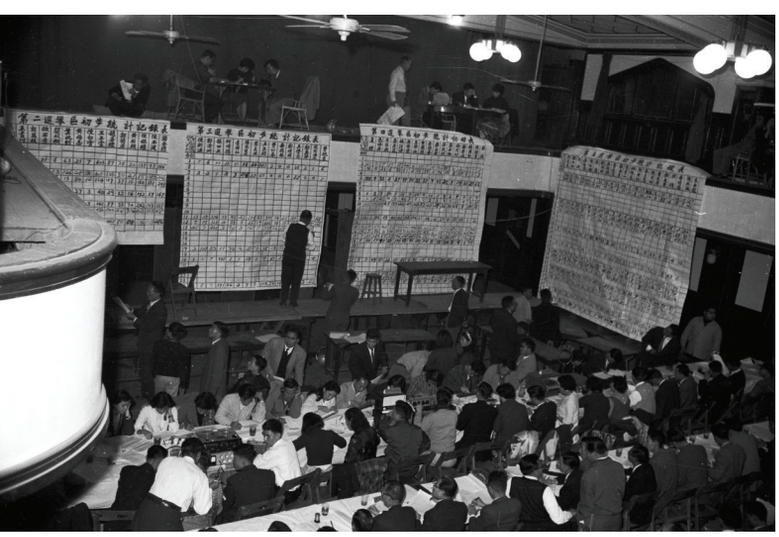
經過漫長的競選期間，終於到投票的當天，高雄市民對於選舉的重視，從圖中扶老攜幼進入投票所就可一窺，也可從右圖中年邁的市民依然堅持投下神聖的一票看得出來。



年邁老婦投票



高雄市第3屆市議員選舉開計票作業





高雄市第5屆市議員選舉開計票作業

選舉完畢後，開票是最扣人心弦的一刻，圖爲1961年1月15日，高雄市第5屆市議員選舉的開票情形，在選務人員公開唱票、計票後，當時並沒有電腦計票，一律均以人工執行，在會場上，工作人員將票數記載在大海報上，方可讓台下人士對票數一目了然。



高雄市第5屆市議員宣誓就職

經過激烈的競爭後，當選者要進行宣誓，正式就任新職，開始執行選民所託付的任務。圖爲1961年（民國50年）2月21日，第5屆高雄市議員議會成立當日，所有市議員宣誓就職的畫面。



高雄市議會舊大樓

高雄市議會舊大樓位於中正路、自強路口，今日消防隊位置之處，當時議會大樓最大的缺點就是場地太小，所以每次市議會開會時均需借用市府開會，故有修建新議會大樓之建議，但新大樓直到1966年（民國55年）10月26日才落成，在此之前，市議會均在此辦公。





體育篇

SPORTS



體育篇

豔陽下的運動健兒

高雄市地處晴朗炎熱的南台灣，是個發展運動的好地點，自日治以來，運動風氣就頗爲盛行，其傳統延續至今，不僅在左營設有國家級的運動中心，更成功爭取2009世界運動會，成爲台灣的運動重鎮。

因高雄市在日治時期設市，故其運動發展初期以日本引進的棒球最爲風靡，最初是由日本人爲主的糖廠及會社棒球隊，後台籍人士也逐漸參與這些運動，1929年（昭和4年）以全部台灣人組成的高雄第一公學校，擊敗多半是日本人組成的小學校，奪得第一回全島少年野球冠軍，可說明高雄民眾對棒球的愛好與資質。此喜愛更延續至戰後，在省運中有出色成績，更造就1970年以後，立德少棒隊的光榮事蹟。

戰後的高雄市，除了棒球外，許多運動也相當盛行，而對高雄市運動最有直接助益，則屬新運動場館的建設。高雄市原運動場在舊市府（今日高雄市立歷史博物館）對面，由戰後初期官派的第4任市長劉翔於1949年（民國38年）興建，完工後就在隔年（1950年、民國39年）即舉辦過第5屆省運會。1959年（民國48年），高雄市第3任市長陳武璋任內，在五福、中山、中華、民生圍繞之中央公園內，籌設新體育館及體育場，其中體育館爲台灣第一個屋頂加蓋的巨蛋體育館，總工程在第4任市長陳啓川任內完成，也因爲這些體育設施，讓高雄市爭取到省運的舉行。這種運動場與大型運動賽事的關係在高雄市一再上演，1970年之後，高雄市爲1986年的區運會，在今日中正路建立新的中正運動場及中正技擊館，成爲新一代的運動場館，爲迎接2009世運會，如今在博愛路及左營分別新建巨蛋體育館及世運主場館，這也成爲高雄市運動發展值得討論的一環。

以下將以「體育場館」、「省運在高雄」二方面，以老照片呈現戰後高雄市運動發展之相貌，從「體育場館」及「省運會」可看出高雄市在體育發展上大型運動賽事及運動場館興建之特殊關聯。

SPORTS

Vigorous Athletes under the Bright Shining Sun

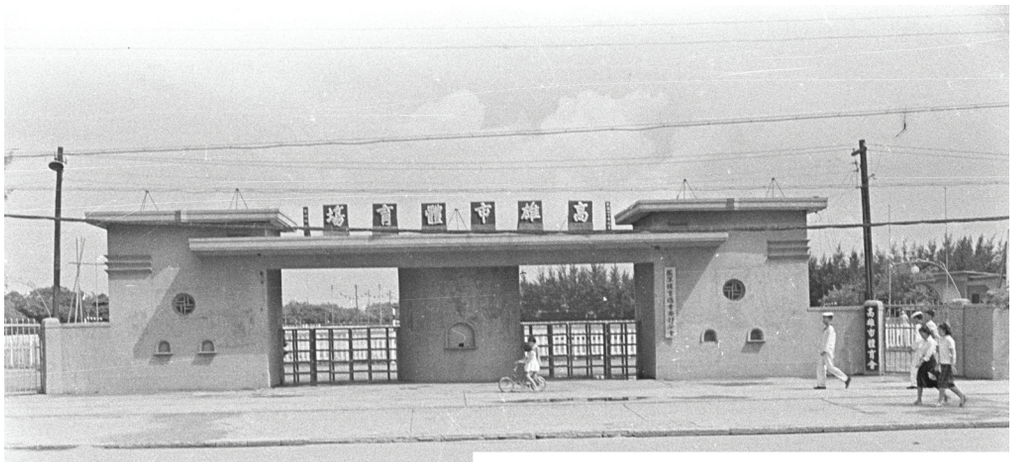
The region of Kaohsiung City is situated in a sunny blazing-hot area of Southern Taiwan with a year round summer climate which is a great place for developing sport activities. Sports had become a common practice since Japanese Colonial Era and continuously prevailed over the entire Kaohsiung region until today. In addition to the establishment of a nation-level gym in Zuoying, the City even its bid to become the host city for The World Games 2009 and made itself an important city for sports in Taiwan.

Since the City of Kaohsiung was established during the Japanese Colonial Era, the most fashionable sport during the early stages of sports development certainly was baseball which was introduced to Taiwan by Japanese. In the beginning, baseball teams were mainly formed by Japanese from sugar refineries and corporations. Later Taiwanese increasingly participated in baseball games. In 1929 (Japan Shiaowa Year 4), a baseball team formed completely of Taiwanese at Kaohsiung First Public School defeated an elementary school team formed mostly by Japanese and won the First Pan-Island Youth Baseball Championship. It is evident that Kaohsiung populace's has ardent affection and great talent for baseball. The affection continued after the war and presented itself in splendid performances in Provincial Sports Games. The significant achievements are further evident in the glorious success of Li-De Junior Baseball Team in the 1970s.

In addition to baseball, other sports also prevailed in postwar Kaohsiung. Nevertheless, the most remarkable advance in sports development in Kaohsiung was the establishments of new sports facilities. The old stadium of Kaohsiung City was located on the opposite side of the old City Hall (current Kaohsiung Museum of History). The stadium was established by the fourth term government-appointed mayor Mr. Siang Liu at an early stage of the postwar period in 1949 (R.O.C Year 38). After the stadium was completed, the Fifth Provincial Sports Game was held there the following year (1950, R.O.C Year 39). Moreover, Mr. Wu-Zhang Chen, the third term mayor of Kaohsiung City, established a gymnasium and a stadium in the Central Park surrounded by Wu-Fu Road, Jhong-Shan Road, Jhong-Hua Road and Min-Sheng Road during his mayor term in 1959 (R.O.C. Year 48). The new stadium was the first domed stadium in Taiwan. The entire construction was completed during Mr. Chi-Chun Chen's term, the fourth term mayor of Kaohsiung City. With these sports facilities, Kaohsiung City was able to be the host city for several Provincial

Sports Games. Since then, sports facilities in Kaohsiung City were frequently attached to large-scale sports events. After the 1970s, Kaohsiung established Chung Cheng Stadium and Chung Cheng Martial Arts Stadium on Chung Cheng Road for the Taiwan Regional Games in 1986. These two stadiums had become sport venues for following generations. Kaohsiung City furthermore established a new domed stadium and a main stadium for the upcoming World Games 2009 on Bo-Ai Road and Zuoying District respectively. The new venues are also worthy topic of discussion regarding sports development in Kaohsiung City.

With old photos, the following illustrates the development of sports in postwar Kaohsiung in two aspects, "Sports Facilities" and "Provincial Games in Kaohsiung". Through the old photos of "sports facilities" and "provincial games", we can see the special connection between large-scale sports events and the establishment of stadiums in the development of sports in Kaohsiung.



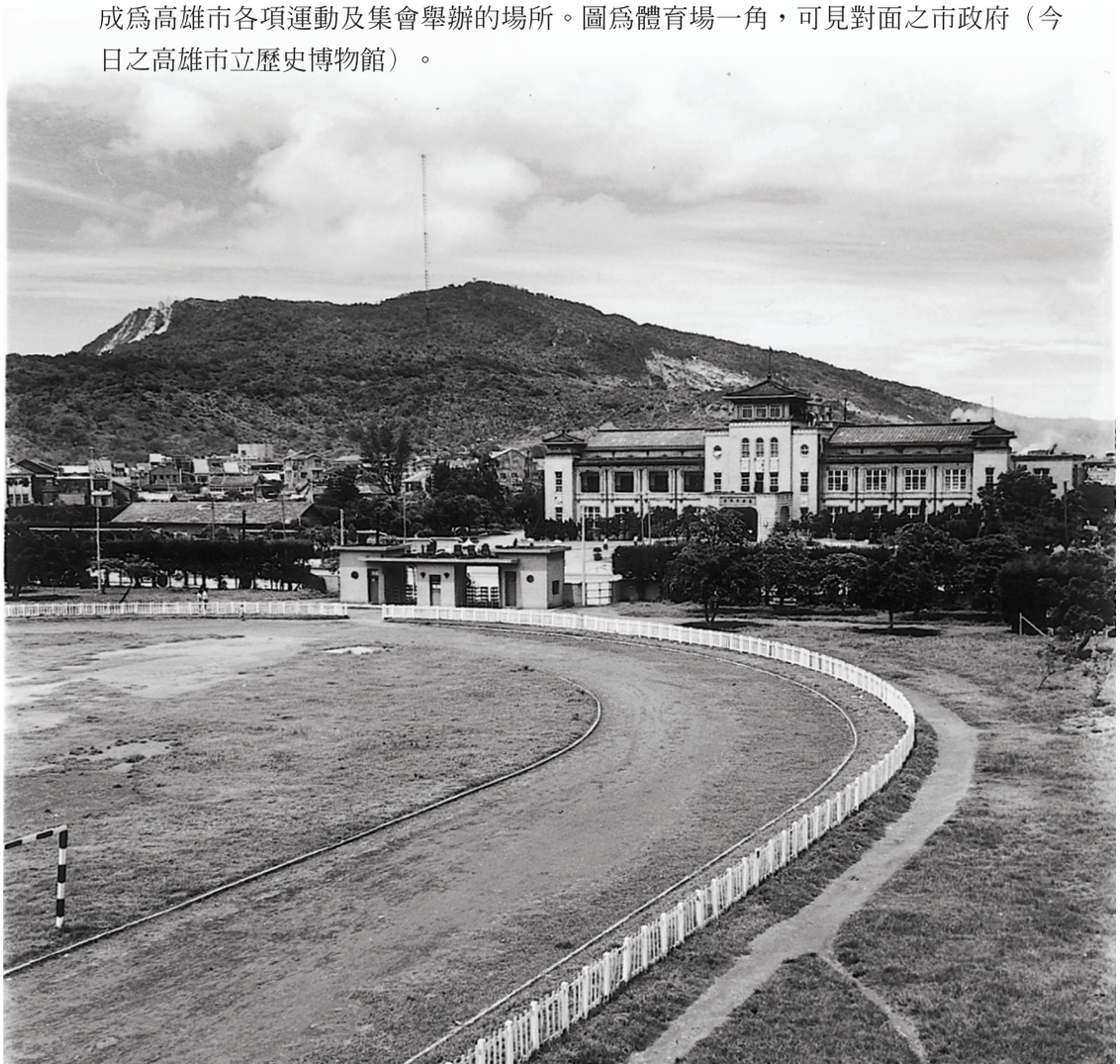
高雄市體育場大門



高雄市體育場司令台

高雄市體育場跑道

戰後高雄市最早的體育場位於今日歷史博物館對面，愛河畔的仁愛公園。該體育場於1949年爲第4任官派市長劉翔所興建，並在1950年以此承辦第5屆省運會，也成爲高雄市各項運動及集會舉辦的場所。圖爲體育場一角，可見對面之市政府（今日之高雄市立歷史博物館）。





台灣省第5屆運動會小學生表演



台灣省第5屆運動會省主席吳國禎開幕致詞

戰後台灣所舉辦最重要的大型運動會首推台灣省運動會及台灣區運動會，因台灣區運動會是由1974年開始舉辦，故本文討論時間（1945-1970）最主要的是台灣省運動會。台灣省運會自1946年開始，首屆由台灣省警備總司令部舉辦，後則由各縣市輪流主辦。

1950年第5屆省運會，是高雄市第1次舉辦台灣省運動會，也是高雄市首次舉辦大型運動會，爲此市府興建新的市立體育場，更吸引大批民眾參觀，光是開幕典禮就有3萬人湧入會場，爲省運前所未見之盛況。本屆總錦標（冠軍）爲台北市、亞軍台中市，地主高雄市獲得第3名。圖爲當時台灣省主席吳國禎蒞臨現場主持開幕典禮致詞。



台灣省第16屆運動會地主隊高雄市選手進場

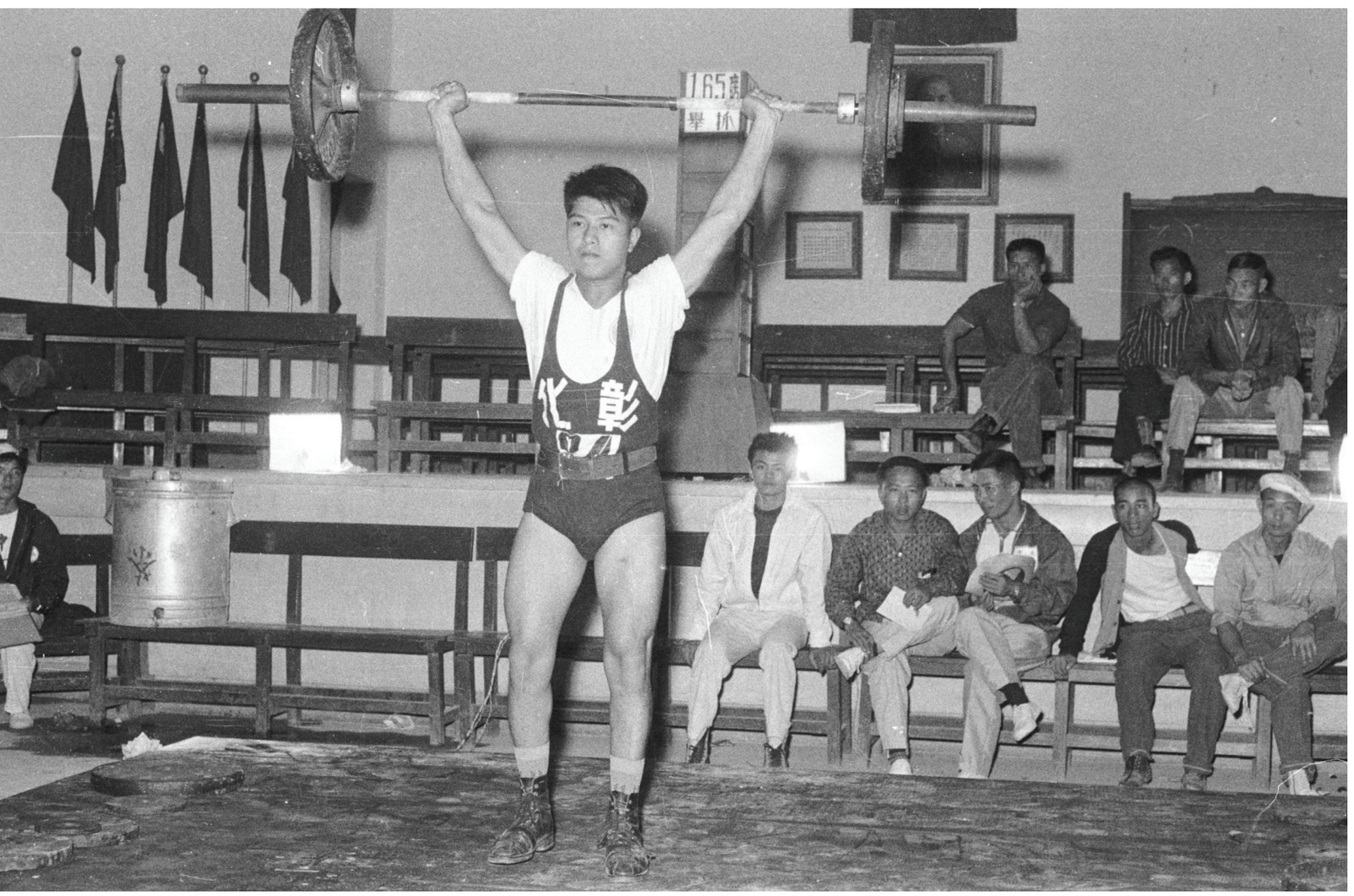
1961年10月25日，台灣省第16屆全省運動會在高雄市舉行開幕典禮，由省主席周至柔親臨主持，現場湧入10萬人以上觀眾，盛況空前。典禮於早上9時開始，先燃放21響禮炮，後各縣市選手隨即繞場一周，接受觀眾的歡呼，9時38分大會會旗在國際工職鼓樂隊引導及護送下進場，9時40分升旗，同時響起自由鐘聲，2千隻象徵和平的白鴿及1千個五彩氣球放出，陸軍輕航機低空穿梭，散下各色傳單，後由周至柔、女青年代表、選手代表分別致詞，完成此次盛會。圖爲地主高雄市代表隊進場。



台灣省第16屆運動會開幕典禮陸軍輕航機低空穿梭



台灣省第16屆運動會開幕典禮點燃聖火儀式



台灣省第16屆運動會舉重比賽

圖爲10月26日進行之舉重比賽，彰化縣選手抓舉165磅。



台灣省第16屆運動會男子組110公尺跨欄競賽

男子組全能十項競賽，分別爲100米跑、跳遠、鉛球、跳高、400米跑、110米跨欄跑、鐵餅、標槍、1500米跑，圖爲男子組110米跨欄跑競賽。



台灣省第16屆運動會團體體操平衡木表演

10月28日，體操比賽項目中，高雄市體操隊表演情形—團體平衡木表演。



台灣省第23屆運動會省主席黃杰主持開幕典禮

1968年（民國57年）10月31日，高雄市第3度舉辦省運會第23屆省運會，但此次省運會，高雄市不若前兩次，興建新型體育場館承辦，一般反應也不如前兩次良好。開幕典禮由省主席黃杰主持，圖爲其以揮帽方式向行經司令台之選手致意。



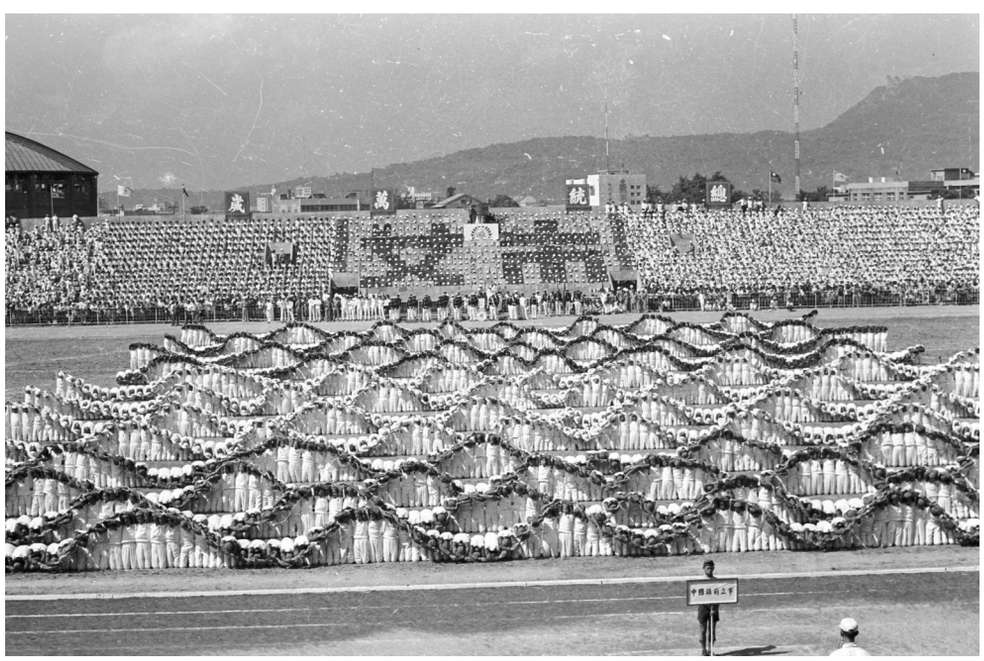
台灣省第23屆運動會各縣市蒞會隊伍迎接式

圖爲高雄市政府派出服務人員在高雄火車站迎接各縣市隊伍。



台灣省第23屆運動會各縣市蒞會隊伍迎接式

圖爲開幕典禮時，大會會旗進場，會旗經過司令台，將會旗舉高。



台灣省第23屆運動會開幕典禮波浪舞表演

開幕典禮中，市立前鎮國中表演波浪舞。



台灣省第23屆運動會拳擊比賽

在中山室內體育館內舉行的拳擊比賽，選手們激烈地廝殺著。



台灣省第23屆運動會閉幕典禮台東縣奪總冠軍

在閉幕典禮上，台東縣奪下本屆的總冠軍（第2排左2爲楊傳廣、左3爲潘振球）

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KH2002.012.088-11	36	「八二三砲戰」期間高雄市民對戰事踴躍捐輸	謝惠民先生
KH2002.012.088-2	36	「八二三砲戰」期間高雄市民對前線的聲援	謝惠民先生
KH2002.012.092-20	37	高雄市各界歡迎「八二三砲戰」之榮歸士兵	謝惠民先生
KH2002.012.120-4	37	高雄市各界歡迎「八二三砲戰」之榮歸士兵	謝惠民先生
KH2002.012.105-3	38	高雄市各界追悼「八二三砲戰」陣亡將士	謝惠民先生
KH2002.012.105-22	38	高雄市各界追悼「八二三砲戰」陣亡將士	謝惠民先生

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KH2002.016.040-2	64	擴建中的高雄港船塢地基工程	謝惠民先生
KH2002.016.045-3	64	擴建中的高雄港船塢地基工程	謝惠民先生
KH2002.018.164-2	65	高雄港一、二號碼頭擴建工程	謝惠民先生
KH2002.018.164-1	65	高雄港一、二號碼頭擴建工程	謝惠民先生
KH2002.008.071-1	66	高雄港淤泥清除工程	謝惠民先生
KH2002.008.071-4	66	高雄港淤泥清除工程	謝惠民先生
KH2002.008.078-6	67	新建高港碼頭之整地工作	謝惠民先生
KH2002.008.078-7	67	新建高港碼頭之打地基工作	謝惠民先生
KH2002.010.177-3	68	高雄第二港口開工典禮	謝惠民先生
KH2002.010.170-7	69	黃杰主席主持前鎮漁港揭幕	謝惠民先生
KH2002.010.170-13	69	黃杰主席主持前鎮漁港揭幕	謝惠民先生
KH2002.008.025-51	70	中華航空公司飛機試航空姐服務民眾	謝惠民先生
KH2002.008.025-3	70	中華航空公司飛機試航	謝惠民先生
KH2002.008.025-5	71	中華航空公司試航時的空姐	謝惠民先生
KH2002.008.052-4	72	小港機場航空大廈啓用旅客愉快的下機	謝惠民先生
KH2002.008.079-1	73	小港機場航空大廈啓用遠東航空公司櫃檯	謝惠民先生
KH2002.008.079-3	73	小港機場航空大廈啓用遠東航空公司櫃檯	謝惠民先生
KH2002.008.089-1	74	遠東航空公司的空姐	謝惠民先生
KH2002.008.064-3	75	遠東航空公司於高雄加工區設置之服務台	謝惠民先生
KH2002.008.062-9	75	遠東航空公司空運貨櫃	謝惠民先生
KH2004.009.006	76	高雄市政府	石萬里先生
KH2004.009.094	76	高雄市府大門整修	石萬里先生
KH2004.009.017	77	五福四路與大勇路交叉口的人潮	石萬里先生
KH2002.010.011-1	78	中華路開拓工程	謝惠民先生
KH2004.009.026	79	高雄橋落成典禮	石萬里先生
KH2004.009.028	79	重建後的高雄橋	石萬里先生
KH2002.010.075-7	80	高雄市建國橋重建工程	謝惠民先生
KH2002.010.075-13	80	高雄市建國橋重建工程	謝惠民先生
KH2002.008.020-2	81	高雄市車管處13輛柴油新車出廠試車	謝惠民先生
KH2002.008.020-25	81	1960年代高雄市車管處的車掌小姐	謝惠民先生
KH2002.008.026-14	82	高雄車船管理處民生號渡輪船下水典禮	謝惠民先生

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KH2002.012.155-20	83	陳武璋市長青年節於新啓用之體育館致詞	謝惠民先生
KH2002.012.155-16	83	1959年青年節紀念大會於新啓用之體育館舉行	謝惠民先生
KH2002.010.076-5	84	高市運河開闢工程	謝惠民先生
KH2002.010.085-5	84	高市運河開闢工程	謝惠民先生
	85	今日的運河	王御風先生
KH2002.010.050-1	86	平等路、十全路裝置自來水水管工程	謝惠民先生
KH2002.010.055-5	86	高雄水廠新建輻射式集水井全景	謝惠民先生
KH2002.010.068-1	87	堆肥工廠剪綵啓用	謝惠民先生
KH2002.010.068-3	87	堆肥工廠外觀	謝惠民先生
KH2002.010.024-1	88	高雄市都市土地重劃第一期圖表	謝惠民先生
KH2002.010.164-16	89	高雄市第4期重劃區工程興工破土典禮	謝惠民先生
KH2002.010.164-21	89	高雄市第4期重劃區工程興工破土典禮儀式	謝惠民先生
KH2004.009.032	90	戰後初期學生克難上課情景	石萬里先生
KH2002.007.015-5	91	戰後初期學生在水管柱上就地學習	謝惠民先生
KH2002.007.015-1	91	戰後初期五權國小學生克難上課情景	謝惠民先生
KH2004.009.033	92	學生課後賣花貼補家用	石萬里先生
KH2004.009.034	92	戰後初期學生課後娛樂	石萬里先生
KH2002.007.014-5	93	1957年高雄市府開會討論「免試升學」之利弊	謝惠民先生
KH2002.007.253-3	94	1960年代的初中聯考	謝惠民先生
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KH2002.007.339-3	96	初中聯考放榜	謝惠民先生
KH2002.012.351-18	97	高雄市半屏山崩塌	謝惠民先生
KH2002.012.612-7	98	崩塌後的半屏山	謝惠民先生
KH2002.012.351-15	98	因半屏山崩塌而翻覆的貨運火車	謝惠民先生
KH2002.012.339-31	99	光隆油輪爆炸現場	謝惠民先生
KH2002.012.339-19	99	光隆油輪爆炸現場	謝惠民先生
KH2002.012.341-31	100	高市各界追悼光隆輪爆炸殉職人員	謝惠民先生

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KH2002.018.006-49	119	台灣鹼業公司工人作業概況	謝惠民先生
KH2002.018.004-22	120	硫酸錏廠完成擴建啓用典禮	謝惠民先生
KH2002.018.004-14	120	硫酸錏廠外觀	謝惠民先生
KH2002.018.004-29	121	硫酸錏廠工人作業概況	謝惠民先生
KH2002.018.004-30	121	硫酸錏廠工人作業概況	謝惠民先生
KH2002.018.008-7	122	台灣省主席參觀唐榮鐵工廠後攝影留念	謝惠民先生
KH2002.018.109-9	123	復興木業公司切割巨木	謝惠民先生
CP2003.006.001	123	航行於愛河上的原木	陳大和先生
KH2002.018.099-11	124	因巨大原木橫亙而淤塞的運河	謝惠民先生
KH2002.018.153-12	125	施工中的高雄加工出口區廠房	謝惠民先生
KH2002.018.163-4	126	加工出口區的生產線	謝惠民先生
KH2002.018.163-10	126	加工出口區作業概況	謝惠民先生

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KH2004.009.086	137	賣涼水小販	石萬里先生
PH1999.010.085	138	高雄百貨公司	蔡高明先生
KH2003.008.151-3	138	日治時期「銀座」	不詳
KH2002.010.020-5	139	大新百貨公司開幕前全貌	謝惠民先生
KH2002.010.020-16	139	大新百貨公司開幕時況	謝惠民先生
KH2002.010.044-1	140	大新百貨公司開幕時況	謝惠民先生
KH2002.010.044-13	140	大新百貨自動電梯啓用	謝惠民先生
KH2002.010.149-8	141	華王大飯店動土典禮	謝惠民先生
KH2002.010.149-19	141	參與華王大飯店動土典禮的吳耀庭夫婦	謝惠民先生
KH2002.010.161-3	142	施工中的華王大飯店	謝惠民先生
KH2003.008.050-1	142	竣工後的華王大飯店	不詳
PH1999.010.032	143	早期七賢路上酒吧外觀	蔡高明先生
PH1999.010.033	143	酒吧女郎與美國大兵合照	蔡高明先生
KH2002.012.513-2	144	七賢路上Nancy's酒吧外觀	謝惠民先生
KH2002.012.513-4	144	七賢路上酒吧內部陳設	謝惠民先生
KH2002.012.513-5	144	七賢路上酒吧內部陳設	謝惠民先生
KH2002.010.069-1	145	亞洲大戲院外觀全景	謝惠民先生
KH2002.010.069-3	145	亞洲大戲院內部設備	謝惠民先生
KH2002.012.561-3	146	民眾選購電視機	謝惠民先生

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KH2002.012.181-6	147	成功廣播電台開播與會人員合影	謝惠民先生
KH2002.010.098-8	147	成功廣播電台播音情形	謝惠民先生
KH2002.010.098-4	147	成功廣播電台播音情形	謝惠民先生
KH2002.012.274-15	148	中國小姐著旗袍走伸展台	謝惠民先生
KH2002.012.274-38	149	民眾爭看中國小姐選拔	謝惠民先生
KH2002.012.349-3	149	中國小姐著運動裝登台	謝惠民先生
KH2002.012.358-2	150	中國小姐汪麗玲搭機赴美參賽	謝惠民先生
KH2002.012.350-3	150	中國小姐汪麗玲赴美參賽前返高雄省親	謝惠民先生
KH2002.012.781-20	151	民眾前往高雄小姐選拔會場	謝惠民先生
KH2002.012.781-38	151	高雄小姐著晚禮服登台	謝惠民先生
KH2002.012.781-41	151	高雄小姐選拔結果出爐	謝惠民先生
KH2002.012.426-1	152	首次於高雄市舉辦的愛國獎券開獎會場外觀	謝惠民先生
KH2002.012.426-6	152	首次於高雄市舉辦的愛國獎券開獎會場內景	謝惠民先生

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KH2002.009.142-8	160	省議員選舉候選人李源棧抽號次籤	謝惠民先生
KH2002.009.008-7	160	省議員選舉候選人黃堯沿街拜票	謝惠民先生
KH2002.009.023-16	161	市議員候選人宋義勇騎三輪車宣傳拜票	謝惠民先生
KH2002.009.008-17	161	省議員候選人黃堯動用大卡車宣傳拜票	謝惠民先生
KH2002.009.193-3	162	高雄市第5屆市長候選人楊金虎於鹽埕三山國王廟前發表政見	謝惠民先生
KH2002.009.195-14	162	民眾參與第5屆高雄市市長候選人政見發表會	謝惠民先生
KH2002.009.150-5	163	民眾排隊進入投票所投票	謝惠民先生
KH2002.009.150-26	164	年邁老婦投票	謝惠民先生
KH2002.009.005-6	165	高雄市第3屆市議員選舉開計票作業	謝惠民先生
KH2002.009.115-20	165	高雄市第5屆市議員選舉開計票作業	謝惠民先生
KH2002.009.115-22	165	高雄市第4屆市議員選舉開計票作業	謝惠民先生
KH2002.009.117-34	166	高雄市第5屆市議員宣誓就職	謝惠民先生
NKH2004.003.197	166	高雄市議會舊大樓	不詳

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KH2002.010.038-1	172	高雄市體育場大門	謝惠民先生
PH1999.010.095	172	高雄市體育場司令台	蔡高明先生
PH1999.010.094	172	高雄市體育場跑道	蔡高明先生
KH2004.009.152	173	台灣省第5屆運動會小學生表演	石萬里先生
KH2004.009.151	174	台灣省第5屆運動會省主席吳國禎開幕致詞	石萬里先生
KH2002.014.064-29	175	台灣省第16屆運動會地主隊高雄市選手進場	謝惠民先生
KH2002.014.064-36	175	台灣省第16屆運動會開幕典禮陸軍輕航機低空穿梭	謝惠民先生
KH2002.014.064-54	176	台灣省第16屆運動會開幕典禮點燃聖火儀式	謝惠民先生
KH2002.014.067-1	177	台灣省第16屆運動會舉重比賽	謝惠民先生
KH2002.014.069-12	178	台灣省第16屆運動會男子組110公尺跨欄競賽	謝惠民先生
KH2002.014.072-28	178	台灣省第16屆運動會團體體操平衡木表演	謝惠民先生
KH2002.014.179-37	179	台灣省第23屆運動會省主席黃杰主持開幕典禮	謝惠民先生
KH2002.014.179-9	179	台灣省第23屆運動會各縣市蒞會隊伍迎接式	謝惠民先生
KH2002.014.179-5	180	台灣省第23屆運動會各縣市蒞會隊伍迎接式	謝惠民先生
KH2002.014.179-63	180	台灣省第23屆運動會開幕典禮波浪舞表演	謝惠民先生
KH2002.014.179-67	181	台灣省第23屆運動會拳擊比賽	謝惠民先生
KH2002.014.179-11	182	台灣省第23屆運動會閉幕典禮台東縣奪總冠軍	謝惠民先生



高雄市大事年表

（1945-1970）

高雄市大事年表

1945‧1970

年代	事件
1945.11.08	連謀接任首屆官派高雄市長
1946.02.22	戰後首次選舉，選出區民代表
1946.04.13	高雄市參議會成立
1946.05.01	台灣水泥公司成立
1946.05.21	黃仲圖接任第2屆官派高雄市長
1946.09	台鹼開始運轉營業
1947.02.28	二二八事件在台北發生
1947.03.03	受二二八事件影響，高雄市區產生動亂
1947.03.06	彭孟緝強力鎮壓，許多市民與市參議員喪生
1947.07	中油煉油廠開始運轉營業
1947.09	黃強接任第3屆官派高雄市長
1947.12	台鋁開始運轉營業
1949.05.11	劉翔接任第4屆官派高雄市長
1949.05.16	成功電台開台播音
1949.07	硫酸錏廠開始建廠
1949	市府對面體育場開始興建
1950.08.02	陳保泰接任第5屆官派高雄市長
1950.10.25	高雄市舉辦第5屆省運會
1950.12	第1屆高雄市議員選舉
1951.01	硫酸錏廠開始運轉營業
1951.05.01	謝掙強就任第1屆民選高雄市長
1952.12.28	第2屆高雄市議員選舉
1954.06	謝掙強連任第2屆民選高雄市長
1954.12.09	第3屆高雄市議員選舉
1957.06.02	陳武璋就任第3屆民選高雄市長
1957.06	教育當局宣布高雄市試辦免試升學
1957.06.26	高雄市議長補選，鍾宗廟當選。
1958.01	第4屆高雄市議員選舉
1958.08	第1期土地重劃開始

年 代	事 件
1958.09.14	大新百貨開幕
1958.09.18	高雄港開始進行擴建計畫
1959.03.29	高雄市體育館啓用
1959.03.29	鹽埕圓環與孫中山銅像啓用
1959.03.29	壽山公園開放
1959.06.25	警廣高雄台開台
1959.10	第1期土地重劃完成
1959.10.25	大新百貨自動電梯啓用
1960.06	陳啓川就任第4屆民選高雄市長
1960.10.01	運河整建開工
1961.01.15	第5屆高雄市議員選舉
1961.04.05	高雄港發生光隆號油輪爆炸案
1961.05.01	堆肥工廠完工
1961.06.04	半屏山山崩
1961.10.14	高雄市新建體育場完工
1961.10.25	高雄市舉辦第16屆省運會
1963.06.15	國際商場重新開幕
1964.01.26	第6屆高雄市議員選舉
1964.06	陳啓川連任第5屆民選高雄市長
1965.07.01	高雄航空站正式成立
1965.10.10	高雄市電視正式開始播放
1966.07.31	高雄航空站航空大廈完工起用
1966.10.26	高雄市新議會大樓完工
1967.01.06	華王大飯店破土典禮
1967.10	高雄港開始開闢二港口
1968.01.21	第7屆高雄市議員選舉
1968.06	楊金虎就任第6屆民選高雄市長
1968.10.31	高雄市舉辦第23屆省運會
1968.12.06	台塑高雄廠發生爆炸案
1969.07.01	高雄航空站升格爲高雄國際航空站

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（按作者姓氏筆畫排列）

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