

The Paracel Islands Are Under Vietnamese Sovereignty (From The Early Reign Of Emperor Tu Duc Through The Encyclopedia Published In Italy 1848-1858)

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Abstract: Besides the encyclopedias published in Italy at the beginning of Emperor Tu Duc's reign, as mentioned in the previous issue, during this period there were also many other publications of various genres mentioning land and sea entities, which are now part of Da Nang city, namely the two ancient trading ports of Da Nang and Hoi An, along with the Paracel Islands. From publications on geographical science, world exploration travel, commercial geography textbooks, and documents on the activities of religious organizations originating in Italy between 1848 and 1858, which we introduce in this issue, readers will gain useful information about the activities of the trading ports of Da Nang and Hoi An and their role and value in domestic and international trade during the reign of Emperor Tu Duc; about the aggression of the French warship Catinat at Da Nang port in 1856; as well as witnessing the continued recognition of the Paracel Islands as part of Vietnam's territorial sovereignty by the international community in the mid-19th century.

Keywords: Paracel Islands, Vietnam, Tu Duc.

INTRODUCTION

Da Nang, Hoi an, and the "Paracels" Archipelago in the "Viet-Nam" Picture of the Early Tu Duc Dynasty through Geographical Publications in Italy from 1848-1858

Among the geographical works published in Italy from 1848-1858 that mention the country of Dai Nam/Vietnam, the most prominent is the publication entitled *Compendio di geografia* [Geographical Collection]¹ by Balbi, Chauchard, Muntz, and other erudite geographers of the time, published in Livorno in 1854.

In the section "REGNO AN-NAMITA, o DI AN-NAM o DI VIET-NAM", the scholars not only described and located the territorial parts of the Vietnamese empire, but also mentioned the main cities or commercial ports, and the main archipelagos in the South China Sea under the sovereignty of this empire, including entities belonging to the present-day city of Da Nang as trading ports. Turon/Da Nang, Faifo o Huen/Hoi Pho or Hoi An, and Arcipelago di Paracels/Hoang Sa Archipelago [Although the book does not include coordinates, a contemporary encyclopedia published in Italy showed the latitude of the Arcipelago di Paracels corresponding to the present-day Hoang Sa Archipelago]. The book states as follows:

"REGNO AN-NAMITA, o DI AN-NAM o DI VIET-NAM [Kingdom of Annamita, or Annam or Vietnam].

Boundaries: To the north bordered the Chinese delta; to the east and south was the China Sea; to the west was the Kingdom of Siam.

Rivers: The main rivers were Mai-kung o Fiume di Camboge [Mekong River or Camboge River]; Saung [Da Dung/Da Dang - upper reaches of the Dong Nai River] or Donai [Dong Nai]; Sang-Koi [Cai River, i.e., Red River] with Lisingkiang [Da River, a tributary of the Red River], and Tgelai-Ho [Lo River, a tributary of the Red River].

Surface area: 210,000 miglia quadre [square miles, 1 miglia = 1.609 m²].

Population: A total of 12,000,000 inhabitants; density equivalent to 57 people per square mile.

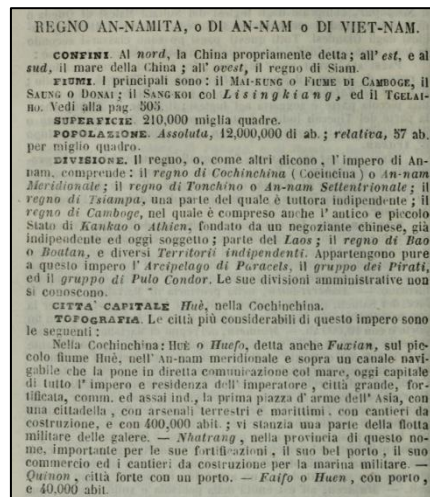
Regions: regno [kingdom], or, as others say, impero di Annam [Annam Empire], comprising the kingdom of Cochinchina (formerly Dang Trong), or Annam Meridionale [Southern Annam/Southern Ha]; the kingdom of Tonchino [formerly Dang Ngoai] or Annam Settentrionale [Northern Annam, or Northern Ha]; the court of Tsiampa [Champa, former Ninh Thuan-Binh Thuan region], part of which remained autonomous; The Kingdom of Cambodia, including the former state of Kankao or Athien, founded by a Chinese merchant (referring to Mac Cuu), has remained isolated to this day; part of Laos; the Kingdom of Bao or Boatan, and several autonomous territories. Also under the sovereignty of this empire [Annam] were the Paracel Islands, the Pirati Islands, and the Pulo Condor Islands. Their administrative areas are unclear.

Capital city: Hue, in Cochinchina.

Geography: The most notable cities of this empire include:

In Cochinchina [formerly Cochinchina]: Huefo [Hue or Hue Prefecture], also known as Fuxian [Phu Xuan], located on the small Hue River [Huong River], in southern Annam and with a canal that allowed for waterways, directly connecting to the sea. Today, it was the capital of the entire empire and the residence of the emperor. A large, fortified city with thriving commerce and industry, it was the first military base in Asia, with

fortifications, land and sea armories, construction sites, and a population of 400,000; part of the fleet was stationed there. Nhatrang [Nha Trang], in the province of the same name, famous for its system of fortifications, beautiful seaport, commercial activity, and construction sites for the navy. Quinon [Qui Nhon], a fortified city with a seaport. Faifo o Huen [Hoi An or Hoai Pho], also has a seaport and 40,000 inhabitants.” 2.



Excerpt from the Italian edition of 1854, discussing the trading port of Faifo o Huen/Hoai Pho or Hoi An and the Arcipelago di Paracels/Hoang Sa archipelago belonging to the Kingdom of "Viet-Nam": Balbi, Chauchard, Muntz, ed altri dotti geografi viventi, *Compendio di geografia, Parte Seconda, Nuova Edizione Toscana*, Livorno: Giovanni Mazzajoli Editore, 1854, p. 548.

In the section on Asia in general, under the heading “Porti e città commercianti” [Ports and commercial cities], the book also notes that Vietnam at that time had four major trading ports that were among the main maritime trade centers of Asia, including Hue-han o Faifo/Hoi An or Hoai Pho, and Turon/Da Nang. The book states as follows:

“The main maritime trade centers of Asia, or more precisely, coastal cities, include... Saigong [Saigon], Nha Trang [Nha Trang], Hue-han o Faifo [Hoi An or Hoai Pho], Turon [Da Nang]...” 3.

Da Nang, Hoi An and the "Paraceli" archipelago of the "Annam" empire at the beginning of Emperor Tu Duc's reign, through travel and geographical exploration publications in Italy from 1848-1858

Regarding travel and geographical exploration, the most famous is the publication entitled *Viaggio*

pittorresco in Asia ed in Africa [A Lively Journey in Asia and Africa] by G. B. Eyriès, published in Venice in 1856. This is a general summary translation of ancient and modern voyages through Italian by Silvestro Bandarini, accompanied by geographical maps and many copper engravings based on drawings by Giulio Boilly. In the second part of the publication, in “CAPITOLO XXXIII. IMPERO D' ANNAM O IL TONCHINO, LA COCINCINA, IL CIAMPA, IL CAMBOGIA ED UNA PARTE DEL LAOS” [Chapter XXXIII. The Annam Empire, or the former Tonkin – the former Cochinchina – Champa/the former Ninh Thuan and Binh Thuan regions – Cambodia/the former Dong Nai to Ha Tien region and inland – and part of Laos], the book describes the situation of the two trading ports of Turane/Da Nang or Hansas/Han Cang and Fai-fo or Hue-han/Hoai Pho or Hoi An belonging to the Annam Empire as follows:

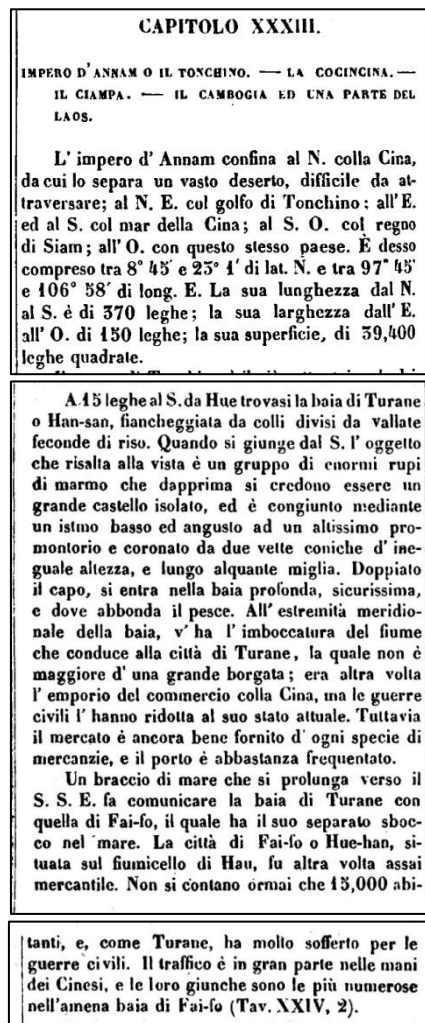
“The Annam Empire [Annam] bordered China to the north, separated by a vast desert, making passage very difficult; to the northeast was the Gulf of Tonkin [Dong Kinh/Tonkin]; to the east and south was the Cina Sea [China Sea/East Sea]; to the southwest bordered the Kingdom of Siam [Siam]. It lies between 8° 45' and 23° 1' North latitude and between 97° 45' and 106° 58' East longitude. Its length from north to south is 370

leghe [miles] Sea, 1 leg [approximately 4,829 m], width from east to west is 150 leghe; surface area 39,400 square miles...

15 leghe/mile south of Hue is Turane Bay [Da Nang] or Han-san [Han Cang], flanked by hills interspersed with fertile rice valleys. Approaching from the south, the view is immediately struck by a group of enormous marble cliffs [Ngu Hanh Son], appearing like a large, isolated castle, connected to a low, narrow promontory, adjacent to a high promontory with two unequal conical peaks several miles long. Circling around this promontory leads into a deep and safe bay teeming with fish. At the southern end of the bay, the mouth of the Han River leads to the city of Turane [Da Nang], no more than a large village. Again it was interrupted in trade with the Chinese; civil wars [The conflict between the Nguyen lords, the

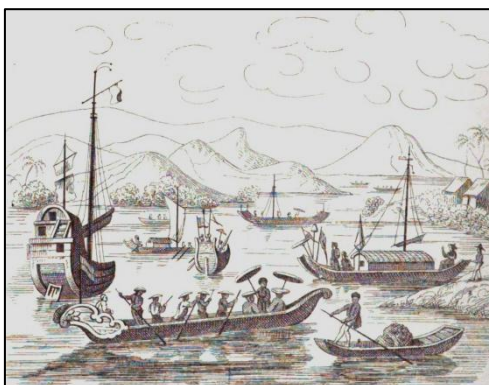
Trinh lords, and the Tay Son dynasty in the late 18th century] has driven it to its current decline. However, its market still has a full range of goods and supplies, and its port is quite bustling.

A branch of the sea extending south-southeast connects Turane Bay [Da Nang] with Fai-fo Bay [Hoai Pho], which has its own separate sea entrance. The small city of Fai-fo o Hue-han [Hoai Pho or Hoi An], situated on the Hau River [Han River, actually about 20km from the Han River], has once again fallen into decline. It now has no more than 15,000 inhabitants, and like Turane [Da Nang], the civil wars [of the late 18th century] have caused it considerable damage. Trade is largely in the hands of the Chinese, and their sailing ships are the most numerous in the beautiful Fai-fo Bay [Hoai Pho].⁴,



Excerpt describing the two trading ports of Turane/Da Nang or Han-san/Han Cang and Fai-fo o Hue-han/Hoai Pho or Hoi An belonging to the Annam Empire, in the 1856 Italian edition: Eyriès (G. B.), Viaggio pittoresco in Asia ed in Africa,

Riassunto generale dei viaggi antichi e moderni, Secondo, Prima traduzione italiana di Silvestro Bandarini, Venezia: Nel privil. stabil. nazionale di G. Antonelli ed., 1856, p. 376-378.



Baia di Fai-fo/Hoi Pho Bay, also known as Hoi An, in the Italian edition of 1856: Eyriès (G. B.), Viaggio pittoresco in Asia ed in Africa, op. cit., 1856, Tav. XXIV, 2.

In particular, regarding the Paracel Islands and other islands in the South China Sea, G. B. Eyriès's 1856 publication, **Viaggio pittoresco in Asia ed in Africa** [A Lively Journey in Asia and Africa], not only simply classified them as part of the former Dang Trong territory of the Annam Empire, but also acknowledged the fact that King Gia Long had declared possession of the archipelago in 1816. The book states:

“Some islands belong to the sovereignty of the Annam Empire: to the south-southeast of Hainan Island [Hainan, belonging to China] is the Paracel Islands, a very dangerous long chain of rocks surrounded by shoals and sand deposits. There are no inhabitants there, but due to the abundant breeding of sea turtles and fish, l' imperatore d' Annam [the Emperor of Annam, i.e., King Gia Long] ordered their possession [prendere possessione] in 1816 without There was no reaction from neighboring countries.

“Near Turane Bay [Da Nang] there are several granite islands, including Pulo-Canton or Collao-roi [Ly Son Island or Cu Lao Re or Cu Lao Ray, belonging to Quang Ngai], and Kham-collao [Cu Lao Cham, belonging to Quang Nam]. The entire southern coast is also bordered by precarious islands. Twenty-five miles south of the May-kang [Mekong] estuary is Pulo-Condor [Con Dao/Con Lon] island, four miles long and three-quarters of a mile wide; the eastern coast has a good anchorage formed by a passage between Pulo-Condor and its small island. This large island is surrounded by many smaller islands, completely devoid of springs; but, despite its aridity, there are still some inhabitants who have left the neighboring mainland and live in poverty with sweet potatoes and some other cultivated products.” In 1702, the British failed in their attempt to settle there and establish a trading post for smuggled goods with China.

Pulo-Ubi [Khoai Island] is located five miles south of Cape Cambogia [Cape of Cambodia, also known as Cape Ca Mau], surrounded by high cliffs and dense vegetation.”⁵.

discono e capi indipendenti.

Parecchie isole dipendono dall' impero d' Annam; osservasi al S. S. E. di Hainan, i Paraceli, lunga catena di scogli pericolosissimi pei banchi di sabbia e pei bassi fondi che li circondano; sono disabitati, ma siccome vi si fa abbondante la pesca della tartaruga e del pesce, l' imperatore d' Annam ne fece prendere possessione nel 1816, senza che i suoi vicini facessero alcun lamento.

Presso la baia di Turane veggonsi parecchie isole granitiche, e tra le altre Pulo-Canton o Collao-roi e Kham-collao. Tutta la costa inoltrandosi al S. è fiancheggiata d' isole egualmente alpestri. A venticinque leghe al S. dall' imboccatura del May-kang, Pulo-Condor ha quattro leghe di lunghezza e tre quarti di lega di larghezza; la sua costa orientale ha un buon ancoraggio, formato da un canale che lo separa da un isolotto. Quest' isola montuosa, circondata da alquanti isolotti, manca di sorgenti; tuttavia, malgrado la sua aridità, essa è abitata da alcuni profughi del continente vicino, i quali vivono unicamente di patate e di poche altre produzioni del suolo. Gli Inglesi tentarono indarno di stabilirvisi nel 1702, per farne un emporio pel commercio di contrabbando colla Cina.

Pulo-Ubi, a cinque leghe al S. dalla punta di Cambogia, è egualmente circondata da un gruppo alpestre e boschivo.

Al Tonchino, nella lingua cinese, la pioggia

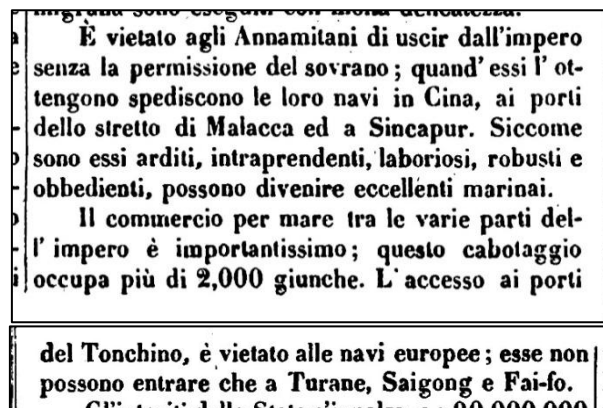
Excerpt acknowledging King Gia Long's declaration of possession of the Paracel/Hoang Sa archipelago in 1816 and describing other islands in the South China Sea belonging to the Annam Empire in the 1856 Italian edition: Eyriès (G. B.), *Viaggio pittoresco in Asia ed in Africa*, op. cit., 1856, pp. 379-380.

Regarding the foreign trade activities of Vietnamese people and the regulations on foreign trade in Vietnam, European ships were only allowed to trade at three ports, of which Da Nang and Hoi An were two. Therefore, Da Nang and Hoi An played a very important role not only in the country's domestic trade but also in its international trade. The publication *Viaggio pittoresco in Asia ed in Africa* [A Lively Journey

in Asia and Africa] by G. B. Eyriès, published in 1856, states the following:

"The Annamese were forbidden from leaving the empire without the king's permission. Whenever they were allowed to go abroad, they sent their ships to China, to the ports in the Malacca Strait and to Sincapur [Singapore]. Because they were bold, resourceful, diligent, strong and obedient, they could become excellent sailors.

Maritime trade between the different parts of the empire was very important; this route had more than 2,000 sailing ships operating. European ships were forbidden from entering the ports of Tonchino [formerly Tonkin]; they could only enter the ports of Turane [Da Nang], Saigon and Faifo [Hoi An]."6.



This excerpt highlights the crucial role of the two trading ports of Da Nang and Hoi An in domestic and international trade, as found in the 1856 Italian edition: Eyriès (G. B.), *Viaggio pittoresco in Asia ed in Africa*, op. cit., 1856, pp. 386-387.

Da Nang, Hoi An, and the "Paracelles" Islands of the Annam Empire during the early reign of Emperor Tu Duc, as seen in educational and missionary publications in Italy from 1848-1858

The important role of the ports of Da Nang and Hoi An in Asia's international trade became even more well-known in Italy through the textbook entitled "Corso di geografia commerciale" (Textbook on Commercial Geography) by the Italian geographer and patriot Francesco Constantino Marmocchi, published in Genoa in 1857. Da Nang and Hoi An were two of the six trading ports of the entire Annam Empire, classified in the book as the main trading ports of

the East Indies. Volume I of this textbook states the following:

"In the Transgangetica region of India, the main commercial ports were: Singha Pura, Mulmein, and Georgetown, modern structures belonging to British India; Rangoon belonging to the Burmese Empire; Bangkok and Sciantibu belonging to the Siamese Kingdom; Saigon, Nha Trang, Hue-han (Faifo), Sinsceu (a transliteration of Tan Chau, as called by the Chinese, referring to Thi Nai Lagoon in Qui Nhon), and Turon (Hansan) belonging to the Annam Empire. Further inland, we will mention: Ava, Prome, and Bhanamo belonging to the Burmese Empire; and Ketcio (Ke Cho/Hanoi) belonging to the Annam Empire. The main commercial cities and ports of the Japanese Empire were: Kabigi, Oasaka, Miya, Muro, and Simonoseki on Nifon Island; Kokura and Sanga on Kiusu Island; Tosa on Sikof Island; Matsmai and Khakodade (Fakhodade) on Jeso Island."7.

Nell'India Transgangetica, i principali porti trafficanti sono: *Singha pura*, *Mulmein* e *Georgetown*, creazioni dei nostri giorni, nell'India inglese; *Rangun* nell'impero Birmano; *Bangkok* e *Sciantibù*, nel regno di Siam; *Saigong*, *Nhatrang*, *Huehan* (Faifo), *Sinsceu* e *Turon* (Hansan) nell'impero d'Annam. Nell'interno accenneremo: *Ava*, *Prome*, *Bhanamo* nel-

l'impero Birmano; e *Ketcio*, in quello d'Annam. — Le principali città commercianti e porti dell'impero del Giappone sono: *Kabigi*, *Oasaka*, *Miya*, *Muro* e *Simonoseki*, nell'isola Nifon; *Kokura* e *Sanga*, nell'isola Kiusu; *Tosa* in quella di Sikof; *Matsmai* e *Khakodade* (Fakhodade) in quella di Jeso.

The following excerpt from a commercial geography textbook published in Italy in 1857 shows Da Nang and Hoi An as being among the main trading ports of the East Indies: Francesco Constantino Marmocchi, *Corso di geografia commerciale*, Volume Primo, Genova: Paolo Rivara Fu Giacomo, Editore, 1857, p. 471.

Not only does it discuss the main trading ports in the East Indies, including Da Nang and Hoi An, but in Volume II of the textbook, in the section "Commercial Geography, the Greater Indian Archipelago," lesson 22: "From Sincapura to the Philippine and Moluccas Archipelagos...", the textbook also mentions the Paracelles/Hoang Sa archipelago, which belonged to the geographical territory of Dang Trong under the Annam Empire, through a shipwreck story.

"...I would like to mention Gabriele Lafond di Lurcy [i.e., Gabriel Lafond de Lurcy, author of the book *Naufrages célèbres/Famous Shipwrecks*], a name not unfamiliar to scholars studying this work.

This is a description of a large Chinese commercial sailing ship, and of the strange

navigational methods of the arrogant and barbaric people in the distant Asian region. Some interspersed details in this description will not be enough to clarify for the reader.

"The sea voyage to the latitude at Cape Bolinao [Cape Bolinao at Our trip to the Philippines was unremarkable, except for the incredibly slow pace of travel. There, we encountered a southwest storm that pushed us north to the latitude of Cape Bajeador, where we were stranded in calm waters. The wind then shifted eastward, then southeastward, and we spent over eight days without observing anything. However, I noticed that every morning, flocks of birds of prey flew southeast and returned northwest in the evening; This led me to believe that we were near the Paracelles [Hoang Sa] archipelago, rather dangerous rocks off the coast of Cochinchine [formerly Dang Trong], where in 1828 a French ship, the *Navigateur*, sailing from Bordeaux, ran aground, and its captain, Mr. Saint-Romain, and part of the crew were murdered on a Chinese sailing ship, while they were traveling from Touranne [Da Nang] to Macao [in China]..."⁸.

buono scrittore. Accenno allo egregio Gabriele Lafond di Lurcy, nome non ignoto agli studiosi di questa opera.

Ecco la descrizione di una grande giunca mercantile cinese, e dello strano modo di navigare di quel popolo presumuto quanto barbaro dell'Asia lontana. Ne riusciranno discare al lettore alcune circostanze in questa descrizione intercalate.

« Notre traversée jusqu'à la hauteur du cap Bolinao n'eut rien de remarquable, si ce n'est toutefois l'incroyable lenteur avec laquelle elle se fit. Là, nous reçûmes un coup de vent de Sud-Ouest qui nous rejeta au Nord jusque par la latitude du cap Bajeador, où nous fûmes surpris par des calmes. Les vents sautèrent ensuite à l'Est, puis au Sud-Est, et nous passâmes plus de huit jours sans pouvoir faire d'observations. Je remarquai cependant que tous les matins des oiseaux pêcheurs paraissaient en troupe dans la direction de l'Est-Sud-Est, et revenaient le soir à l'Ouest-Nord-Ouest; ce qui me fit penser que nous ne devions pas être loin des Paracelles, rochers assez dangereux de la côte de Cochinchine, sur lesquels échoua, en 1828, un navire français, le *Navigateur*, de Bordeaux, dont le capitaine M. Saint-Romain et partie de l'équipage furent assassinés à bord d'une jonque chinoise, sur laquelle ils avaient pris passage de Touranne à Macao. »

This excerpt, from a commercial geography textbook published in Italy in 1857, describes the Paracel Islands off the coast of Cochinchina through the story of a shipwreck and subsequent murder by pirates while traveling from Da Nang to

Macao: Francesco Constantino Marmocchi, *Corso di geografia commerciale*, Volume Secondo, Genova: Paolo Rivara Fu Giacomo, Editore, 1857, p. 152.

In particular, the event of Leheur de Ville-sur-Arc commanding the warship Catinat to Da Nang to deliver a letter of rebuke to the Hue court for banning Christianity and suppressing missionaries, but receiving no reply, after which the Catinat bombarded the Nguyen dynasty's fortifications at this harbor before leaving, is also mentioned in the religious publication entitled *La Civiltà Cattolica* [Catholic Civilization], published in Rome in 1857. The story of the Catinat's aggression in Da Nang, which took place at a time when France was about to ally with Britain in the Second Opium War in China, was a clear indication of France's preparation to use force to invade Vietnam, with Da Nang being the first to suffer. Volume VIII of this book, published in 1857, recorded the event as follows:

“Even the semi-official French newspapers suggest that the French government now seems inclined toward joining the war against China, thereby seizing by force what they have so diligently strived to achieve but have yet to attain. In this regard, it should be noted that the latest news from Hong Kong reports a rumor circulating there, which unfortunately seems entirely true, that the persecution of Christians has resumed in many major provinces of the Chinese empire.

The persecution is also raging in Tonkin [Tonkin]. The French ship Catinat set sail from China to the port of Touranne [Da Nang] to protest the imprisonment of the Spanish bishop, Monsignor Diaz, of the Dominican Order. Returning to Hong

Kong shortly afterwards, the ship reported that the bishop had been beheaded. A letter from the *Moniteur*, detailing this event, It is recounted that the bishop was arrested on the eve of the Ascension/Feast of Jesus Christ in a Christian village, after which soldiers set the village on fire. The distinguished cleric, after enduring a period in harsh prison, was beheaded in Ram-ting [Nam Dinh] on July 20 [1856].

And to prevent Christians from collecting his blood, the surrounding land was dug up. The body was then carried through the main streets and finally thrown into the river with utmost care, so that no one could see where it sank. To this day, no search has been successful in finding it. A report from the *Constitutionnel* adds that a large number of native Christians were also killed or exiled there. All this indignation of the pagans is said to stem precisely from the reactions of the Catinat ship in Touranne [Da Nang]. The repressive decree of the Tonchinese [Tonkin] government said: "The French bark like dogs, but run away like goats." Perhaps France would not let that government last long.

News from Cocincina [at this time referring to Central and Southern Vietnam] was no better than news from Tonchino [Tonkin]. There, also by order of the Emperor of Annam, the repression continued; for in the first days of September [1856], five Christian villages were suppressed in the south of the empire.”⁹.

Anche i giornali semiufficiali di Francia lasciano intendere che il Governo francese pare ora inclinato a prender parte alla guerra contro la Cina, per ottenere così colla forza quello che, con tante pratiche, finora non si è ottenuto. Al quale proposito è da sapere che le ultime notizie venute da Hong-Kong recano un rumore colà sparso, il quale pare pur troppo vero, cioè che le persecuzioni contro i Cristiani sono ricominciate in molte delle principali province dell' Impero cinese.

Anche nel Tonchino la persecuzione inferisce. Il *Catinat*, vascello francese, erasi recato dalla Cina al porto di Touranne per fare rimostranze contro la prigionia del Vescovo spagnolo Monsignor Diaz, dell'Ordine dei Predicatori. Ritornato poco dopo ad Hong-Kong recò che il Vescovo era stato decapitato. Una corrispondenza del *Moniteur*, dando speciali notizie di questo fatto, narra che il Vescovo era stato preso la vigilia dell'Ascensione in un villaggio cristiano che i soldati poi diedero alle fiamme. L'illustre confessore della fede, dopo essere rimasto qualche tempo in carcere durissimo, fu decapitato in Ram-ting il 20 Luglio. E perchè i Cristiani non raccoglie-

sero il suo sangue, fu zappato tutt' all'intorno il terreno. Il cadavere fu poi condotto per le strade principali e gettato finalmente nel fiume con molte precauzioni, perchè niuno potesse vedere il luogo in cui si affondò. Nè finora le ricerche fattene riuscirono punto a ritrovarlo. Aggiunge una corrispondenza del *Constitutionnel* che un gran numero di Cristiani indigeni fu pure colà ucciso od esiliato. Tutto questo inferocire degl'infedeli si attribuisce appunto alle rimostranze fatte dal *Catinat* in Touranne. « I Francesi, dice l'editto tonchinese di persecuzione, sanno abbaiare come cani, ma poi fuggono come capre » E probabile che la Francia non lascerà a lungo quel Governo in tale persuasione.

Le novelle della Cocincina non sono migliori di quelle del Tonchino. Colà pure, per ordine dell'Imperatore di Annam, la persecuzione è ricominciata; giacchè nei primi giorni del mese di Settembre cinque villaggi cristiani sono stati distrutti nella parte meridionale dell' Impero.

Excerpt from a religious publication published in Italy in 1857, referring to the French ship Catinat's aggression in Da Nang in September 1856: *La*

Civiltà Cattolica, Anno Ottavo, Terza Serie, Volume Ottavo, Roma: Coi tipi dellà *Civiltà Cattolica*, 1857, p. 760-761.

CONCLUSION

The publications on geographical science, world travel and exploration, commercial geography textbooks, and Catholic documents published in Italy during the years 1848-1858, cited above, are valuable resources on history, economics, politics, religion, etc., for Da Nang city and the whole country when studying the period of Western colonialism carving up China and preparing to invade Vietnam by force in the mid-19th century. The fact that these Italian publications from this period continue to recognize the Paracels, Paraceli, or Paracelles as an archipelago under Vietnamese sovereignty and affirm the fact that the Annam Emperor occupied this archipelago from 1816 without any dispute is extremely useful historical evidence in terms of international law for Da Nang city in particular and Vietnam in general.

NOTE

1. 1 In this text, the words in parentheses (...) are from the original text being quoted; while the words in quotation marks [...] are our translations/explanations used directly to help readers follow along.
2. 2, 3 Balbi, Chauchard, Muntz, ed altri dotti geografi viventi, *Compendio di geografia, Parte Seconda, Nuova Edizione Toscana*, (Livorno: Giovanni Mazzajoli Editore, 1854), 548, 520.
3. 4, 5, 6 Eyriès (G. B.). 1856. *Viaggio pittoresco in Asia ed in Africa. Riassunto generale dei viaggi antichi e moderni. Secondo. Prima traduzione italiana di Silvestro Bandarini.*

Venezia: Nel privil. stabil. nazionale di G. Antonelli ed., 376-378, 379-380, 386-387.

4. 7 Marmocchi (Francesco Constantino), *Corso di geografia commerciale, Volume Primo*, (Genova: Paolo Rivara Fu Giacomo, Editore, 1857), 471.
5. 8 Marmocchi (Francesco Constantino), *Corso di geografia commerciale, Volume Secondo*, (Genova: Paolo Rivara, Editore, 1857), 152.
6. 9 *La Civiltà Cattolica*, Anno Ottavo, Terza Serie, Volume Ottavo, (Rome: Consideri tipi della Civiltà Cattolica, 1857), 760-761.

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