

FAIRS AND EXHIBITIONS IN BANGKOK IN 1882-1925 :

A note on the growth of Bangkok city*

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ABSTRACT

Fairs and exhibitions were noticeable events in the world during the late 19th century and early 20th century, and Siam was no exception. In Europe and America, such events were the display of human progress in all kinds of technology. In Siam, they were much smaller, only Siamese resources of all kinds and new technologies learned from the West. In any case, Bangkok's fairs and exhibitions reflected its growth as a modern city, especially the means of transportation which was not only by canals but also by roads and bridges, trains and trams.

Transportation to certain fairs and exhibitions in Bangkok may reflect the urban growth as well. Major events were the 1882 National Exhibition, the Dusit Park Fairs of 1900-1918 that afterwards in 1919-1924 was known as the Winter Fair, the 1909 Rice Exhibition which later in 1910-1911 was enlarged to Agriculture & Commerce Exhibition, and finally the Siamese Kingdom Exhibition, planned for opening on the 23rd of January 1926 to commemorate the 15th anniversary of King Rama VI's reign.

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These events took place in different parts of the growing city, from the heart of Bangkok at Sanam Luang to the new royal residential area in the north of Bangkok, with a network of roads and trams. The Agriculture & Commerce Exhibition in Sra Prathumwan indicated the southeasterly growth of Bangkok while the southward expansion was clearly seen when Lumbini Park was built at Sala Daeng rice field as an exhibition ground for the Siamese Kingdom Exhibition, linking to the “4 S” residential areas at *Sathorn-Silom-Surawongse-Si Phya* by the end of King Rama VI’s reign.

Keywords : *Fairs and Exhibitions in Bangkok / Modern Transportations / Urban Growth / Reigns of King Rama V and VI*

1. INTRODUCTION

When King Rama I established Bangkok as the capital of Siam, he ordered a new city moat, *Khlong Rop Krung* [canal surrounding the city], circling around the previous one during the reign of King Taksin. Bangkok city was within the boundary of *Khlong Rop Krung* for three reigns after its establishment in 1782. The first expansion occurred in 1851 when King Rama IV ordered a new ring of city moat, *Khlong Kut Mai*, to be dug from *Wat Samor Kraeng* [later renamed *Wat Dhevaraj Kunchon*] in the north to *Wat Takien* [later renamed *Wat Maha Prutharam*] in the south. This canal was later named *Khlong Phadung Krung Kasem* [the canal that maintains the happiness of the city] (Thiphaakorawong, 1961: 75-76, 94).

King Rama IV had a new palace, *Suan Sa Prathumwan*, and a royal monastery, *Wat Prathum Wanaram*, built by *Khlong Bang Kapi* [*Khlong Saen Saep*] (Damrong, 1964: 280-282), out of *Khlong Phadung* in 1853. Though the palace might be considered just for his royal pleasure, it could be said to be another “fort” for the inland area because *Khlong Bang Kapi* was a strategic canal dug in the reign of King Rama III to facilitate traveling to the eastern part of Siam by canals and rivers while Siam was at war with Annam. The palace could be marked as the beginning of an expansion of Bangkok city to the southeast area, later realized during the reign of King Rama V.

2. MODERN MEANS OF TRANSPORTATION IN BANGKOK

The 1855 Bowring Treaty played an important part in the wealth of the city during the reign of King Rama IV. Many vessels from the West had Bangkok as their destinations and the foreign community in the south expanded from *Khlong Phadung* and *Bang Rak* to *Bang Kho Laem*, further south. Western merchants petitioned the King for a short-cut to the Bangkok Port at *Khlong Toei*. So *Khlong Thanon Trong*, [straight way canal] was built in 1857 from *Khlong Phadung* to *Khlong Toei* with a walkway along the west bank, later called *Thaang Thanon Trong*. They were known by the name *Hua Lampong* in the reign of King Rama V, and the road was renamed *Rama IV Road* by King Rama VI in memory of his grandfather, who had the canal and road constructed (Damrong, 1964: 227-228). It was the first road parallel to a canal in Bangkok and seemed to be the blue-print for such constructions at a later date.

Since 1862, a lot of western roads and bridges were constructed in Bangkok. Beginning with the New Road or *Thanon Charoen Krung* [road for the progress of the city] along the Chao Phya River to the south, connected the Grand Palace to the foreign residential area. Later, a

short road-canal [Silom road & canal] was constructed between *Khlong Thanon Trong* and the New Road. In the following years, *Thanon Bamrung Muang* was built from *Sanam Chai*, east of the Grand Palace, to the Giant Swing, while *Thanon Feuang Nakorn* was constructed to link the Giant Swing and the New Road (Damrong, 1964: 291-292). One could see the expansion of Bangkok from the core to the suburb in the south as the street names all meant progress and prosperity for the city.

When roads and bridges were becoming more important, a road to *Suan Sa Prathumwan* was constructed. From *Thanon Bamrung Muang* at the Giant Swing; its eastward expansion outside the city leading to *Wat Prathum Wanaram* was called *Thanon Prathumwan* (Kanokwalee, 2005: 225-226). This road became more important in the reign of King Rama V, as a link between the center of Bangkok at the Grand Palace and its suburban area in the south. Roads and bridges gradually replaced canals in Bangkok in the reign of King Rama V, dog-carts, hence *jinrikisha*, trams and motor cars were increasingly used as major forms of transport.

Road constructions in crowded area such as Chinatown and in the newly developing area Dusit were at the government's expense. Most roads in the southern part of Bangkok were the result of personal investment in real estate. Loh Po Yom [Luang Sathorn Racha Yuk] was the first person to construct a canal and roads in his property, parallel to Silom canal and road, and made a profit. Others followed his practice, such as Phya Phiphat Kosa and Phya Indra Dhibodee Siharat Rong Muang; so many roads in the south of *Khlong Phadung* were for real estate investment such as *Sathorn*, *Surawongse*, *Decho*, *Si Phya*, and *Rong Muang*.

After the first royal visit to Europe in 1897, the King had his new residence built in the Dusit area, northward along the Chao Phya River. A network of short roads were constructed (Kanthika, 2006: 36-49), partly at the government expense so as to develop the city and partly at the King's expense so as to facilitate transport within his palace compound. Later, a network of roads and bridges to link transportation between the north and the south of Bangkok was constructed accordingly.

Besides the roads, King Rama V annually donated a sum of money to construct a bridge to commemorate his birthday, since 1894. The so-called *Chalerm Bridges Series* began with the *Saphan Chalerm Sri 42* in 1895 (Kanokwalee, 2005: 60-74). There were seventeen in all, the last one, the *Chalerm Sawan 58*, was dedicated to King Rama V by King Rama VI on his father's 58th birthday. King Rama VI followed his father's policy by building a birthday bridge each year, called the *Charoen Bridges Series*. But after 6 successive years, the King considered there were enough bridges in Bangkok (Ibid: 47-49) so he paid more attention to the people's health and donated money to several hospitals in Bangkok on his birthday, since 1918 (*The Royal Gazette*, 1918).

Trains and trams were introduced in Bangkok in the reign of King Rama V. Paknam Railway from Paknam to *Khlong Phadung* began its service in 1893, while *Bang Kho Laem* tramway connected the southern part of Bangkok to the Grand Palace in 1899 (Wright, 1991: 202-203). In October 1900, King Rama V opened the Korat Railway service from Bangkok to Ayutthaya (Ibid.). When the King's new palace was built in Dusit area; two more tramways were in service: Samsen Line from Samsen to Paknam Railway Station in September 1901 and Dusit Line from Samsen pier through Dusit Park Palace to *Ta Chang Wang Na* [the ramp where the elephants in *Wang Na* were bathed] in 1905 (Ibid: 191-192). In 1925, a new tramway, Silom Line, was in service from *Bang Rak*, along *Silom* and *Rajdamri* canals, to the water gate at *Khlong Bang Kapi* for visitors to the Siamese Kingdom Exhibition in Lumbini Park (Suthilak, 1980).

Accordingly, after a little more than a century, the city of Bangkok was greatly transformed from the traditional fortified city of King Rama I to a modernized one. The city, closely linked with waterways, began to be transformed by roads, bridges, and land-based transport by the reign of King Rama V. Bangkok grew in all directions; its growth was supported by this infrastructure. The impetus of urban growth had changed as well, from palaces to government offices. Residential patterns changed, from the inner city home to suburban residences. Fairs and exhibitions were entertainments for people in the city. They were organized to boost the usage of land in certain areas as well.

In the following part of the essay I will describe the major fairs and exhibitions in Bangkok, focusing on their locations, the infrastructure and other constructions that indicated the growth of Bangkok city.

3. NATIONAL EXHIBITION IN THE HEART OF BANGKOK

National Exhibition or Bangkok Centennial Exhibition was the first exhibition ever held in Siam as a part of Bangkok Centennial Celebrations in 1882. It was held in *Sanam Luang*, the grounds between *Wang Luang* and *Wang Na* in the old city moat area, and lasted for one hundred days from April to July 1882.

Sanam Luang was the most suitable exhibition ground at that time because of its large space and location. The exhibits were displayed in temporary buildings and artificial gardens, built on the barren field of *Sanam Luang*. Precious objects and royal regalia were conveyed from *Wang Luang* to the exhibition ground. The Exhibition could be considered as entertainment because there were things to be seen in the 54 exhibition rooms and one theatrical hall, both for knowledge and for pleasure. The Exhibition was to glorify the Chakri Monarchs who governed the kingdom to the hundredth year by displaying the King and Queen's treasures and costumes; tributes from the tributary states; and natural resources of all kinds. The progress of modern Siam could be seen as displays of new technologies from the West (telegram and telephone instruments) and the potential of Siam to become modernized (raw materials in various exhibits) (See details in Smith, 1882: 39-54).

The National Exhibition confirmed the importance of the Grand Palace and the Emerald Buddha Temple as the nucleus of Bangkok with canals as major forms of transportation. The Grand Palace was the King's residence and office while the Emerald Buddha Temple was the Holy Spirit for the city and the kingdom. *Sanam Luang* was a place for all purposes. Many ceremonies were held there, namely, the laying of the foundation stone of the King Rama I memorial, the laying of the foundation stone of the Palace of Justice [Ministry of Justice's building] and the bone relic ceremonies (See details in Fine Arts Dept., 1959).

The bone relic ceremonies were to venerate the royal ancestors, with a series of Siamese entertainments held in *Sanam Luang* in June 1882, amidst the Exhibition (Fine Arts Dept., 1959). A lot of people went to see various performances, free for the public, during the bone relic ceremonies and some bought tickets to see the Exhibition as well, which made *Sanam Luang* crowded. The laying of the foundation stone of the Palace of Justice (Ibid: 19-21) signified modernized administration in Siam with proper office. After the administration reform in 1887, more government offices were removed from the Grand Palace for the bigger space. Even the King had a new residence built in the suburban area and this may signify the expansion of Bangkok.

4. DUSIT PARK FAIRS AND BANGKOK'S EXPANSION TO THE NORTH

King Rama V had Dusit Park Palace and Wat Benchamabophit built in north Bangkok in early 1899 (*The Royal Gazette*, 1899). Dusit became the new royal residential area, not only for the King and his Court but also for royal children, with many palaces surrounding nearby. It seemed that Dusit Park Palace would be the new *Grand Palace*, as seen from the King's plan for the construction of buildings and infrastructure (Chulalongkorn, 1939 and 1983). Besides a network of short roads, there was a grand connection between the Grand Palace, Dusit Park and Prathumwan Palace. The construction of five bridges over *Khlong Phadung*, *Thanon Ratchadamnoen* [the King's Walk], the idea to construct *Thanon Dhevi Yurayart* [the Queen's Walk] and *Thanon Prachaechine* [Petchaburi Road] may imply as a grandeur path for the royal procession from the Grand Palace to other palaces and Wat Benchamabophit.

Dusit Park Fairs originated from Dusit Park Palace annual festivity on the King's first stay at the temporary pavilion in the Dusit area. The fair became a part of the new royal monastery in 1900 when monks and novices were invited to stay at Wat Benchamabophit. It became Bangkok famous festival when the replica of Phra Buddha Chinaraj was placed in the temple as the primary Buddha Image in December 1901 with a celebratory festival (*The Royal Gazette*, 1899-1910).

The annual fair was held each year since 1901 for the pleasure of all classes of people, both Siamese and foreign, royal families, elites, merchants and ordinary people. They all shared the same space for the veneration of Phra Buddha Chinaraj and the pleasure of all kinds of fun (*The Bangkok Times*, 1901-1914). The money earned from the fair might be considered as a public donation to complete the King's monastery, so it went to Wat Benchamabophit where the marble temple was in construction, and a new *Kuti* [a building for monks to live in] was built each year to commemorate the number of years of King Rama V's reign (*The Royal Gazette*, 1901-1910).

The activities in the annual Dusit Park Fair, or *Ngan Wat Benchamabophit*, lasted for five days and nights. The fair was mostly held in December in the reign of King Rama V, except for the last one when there were royal visitors from Brunswick so it was postponed from December 1909 to January 1910 (*The Royal Gazette*, 1909). During the fair, a lot of people flocked into the Dusit area by *Khlong Prem Prachakorn* in front of the monastery and both tramlines; it could be said that Dusit Park Fair boosted the expansion of the urban area to north Bangkok. In the following reign, the fair was held after King Rama VI's birthday on the 1st of January. When all constructions in Wat Benchamabophit were completed and the fair was not held in the vicinity of the monastery, it was renamed Winter Fair because it was held in the cold season (National Archives (NA), R.6 N. 17.15/1, 1919).

The growth of Bangkok to the north could be noticed by the construction of the new royal residences, a network of roads and tramways, and the fairs. With a network of new technologies from the West to facilitate transportation within Bangkok, Dusit Park Fairs illustrate the growth of Bangkok as a modern city.

5. OTHER EXHIBITIONS AS THE MARKERS OF BANGKOK EXPANSION TO THE SOUTH

As mentioned, the growth of Bangkok to the south began in the reign of King Rama IV. The expansion of Bangkok to the southeast and south of the city can be traced by the Rice Exhibition 1909, followed by the Agriculture & Commerce Exhibition 1910 and 1911 (NA, KS. 13/356, 1910 and *the Royal Gazette*, 1910-1911), and the plan to hold the Siamese Kingdom Exhibition in January 1926 (NA, R.7 M. 16/1, 1925 and ST. 19/2, 1925). These exhibitions were held on royal property and expanded from smaller ones, which may signify the development of business and industry in Siam.

In 1881, a new palace was built in an open field not far from Prathumwan Palace, said to be a private residence for the King's eldest son, Prince Vajirunahit. The palace was completed in 1884 and became the origin of the sub-district *Wang Mai* [a new palace]. It was called Windsor Palace by its architect and *Wang Klang Thung*, the palace amidst a field, by its location. The palace was a new link to the southeast of Bangkok and indicated the growth of the city along *Khlong Phadung* as initiated by King Rama IV (Pirasri, 2005: 126-134).

When the Crown Prince passed away in 1895, King Rama V allowed the Mapping School to use *Wang Klang Thung* as its office. The school could be marked as the extension of the government office from the heart of the city to the suburban area as it was the first to be out of *Khlong Rop Krung*. Later, the Ministry of Agriculture had the responsibility to issue the title deeds in the kingdom so the Royal Survey Department became a part of the Ministry in 1901. The Mapping School expanded to cover other branches of agriculture, known as *Rongrian Krom Pho Pluk*, Department of Agriculture School (Pirasri, 2005: 126-134).

Besides the School, the foreign community asked for his royal permission to lease a piece of land, not so far from *Wat Prathum Wanaram*, for their recreation area, later called the Royal Bangkok Sport Club in 1901 (Wright, 1991: 236). Then, the King had *Rajdamri* road and *Rajdamri* canal constructed from *Silom* road and *Silom* canal to *Khlong Bang Kapi*, completed in January 1903 (Kanokwalee, 2005: 302-303). These road and canal were to accommodate the travel from the *Silom* and *Sathorn* areas to RBSC. More roads were constructed in the southeast of Bangkok in the following years; namely *Rong Muang*, *Prachaechine*, and *Si Phya* (Ibid: 289-290, 248, 390-391). In November 1908, *Saphan Chalerm Loke* 55 over *Khlong Bang Kapi* was opened to connect *Rajdamri* and *Prachaechin* Roads (*The Royal Gazette*, 1908). The city growth in the southeastern part of *Khlong Rop Krung* could be noticed by the network of roads and bridges, the construction of the railway station, a university, hospital, sports ground and public park and the organization of several fairs and exhibitions.

In 1908, the Ministry of Agriculture held a small rice exhibition in *Muang Thanyaburi* due to the inferior quality of Siamese paddy. Because of its success, another rice exhibition was held at *Wat Suthat* in 1909 which followed the practice of Dusit Park Fair by using a big temple as exhibition ground. There were displays of tools and things related to rice export, many goods stalls and entertainment such as *likay* and gambling shops were for public pleasure (NA, KS 1/563, 1908-1909). The exhibition was expanded to the Agriculture & Commerce Exhibition in 1910 and 1911 with fifteen groups of agricultural products such as rice, grain and seed, tobacco, fiber plants, livestock and handicraft. The event was held in the premise of the Agriculture School, *Sa Prathumwan*, leased from the Privy Purse. Major displays were on rice cultivation and sericulture in Japanese style [introduced in the reign of King Rama V to improve the quality of silk in Siam] with shops, shows and restaurants, just like Dusit Park Fair (NA, KS 13/356, 1910 and *The Royal Gazette*, 1910-1911).

Before the organization of such exhibitions in 1910 and 1911, Bangkok city had expanded from the north to the southeast by the construction of Phya Thai palace. King Rama V had the Palace built in 1909 as his farmhouse (Kanokwalee, 2005: 197-199). *Phya Thai* Road was cut through the royal garden of *Wang Klang Thung*, connecting *Si Phya* and *Prachaechine* Roads in 1909 (*The Royal Gazette*, 1909). When King Rama V passed away in 1910, Queen Saowabha moved from Dusit Park Palace to reside permanently in Phya Thai Palace (Kanokwalee, 2005: 197-199), and this marked another step for the expansion to the southeast.

In the reign of King Rama VI, more infrastructure and buildings were constructed in the southeastern part of Bangkok. After the royal cremation of the late King in March 1913, King Rama VI renovated the organization of the Siamese Red Cross Society [founded during the Paknam Incident, 1893] and had a Red Cross hospital, Chulalongkorn Hospital, constructed to commemorate his royal father at the corner of *Rajdamri* and *Hua Lampong* Roads, next to the RBSC. Chulalongkorn Hospital was opened in June 1914 (*The Royal Gazette*, 1914).

Recently, the Bangkok Railway Terminal was constructed opposite the Paknam Railway Station on *Hua Lampong* Road. It was opened in June 1916 with convenient accommodation in the city, the *Rajthani* Hotel. In December that year, *Saphan Charoen Sawad* 36 was opened over *Khlong Phadung* to facilitate the travel to the new Bangkok Terminal (*The Royal Gazette*, 1916). Also this year, Queen Sawang Wattana had a private pavilion built on her son's property, given by King Rama V on *Prathumwan* Road and later called Sa Prathum Palace. When Prince Mahidol finished his study in the United States and returned to Bangkok, a bigger pavilion was built for his residence (Kanokwalee, 2005: 363).

In March 1917, Chulalongkorn University was founded, it was the gathering of all government administration schools, and had the former *Wang Klang Thung* as the administration office. King Rama VI had named the first university in the kingdom after his royal father. He also bestowed a large piece of land to the university for its expansion (*The Royal Gazette*, 1917).

When Queen Saowabha passed away in 1919, King Rama VI had *Sathan Saowabha*, the new Pasteur Institute [later called the Thai Red Cross Society] built at the corner of *Thanon Sanam Mah* [Horse-racing Road, later renamed Henri du Nante Road] and Rama IV Road, opposite Chulalongkorn Hospital. It was to commemorate his royal mother after her royal cremation in 1922 (*The Royal Gazette*, 1919).

The King had Phya Thai Palace renovated as his royal residence. Prathumwan Palace, or the former agriculture exhibition ground, was granted to Prince Chudhathut, his full younger brother, as his residence in 1922. It was later called *Wang Petchaboon* [Petchaboon Palace] according to the official name of the owner, HRH Prince Petchaboon Indrachai.

King Rama VI resided in Phya Thai palace for a few years until he had a plan for the Siamese Kingdom Exhibition in 1926. He had a vision for the Palace to become the most luxurious hotel in the Far East because it was a former palace. So, he left Phya Thai Palace and ordered the Royal State Railway to have it renovated as accommodation for foreign visitors to the Exhibition, later called Phya Thai Palace Hotel.

The Siamese Kingdom Exhibition would be the greatest exhibition ever planned in Siam. King Rama VI had granted *Sala Daeng* field, a large piece of land on *Rajdamri* Road opposite Chulalongkorn Hospital, for the construction of Lumbini Park (NA, ST 19/2, 1925). It would be the first exhibition ground built according to Western standards. Lumbini Park was next to Chulalongkorn Hospital and the new residential area for the Siamese in the south; and connected

to the commercial area of Bangkok on the New Road and the Chao Phya River. Sala Daeng field was the last large piece of land from *Khlong Phadung* granted for public usage.

The blue-print of the Siamese Kingdom Exhibition in Lumbini Park, prepared by the Sanitary Department, illustrated the Exhibition as the culmination of all fairs and exhibitions ever held in Bangkok: the National Exhibition (1882), Dusit Park Fairs (1900-1917), Agriculture & Commerce Exhibitions (1910-1911), Student Arts & Craft (1913 onwards), and Winter Fair (1918-1923). Lumbini Park was beautifully designed with canals all around and 2 ponds in the northeastern and southwestern part of the Park. The big pond with islands near Rajdamri Road was to display the King's treasury while the small one near Wireless Road was surrounded by foreign commercial pavilions, Chinatown, and the *Monthon* stadium. The displays of government offices were in the building of each ministry; 3 exhibition halls [Palaces] for major industries, not far from the Rama IV Road; and all resources in every *Monthon* in the *Monthon* stadium.

The government provided transportation for the Exhibition by granting concession of a new tramway, Silom Line, from New Road to *Khlong Bang Kapi*. Moreover, two tramway companies in the previous reign merged into one, and the service of the Samsen line was extended from the terminal of Paknam Railway to Sathorn Road via *Sala Daeng* in order to bring visitors to Lumbini Park on the 23rd January 1926, the date planned for the opening of the Exhibition (*The Bangkok Times*, 1925). Some merchants had built accommodation nearby Lumbini Park. And Chao Phya Yommaraj, the president of the event, tried his best to attract the foreign community's attention to take part in the Siamese Kingdom Exhibition (*The Bangkok Times*, 1925). Though the event never existed in the Siamese history, *Sala Daeng* field was developed as a new public park instead of an exhibition ground.

6. CONCLUSION

The growth of Bangkok in the reign of King Rama V and VI could be noticed by the public use of land in the suburban area such as the fairs and exhibitions, and with a network of roads, bridges and trams to accommodate travel within Bangkok.

Fairs and exhibitions in Bangkok may signify the public usage in certain areas, according to the King's wish and the government's benefit. The events were held on the organizers' property, the National Exhibition was in the city's all-purpose ground between the Grand Palace and *Wang Na*. Dusit Park Fairs were on the King's newly developed property that indicated the city's expansion to the north. Agriculture & Commerce Exhibition at Sa Prathumwan, the former palace of King Rama IV and the location of the Agriculture School at that time, indicated the growth of Bangkok to the southeast and the south. It was based on King Rama IV's initiation when he had a new palace and a royal monastery built in the suburban area, not too far from the Bangkok international business area. The Siamese Kingdom Exhibition in Lumbini Park was at the junction of the infrastructures built by King Rama IV [*Khlong Thanon Trong*, *Khlong* and *Thanon Silom*, and New Road] and King Rama V [*Khlong* and *Thanon Rajdamri*] so it was King Rama VI who completed the space for public usage from the heart of Bangkok city to the heart of the business area in Bangkok.

Looking back to the new city moat in the reign of King Rama IV, it could be noticed that Bangkok's boundary within the city-ring-canal was replaced by the city-ring-road in the reign of King Rama VI.

This ring-road was initiated by King Rama IV when he had Silom canal and road constructed in 1862. The roads in the northern part were constructed when King Rama V had Dusit Park and Phya Thai Palaces built. Several short distance roads were built from the Chao Phya River to Phya Thai Palace, the whole line was later called *Thanon Sang Hee* or *Rajvithee* Road. *Phya Thai* Road was later built to connect *Si Phya* and *Prachaechine* Roads with *Chalerm La 54* Bridge as a linkage. Later, it seemed that *Phya Thai* Road was extended northwards from *Prachaechine* crossing *Duang Tawan* [Sri Ayutthaya] to *Rajvithee* Roads on the east-west axis. This made a small circle of city ring-roads with the Chao Phya River as its western boundary: *Duang Tawan-Phya Thai-Si Phya*.

Thanon Duang Tawan was extended from Wat Benchamabophit crossing the northern railway line and *Phya Thai* Road to meet *Rajprarop* Road on the north-south axis. *Rajprarop* was a bending road that linked *Rajvithee* to *Rajdamri* Roads. It was paralleled to *Khlong Phadung*, a new city ring canal in the reign of King Rama IV. *Rajvithee-Rajprarop-Rajdamri-Silom* Roads was a new ring over *Khlong Phadung* and may be considered as a new city ring-road initiated in the reign of King Mongkut (Rama IV) and completed in the reign of King Mongkut Klau (Rama VI).

Fairs and exhibitions themselves might not be counted as important events but the organization of such events in certain periods in the past could illustrate the growth of Bangkok city.

Bangkok's fairs and exhibitions and its growth as a modern city

Time	Constructions	Events / Fairs and Exhibitions
1782	The establishment of Bangkok.	
	The construction of <i>Khlong Rop Krung</i> (City-ring-canal).	
1851-1852	The construction of <i>Khlong Kut Mai</i> or <i>Khlong Phadung Krung Kasem</i> .	
1853	<i>Wang Suan Sra Prathumwan</i> and <i>Wat Prathumwanaram</i> were constructed out of Bangkok city wall.	
1855	<i>Bowring Treaty</i> .	
1857	The construction of <i>Khlong Thanon Trong</i> and <i>Thanon Trong</i> (Rama IV Road)	
1862	<i>Thanon Charoen Krung</i> (New Road) along the Chao Phya River and the bridges to link the transportation were constructed as well as <i>Khlong Kwang</i> and <i>Thanon Kwang</i> (Silom canal & road).	
1863	<i>Thanon Sao Ching Cha</i> was renovated as <i>Thanon Bamrung Muang</i> from Sanam Chai to the Giant Swing, and <i>Thanon Feuang Nakorn</i> was constructed to connect <i>Charoen Krung</i> and <i>Bamrung Muang</i> Roads.	
1881 Nov	Began the construction of <i>Wang Klang Thung</i> or Windsor Palace.	
1882	<i>Bangkok Centennial Celebrations</i> .	
	National Exhibition, Sanam Luang.	
1888	Lo Poh Yom had <i>Khlong</i> and <i>Thanon Poh Yom</i> (Sathorn canal & roads) constructed.	

Time	Constructions	Events / Fairs and Exhibitions
1889	Began the construction of <i>Thanon Krung Kasem</i> along the inner part of <i>Khlong Phadung Krung Kasem</i> , linkage road from north to south.	
1893	<i>The opening of Paknam Railway line along Khlong Hua Lampong.</i>	
1894	King Chulalongkorn started to construct the <i>Chalerm Bridge Series</i> .	
1895 Jan	<i>Crown Prince Vajirunahit passed away.</i>	
Sep	The opening of the first <i>Chalerm bridge</i> , <i>Chalerm Sri 42</i> , over <i>Khlong Bang Khun Phrom</i> , Samsen Road.	
1896	<i>Windsor Palace became the Map School.</i> The opening of <i>Chalerm Sakdi 43 Bridge</i> , over canal between <i>Thanon Prathomwan</i> (Rama I Road) to <i>Thanon Hua Lampong</i> (Rama IV Road)	
1897 Apr?	The completion of Surawongse and Decho Roads.	
Apr-Dec	<i>King Rama V's first visit to Europe.</i>	
Nov	The opening of <i>Chalerm Kiat 44 Bridge</i> , over <i>Khlong Hua Lampong</i> and <i>Thanon Sathorn Tai</i> (South Sathorn Road).	
1898	The opening of <i>Chalerm Yot 45 Bridge</i> , over <i>Khlong Wat Phra Phiren</i> and Vorachak Road.	
1899	<i>Began the construction of Dusit Park Palace.</i> The completion of <i>Krung Kasem</i> Road. Nai Arkorn Teng had <i>Sapan Kim Seng Lee</i> built over <i>Khlong Samsen</i> . <i>The opening of Bang Kho Laem tramway to the Grand Palace.</i> The opening of <i>Chalerm Wieng 46 Bridge</i> , over <i>Khlong Trok Tao</i> , Yaowaraj Road. Started to construct the first part of <i>Raj Damnern Road</i> (King's Walk) and five bridges over <i>Khlong Phadung</i> : <i>Dheves Narumit</i> , <i>Visukam Niraman</i> , <i>Makhawan Rangsan</i> , <i>Dhevakam Rangraks</i> , and <i>Chaturabhak Rangsarit</i> , all meant a bridge that made by gods and angels.	
1900 Mar	<i>King Chulalongkorn's first stay in the Royal Pavilion, Dusit Park</i> Festivity for Phra Buddha Norasiha, Wat Benchamabophit, with Ancient Siamese Porcelain Exhibition	
Oct	<i>The opening of the Korat Railway from Bangkok to Ayutthaya.</i>	
Nov	The opening of <i>Chalerm Wang 47 Bridge</i> , over <i>Khlong Sapan Than</i> , <i>U-nakan</i> Road and <i>Dhevakam Rangraks</i> Bridge.	
1900 Dec	<i>Monks and novices first stay in Wat Benchamabophit.</i> The first great fair held in Wat Benchamabophit.	
1901	<i>The opening of Royal Bangkok Sport Club (RBSC).</i> <i>Map School became Ministry of Agriculture School.</i>	
Sep	<i>The opening of Samsen Tramway service from the Paknam Railway Station to Samsen Road.</i>	
Nov	The opening of <i>Chalerm Krung 48 Bridge</i> , over <i>Khlong Wat Chakrawat</i> , New Road and <i>Visukam Niruman</i> Bridge.	
Dec	Festivity of Phra Buddha Chinaraj, Wat Benchamabophit.	
1902 Mar	<i>Celebration on his royal stay at Vimarnmek Mansion.</i>	
Nov	The opening of <i>Chalerm Muang 49 Bridge</i> , over <i>Khlong Sathorn</i> , Surasak Road.	
Dec	Dusit Park Fair, Wat Benchamabophit.	
1903 Jan	The opening of <i>Rajdamri</i> Road & Canal that linked <i>Khlong Saen Saep</i> to <i>Khlong Hua Lampong</i> .	

Time	Constructions	Events / Fairs and Exhibitions
Nov	The opening of <i>Thanon Rajdamnoen Nok</i> [Outer part of the King's Walk] and <i>Makhawan Rangsan</i> Bridge.	
Dec	The opening of <i>Chalerm Phob 50</i> Bridge, over <i>Khlong Hua Lampong</i> at the end of Surawongse Road.	Dusit Park Fair, Wat Benchamabophit.
1904	The construction of <i>Thanon Piphat Kosa</i> between Silom and Sathorn Roads.	
	The construction of <i>Rong Muang</i> Roads.	
Nov	The opening of <i>Chalerm Phong 51</i> Bridge, over <i>Khlong Sapan Than, Feuang Nakorn</i> Road.	
Dec		Dusit Park Fair, Wat Benchamabophit.
1905	<i>The Siamese Tramway Co. opened <u>Dusit Line</u>, passed through Dusit Park Palace to Ta Chang Wang Na.</i>	
Jul	Began the construction of <i>Thanon Prachaechine</i> [Petchaburi Road]	
Nov	The opening of <i>Chalerm Phao 52</i> Bridge, over the canal along the RBSC to <i>Thanon Prathumwan</i> .	
Dec		Dusit Park Fair, Wat Benchamabophit.
1906	The opening of <i>Si Phya</i> Road, between Surawongse Road and <i>Khlong Phadung</i> .	
May		
Nov	The opening of <i>Chalerm Phan 53</i> Bridge, over <i>Khlong Wat Sam Chin</i> (Golden Buddha Temple), New Road.	
Dec		Dusit Park Fair, Wat Benchamabophit.
1907	<i>His royal stay at Ambhorn Sathan Mansion, Dusit Park Palace.</i>	
Feb		
Apr–Nov	King Rama V's second visit to Europe.	
Nov	The opening of <i>Chalerm Bhak 54</i> Bridge, over <i>Khlong Silom</i> , New Road.	
Dec		Dusit Park Fair, Wat Benchamabophit.
1908	The opening of <i>Chalerm Loke 55</i> Bridge, over <i>Khlong Saen Saep</i> to connect <i>Rajdamri</i> and <i>Prachaechine</i> Roads.	
Nov		
Dec		Dusit Park Fair, Wat Benchamabophit.
1909	<i>Began the construction of Phya Thai Palace.</i>	
Feb	Began the construction of <i>Phya Thai</i> Road.	
Mar		Rice Exhibition, Wat Suthat.
Nov	The opening of <i>Chalerm La 56</i> Bridge, over <i>Khlong Saen Saep, Phya Thai Road</i>	
1910		
Jan		Dusit Park Fair, Wat Benchamabophit.
Apr		Agriculture & Commerce Exhibition, Sra Prathumwan.
Oct	<i>King Rama V passed away.</i>	
Nov	The opening of <i>Chalerm Dech 57</i> Bridge, over <i>Khlong Hua Lampong</i> on <i>Phya Thai</i> Road.	
1911		
Apr		The 2nd Agriculture & Commerce Exhibition, Sra Prathumwan.
Dec	The opening of <i>Charoen Ratch 31</i> Bridge, over the old city moat at the mouth of <i>Khlong Talad</i> . It is the first of the <i>Charoen Bridge Series</i> to commemorate King Rama VI's birthday on the 1st January.	
1912		
Oct	The opening of <i>Chalerm Sawan 58</i> Bridge, over the old city moat on <i>Phra Arthit</i> Road. It is the last one in the series of the <i>Chalerm Bridges</i> .	
Dec	The opening of <i>Charoen Raat [sadorn] 32</i> Bridge, over <i>Khlong Maha Naga, Krung Kasem</i> Road.	

Time	Constructions	Events / Fairs and Exhibitions
1913 Jan		Student's Arts & Craft Exhibition, Suan Kularb College
Mar		<i>The Royal Cremation of the Late King Rama V.</i>
Apr		<i>The opening of Pasteur Institute.</i>
Aug		<i>Celebration of Chitrlada Mansion, Dusit Park Palace.</i>
Dec		The opening of Charoen Phatsana 33 Bridge, over Khlong Bangkok Yai, Issaraphab Road.
1914 Jan		Dusit Park Fair and Arts & Craft Exhibition, Wat Benchamabophit and Miskawan Garden.
Jun		<i>The opening of the Red Cross Society Hospital, Chulalongkorn Hospital.</i>
Dec		The opening of Charoen Sri 34 Bridge, over the old city moat, in front of Wat Buranasiri.
1915 Jan		Student's Arts & Craft Exhibition, Suan Kularb College.
Dec		The opening of Charoen Thadsana 35 Bridge, over Khlong Wat Suthat, near the Giant Swing.
1916 Jan		Dusit Park Fair and Arts & Craft Exhibition, Wat Benchamabophit and Miskawan Garden.
Jun		<i>The opening of the Bangkok Terminal Railway Station, Hua Lampong.</i>
Dec		The opening of Charoen Sawad 36 Bridge, over Khlong Phadung, near Bangkok Railway Station, the last one of this series.
1917 Jan		<i>Celebration for Ananta Samakhom Throne Hall.</i>
Mar		Dusit Park Fair and Arts & Craft Exhibition, Wat Benchamabophit and Miskawan Garden.
1918 Jan		<i>The establishment of Chulalongkorn University.</i>
1919 Jan		Dusit Park Fair and Arts & Craft Exhibition, Wat Benchamabophit and Miskawan Garden.
Oct		Winter Fair and Arts & Craft Exhibition, Chitrlada Garden.
1921 Jan		<i>Queen Saowabha passed away.</i>
1922 Jan		Winter Fair and Arts & Craft Exhibition, Chitrlada Garden.
Dec		Winter Fair and Arts & Craft Exhibition, Chitrlada Garden.
1923 Feb		Winter Fair and Arts & Craft Exhibition, Saranrom Garden.
1924 Jan		Winter Fair and Arts & Craft Exhibition, Saranrom Garden.
Sep-Oct		<i>King Rama VI's visit to the Federated Malay States.</i>
1925 Jan		Began the plan for Siamese Kingdom Exhibition.
Nov		<i>A concession for a new tramway, <u>Silom Line</u> from the water gate at Khlong Bang Kapi to New Road.</i>
Dec		<i>Began the construction of Lumbini Park in Sala Daeng Field.</i>
1926 Jan 23		<i>King Rama VI passed away.</i>
		<i>The cancellation of Siamese Kingdom Exhibition.</i>
		Planned for the opening of Siamese Kingdom Exhibition, Lumbini Park.
		<i><u>Samsen tramway extended</u> from Paknam Railway Station to Sathorn Road.</i>

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