

# 香江 騁懷

香港的早期交通

## Early Hong Kong Transport

鄭寶鴻

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Throughout the book, we have followed the Cantonese romanisation system used in Hong Kong since the early twentieth century. Hong Kong street and place names have been romanised according to current practice, which the *pinyin* of other place names and terms are given.

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# 前言

商業活動為城市發展提供資源。沒有那麼多種投資，就難以從這些投資中獲利，更造就不了香港這顆令人嚮往的東方之珠。

城市設施因商業發達而步向現代化；有了先進的設施，商業活動便得以長遠營運下去；二者其實相輔相成。四通八達的交通設施把香港推上成功路。多元化的交通工具將各行各業延伸到香港各個角落。而財團的營運之道，仍是不斷置換新型的交通工具，為的只是想吸引更多乘客，來謀取更多的利潤。

海底隧道、跨海大橋將港九新界連成一體；九廣鐵路把香港接上中國大陸；赤鱗角機場為香港開了一扇通往世界各地的窗戶。沒有這些通暢便捷的交通建設，香港便贏不了亞洲動感之都的美譽。

如此可見，交通是研究香港歷史重要的一環。本館十分感謝鄭寶鴻在這方面所作的貢獻。藉著他珍藏的老照片和其他參考資料，使我們得以從昔日的閑靜小路遊騁至今天的繁華大道。

百年來的香港風光，原來是這般美好。

香港大學美術博物館  
總監 **楊春棠**

二零零九三月十七日於山之半館



# FOREWORD

Commercial activities provide a city with the resources for development. Without a wide variety of investments, we cannot expect to make a profit, let alone foster culture and produce the likes of this admirable “pearl of the orient”, Hong Kong.

Commercial development leads naturally to the modernisation of urban facilities, which in turn enables the long-term operation of commercial activities, the two having a symbiotic relationship. Hong Kong has been pushed onto the road of success by its sophisticated transport facilities reaching near and far in all directions. The wide range of modes of transport has helped extend all walks of life to every corner of Hong Kong. And, the rule of thumb for the consortium’s business operation? The continual replacement of the old with new modes of transport to attract more passengers, and therefore more profit.

Cross-harbour tunnels and cross-sea bridges have practically made Hong Kong Island, Kowloon and the New Territories a whole; the Kowloon-Canton Railway has connected Hong Kong to Mainland China and the International Airport at Chek Lap Kok has taken up the role of “gateway to the world”. We are grateful for these efficient and unimpeded transport facilities, in the absence of which Hong Kong could hardly deserve the reputable name of Asia’s city of life.

Obviously, transport is an important aspect in the study of Hong Kong history. Our museum is very grateful for the contribution of Mr Cheng Po Hung in this area. With the help of his invaluable collection of old photographs and other reference material we can retrace Hong Kong’s steps from strolling along the quiet footpath of the good old days to dashing through the prosperous avenue of our time.

We never knew the scenery of Hong Kong in the past century could be so wonderful.

**Yeung Chun Tong**

Director

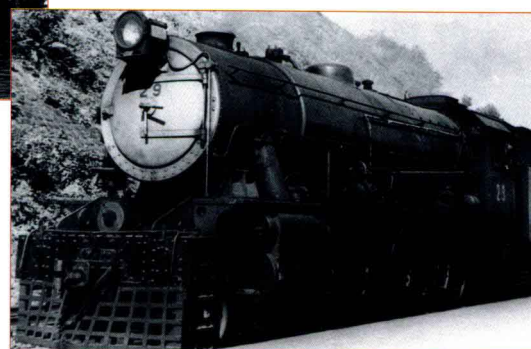
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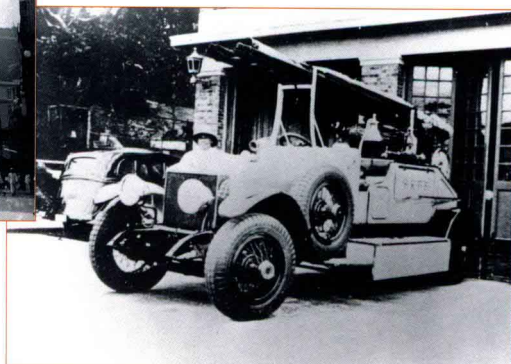
17th March 2009







## 非機動交通工具 NON-MOTORISED VEHICLES





## 木頭車

香港百餘年來曾有不少人力推引載貨的原始車輛。

開埠早期，香港便由內地引進人力推動的木製獨輪車。這種獨輪車既能載貨，也能運載牲畜。

至於十九世紀所謂的“貨車”，是指一種雙輪及四輪的木製手拉車，且由一至十個車伕拖引推進。這種木頭車，並沒有因為汽車的出現而淘汰，它們仍是運貨的主要工具。即使後來在一九二九年全面禁止這種木頭車，仍可見它們絡繹不絕地穿梭在馬路上。

### 日治時期（一九四一～一九四五）

汽車和汽油在日治時期皆極為缺乏。因而木頭車成了任何貨運所仰賴的運輸工具。當時有好幾家木頭車貨運公司，規模大的甚至能擁有上百輛大小不同的木頭車，而大車的載貨量更高達兩千多斤。

木頭車還能同時被當成垃圾車和糞車，一車一次約能運送四十餘擔的貨量，且需要八、九個車伕才拉得動。此外，還有“人力帆布車”被當成救護車來用，主要是負責傷患病者和屍體的運載。

戰後至一九八零年代，還能經常見到木頭車載貨的情景，之後才逐漸被淘汰。



# WOODEN CARTS

In the past century, there have been many kinds of man-powered primitive vehicles used for transportation in Hong Kong.

In the early days when Hong Kong was emerging as a port, the single-wheeled cart using man power was introduced from Mainland China. This kind of cart was used for transporting goods and livestock. These two-wheeled or four-wheeled wagons were pushed or pulled by up to ten men. The carts and wagons were not displaced by the advent of motor vehicles but remained the main means of transportation for goods. Even with the total ban of carts implemented in 1929 these transportation means were not eliminated. Wooden carts shuttling along the road was still a common scene.

## The Japanese Occupation (1941 - 1945)

During the Japanese occupation, because of the scarcity of motor vehicles and diesel, wooden carts were heavily relied upon for the transportation of goods. There were a number of transportation companies using wooden carts, the larger scale ones having in their possession over 100 carts of various sizes. A large cart could accommodate 2,000 catties of goods or more.

Wooden carts could also be used as rubbish carts or for the disposal of faeces. A cart could carry over forty piculs and needed eight or nine men to move it. The carts used as ambulances were later converted into the so-called *yan lik fan bo che* (man-powered canvas carts). Besides transporting the sick and the wounded, these carts were also used for removing corpses.

From the end of World War II to the eighties, wooden carts continued to be frequently seen on the street. They were eliminated at a much later time.

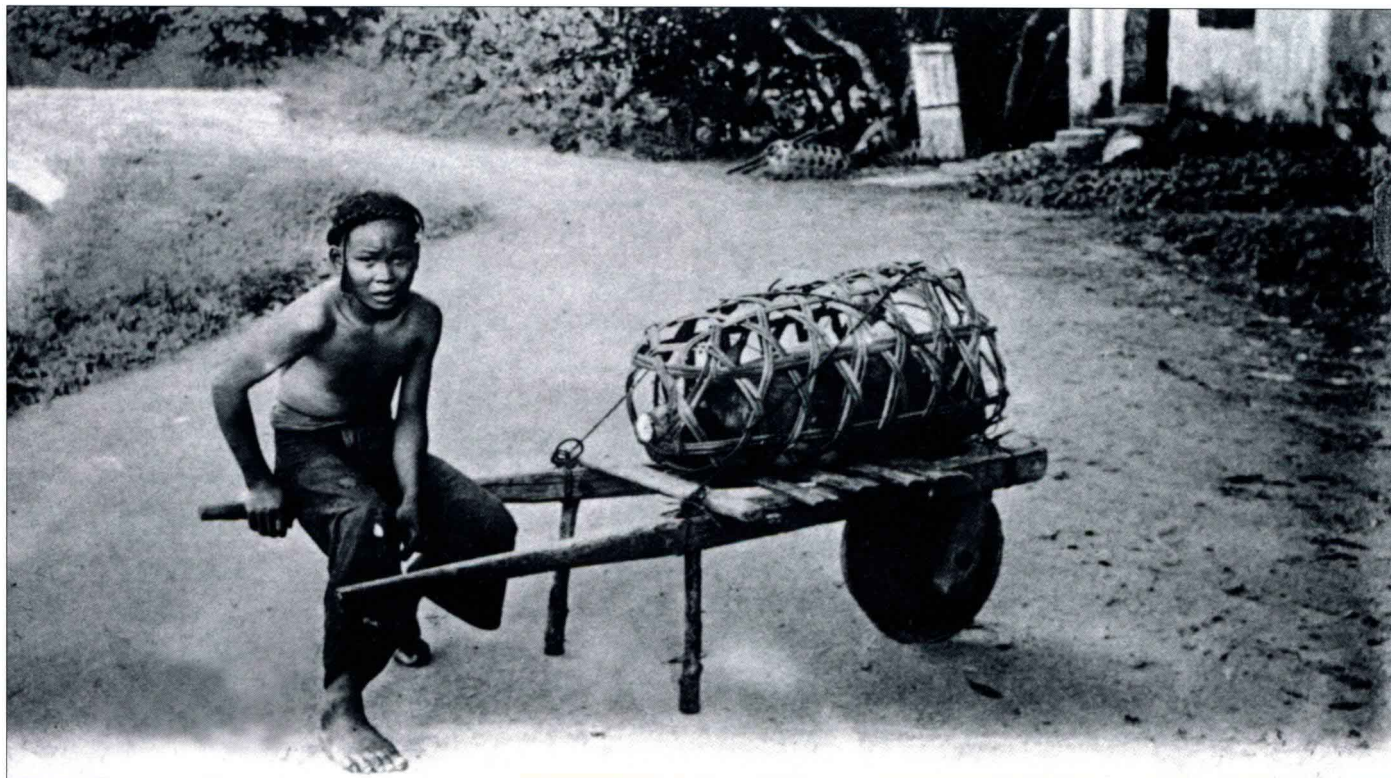


一架在德輔道西近修打蘭街的運貨木頭車，約一九三零年。  
A cargo wooden cart on Des Voeux Road West near Southerland Street, c.1930.



畢打街與德輔道中交界處有幾輛運貨的木頭車，約攝於一九零零年。  
Cargo wooden carts on Pedder Street and Des Voeux Road Central, c.1900.





一輛在新界運著豬隻到墟市出售的獨輪車，約攝於一九零零年。  
A single-wheeled cart in the New Territories for carrying pigs to the market, c.1900.



干諾道中近畢打街，約攝於一九二五年。照片右邊有一輛運貨的木頭車。  
Connaught Road Central near Pedder Street, c.1925. On the right is a wooden cart.





## 轎子

香港島的市區和住宅區是循著太平山開闢而成的。靠著多條上山的路，將山頂跟港島各區連接起來。

“轎子”和“山兜”是早期山路上主要的交通工具。當時它們還有“肩輿”或“籃輿”的稱號。而轎子又有“竹轎”和“油衣轎”之分。至於“街轎”或“公轎”是公眾用的轎子，“私家轎”或“長班轎”則是私人用的。

### 一八五九

一八五九年，政府當局開始對轎子制定條例，當中明列相關的各項收費及轎子停放的地點，且要轎伕配戴一個刻有轎子的徽章。而在賽馬日或遇有英國皇室成員訪港等大日子，當局也會對轎子行走的路段和停放的地點加以限制。

### 一八六六

一八六六年清朝官員斌椿在他所著的《乘槎筆記》裡有一段與轎子相關的記載：

“初二日，往拜英國香港軍務馬公(港督麥當奴)。初三日，馬公招飲，肩輿繞山(太平山)行十餘里。”

### 一九一二

一九一二年七月四日，剛上任的港督梅軒利在卜公碼頭上岸時差點遭人槍擊，所幸並未命中。自此港督便改用汽車代步了。

### 一九二二

轎子分有兩人、三人或四人抬的，像港督或訪港貴賓所坐的則是八人大轎。英國皇儲愛德華(即後來的英皇愛德華八世和溫莎公爵)於一九二二年訪港時，政府就是用八人大轎去迎接。

### 日治時期(一九四一～一九四五)

一九二零年代，轎子曾因巴士等各種汽車在路上行走，而漸趨式微。但到了日治時期，在機動交通缺乏的情況下，轎子又再度成為港島主要的交通工具之一，同時還被貫上“駕籠”這個東洋味頗濃的名字。而日軍當局為了便於徵收稅項和進行管理，更令轎伕組織轎子公會，稱作“駕籠組合”。公會在成立初期共有五十五頂轎子。

### 一九五零

重光後，仍有許多市民不喜歡乘巴士和纜車，這使得轎子和山兜依然是重要的登山工具。許多臨盆的產婦，也會坐轎子去醫院或留產所。即使在一九五零年代已流行用汽車迎親，但有不少迎親隊伍仍抬著“大紅花轎”去接新娘子，於是人們便以“摩登花轎”來稱呼接新娘的車子。另外還有一種綠色的“靈轎”是出殯隊伍才會見到的。這些用於“紅白二事”(即喪葬喜慶)的轎子在一九六零年以後，便因日益繁忙的陸路交通而被禁止，後來更隨之消失。



# SEDAN CHAIRS

Urban and residential areas on Hong Kong Island were opened up along the slopes of Victoria Peak, and with only a few mountain paths, these areas were linked to the Peak.

The sedan chair and *saan dau* (mountain chair or mountain pocket) were the main transportation means in mountainous areas in the early days of Hong Kong colonialism. They had the contemporary names of *gim yue* (a sedan chair carried on the shoulder) or *lan yue* (a basket-like sedan chair). Sedan chairs were also classified as the *zuk kiu* (bamboo sedan) and the *yau yi kiu* (oil-coated sedan). The *gaai kiu* (street sedan) and the *gung kiu* (public sedan) were used for public transport. The *si ga kiu* (private sedan) and the *cheong kiu* (long sedan) were for private use.

1859

In 1859, the Hong Kong Government started to make laws for the proper use of sedan chairs. There were among the rules, expressed regulations relating to tolls and sedan stations. The sedan chair bearers needed to wear a badge with a sedan graphic engraved on it. On big occasions such as horse racing days or royal visits, restrictions would be imposed on road sections for sedans and their stations.

1866

In Bin Chun's *Notes Taken on a Sea Journey* (1866), there was a piece of writing about sedan chairs:

“On the second day of the month, visit to ‘Mr Ma of Hong Kong Military’ (Sir Richard G. McDonnell, 1814-1881, Governor of Hong Kong); on the third day, invitation to a drink with Mr Ma, a travel on mountain chair round Tai Ping Shan (Victoria Peak) for 10 miles.”

1912

On the 4th July 1912, having just taken office, Sir Francis Henry May, the Governor of Hong Kong was nearly shot while landing on Blake Pier. He made a narrow escape though. After that, governors of Hong Kong used motor cars for transport instead.

1922

There could be two, three or four bearers for one sedan chair. An “eight-bearer big sedan” would be used to serve the Governor and honourable guests visiting Hong Kong. When Prince Edward VIII of England, who became the Duke of Windsor, came to visit Hong Kong in 1922, the “eight-bearer big sedan” was sent to pick him up.

## The Japanese Occupation (1941 - 1945)

In the 1920s various kinds of cars began to emerge. The sedan chair, which should have been eliminated, became an important means of transport again during the Japanese occupation due to a severe lack of motor vehicles and the traffic being constantly held up. The sedan chair was given another new Japanese name *kago* (literally translated as driving cage). Further, the Japanese military authorities wanted to levy water tax and to carry out administrative measures, so they proposed that a sedan union called the Kago Union be formed. The union had fifty-five sedan chairs when it was first established.