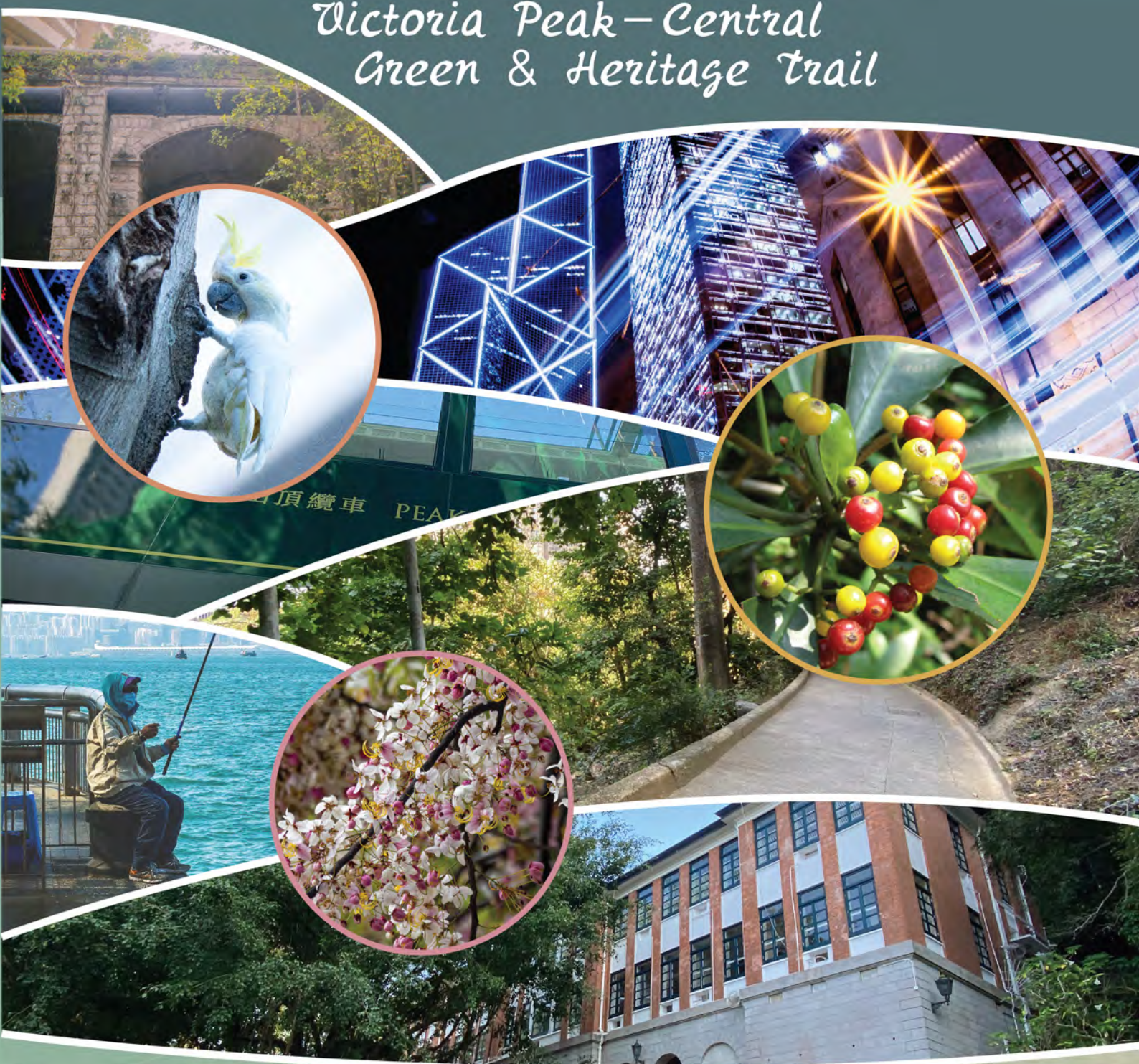
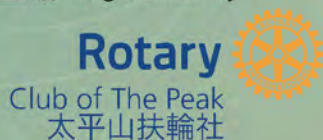


太平山-中區 自然文物徑

Victoria Peak - Central
Green & Heritage trail

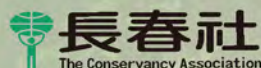


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中西區民政事務處
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前言

Foreword

由維多利亞港作起點，穿過中環繁華熱鬧的大街小巷，越過香港公園，沿着石級緩緩攀上梅道，途經綠意盎然、清幽寧靜的漆咸徑，最後來到俯瞰維港兩岸景色的山頂凌霄閣——「太平山—中區自然文物徑」享有優越的地理位置，僅兩個小時的路程，就能讓遊人從熙來攘往的金融中心，瞬間身處鳥語花香、草木蔥蘢的郊區，沿途更有許多香港不同時期的歷史建築，例如皇后像廣場、和平紀念碑及舊最高法院，盡顯中西區自然與文物共存的特色。

中區自然徑自1995年開關後，深受區內居民及遊客歡迎。適逢中華人民共和國成立七十四周年的喜慶日子，中西區民政事務處特意聯同太平山扶輪社及長春社，全面翻新及延長中區自然徑，並易名為「太平山—中區自然文物徑」，向大家送上煥然一新的旅程。新路線由中環天星碼頭出發，一直延伸至山頂凌霄閣纜車總站，同時加入新資訊及融合新科技，包括「打卡」專用的濾鏡，務求向大家提供更深刻、更全面、更創新的體驗。



中西區民政事務專員
梁子琪先生, JP
二零二三年九月

Starting from the Victoria Harbour, it passes the busy streets and alleys of Central, crosses Hong Kong Park, climbs up the stone steps to May Road, strolls along the green and quiet Chatham Path, and finally arrives at the Peak Tower overlooking both sides of the Victoria Harbour - the Victoria Peak-Central Green & Heritage Trail enjoys a privileged geographical location. It only takes two hours for visitors to ascend from the bustling financial centre to the lush countryside with singing birds and fragrant flowers. There are many historical structures of Hong Kong's past along the way, such as the Statue Square, the Cenotaph and the Old Supreme Court, highlighting the fact that the Central & Western District is an enchanting mosaic of nature and heritage.

Since its opening in 1995, the Central Green Trail has been well received by local residents and tourists. To celebrate the 74th Anniversary of the Founding of the People's Republic of China, the Central & Western District Office, in collaboration with the Rotary Club of The Peak and the Conservancy Association, has renovated and extended the trail and renamed it the Victoria Peak-Central Green & Heritage Trail, offering a fresh new journey for everyone. The new trail begins at the Star Ferry Pier in Central and stretches all the way to the Peak Terminus at the Peak Tower. New information and technology have been incorporated into the revamped trail, including photo effect filters for checking in. I hope you will be able to enjoy a more profound, comprehensive and innovative experience.

Mr LEUNG Chee-kay, David, JP
District Officer (Central & Western)
September 2023



前言

Foreword

我非常榮幸能為「太平山-中區自然文物徑」特刊撰寫前言。這條自然徑的升級和延伸是一項令人振奮的計劃，將為香港市民和遊客提供一個獨特而豐富的探索之旅。

這自然文物徑的誕生源於中西區區議會和長春社的共同努力，旨在將城市公園和郊野公園的自然特色融合在一起，為忙碌的城市居民提供一個舒緩壓力的空間。多年來，這條自然徑一直是市民休閒娛樂的熱門去處，也成為了中區及太平山發展的見證者。

現在，透過與中西區民政事務處、長春社，以及敝社太平山扶輪社的合作，這條自然徑將延伸並迎來一個全新的里程碑。新的路線將起點設在中環天星碼頭，終點則是山頂凌霄閣。這將為遊客帶來更多驚喜與美景，讓每個人都能深入了解這座城市百年來的發展歷程。

在這條自然文物徑上，遊客將能夠欣賞到中區及太平山從市區到郊區的地貌變化，感受到動植物如何適應環境轉變的奇妙過程，並聆聽舊建築所講述的種種故事。這是一個難得的機會，讓我們更深入地認識這座城市的過去、現在和未來。

這次升級後的自然文物徑也將融合新科技和新資訊，為遊客提供更豐富的體驗。AR實境增進系統、互動展示和數位解說將使遊客更加融入其中，深入了解每個地點背後的文化價值和歷史背景。

我相信，這本特刊將成為一個寶貴的指南，引導遊客探索這條令人心馳神往的自然徑。讓我們一起期待著「太平山-中區自然文物徑」的新面貌，並感謝所有籌備成員，他們的辛勤工作和奉獻精神讓這一切成為可能。

最後，讓我們共同努力，將這條自然文物徑打造成為一個讓人驚嘆和喜愛的旅程，為我們的城市增添一道璀璨的風景。



太平山扶輪社社長
黃棣彰先生
2023 - 24

It is with great pleasure that I compose this foreword for the special publication of the "Victoria Peak to Central Green and Heritage Trail." The planned expansion and enhancement of this trail project have sparked tremendous excitement, as it promises to offer Hong Kong residents and visitors an unparalleled and enriching expedition.

The inception of this trail was the result of collaborative efforts between the Central and Western District Council and The Conservancy Association. Its purpose was to blend the natural characteristics of urban and countryside parks, providing a tranquil space for busy city dwellers. Over the years, this nature trail has become a popular destination for leisure and recreation, bearing witness to the development of Victoria Peak City.

Now, through the collaboration with the Central and Western District Office, The Conservancy Association, and the Rotary Club of The Peak, this nature trail is embarking on a new milestone. The reimagined route will commence at Central's iconic Star Ferry Pier and end at the illustrious Peak Tower. This will offer visitors more surprises and breathtaking scenery, allowing everyone to gain a deeper understanding of the city's development over the past century.

On this nature and heritage trail, visitors will have the opportunity to appreciate the changing landscape from the urban to suburban areas, witness the adaptation of flora and fauna to environmental transitions, and listen to the stories told by historical buildings. It is a rare opportunity for us to delve into the past, present, and future of this city.

The upgraded nature and heritage trail will also incorporate new technologies and information, providing visitors with a more immersive experience. AR augmented reality systems, interactive displays, and digital explanations will allow visitors to engage more deeply with the cultural values and historical backgrounds of each location.

I believe this publication will serve as a valuable guide, directing visitors to explore this fascinating nature trail. Let us look forward to the new face of the "Victoria Peak to Central Nature and Heritage Trail" and express our gratitude to all those involved in making this possible through their hard work and dedication.

Finally, let us work together to transform this nature and heritage trail into a journey that astonishes and delights, adding a splendid scenery to our city.

Mr Andrew Wong
President (Rotary Club of The Peak)
2023 - 24



序

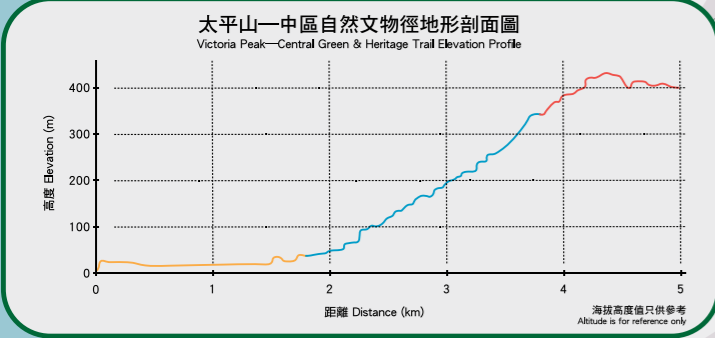
Introduction

「太平山—中區自然文物徑」的前身路線是「中區自然徑」，於一九九五年設立，由花園道的山頂纜車總站到白加道的舊域多利醫院，目的是「揉合市區公園和郊野公園自然徑的特色，而將『自然』和『文化』共治一爐，帶給營營役役、忙碌終日的城市人」。

中西區民政事務處、太平山扶輪社及長春社合作將原有路徑分別延伸至中環天星碼頭（起點）和山頂凌霄閣纜車總站（終點）。沿徑由海濱前往山頂，你可以感受域多利城從市區到郊區的地貌變化、動植物如何適應環境轉變，以及舊建築訴說的種種故事，讓你進一步認識這城市百年來的發展點滴。

“Victoria Peak - Central Green & Heritage Trail” was formerly the Central Green Trail established in 1995, which ran from the Garden Road Peak Tram Lower Terminus to the Old Victoria Hospital on Barker Road, aiming to “combine the features of an urban park with that of a nature trail, to bring ‘nature’ and ‘culture’ much closer to the busy city people”.

The new route, established by the Central and Western District Office, Rotary Club of The Peak and the Conservancy Association, extends to the Star Ferry Pier, Central and the Peak Terminus respectively. When you ascend the Trail from the harbourside to the Peak, from the city to the countryside, you can learn about the changing landscape of Victoria City, how animals and plants survive and thrive in the changing environment, and the stories told by old buildings, giving you a better understanding of the city’s development in the past hundred years.



- | | | | | | | |
|---|--|--|---|---|---|--|
| 1 維多利亞港及天星小輪碼頭
Victoria Harbour and Star Ferry Pier | 5 遮打花園及城中飛鳥
Chater Garden and City Birds | 9 香港公園及小藍花鳳頭鸚鵡棲息處
Hong Kong Park and Habitat of Yellow-crested Cockatoo | 13 聖保羅男女中學
St. Paul's Co-educational College | 17 青果榕與板根
Common Red-stem Fig and Buttress Roots | 21 白加道舊域多利醫院產科大樓
Barker Road Old Victoria Hospital Maternity Block | 25 芬梨道
Friday Road |
| 2 香港大會堂
Hong Kong City Hall | 6 大會堂舊址
Old Site of City Hall | 10 花園道山頂纜車站
Garden Road Peak Tram Lower Terminus | 14 山頂纜車麥當奴道站
Peak Tram MacDonnell Road Station | 18 梅道
May Road | 22 都市清泉
Urban Hydrology | 26 維多利亞峽
Victoria Gap |
| 3 皇后像廣場
Statue Square | 7 美利洋行舊址及政府山
Old Site of Murray Parade Ground and the Government Hill | 11 山頂纜車堅尼地站
Peak Tram Kennedy Road Station | 15 寶雲道沙濾池
Bowen Road Filter Bed | 19 漆咸徑
Chatham Path | 23 種植道
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Old Supreme Court Building and the Cenotaph | 8 前美利大廈與古樹
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St. Joseph's College and Stone Wall Vegetation | 16 棉木成蔭
Underneath the Camphor Tree | 20 林底生態
Life on the Forest Floor | 24 林區生態
Woodland Ecosystem | Information Sign
行人天橋
Footbridge
行人隧道
Subway |

- 碼頭段 Pier Section**
此段長約1.86公里，完成約需1小時。
This section is about 1.86km long, and takes about 1 hour to complete.
- 纜車段 Peak Tram Section**
此段長約1.96公里，完成約需1.5小時。
This section is about 1.96km long, and takes about 1.5 hours to complete.
- 山頂段 Peak Section**
此段長約1.15公里，完成約需45分鐘。
This section is about 1.15km long, and takes about 45 minutes to complete.

遊人可選擇以中環天星碼頭或山頂凌霄閣作起點，行走整條「太平山—中區自然文物徑」。

To cover the full trail, it is equally viable starting from either end.

本徑亦可分為三個不同路段，包括碼頭段、纜車段及山頂段。遊人可因應個人興趣或身體狀況選擇於不同的路段起步或離開。

Victoria Peak - Central Green & Heritage Trail can be divided into three sections: Pier Section, Peak Tram Section and Peak Section. Visitors can choose to start or leave at different sections based on personal interests and physical condition.

到達中環天星碼頭：位於中環海濱走廊，7號碼頭旁邊。無論乘坐渡輪、港鐵、電車、巴士或小巴，下車後均信步可達。

Reaching Star Ferry Pier, Central: Located on the Central Waterfront Promenade next to Central Pier 7, it is a short walk after getting off the ferry, MTR, tram, bus or minibus.

到達山頂凌霄閣：如乘坐纜車往山頂，最快10分鐘車程，由中環港鐵站步行到花園道纜車站只需步行10分鐘。亦可乘坐15、15X號巴士或1號小巴到達山頂廣場交匯處。

Reaching the Peak Tower: A 10-minute walk from Central MTR Station to the Garden Road Peak Tram Lower Terminus, then another 10 minutes to the Peak by Peak Tram. Alternatively, the Peak Public Transport Terminus can be reached by taking the Route 15 or 15X bus, or Route 1 minibus.

步行支線建議：

Trip suggestions:

- ★★★★ 單程依山而上：由中環7號碼頭出發 (全程大約3小時)
- ★★★★ 單程沿山而下：由山頂出發 (全程大約1小時30分鐘)
- ★★ 輕鬆漫步遊：乘搭纜車至梅道，沿漆咸徑上行至白加道，再沿自然文物徑返回纜車徑1號，再到花園道、遮打道及碼頭。(全程大約1小時)
- ★★ 纜車段：纜車徑1號出發沿山而上至白加道再原路折返。(全程大約1小時15分鐘)
- ★ 森林生態遊：乘搭公共交通工具至山頂凌霄閣，下車沿自然文物徑到種植道、白加道、漆咸徑，再到梅道乘纜車離開 (全程大約45分鐘)

- ★★★★ One-way trip up: Start from Central Pier 7 (3 hours)
- ★★★★ One-way trip down: Start from the Peak (1 hour 30 minutes)
- ★★ Easy round trip: Take Peak Tram to May Road, walk up Chatham Path to Barker Road, follow the trail back to 1 Tramway Path, then proceed to Garden Road, Chater Road and the pier (1 hour)
- ★★ Peak Section: Start from 1 Tramway Path, walk up to Barker Road then turn back (1 hour 15 minutes)
- ★ Nature lover: Take public transport to the Peak Tower, follow the trail after getting off to Plantation Road, Barker Road, Chatham Path and May Road, then leave by Peak Tram (45 minutes)

1a 維多利亞港（中環碼頭海濱長廊）

Victoria Harbour (Central Waterfront Promenade)



儘管英國於1860年才佔領九龍半島，但維多利亞港之名早在測量官哥連臣於1845年繪製的測量地圖出現。九龍半島的開發，促成了公眾渡海的需要。

維多利亞即英國的維多利亞女皇。根據1911年的《解釋法律通用程式條例》，維港的界線東面為北角至九龍城碼頭的最東端，西面是由港島的最西端，經過青洲、昂船洲延伸到深水埗的船政廳。維港以水深及位置優越見稱，是其中一個世界最繁忙的航運樞紐，不過正因如此，水質曾經受到污染。政府過去二十多年推行淨化海港計劃，維港現已回復潔淨，渡海泳終於在2011年復辦。



The name Victoria Harbour was already present in the Ordnance Map drawn by Royal Engineers surveyor Thomas Bernard Collinson in 1845, before the British occupied the Kowloon Peninsula in 1860. The development of the Kowloon Peninsula had led to an increased demand for public transportation across the harbour.

Victoria refers to Queen Victoria of the British Empire. According to the "Interpretation Ordinance 1911", Victoria Harbour's boundary on the east stretches from North Point to the easternmost end of the Kowloon City Ferry Pier, whereas on the west it extends from the westernmost edge of Hong Kong Island, through Green Island and Stonecutters Island, to the Harbour Office in Sham Shui Po. Renowned for its deep waters and strategic location, Victoria Harbour is one of the world's busiest shipping hubs, but as a result, the water has suffered from pollution. The Government implemented the Harbour Area Treatment Scheme in the past 20 years. Victoria Harbour is now clean again and the iconic Cross Harbour Swim was finally resumed in 2011.



1b 維港的生態（中環碼頭海濱長廊）

Biodiversity in Victoria Harbour (Central Waterfront Promenade)

面對維多利亞港，位於鬧市中心的中環碼頭，其實是適合大家仔細觀察市區海岸生態的地方。海魚除了吸引釣魚者來垂釣之外，一些鷺鳥，例如大白鷺、小白鷺和夜鷺等，也喜歡站在維港岸上，望着大海伺機捕獵。有時候，一些白色影子在水面漂浮，仔細看，其實是水母在海中暢泳。香港海域有記錄的水母共有7種，包括於2023年新發現的米埔三槳水母。

鯨豚動物也曾在維港出沒：約100條偽虎鯨於2020年1月在維港暢泳；而2017年也曾有海豚進入維港的記錄。偽虎鯨出現於香港水域屬罕見，相信是因迷路而誤進維港水域。

Facing Victoria Harbour, the Central Ferry Piers is actually a good spot for observing the coastal urban ecosystem, despite its location in the bustling city centre. Sea fishes have attracted not only anglers, but also water birds like Great Egret, Little Egret and Night Heron, standing on the shore waiting for a chance to strike. Sometimes, a shade of white can be seen floating on the water, revealing itself upon closer look as a jellyfish. A total of 7 jellyfish species are recorded in Hong Kong waters, including *Tripedalia maipoensis*, a new species of box jellyfish discovered in Mai Po in 2023.

Cetaceans would occasionally visit Victoria Harbour too. In January 2020, a pod of 100 False Killer Whales swam through the harbour, and there was another record of dolphins in 2017. False Killer Whales rarely appear in Hong Kong waters; it is believed they were lost and entered the harbour by mistake.

1c

天星小輪（中環7號碼頭）

Star Ferry (Central Pier 7)



天星的創辦人Dorabjee Naorojee Mithaiwala於1852年由印度乘船來港，並於1872年租入香港酒店及取得經營權。當時正值九龍半島開始發展，他便購入了一艘蒸氣渡輪提供往來港島和九龍之間的不定期過海服務，這艘船便是第一代渡海小輪「曉星」(Morning Star)。雖然公司名為「九龍渡海小輪」，但由於其後的小輪均以「星」命，時人皆稱之為「天星小輪」。早年維港兩岸的碼頭均為私人擁有，直到1871年11月政府在必打街(現畢打街)招標建造臨時碼頭，以及於1885年11月招標興建另一個碼頭，並於翌年落成—九龍渡海小輪的定期班次就是停泊在必打街碼頭。

商人遮打爵士於1898年集資成立有限公司，全數購入五艘天星小輪，包括第一和二代的曉星、Evening Star、Rising Star和Guiding Star。第一代曉星在第二代於1898年11月17日啟航後售出。新的曉星和Guiding Star如現在的小輪一樣，可以雙向航行。新的渡輪公司也正式命名為天星小輪。

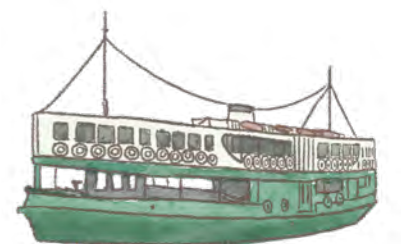
Mr Dorabjee Naorojee Mithaiwala, travelled from India to Hong Kong by ship in 1852, then in 1872 leased and obtained the management rights of Hong Kong Hotel. At that time the development of the Kowloon Peninsula was proceeding apace, he then bought a steamboat and started providing irregular cross-harbour services between Hong Kong Island and Kowloon. This was the first generation “Morning Star”. As subsequent vessels all bore the word “Star” in their names, people called the company “Star Ferry” even though its official name was “Kowloon Ferry Company”. In the early years, piers on both sides of Victoria Harbour were privately owned, until November 1871 when the government tendered for the construction of a temporary pier on Pedder Street, and another in November 1885 that was completed in the following year. In fact, the Kowloon Ferry Company’s regular service made its stop at the Pedder’s Wharf.

Businessman Sir Catchick Paul Chater raised funds to establish a limited company, acquiring all five Star Ferries in 1898, namely the first and second generation of Morning Star, Evening Star, Rising Star and Guiding Star. The first generation Morning Star was sold after its successor set sail on 17 November 1898. Like the modern Star Ferries, the new Morning Star and Guiding Star had a double-ended design. The company was officially named Star Ferry Company.

1900年底新必打街碼頭落成，因時任港督之名而改稱卜公碼頭。政府遂把雪廠街碼頭租給天星使用，初時不過是一個竹棚。1910年，政府招標於雪廠街興建兩個新碼頭，作為接駁九廣鐵路之用—天星是其中一間中標公司。碼頭於1912年建成，現時位於中環填海計劃第三期土地上的天星碼頭便是模仿當時的雪廠街碼頭外觀而建。根據當年的招標文件，雪廠街碼頭的使用期限為39年，即1949年到期。正好當時政府計劃在皇后像廣場對出填海，雪廠街碼頭便遷至現時愛丁堡廣場旁。雖然碼頭於1957年建成，但只有西翼於同年12月15日啟用，直至2006年停用。



In late 1900, a new pier was built on Pedder Street, known as Blake Pier because of then Governor of Hong Kong Sir Henry Arthur Blake. The government rented out the temporary pier of Ice House Street, which was no more than a simple wooden shelter, to Star Ferry. In 1910, the government invited bids for the construction of two piers on Ice House Street to serve as a connection point for the Kowloon-Canton Railway; Star Ferry won one of them. The pier was constructed in 1912. The appearance of the current Star Ferry Pier standing on reclaimed land from Central Reclamation Phase III was modeled after the one on Ice House Street. According to the tender documents, the pier could be used for 39 years, expiring in 1949. By then, the government had plans to reclaim land off Statue Square, so the pier was moved to a new site next to Edinburgh Place. Although it was completed in 1957, only the western wing was opened in the same year on 15 December. It was decommissioned in 2006.





2b

香港第一個多層停車場（愛丁堡廣場9號）

The First Multi-storey Car Park in Hong Kong (9 Edinburgh Place)



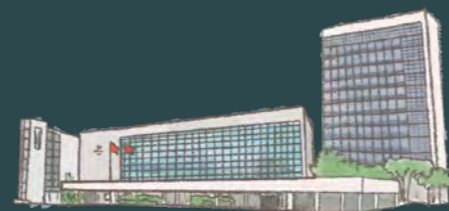
除了大會堂外，填海的土地也用作重置皇后碼頭和興建新的天星碼頭。上一代的皇后碼頭初時稱為「皇后像碼頭」，因碼頭就在廣場正中女皇像對出的位置；新的皇后碼頭的中軸線和大會堂及愛丁堡廣場重疊。天星碼頭則在原皇后碼頭對出，中軸線和女皇像原來所在的獲利街重疊。事實上，政府在1950年公布填海計劃時，決定在天星碼頭附近設立一個交通匯流場所，亦即一個大型停車場，但當時仍未確定選址——直至1956年位置確認在天星碼頭前。為配合將來附近的建築物，停車場不會高於三層。停車場在1957年12月8日正午啟用，由於是全港首個多層停車場，香港營業汽車商會（即現時香港的士商會）特別在12月5日派出七十輛車，在警員指揮下，示範如何由南邊斜路駛到二樓。停車場初時提供的泊位數目共406個。

Apart from the City Hall, the reclaimed land was also utilised for the relocation of Queen's Pier and construction of the new Star Ferry Pier. The previous Queen's Pier was known as the "Queen's Statue Wharf" because it stood directly across the statue in the middle of the square. The new pier's axis aligned with the City Hall and Edinburgh Place, whilst Star Ferry Pier was opposite the old Queen's Pier, its axis overlapping with Wardley Street where the statue used to be. In fact, when the government announced the reclamation project in 1950, their reason was to create a transport hub for Star Ferry Pier in the form of a large parking facility, but the exact location had not been determined. Until 1956, it was decided that the structure would be built in front of the pier. To show consideration for nearby buildings in the future, it did not exceed three floors. It was officially opened at noon on 8 December 1957, and as the first multi-storey car park in the city, the Hong Kong Public Vehicle Owners' Association (now Hong Kong Taxi Owners' Association) dispatched 70 cars on 5 December to demonstrate how to drive up to the second floor via the ramp in the south, under the guidance of traffic police. A total of 406 parking spaces were provided initially.

2a

大會堂（愛丁堡廣場5號）

City Hall (5 Edinburgh Place)

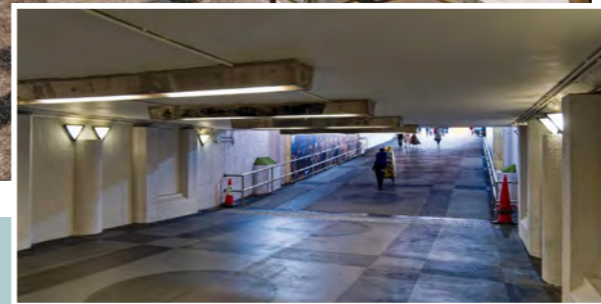


現時位於愛丁堡廣場的大會堂是第二代，取代了現時滙豐銀行總行東側和中國銀行大廈位置的第一代大會堂。1869年啟用的第一代大會堂絕大部分於1936年前拆毀，當舊大會堂最後一部分於1947年面臨清拆時，民間已有聲音希望重建大會堂，其中貢獻最大的是中英學會(Sino British Club)——他們聯同多個界別的團體於1950年成立「籌建大會堂常務委員會」。政府於同年6月30日公布中區填海計劃，範圍由皇后行（現東方文華酒店）到美利道，並預留了土地興建大會堂。由於要配合填海工程，新大會堂的打樁工程要到1959年才能展開。大會堂於1960年舉行奠基儀式，1962年啟用。

第二代大會堂分為高座、低座和紀念花園三個部分。高座主要是圖書館，低座是音樂廳和劇院，紀念花園內有十二邊形的紀念龕，紀念在香港保衛戰中犧牲的軍民。

The City Hall at Edinburgh Place is the second generation, replacing its predecessor at the current sites of the Bank of China Building and the east side of the Hongkong and Shanghai Banking Corporation Limited (HSBC) Main Building. The first generation City Hall was inaugurated in 1869, and by 1936 most of it was demolished. When the last section was about to be torn down in 1947, there were voices from the public calling for the reconstruction of the City Hall, with the Sino British Club being the biggest contributor, joining forces with organisations from different sectors to form the "Standing Committee for the Construction of City Hall" in 1950. In the same year on 30 June, the government announced the Central Reclamation Plan, going from Queen's Building (now Mandarin Oriental Hotel) to Murray Road, and reserved land for building a new City Hall. To accommodate the reclamation project, piling works could only commence in 1959, the foundation stone laying ceremony took place in 1960, and the City Hall finally opened in 1962.

The second generation City Hall comprises three parts: High Block, Low Block and Memorial Garden. The High Block is mostly a library; the Concert Hall and Theatre are in the Low Block, and a 12-sided Memorial Shrine stands in the Memorial Garden to honour soldiers and citizens fallen in the Battle of Hong Kong.



2c

香港首條行人隧道（愛丁堡廣場行人隧道）

The First Pedestrian Tunnel in Hong Kong (Edinburgh Place Pedestrian Tunnel)

1957年天星碼頭剛建成，當時香港仍未有海底隧道，小輪是市民渡海的主要交通工具。雖然自動交通燈早於1934年在必打街（現名畢打街）出現，但直到七十年代才逐漸普及，期間絕大部分交通燈都是由警員手動控制；行人過路燈要到1953年10月3日才在畢打街出現。為解決人車爭路的問題，政府於1958年決定在干諾道中興建全港首條行人隧道，並於1959年4月2日啟用。

When the Star Ferry Pier was completed in 1957, there was no Cross-Harbour Tunnel in Hong Kong yet, and most people relied on ferries to reach the other side. Although the first automated traffic light in the city was installed on Pedder Street as early as 1934, it only became common in the 1970s, before that the majority of traffic lights were manually controlled by police. Pedestrian lights made their first appearance on Pedder Street on 3 October 1953. To resolve the problem of people and vehicles fighting for space, the government, in 1958, decided to construct Hong Kong's first subway in Connaught Road Central, which went into use on 2 April 1959.



STATUE SQUARE

3a 皇后像廣場及填海歷史 (皇后像廣場花園)

Statue Square & the History of Reclamation (Statue Square Gardens)



皇后像廣場的所在地是由商人遮打爵士提出的海旁填海計劃而來。鑄造銅像和填海的建議都不約而同地於1887年提出。為紀念英國維多利亞女皇登基五十周年，定例局(立法局的舊稱)於1887年6月21日的會議上通過向女皇表示正在籌款鑄造她的銅像。遮打則於同年7月13日去信政府提出他的填海計劃。在此之前沿海土地的業權人曾擅自填海修築碼頭和貨物起卸區，引發和政府的糾紛。遮打爵士建議在現有沿海業權人的土地外填海，得出的土地應批予同一業權人，地價則由政府與業權人商議。這個官方的大型填海工程於1889年正式展開，直到1903年才全部完成，形成了今日德輔道和干諾道的土地。

The land on which the Statue Square stands came from the Praya Reclamation Scheme proposed by businessman Sir Catchick Paul Chater. Both the suggestions to cast a statue and reclaim land were coincidentally raised in 1887. To celebrate the fiftieth anniversary of Queen Victoria's reign, the Legislative Council passed a motion on 21 June 1887 to inform the Queen that funds were being raised to cast a statue in her honour, whereas Chater submitted his reclamation proposal to the government in the same year on 13 July. Prior to this, owners of coastal land would reclaim land without permission to build wharves and cargo working areas, leading to disputes with the government. Charter recommended carrying out reclamation outside the existing coastal land owned by individuals, then allocating the reclaimed land to the same owners; land price was to be negotiated between the government and landowners. The official large-scale reclamation project commenced in 1889 and concluded in 1903, forming the land around the present-day Des Voeux Road and Connaught Road.

3b

維多利亞女皇銅像（皇后像廣場花園）

Statue of Queen Victoria (Statue Square Gardens)



女皇銅像由意大利雕塑家Mario Raggi負責設計，於1890年完成。

除了維多利亞女皇銅像外，當時皇后像廣場花園還安放著其他銅像，例如愛德華七世（1907年揭幕）和其皇后亞歷山德拉（1909年揭幕）、佐治五世（和愛德華七世銅像同一日揭幕，當時仍為威爾斯親王）和其皇后瑪麗（和亞歷山德拉像同一日揭幕，當時仍為威爾斯王妃）等。1906年揭幕的貝臣銅像原先放在德輔道入口的對面，面向滙豐總行。1876年，貝臣爵士於滙豐艱難的時刻出任總司理，直至1902年卸任，隨後被封爵。

女皇銅像於1942年5月被佔領香港的日軍拆除後移離香港，停戰後歸還並於1952年進行修復。不過，把女皇銅像移回原處的建議並沒有被採納，反而改為將貝臣銅像放在公園內，朝向舊最高法院，女皇銅像則安放在銅鑼灣維多利亞公園。

The Statue of Queen Victoria was designed by Italian sculptor Mario Raggi, completed in 1890.

Apart from the Queen's statue, other statues later joined the square as well, including King Edward VII (unveiled in 1907) and his spouse Queen Alexandra (unveiled 1909), and King George V (Prince of Wales at the time, unveiled on the same day as King Edward VII) and his spouse Queen Mary (Princess of Wales at the time, unveiled on the same day as Queen Alexandra). The statue of Sir Thomas Jackson, unveiled in 1906, was originally placed opposite the Des Voeux Road entrance, facing the Hongkong and Shanghai Banking Corporation Limited (HSBC) Main Building. He was appointed Chief Manager of HSBC during its difficult times in 1876, stepping down in 1902 and receiving a baronetcy afterwards.

The Statue of Queen Victoria was taken down and moved out of Hong Kong in May 1942 by the Japanese invaders. It was returned after the war and restored in 1952. Proposal to put it back to its original place was rejected. Instead, Jackson's statue was relocated inside the gardens, facing the Old Supreme Court Building, whereas the Statue of Queen Victoria found its new home in Victoria Park.



3c

皇后像廣場公園的規劃（皇后像廣場花園）

Planning of the Statue Square Gardens (Statue Square Gardens)

1961年8月政府公布了「香港中區城市計劃」，皇后像廣場會重新設計成不准車輛進入的公園。政府和香港上海滙豐銀行於1964年就共同發展公園達成協議。公園於1966年開幕，由司徒惠則師行的費治設計，建築費用的三分二由滙豐捐出。

公園的特色是四周沒有圍欄，終年全日開放。園內的樹木在新界各地移植過來，較多桉樹和白千層。現時白千層已長得非常高大，但桉樹幾乎在園內絕跡。

In August 1961, the government announced the "Central Area Redevelopment" project, redesigning Statue Square into a park off-limits to vehicles. The government and Hongkong and Shanghai Banking Corporation Limited (HSBC) reached an agreement in 1964 to jointly develop the park; it was opened in 1966, designed by Fitch from W. Szeto & Partners, with HSBC covering two-thirds of the construction costs.

The Statue Square Gardens' distinctive feature is its lack of fencing, meaning it's open throughout the year. The trees were transplanted from all over the New Territories, the majority being Eucalyptus and Paper-bark Trees. The latter have grown tall and strong, but the former are almost non-existent in the park now.

4a

舊最高法院大樓（貝臣道8號）

Old Supreme Court Building (8 Jackson Road)



在皇后像廣場範圍附近有兩個建築物。第一是舊最高法院大樓，第二是和平紀念碑。

There are two structures near the Statue Square - the Old Supreme Court Building and the Cenotaph.

香港的法院最初沒有固定位置，直到1844年設在威靈頓街，1848年搬到皇后道和德忌立街（現稱德己立街）交界（即今日華人行位置），和郵政局相鄰。1898年，政府決定把高等法院建在當年大會堂（即今日滙豐銀行的一半土地和中國銀行大廈）對面的新填地。法院由英國建築師Aston Webb和Ingress Bell設計，需要打樁的地基則在香港設計。興建地基時拆毀了在工地東南角地下的舊海堤，並打進了1447枝樁柱防止地面下陷。法院於1912年由當時的港督盧嘉爵士揭幕。

In the beginning, Hong Kong's courts had no fixed location, until 1844 when they were established on Wellington Street, then moved to the junction of Queen's Road and D'Aguiar Street next to the post office in 1848, where the China Building currently stands. In 1898, the government decided to build the High Court on the newly reclaimed land opposite the old City Hall (now Bank of China Building and half of the Hongkong and Shanghai Banking Corporation Limited Main Building). The courthouse was designed by British architects Aston Webb and Ingress Bell, while the pile foundation was designed locally. During the construction of the foundation, the old seawall underneath the southeastern corner of the site was demolished, and 1447 piles were driven into the ground to prevent subsidence. The building was inaugurated by Governor Lugard in 1912.

大樓四周圍由18米高的花崗岩柱環抱。面對正門時，中間的是皇家紋章，左邊是希臘的仁慈女神，右邊則是真理女神，頂部豎立高三米的正義女神像。政府在1983年公布把大樓改建為立法局會議廳，大樓外部於1984年列為法定古蹟。

The Old Supreme Court Building is surrounded by 18-metre high granite columns. When facing the main entrance, the Royal coat of arms is in the middle, on the left is the Greek goddess of mercy, on the right is the goddess of truth, and above them is the 3-metre tall statue of Lady Justice. In 1983, the government announced that the courthouse would be converted into the Legislative Council Chamber, and its exterior was listed as a Declared Monument in 1984.



4b

和平紀念碑（遮打道）

The Cenotaph (Chater Road)



慶祝和平及紀念戰事委員會於1920年的會議上公布，會在一個適合的地方安放一面簡單而恰當的紀念碑——即和平紀念碑，建議地點為面對法院大樓的海邊。

During a meeting of the Celebration of Peace and War Memorial Committee in 1920, they announced the decision to erect a simple and appropriate monument, which is the Cenotaph in a suitable place. The suggested location was at the waterfront facing the Supreme Court Building.

和平紀念碑的外貌幾乎完全仿造豎立在英國倫敦白廳的紀念碑——由埃德溫魯琴斯設計，1920年由英皇佐治五世揭幕。香港仿製紀念碑的做法獲原設計者的認可，唯一不同之處在於英國的紀念碑底座只有三級樓梯，香港的則共有九級，使紀念碑比原本的高了三呎。建造香港紀念碑的花崗岩來自本地。紀念碑於1923年由港督史塔士揭幕。

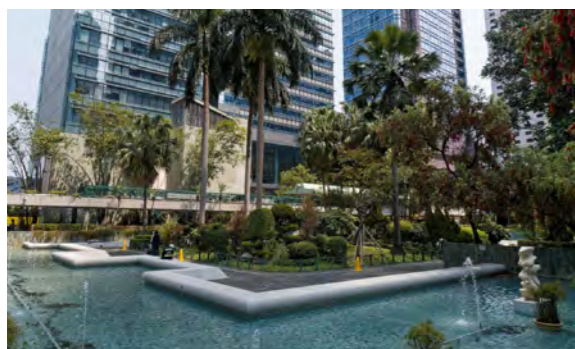
The Cenotaph's appearance closely resembles that of the one in Whitehall, London. The original was designed by Sir Edwin Lutyens and unveiled by King George V in 1920; its replication in Hong Kong was approved by the designer. The only difference between the two was that the British Cenotaph rests on a base approached by three steps, whereas its Hong Kong counterpart has nine steps in total, making the latter 3 feet taller. The granite used in crafting the Hong Kong Cenotaph was sourced locally. It was unveiled by Governor Stubbs in 1923.

遮打花園前身是香港木球會會所及球場的舊址。早年的地圖顯示該處並非完全填海得來，而是一個海角，於1840年代初期為海軍的臨時倉庫。1843年，砵甸乍去信索爾頓勳爵弗雷澤，建議填海擴大這片土地，再在四周植樹，海軍於是在1844年移除倉庫並把地皮交還政府；不過，陸軍方面認為該地屬於他們，應該作為「操兵場」的一部分，甚至要求操練時使用皇后道的權利，又建議在該地建造砲台，並已決定命名為皇家或中央砲台；政府則稱該地為「廣場」，而且堅稱從沒批地予軍方，因該地是維城沒有能力擁有私人馬車遠行的人唯一的休憩場所。

Chater Garden was formerly a cricket ground of the Hong Kong Cricket Club. Early maps indicate that the area was not entirely reclaimed land, but rather a headland. In the early 1840s, it was a temporary warehouse for the navy. In 1843, Pottinger wrote to Fraser, Lord Saltoun, suggesting that the land should be expanded through reclamation with trees planted around it. The navy subsequently removed the warehouse and returned the land to the government in the following year, but the army argued that it belonged to them and should be used as part of the parade ground. Furthermore, they requested the right to use Queen's Road for their drills and proposed building an artillery battery at the site, which they intended to name Royal or Central Battery. The government on the other hand insisted that it was a "plaza" that never allocated to the military, as it was the only resting spot for people in Victoria City who could not afford to travel by private carriages.

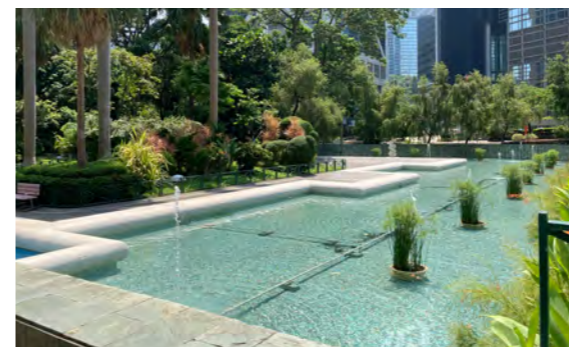


5a
前木球場（遮打花園）
Former Cricket Ground (Chater Garden)



香港木球會於1851年成立，初時中文名稱為「香港打波公司」，因此木球場也稱作「打波地」，一直以來是公用地方。上世紀50年代，輿論認為木球場佔地過大，影響中區的交通，指地皮應開放予公眾使用。1972年市政局同意把木球場土地發展為公園，同年9月闢為臨時公園，而木球會則於1975年7月遷進黃泥涌新址。

The Hong Kong Cricket Club was founded in 1851, and the Chater Road ground had always been a public space. In the 1950s, there were voices saying the cricket ground occupied too much land, to the point of affecting traffic in the Central District, and suggesting it should be freed up for public use. In 1972, the Urban Council agreed to develop the cricket ground into a park, and the former site turned into a temporary park in September of the same year. By 1975, the Hong Kong Cricket Club moved to its new address in Wong Nai Chung.





中環雖然是香港的核心商業區，但皇后像廣場和遮打花園幾乎從一開始便是休憩用地，加上上世紀中建成的新大會堂發展密度相對較低，為雀鳥在城市中提供了一個棲息地方。除此之外，皇后像廣場於1966年改為花園，以及兩期遮打花園的落成，也讓原本以草地為主的環境增加了不少樹木，成為雀鳥停留甚至築巢的地方。其後香港公園的落成，也保留了前域多利兵房樹木較多的環境，為雀鳥在城市森林提供一個避難所。由於始終不是天然環境，加上大部分鳥類會避開人羣，只有適應都市擠迫嚴苛環境的物種才能生存。

Although Central is Hong Kong's central business district, both Statue Square and Chater Garden have been recreational spaces almost since their inception, and the new City Hall complex built in the last century had a relatively low density compared with its surroundings, all of which provide a habitat for birds within the city. Moreover, the conversion of Statue Square into a garden in 1966 and the completion of two phases of Chater Garden enriched the predominantly grassy environment with more trees, allowing birds to rest and even nest. The construction of Hong Kong Park later also preserved the Victoria Barracks' environment with more trees, offering a sanctuary for birds in the urban forest. Since these are not natural habitats after all, and most birds tend to avoid crowded places, only species that are able to adapt to the harsh urban environment can survive.

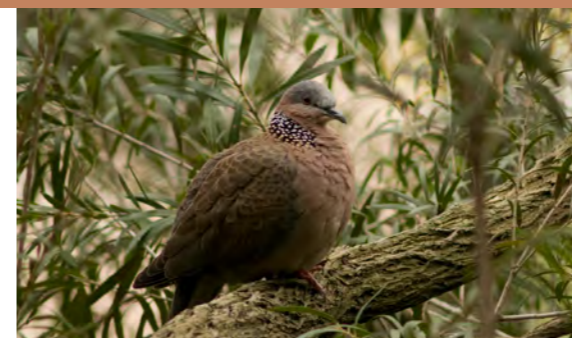
5b

城市雀鳥與其生存之道（遮打花園）

Urban Birds and Their Ways of Survival (Chater Garden)

除了麻雀，皇后像廣場和遮打花園一帶常見的鳥類有珠頸斑鳩，還有會拾起地上的細樹枝築巢，有時又會飛到樹頂，發出響亮的叫聲的黑領棕鳥。另一種在港島常見的是紅嘴藍鵲，這種聰明而顏色鮮艷的雀鳥和喜鵲、烏鴉同屬鴉科，喜歡小羣出沒，而且是雜食性，可吃的都會吃，很適應都市環境。據紀錄，紅嘴藍鵲還會吞食棲地附近的小型鳥類和鳥蛋，甚至拾起人類掉在地上的食物，並嘗試藏到路燈頂的空隙中。

Other than sparrows, birds commonly seen around Statue Square and Chater Garden include Spotted Doves. Black-collared Starlings can also be seen picking up small branches to build nests or chirping loudly atop trees. Red-billed Blue Magpies are often observed on Hong Kong Island as well; this clever and colourful species belongs to the same family Corvidae as Common Magpies and crows, they prefer to move in small flocks and are omnivorous, eating whatever they can. Such traits make them well-equipped for life in the city. It is recorded that Red-billed Blue Magpies would devour smaller birds and eggs near their habitats, even scraps of food dropped by humans, and would sometimes attempt to hide in the gap on top of street lights.



FORMER CITY HALL



6b

滙豐銀行東側及舊中國銀行大廈（銀行街）

East Side of HSBC Main Building & Bank of China Building (Bank Street)

滙豐銀香港上海滙豐銀行行於1865年正式在香港營運。第三代總行於1934年由港督貝璐主持奠基，基石面向當時的貝臣銅像。新廈於1935年建成，高67米，共12層，電梯有12部，是當時全港最高的建築物，於10月10日由署理護督史美主禮開幕儀式。

隨着戰後經濟發展，不敷應用，第三代總行於1981年拆卸。現時放在門前的銅獅施迪和史提芬（張嘴）是興建第三代總行時，仿照上海分行門外的銅獅鑄造。日佔時期這對銅獅被運往日本，及後和維多利亞女皇及貝臣銅像一同歸還香港。

政府於1947年公開拍賣前大會堂東翼地皮，最後由中國銀行投得。中國銀行大廈的基石於1950年由時任經理鄭壽仁所立，大廈要到1951年才建成，並於2009年列為一級歷史建築。

The Hongkong and Shanghai Banking Corporation Limited began operations in Hong Kong in 1865. The foundation stone laying ceremony of its third generation headquarters was officiated by Governor Peel in 1934, with the stone facing the statue of Sir Thomas Jackson.

Construction of the new headquarters was finished in 1935; it was some 67 metres tall with 12 storeys and 12 elevators, taking the title of tallest building in Hong Kong at the time. Acting Governor Smith was the officiating guest of its inauguration ceremony on 10 October.

The third generation HSBC Main Building was demolished in 1981. The bronze lions guarding the entrance of the current headquarters, Stitt and Stephen (roaring), were commissioned for the previous headquarters and modeled after the pair in front of the Shanghai office. During the Japanese occupation of Hong Kong, the sculptures were sent to Japan, later recovered together with the statues of Queen Victoria and Jackson.

In 1947, the government publicly auctioned the land of the former City Hall's east wing, and the Bank of China won the bid. The foundation stone of the Bank of China Building was laid by Chen Shou-Jen, then Manager of the bank. The building was completed in 1951 and accorded as a Grade 1 Historic Building in 2009.

6a

前大會堂（銀行街）

Former City Hall (Bank Street)

香港最初的大會堂位於今日滙豐銀行總行東側的一半再加上中國銀行大廈的位置，原有的地段總號為海旁地段第82號，即原本為海邊。這塊土地和遮打花園的前身木球場原屬同一土地，最初是開放予公眾休憩用的「廣場」，土地的西邊後來用作興建大會堂和滙豐總行。

前大會堂在1860年代籌建，資金來自公眾認捐，1869年啟用並由一個委員會管理。前大會堂樓高兩層，在大樓的東翼地下有當時華人稱為「書樓」的圖書館和「博物院」，而戲台則在西翼。1931年底，消防處宣布前大會堂未能符合相關消防要求，警察方面也指出戲台老舊，對使用者有危險，導致前大會堂於1932年年初關閉，以進行詳細的檢查，但因歲月的摧殘，前大會堂最後不再供公眾使用。

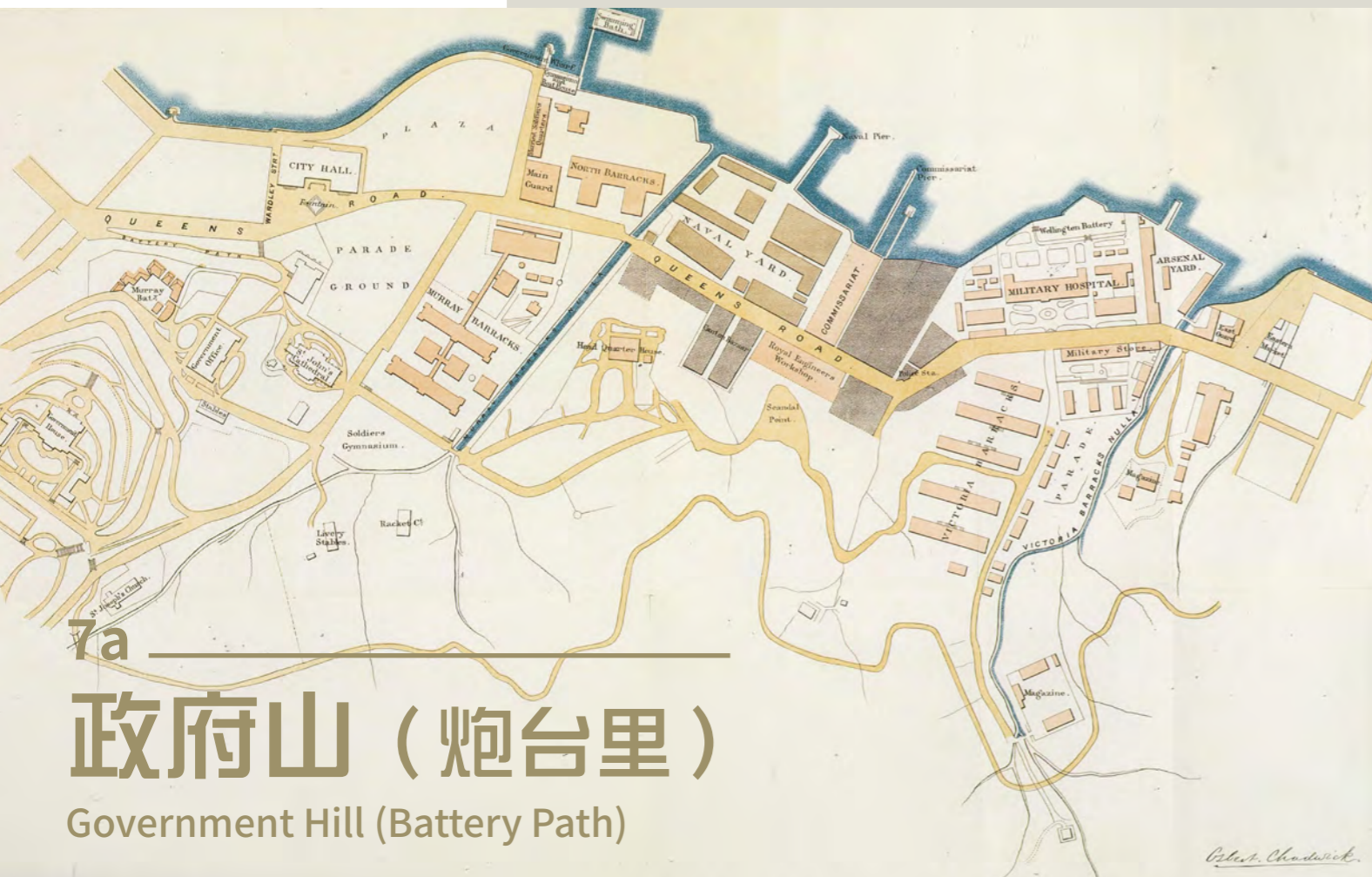


1897年大會堂位置圖 Location map of City Hall in 1897

The former site of Hong Kong's City Hall covered the present-day Bank of China Building and the eastern half of the HSBC Main Building; its lot number was Marine Lot No. 82, meaning it was originally on the seafront. This used to be the same piece of land as the cricket ground before it became Chater Garden, a "plaza" open to the public for recreational purposes. The west side of the land was later used for the construction of the City Hall and HSBC Main Building.

The City Hall was built in the 1860s, funded by public donations. It opened in 1869 and was managed by a committee. The two-storey building housed a library and museum on the ground floor of the east wing, while the theatre was in the west wing. Towards the end of 1931, the Fire Brigade declared the City Hall unsafe in the event of a fire, and the police also pointed out that the stage was outdated, posing a danger to users. As a result, the structure was closed at the start of 1932 for a thorough inspection, but the ravages of time had taken away any chance of it reopening.





7b 美利操場和兵房 (皇后大道中2號)

Murray Parade Ground & Barracks
(2 Queen's Road Central)



政府山下對出為美利兵房(又名美利軍營)的操場。早期簡稱為「操兵地」，再往外便是兼用作木球場的「廣場」。這些佈局皆源自砵甸乍爵士於1843年初的構思。當時他提議這片土地外再填海，新增的土地用作步操和演習。完成後在四周種樹，日後加上政府山的建築，將成為這城市中一個美麗的景點。1851年2月的報告指出工務司署派出囚犯平整皇后道對海一帶的荒地，所使用的物料正是平整操兵場遺留下來的泥土，由此推斷操場應在1850年落成。

Underneath Government Hill was the Murray Parade Ground. In the early days, it was simply called the "parade ground", and beyond that was the cricket ground known as "plaza". Pottinger came up with these arrangements in early 1843 when he proposed reclaiming land off the area, an ideal location for marching and drills, and planting trees around it afterwards; with the Government Hill buildings in the background, he believed it would become a beautiful scenic spot in the city. The Public Works Department reported in February 1851 that they were sending prisoners to level the vacant land along Queen's Road to the sea. As there was leftover soil from leveling the parade ground, it can be deduced that the parade ground was completed in 1850.

香港第一任總督砵甸乍爵士在1843年多封公函中提到的「政府山」，當時只有數個建築物，包括對華商務副監督莊士敦的私人大屋「莊士敦樓」和興建在前港督府位置的政府辦公室。莊士敦樓位於炮台里，於1843至46年租予政府作總督臨時官邸，其後輾轉易手，法國外方傳道會於1915年購入後更名為法國外方傳道會大樓，並於1917年完成改建。政府於1952年購入大樓，其後大部分時間用作法院，在1997至2015年更用作終審法院。

Government Hill was mentioned in multiple official correspondence by the first Governor Pottinger in 1843. Back then, it was nothing more than a few buildings, including Deputy Superintendent of Trade Johnston's private mansion and a government office built on the former site of the Governor's residence. Standing at the top of Battery Path; "Johnston's House" was rented to the government in 1843-1846 as a temporary residence for the Governor, then changed hands several times until 1915 when it was acquired by the Missions Étrangères de Paris and renamed "French Mission Building". Renovations were completed in 1917. The government eventually purchased the structure in 1952, using it primarily as a courthouse, and it served as the Court of Final Appeal between 1997 and 2015.

中環曾是香港的軍事中心，早於1843年便已劃定西起前美利操場，東至今日正義道軍火庫為營區。但是，由於英軍對香港的風土病如瘧疾、痢疾和霍亂等缺乏免疫力，大量的士兵和軍官因而染病死亡，即使不曾上陸的軍人也受感染。

Central was the military centre of Hong Kong. As early as 1843, the area between the former Murray Parade Ground in the west and the arsenal on Justice Drive in the east was designated as military barracks. However, since the British troops lacked immunity against endemic diseases in Hong Kong, such as malaria, dysentery and cholera, many soldiers and officers fell ill and died, even those who remained on ships without ever setting foot ashore were infected.

因此，愛秩序少校(愛秩序灣正是以他命)於1843年6月到達香港的首要目標就是為士兵尋找住宿和醫療的地方，其次為對內防衛提供意見。從愛秩序在6月28日提交的備忘錄中得知，維城的中央位置為營區。

Therefore, Major Edward Aldrich (whom Aldrich Bay is named after) arrived in Hong Kong in June 1843. His primary missions were to find accommodation and medical treatment for soldiers, and to provide advice on internal defence. In a memorandum he submitted on 28 June, the central part of Victoria City was allocated to barracks.



英國陸軍部和政府於1958年2月28日達成協議，交還美利操場和軍營。操場在同年5月底交還政府，日後成為於1963年落成營運的希爾頓酒店。酒店於1995年結業，後拆卸重建成現在的長江集團中心。現時在行人路旁的大樟樹，過去位於酒店和拱北行之間，估計是操場遺留下來的唯一樹木。

On 28 February 1958, the British War Office reached an agreement with the government to return the Murray Parade Ground and Barracks. The parade ground was returned to the government in late May of the same year, where the Hong Kong Hilton was built and opened in 1963. The hotel closed down in 1995, later demolished and rebuilt into the current Cheung Kong Center. The giant Camphor Tree next to the pavement used to stand between the hotel and Beaconsfield House, and is likely the only tree left from the parade ground.



Murray Buildings



美利酒店的前身是美利大廈。原址為美利兵房的羈留所，土地於1961年交還政府。美利大廈於1969年竣工，主要用作工務司署總辦事處，樓高27層，是當年最高的政府建築物。當時保留了一些原有的樹木如木棉、月桂樹和一棵雄壯的「日本桂樹」，但現已不知所終。

The Murray was formerly the Murray Building. The site had been the detention centre of the Murray Barracks until its return to the government in 1961. This 27-storey building was completed in 1969, mainly used as the head office of the Public Works Department. It was the tallest government building then. Some of the trees from the site were preserved at the time, including Cotton Trees, Laurel Trees and a handsome "Japanese Laurel", but all had been lost to time by now.

8b

節果決明樹與古樹名木冊（紅棉路22號）

Pink and White Shower Tree & the Register of Old and Valuable Trees



8a

前美利大廈（紅棉路22號）

Murray Building (22 Cotton Tree Drive)



每年5至6月，途人都會被一棵位於美利酒店前庭的開花大樹吸引。這棵大樹名叫節果決明 (*Cassia javanica* var. *Indochinensis*)，於2004年被列入古樹名木冊。節果決明是蘇木科的外來樹種，開花的時候整個樹冠掛滿一串串粉紅和白色的花朵，遠遠就看得見，非常美麗。這棵節果決明早在美利大廈建成前已經存在，估計已有70歲或以上。

現時古樹名木冊共收錄了約500棵古樹，分布全港。

Every year from May to June, passersby are captivated by a huge flowering tree in the front yard of the Murray. It is a Pink and White Shower Tree (*Cassia javanica* var. *indochinensis*), added to the Register of Old and Valuable Trees in 2004. It is an introduced species from the family Caesalpiniaceae, during flowering season its entire canopy is adorned with clusters of pink and white flowers that can be seen from afar, making it a beautiful sight to behold. This tree has been there since before the construction of the Murray Building, estimated to be over 70 years old.

Currently, around 500 trees are listed in the Register of Old and Valuable Trees, distributed across Hong Kong.

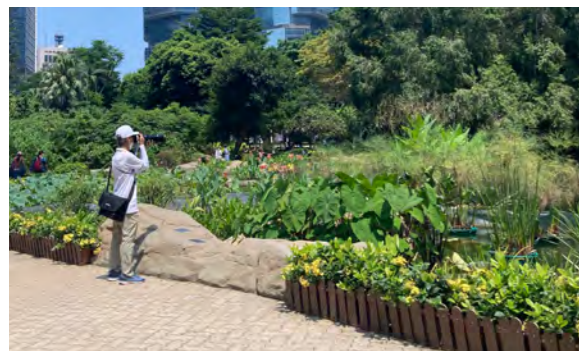
香港公園原址為域多利軍營，與美利兵房一同落入愛秩序少校1843年劃定的營區範圍內。軍營的落成時間比美利兵房晚，約建於1868至69年，到1872年左右才被稱為域多利軍營。

The site of Hong Kong Park was formerly the Victoria Barracks. Together with the Murray Barracks, they were part of the military area designated by Major Aldrich in 1843. Victoria Barracks was completed later than the Murray Barracks, around 1868-1869, and did not receive its name until around 1872.



9a 香港公園 (紅棉路)

Hong Kong Park (Cotton Tree Drive)



愛秩序在劃界時，只劃了東、西和北三個方向的界線，雖然砵甸乍指軍營可以建至山腳，但實際上軍方希望得到更多土地，政府對此表示反對。經過雙方多次商討，最終於1855年同意以五百呎等高線為界。當政府於1868年籌建由花園道到灣仔峽的馬車路時，收回了軍部五百呎等高線範圍內約2.5英畝的土地，引起他們不滿。不過，實際上政府同時把5英畝地劃入營區範圍。這條路終延至1876年才建成，成為今日的堅尼地道。

域多利軍營用地於1979年交還政府，域多利軍營委員會在前一年向政府提交未來發展和用途的建議。政府經考慮後，決定把近半山的地段發展為公園，面向金鐘道的地段則用作建造新的最高法院。香港公園在1991年正式啟用。

Aldrich only drew the boundaries on the east, west and north. While Pottinger said the barracks could be built as far as the foot of the hill, the military wanted more land, but the government opposed. After much negotiation, they agreed in 1855 to set the boundary at the 500-foot contour line. In 1868, the government planned to build a carriage road leading from Garden Road to Wan Chai Gap, which crossed over the 500-foot contour line into military territory and took 2.5 acres of land, displeasing the military. However, it is worth noting that the government actually allocated an additional 5 acres of land to the barracks. Construction of the road dragged on until 1876, becoming the Kennedy Road we know today.

The site of Victoria Barracks was returned to the government in 1979. The Victoria Barracks Planning Committee submitted recommendations on the future development and use of the area to the government the previous year. After consideration, the government decided to convert the mid-level portion into a park while the portion facing Queensway would be used to build the new Supreme Court. Hong Kong Park was opened to the public in 1991.





9b **小葵花鳳頭鸚鵡與牠們的棲息地（紅棉路）**

Yellow-crested Cockatoos and Where to Find Them (Cotton Tree Drive)

身處香港公園，不難聽到小葵花鳳頭鸚鵡 (*Cacatua sulphurea*) 響亮的「呱呱」叫聲。牠們全身白色、頭頂有一黃色冠羽。小葵花鳳頭鸚鵡並不是香港的「原居民」，相傳是當年香港總督楊慕琦或英國駐港三軍司令的寵物鳥的後代，在二次大戰被放生後，這個族羣就繁殖起來。現時全港大約有200隻，常常在中西區及灣仔區一帶出沒。

由於小葵花鳳頭鸚鵡的樣子討好，因而被大量捕捉販賣成為寵物鳥；另一方面，在小葵花鳳頭鸚鵡原生地印尼及東帝汶，其棲息地的森林被大量開墾為農地，破壞了適合牠們築巢的大樹樹洞以及食物，是牠們數量大跌的兩個主因。小葵花鳳頭鸚鵡已被《國際自然保護聯盟瀕危物種紅色名錄》列為「極度瀕危」，表示該物種野生族羣滅絕的機會極高，估計現時全球只剩1 200至2 000隻。為了保護牠們，小葵花鳳頭鸚鵡已被列入《瀕危野生動植物種國際貿易公約》的附錄I之內，即禁止任何商業性貿易。所以，千萬別購買牠們作寵物鳥，要看就抬頭看牠們在天空自由飛翔吧。



If you are in Hong Kong Park, it is not hard to hear the loud squawking parrots - they are Yellow-crested Cockatoos (*Cacatua sulphurea*), a species with a white body and a yellow crest. They are not native to Hong Kong as it is believed that they are the offspring of the pet birds kept by Governor Young or the Commander-in-Chief of the British Forces in Hong Kong. They were released during the Second World War and multiplied since then. As of now, the local population has grown into about 200 birds, often spotted in the Central and Western District and Wan Chai.

Large numbers of Yellow-crested Cockatoos are captured and sold as pet birds because of their attractive appearance. On the other hand, much of the forests in Indonesia and East Timor, Yellow-crested Cockatoos' natural habitats, are cleared for agriculture. Food and big tree hollows for nesting become scarce. These two main factors have led to a significant decline in their population, estimated to be only 1 200-2 000 remaining worldwide. The species is classified as "Critically Endangered" on the IUCN Red List of Threatened Species, indicating a very high chance of it going extinct in the wild. To protect the birds, they are listed under Appendix I of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), which prohibits any commercial trade. Therefore, do not buy Yellow-crested Cockatoos as pets, but admire them flying freely in the sky instead if you truly love them.



10a 世界自然(香港)基金會 (纜車徑1號) World Wide Fund For Nature Hong Kong (1 Tramway Path)



位於纜車徑1號·紅棉道天橋橋底近纜車總站有世界自然基金會香港分會 (World Wide Fund For Nature Hong Kong) 的訪客中心·這紅磚屋於1990年由菲臘親王主持開幕禮·直到2013年都是他們的總部·近梅夫人婦女會大樓一邊的入口裝有開幕時的匾額·—「世界野生生物香港基金會」·組織當初的中文名稱·其後又改作「世界自然(香港)基金會」·後來改為現名至今·據說·WWF能利用紅棉道天橋橋底的空間是前榮譽總監何桃君女士積極爭取的成果·

香港寸金尺土·作為非政府組織在中環設立基地絕非易事·但無獨有偶·紅磚屋旁的梅夫人婦女會大樓也是超過一百年前的成功例子·



Located at 1 Tramway Path, under the Cotton Tree Drive Footbridge and next to the Garden Road Peak Tram Lower Terminus is the Central Visitor Centre of World Wide Fund For Nature Hong Kong (WWF-Hong Kong). This red brick house was opened by Prince Philip in 1990 and served as their head office until 2013. The plaque at the entrance near the Helena May building installed at the time of its opening shows the organisation's original name - "World Wildlife Fund Hong Kong". It is said that the tireless efforts of the late Mary Hotung Ketterer, former Honorary Executive Director of the organisation, made it possible for WWF-Hong Kong to operate under the Cotton Tree Drive Footbridge.

With Hong Kong's soaring property prices, it is no easy feat to set up base in Central as a non-governmental organisation. Coincidentally, the Helena May building right next door is another successful example from over 100 years ago.

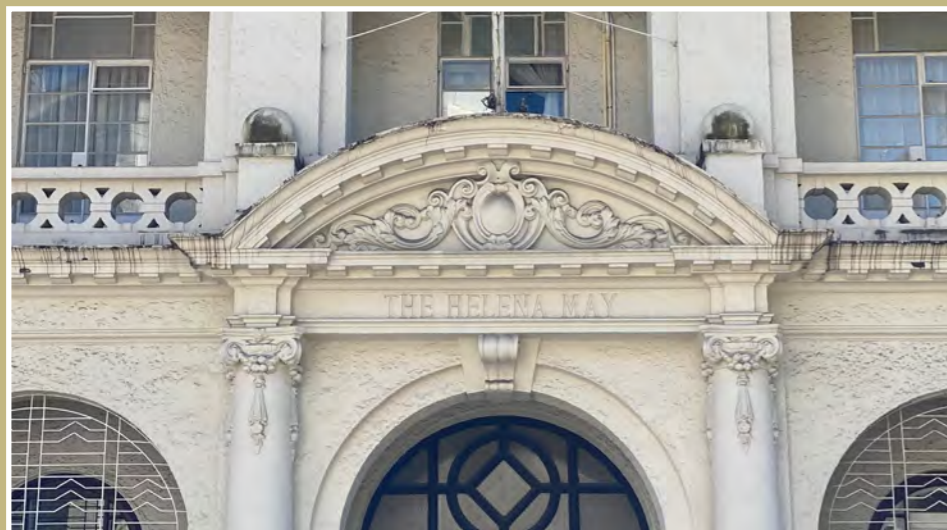


THE HELENA MAY

10b

梅夫人婦女會（花園道35號）

The Helena May (35 Garden Road)



梅夫人婦女會大樓於1916年開幕，主樓外部於1993年成為法定古蹟，原本為基督教女青年會的會址。香港的基督教女青年會於1898年成立，1909-12年以拱北行為短暫的固定會址，翌年計劃興建永久會址。1914年1月，嘉道理爵士去信當時港督的太太梅含理夫人，表示願意捐款一萬五千元，條件是在兩年內籌得相同金額，建築也必須命名為「梅夫人婦女會」。收到嘉道理的捐款後，當時的基督教女青年會更名為香港婦女會。除了嘉道理外，還有劉鑄伯、何甘棠和陳啟明三人捐助建築費。會員初時限於十四歲或以上的歐裔和歐亞混血的女性。現時的基督教女青年會則是由其他人於1920年再在香港成立。

The Helena May building's opening ceremony took place in 1916, and the exterior of its main building later became a Declared Monument in 1993. It was meant to replace the premises of the Hong Kong Young Women's Christian Association (YWCA), which was founded in 1898 but didn't have a fixed address until 1909 at the Beaconsfield House. In 1912, they were left without a place again and plans were made to build a permanent accommodation in the following year. In January 1914, Sir Kadoorie wrote a letter to the wife of Sir Francis Henry May, Governor of Hong Kong at the time, offering to donate \$15 000 on the condition that an equal amount had to be raised within two years, and the building must be named "Helena May". Upon receiving the donation, YWCA was renamed as the Hongkong Women's Institute. Other than Sir Kadoorie, Mr Lau Chu-Pak, Mr Ho Kam-Tong and Mr Chan Kai-Ming also contributed to the construction costs. Initially, its membership was limited to European and Eurasian women aged 14 or above. The current YWCA was reestablished in Hong Kong by others in 1920.

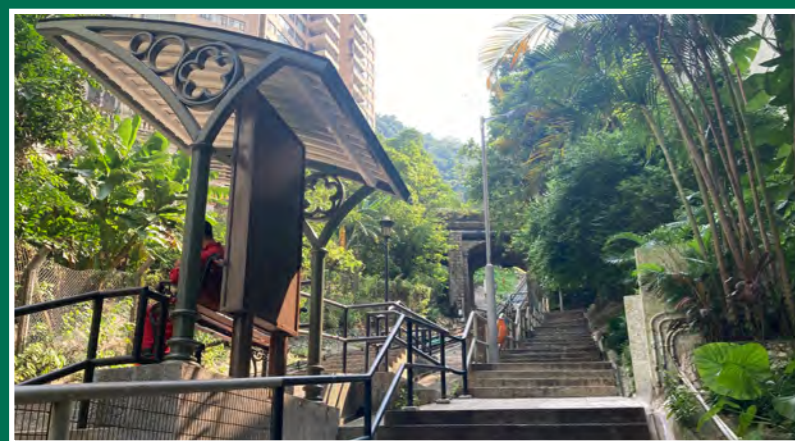
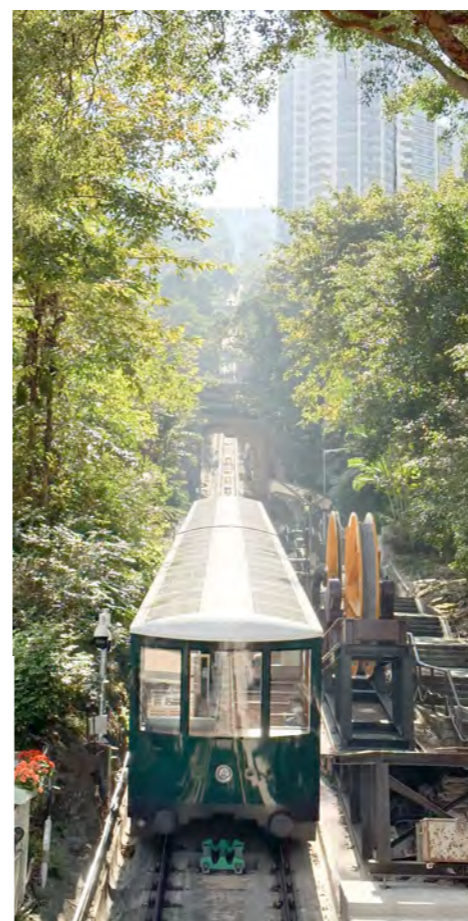


纜車是香港現存歷史最悠久的公共交通工具，其發展和山頂的開發有密切關係。隨着港督山頂別墅的落成，山頂在1870年代中後期漸漸成為富商的度假地。纜車的創辦人芬梨早於1881年去信政府提議興建山頂纜車，但要到1882年才獲港督及議政局批准；有趣的是其所述的《1883年鐵路條例》並不是專為纜車而設，詳情可參考第二十五站有關芬梨道的介紹。芬梨和合伙人定例局議員賴里於同年8月17日創辦香港高山纜車鐵路公司。1888年5月12日芬梨招待了香港首位及第二位華人定例局議員伍廷芳和黃勝試坐，28日邀請港督德輔伉儷，29日讓公眾免費試坐，30日正式營運。

Peak Tram is the oldest existing public transport in Hong Kong. Its development is closely related to that of the Peak. With the completion of the Governor of Hong Kong's Mountain Lodge, the Peak gradually became a vacation spot for the wealthy in the mid to late 1870s. Alexander Findlay Smith, founder of the Peak Tram, wrote to the government as early as 1881 to make his proposal, but it wasn't until 1882 that the Governor and Executive Council authorised its construction. Interestingly, the Tramways Ordinance 1883 Findlay mentioned wasn't introduced specifically for the Peak Tram (please refer to Station 25 for more details on Findlay Road). Findlay and his partner Phineas Ryrie, Legislative Council Member, founded the Hong Kong High Level Tramways Company together on 17 August. On 12 May 1888, Findlay hosted a trial run for Mr Ng Choy and Mr Wong Shing, the first and second Chinese Legislative Council Members; on the 28th, Governor Des Voeux and his spouse were invited; on the 29th, the public could ride for free; and on the 30th, the Peak Tram officially went into service.

10c 纜車歷史 (纜車徑)

History of the Peak Tram (Tramway Path)



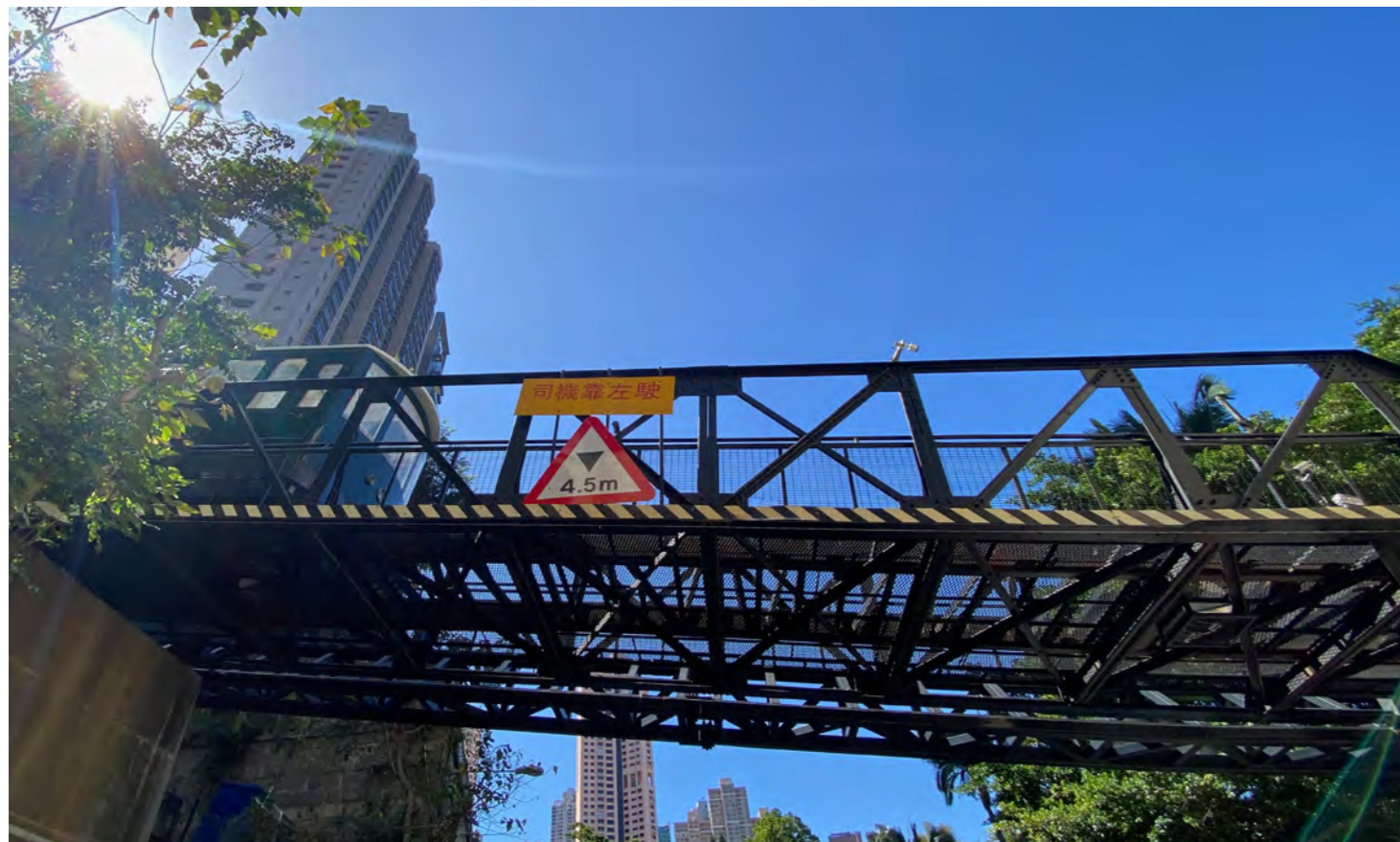
纜車的運作原理是上行及下行車卡以纜索連結，機房設在山頂，兩架纜車必須同時停和開。運作初期並沒有設置中途站，後來先增加了堅尼地道、寶雲道和種植道三個站，道路落成後才增設麥當奴道和梅道站。

The Peak Tram is a funicular railway with the ascending and descending cars attached to opposite ends of a cable, so the two trams must move and stop simultaneously. The control equipment for the funicular is located at the upper terminus. In the beginning there was no intermediate stop, Kennedy Road, Bowen Road and Plantation Road Stations were later added. MacDonnell Road and May Road Stations came to be after the roads were completed.

11a

堅尼地道站歷史（纜車徑）

History of the Peak Tram Kennedy Road Station (Tramway Path)



堅尼地道纜車站初時稱為Vaccine Institute Station。1887年香港天花爆發，面對急劇上升的需求，政府遂決定在本地製造疫苗。製造設施於1891年開始興建，1892年運作，但設備要到1893年才運抵香港。設施位於現時堅尼地道天橋，空間足夠容納二十頭牛。設施於1906年和位於堅巷的細菌學檢驗所(Bacteriological Institute)合併，即現時的香港醫學博物館。

由於寶雲道和麥當奴道站距離太近，因此寶雲道站於1985年取消，麥當奴道站也移到兩站之間。1905至1907年，纜車公司合併重組，英文名稱由 Hong Kong High Level Tramways Company改為現時的Peak Tramways Company Limited；由於纜車到1926年仍是由燃煤推動，中文名稱在初期維持為「山頂火車有限公司」。現時在花園道總站沿着纜車路線稱為「纜車徑」的路段，其實1975年前仍然稱為「火車路」，但英文名稱就一直都是Tramway Path。

Kennedy Road Station was once called Vaccine Institute Station. In 1887, Hong Kong had a smallpox outbreak but there weren't enough vaccines, so the government decided to produce the vaccine locally. Construction of the manufacturing facility commenced in 1891 and it became operational in 1892, though the equipment arrived in 1893. It was located at the current Kennedy Road Peak Tram Bridge and was enough to house 20 cows. The facility merged with the Bacteriological Institute at Caine Lane in 1906, which is now the Hong Kong Museum of Medical Sciences.

Since Bowen Road and MacDonnell Road Stations were too close to each other, the former was cancelled in 1985 while the latter was relocated to somewhere in between. From 1905 to 1907, the Hong Kong High Level Tramways Company was restructured into the Peak Tramways Company we see now; as the trams were still running on coal by 1926, the company's Chinese name remained as "Peak Train Co. Ltd." at first. Tramway Path, the path that runs along the railway from the Garden Road Peak Tram Lower Terminus, was called "Train Road" in Chinese before 1975 while the English name has always been the same.



11b

雍仁會館（堅尼地道1號）

Zetland Hall (1 Kennedy Road)



雍仁會館是香港共濟會的總部，以英國的泄蘭伯爵命名，是香港開埠不久後由英國人引入的古老會所。組織自1845年開始在香港活躍，並於翌年成立會址，供漂泊異鄉的歐洲男士聯誼和互助。

現今的會址是該會在香港的第三代會址，前身是聖佐治酒店。由會館外部的奠基石可看到，建築物於1949年興建，由在二次大戰期間被拘留在赤柱集中營的共濟會會員設計，於1950年落成啟用，目前建議評為一級歷史建築。

Zetland Hall, the headquarters of Freemasonry in Hong Kong, is named after Lord Zetland and a historical lodge introduced by the British shortly after the establishment of Hong Kong. The Freemasons began their activity here in 1845 and built their hall in the following year for European men to socialise and help each other.

Zetland Hall's current site, previously St. George Hotel, is actually the Freemasonry's third generation headquarters in Hong Kong. One can see from the foundation stone laid at the outer wall that the hall was built in 1949. Designed by Freemasons detained in the Stanley Internment Camp during the Second World War, it was open for use in 1950 and is now being proposed to be accorded as a Grade 1 Historic Building.



12a 聖若瑟堂 (花園道37號) St. Joseph's Church (37 Garden Road)

由纜車徑步行到堅尼地道之前，右邊的纜車橋墩下有一條小路，步行約2分鐘會見到一座外牆呈淺藍色、有著簡約弧形線條的非傳統設計教堂，是其中一棟香港戰後興建的漂亮的現代主義建築。

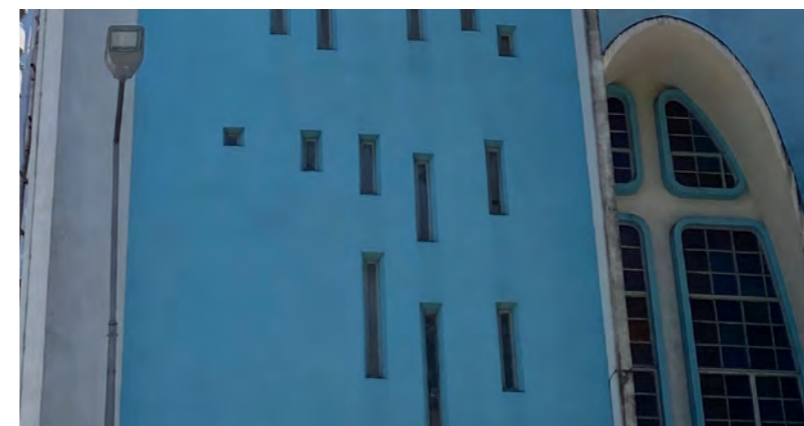
On the way to Kennedy Road from Tramway Path, there is a small lane under the pier of the Peak Tram bridge on the right. A 2-minute walk will lead you to a church with unconventional design - light blue walls, simple curves - a beautiful modern architecture built in post-war Hong Kong.

聖若瑟堂原本建於1871年，由時任監牧的高神父（即後來的高主教）倡建。教堂後來被颱風摧毀，重建的新教堂於1876年竣工，一直使用了九十多年；如今所見的教堂是於1966年落成的第三代建築，由建築師伍秉堅設計，外型有如一艘船，喻意教會救贖眾生的使命。

St. Joseph's Church was originally built in 1871 at the behest of Rev. Timoleon Raimondi, then Prefect Apostolic and later Titular Bishop, but was unfortunately destroyed by a typhoon. Reconstruction work was not completed until 1876, and the new church remained in use for over 90 years. The church we see today is the third generation, designed by architect Ng Ping-Kin and finished in 1966. It is shaped like a ship, a metaphor for the church's mission of salvation.

船頭朝花園道，留意外牆上有三個拋物線形的裝飾拱，內裡的浮雕是曾為耶穌會修士的藝術家鮑博的作品，中央為手持鋸和鐵鎚的聖若瑟，寓意其為木匠與工人的主保，兩個裝飾則是玉簪花浮雕，是聖若瑟的標記。他的作品也見於聖堂內，即祭台後牆上兩側的連環故事壁畫。

The ship's head points towards Garden Road. Pay attention to the 3 parabolic arches on the outer wall: the relief sculptures inside were created by artist Francisco Borboa, who used to be a member of the Society of Jesus. In the middle is St. Joseph holding a saw and an iron hammer, as he is the patron saint of carpenters and workers; on both sides are lilies, the emblem of St. Joseph. Borboa's works can also be found within the building, in the form of murals on the walls behind the altar.



由於位置方便，教堂吸引來自不同文化和種族背景的教友，每個主日也有十台彌撒，平日亦有三十台彌撒，令聖若瑟堂堪稱全港最繁忙的天主教堂。

The church's convenient location has attracted Catholics of different cultural and racial backgrounds from all over the city. It offers 10 masses on every Sunday and 3 daily for the rest of the week, making it perhaps the busiest Catholic church in Hong Kong.



12b

聖若瑟書院（堅尼地道7號及26號）

St. Joseph's College (7 & 26 Kennedy Road)

聖若瑟書院是香港首間羅馬天主教男子學校，創校於1875年，是喇沙會在香港成立的首間學校。早期因校舍擴充而數次搬遷，從最初位於砵典乍街，後搬至堅道和己連拿利。1918年華南發生一場7.3級強烈地震，香港多處建築物受損，包括聖若瑟書院。由於校舍損毀嚴重，已不適合學校用途，故校舍再度搬遷，最終落戶在現址，即當時的德國會。

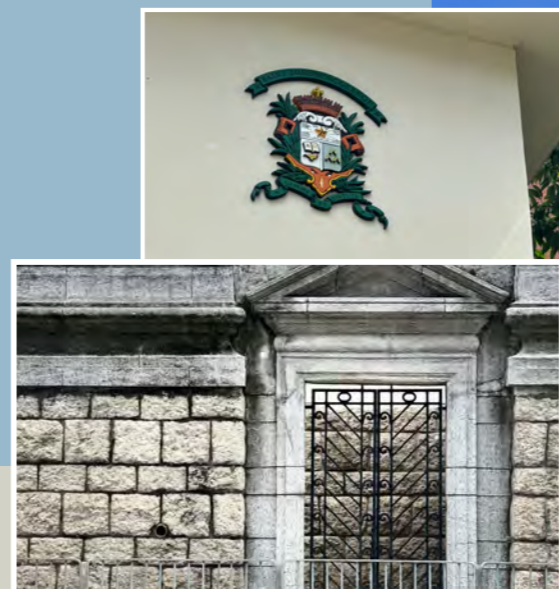
聖若瑟書院早期的校址位於洋人居住區，最初學校只招收非華裔學生，特別是以天主教徒居多，來自澳門的葡萄牙人，創校四年後才開始錄取華人。書院的北座建於1920年，而西座則於1925年建成，均屬校舍內的戰前建築，並於2000年列為法定古蹟。

北座樓高四層，兩側各有一座塔樓，每層也有遊廊。北座面向紅棉路的外牆有兩層高的巨型愛奧尼亞柱式；另一堵面向校園內的立面設有九個柱拱修築而成的遊廊，中間部分建有舍利安拿式山牆。西座亦是四層高，由實心牆築成，牆上開設窗洞，頂部設有小塔。

Established in 1875, St. Joseph's College was the first Roman Catholic boys' school in Hong Kong, as well as the De La Salle Brothers' first school here. It was moved several times to expand the campus, from Pottinger Street to Caine Road then Glenealy, until an M7.3 earthquake hit southern China and wreaked havoc on many buildings in the city, including the school. Its structures were heavily damaged and could no longer serve its purpose, so it was relocated one last time to the present site, which used to be the Club Germania.

The earlier campuses were within the westerners' residential area, and only non-Chinese students were admitted, the majority being Catholics and Portuguese from Macau. It was not until 4 years after it opened that Chinese students were admitted. The North Block was built in 1920, while the West Block was erected in 1925; they are both pre-war buildings and became Declared Monuments in 2000.

The North Block is four-storey high with a tower on both sides and a veranda on each floor. The exterior facade facing Cotton Tree Drive is decorated with two-storey giant Ionic order columns, whereas the other elevation facing inward is surrounded by an open corridor comprising nine arched bays with a Serliana-styled pediment in the centre. The West Block is also four-storey, enclosed by solid walls with punched windows, and surmounted by a turret.



至於堅尼地道26號的校舍則為政府物業，曾經被多間學校租用，但校舍其實是早年香港的日資公司合力捐款而建成，約建於1935年，原為香港日本人小學校的校舍，向留港日人適齡學童提供義務教育。



The campus at 26 Kennedy Road is a government property that has been leased to multiple schools in the past, but it was in fact built with donations from Japanese companies in Hong Kong's early years. The building dates back to 1935, when it started as the Hong Kong Japanese School Primary Section's campus to provide compulsory education to school-aged children of Japanese expatriates in the city.

12c

早年溪流渠道化（歌老打路）

Early Channelisation of Streams (Calder Path)



書院的西邊為一條明渠，由山頂的白加道舊域多利醫院旁一直流到書院，再駁至現已覆蓋的雅賓利明渠。這些明渠原本都是昔日的天然溪流，為防止溪水在大雨後暴漲影響附近的建築物而改為明渠。新界河道流經較平坦的地方，形成很多河曲，渠道化的工具往往要把河道拉直；而港島的溪流則多從陡斜的山坡直奔海港，未能形成河曲，雖然成了明渠，仍保留了當初的走向。這些明渠多數歷史悠久，如聖若瑟書院旁的那條：從工務司1901年的工作報告可知，書院旁的溪流當時已改建為明渠。

On the west side of the college is a nullah running from the Barker Road Old Victoria Hospital in the Peak to the college and connecting to the now covered Albany Nullah. These open channels were natural streams in the past, but were converted to nullahs to prevent flooding after heavy rain from affecting nearby buildings. In the New Territories where the terrain is relatively flat, rivers would form many meanders and had to be straightened during channelisation; whereas on Hong Kong Island, streams often flow down steep mountain slopes towards the harbour without forming any meander, and could maintain their original course despite being channelised. Most of them have a long history, for instance the one beside St. Joseph's College. From the Report of the Director of Public Works in 1901, it can be seen that the stream was already turned into a nullah.



香港山多平地少，開埠初期的發展主要集中在中西區和灣仔一帶。為了開闢土地，政府把山坡削平，並建造護土牆來承重土力、鞏固土坡及防止山崩。護土牆以砌石方法築成，多以從前本地盛產的花崗岩或火山岩為主，並憑藉砌石工匠的豐富經驗以人手建造。

Hong Kong has a mountainous terrain with little lowland. In the early days following the city's establishment, Wan Chai and the Central and Western District were the first to be developed. In order to acquire more land, the government cut the slopes and constructed retaining walls to withstand soil pressure, strengthen the slopes and prevent landslides. These stone walls were hand-built by experienced masons with locally produced granite and volcanic rock.

從前的手砌石牆以砂漿黏合大石，經過長年的日曬雨淋後，砂漿有機會剝落，暴露了石縫間的水分和泥土。在機緣巧合下，一些植物的種子被雀鳥、動物或風帶到石牆上，然後落在這些隙縫中發芽生長，因此舊石牆上不時會長出植物，甚至樹木，也即「石牆樹」。

In the past, mortar was used to cement rocks together in hand-built masonry walls, but after long periods of erosion and wearing, water and soil in between are exposed. When birds, other animals or wind happen to bring seeds into the gaps, they would germinate and grow on these old walls into new plants, sometimes even full-sized trees, which are known as stone wall trees.

石砌護土牆自1930年代越發罕見，當年老師傅的建牆手藝，如今更已失傳；新一代的石牆物料已轉用水泥，改以噴漿方法修建，再沒有隙縫可以讓植物在牆上生長。

Stone retaining walls have gradually faded out since the 1930s, with the old masonry techniques altogether lost. The modern method is to spray concrete instead, as a result there would be no gap for plants to hold onto.

12d 石牆生趣 (麥當勞道)

Stone Wall Vegetation (MacDonnell Road)



13a 聖保羅男女中學 (麥當勞道33號)

St. Paul's Co-educational College (33 MacDonnell Road)



纜車徑途經名校聖保羅男女中學的側門，不過要欣賞其建於1927年校舍的外貌，就要走上麥當勞道，經過基督科學教會香港第一分會才可看到。

聖保羅男女中學的前身是聖保羅女書院，原址位於堅道2號，由聖保羅堂數名成員於1915年創立，其中最熱心的捐贈者是林護先生(1870-1933)，他既是聖保羅堂的值理，也是孫中山先生的追隨者。學校於1927年遷至現址，二次大戰後轉為男女校，並於1950年正名為聖保羅男女中學。

校園內原有的教學樓(現名為胡素貞博士樓)建於1927年，由紅磚砌成，呈十字形，內部有一個開放式庭園。建築物為新喬治亞風格，是英國文藝復興晚期的一種精簡而古典的風格，建築特點包括大量採用羅馬拱門和柱子，形成柱廊，而門窗有仿磚石(上海批盪)拱門。雖然遊人無法進入校園參觀，但其充滿歷史氣息的正門也絕對值得駐足欣賞：古典的門廊，由愛奧尼亞式的柱子支撐，上方有一個陽臺和一對裝飾性石甕，氣派十足。

The side gate of St. Paul's Co-educational College might be facing Tramway Path, but to have a better view of the campus built in 1927, you would have to climb MacDonnell Road, past the First Church of Christ, Scientist, Hong Kong.

St. Paul's Co-educational College, formerly St. Paul's Girls' College, was established by several members from St. Paul's Church in 1915, its first campus at 2 Caine Road. Mr Lam Woo (1870-1933) was the most enthusiastic donor among them; he was the usher of the church and a follower of Dr Sun Yat-Sen. In 1927, the school moved to the present site. It became a co-educational school after the Second World War, and was officially renamed in 1950.

The original school building (now known as Dr Catherine Woo Wing) was built in 1927, a cross-shaped red brick structure with an open courtyard inside. Its Neo-Georgian architectural style is a simple and classical style from the late Renaissance Period in England, characterised by the use of Roman arches and columns to form stoas, and doors and windows with imitation masonry (Shanghai plaster) frames. Though outsiders are not allowed to enter, the main gate alone is worth a visit: the porch is supported by Ionic Order columns, above which are a balcony and a pair of ornamental stone urns - an impressive structure all around.



聖保羅男女中學最少有兩個「香港第一」——香港第一間規定學生必須穿着校服上課的學校，也是香港第一所男女同校的學校。著名校友包括：加拿大國會首位亞裔參議員利德蕙女士、前香港大律師公會會長余若薇大律師、全國政協委員及前香港理工大學校長潘宗光教授、著名兒科醫生李家仁醫生及著名劇作家莊梅岩女士等等。

St. Paul's Co-educational College boasts at least two "first in Hong Kong" achievements, namely being the first to require students to wear uniform to school, and the first co-educational school. Notable alumni include Dr Vivienne Poy, the first Asian member of the Senate of Canada; Ms Audrey Eu, barrister and former Chairman of the Hong Kong Bar Association; Professor Poon Chung-Kwong, member of the National Committee of the Chinese People's Political Consultative Conference and former Principal of the Hong Kong Polytechnic University; Dr David Lee, renowned pediatrician, and Ms Candace Chong, accomplished theatrical writer.



13b

基督科學教會香港第一分會（麥當勞道31號）

The First Church of Christ, Scientist, Hong Kong (31 MacDonnell Road)

毗鄰聖保羅男女中學的是一座小巧精緻的教堂，印證了香港包羅萬有的基督宗教。

基督科學教會香港第一分會成立於1905年，最初在泄蘭街一間小會所中舉行崇拜。1910年，教會在麥當勞道31號購置地皮，並於1912年運用教會會員的捐款建造了這座永久會址。該教會是美國人Mary Baker Eddy於1879年在波士頓創辦的基督科學教會的眾多分支之一，其教義主要來自她的著作《科學與健康暨解經之鑰》。自二十世紀初，該教會積極在全球宣教，而香港分會是在香港和中國內地的唯一分會。

教會早期的信徒主要是居港洋人，教會的活動因此以英語為主，至1961年才有中文翻譯。著名女植物學家Maud Dunn跟隨同為植物學家的丈夫Stephen Troyte Dunn先後到訪印度和香港，以及在南中國收集植物樣本，在港期間她也在此教會聚會。

Standing next to St. Paul's Co-educational College is a fine small church, a testament to the diversity of Christian churches in Hong Kong.

The First Church of Christ, Scientist, Hong Kong started as a tiny club house on Zetland Street in 1905. Five years later, they bought the land at 31 MacDonnell Road and by 1912, they had built their permanent establishment using members' donations. The church was one of the many branches of the First Church of Christ, Scientist founded by Mary Baker Eddy in 1879 in Boston, their teachings largely based on her book *Science and Health with Key to the Scriptures*. They have been actively preaching around the world since the early 20th century, with the Hong Kong branch being the only one in the city and mainland China.

Early members of the church were mainly foreigners living in Hong Kong, therefore events were conducted in English up until 1961 when Chinese translation became available. Renowned female botanist Maud Dunn used to attend during her stay in Hong Kong, as she and her husband Stephen Troyte Dunn, also a botanist, were collecting plant samples in India, Hong Kong and southern China.

教堂採用了二十世紀初在英國和美國非常流行的希臘復興式風格，主要特徵為由壁柱和柱子支撐的三角形屋頂。雖然教堂整體主要是希臘風格，但外牆上的拱形壁櫺窗卻具羅馬特色，另採用了中式屋頂瓦片，甚為獨特。教堂內部相當樸素，據知在二次大戰期間曾被洗劫一空，所有教會的記錄和書籍均被銷毀，教會成員亦被關進赤柱集中營；教堂原本有一塊描繪耶穌使睚魯的女兒復活的彩繪玻璃窗，可惜也在日本佔領香港時被毀。教堂曾經過數度復修，現已被列為香港二級歷史建築。

The church was designed in Greek Revival architectural style, which was immensely popular in the UK and US in the early 20th century, characterised by the triangular roof supported by pilasters and columns. Although it leans closer to Greek style as a whole, the arched windows on the outer wall are very much Roman, whereas the roof is covered in Chinese ceramic roof tiles, making it a unique combination. The interior is plain, the reason being it was cleared out in the Second World War; all records and books were destroyed, members were thrown into the Stanley Internment Camp, and the stained glass depicting the resurrection of Jairus' daughter by Jesus was damaged during the Japanese occupation of Hong Kong as well. After multiple restoration efforts, the church is now listed as a Grade 2 Historic Building.



香港島大部分地方都不是平地，要讓大家在陡峭的山坡上安全地建屋居住，難免需要做好斜坡的維護。建造人工斜坡有不同的方法。最便宜快捷就是把坡面上的植物全部剷除，再鋪上水泥，成為毫無生氣的人工斜坡。有時坡面上有些大樹，大家不忍清除，會希望要求保留下來，常用的方法便是保留樹腳附近的泥面，在其他位置都鋪上水泥，但也有大樹或許未能適應被圈養的生活環境，最後枯死，留下一個沒有樹的空洞，然後被其他雜草佔據。

隨梯級緩緩而上，滿眼都是港島百年來的人工建設，斜坡上的大樹提醒了我們港島原有的綠色面貌。而且，有這些綠蔭相隨，走在長長的樓梯，心情也是輕鬆愜意的。

在港島近市區的斜坡，有數種較為常見的本土樹，包括又高又直的假柿樹和樹形中等的構樹。

Hong Kong Island has a hilly terrain with few flatlands, making slope maintenance very important in ensuring the safety of people residing on the slopes. There are different ways to build artificial slopes. The cheapest and fastest way is to remove all plants thereon and then cover it with concrete, resulting in a lifeless man-made structure. Sometimes, people may not wish to uproot the older trees and would opt to conserve them, by keeping the soil around tree roots and filling the rest of the slope with concrete. Unfortunately, some trees could not adapt to the area-constrained habitat and would die off, leaving behind an empty space to be taken over by undergrowth.

When you climb the stairs, you will see buildings and constructions over the past hundred years, but the trees on the slopes might offer you a glimpse into the distant past when Hong Kong Island had lush vegetation. Even the long flight of stairs would become enjoyable with the shades of green overhead.

Local tree species commonly seen on slopes near urban Hong Kong Island include the tall and straight Persimmon-leaved Litsea and the medium-sized Common Paper Mulberry.

13c 護坡工程中的遺孤（纜車徑）

Survivors of Slope Maintenance (Tramway Path)



14a 麥當奴道站（纜車徑）

MacDonnell Road Peak Tram Station (Tramway Path)



MACDONNELL ROAD STATION

你有發現車站的中文寫法和現今的路名有所不同嗎？1957年，麥當奴道改為現在的麥當奴道，但纜車站並未有跟隨改名。

麥當奴道於1892年建成，以第六任港督麥當奴爵士命名。他在任期間（1866-1872）把香港變成一個龐大的社會實驗場，推行多項措施和變革，既有配合時勢的，也有具爭議的：他大力開發山頂區，在山上興建別墅，旋即吸引不少富豪紛紛效仿；為了增加稅收，他在眾多反對聲音中仍將賭博合法化。雖然相關稅款在政府的堅持下，用於改善教育和處理華人事務，包括興建東華醫院等，但賭博引起的社會問題不容忽視，最終香港於1872年（麥當奴卸任前不久）恢復禁賭。

從車站向外看，可清楚見到纜車大部分路段只鋪設單軌（只有梅道站和白加道站之間設有雙軌）；於1985年停用的寶雲道站，亦已與本站合併。



Have you noticed the Chinese name of the Peak Tram MacDonnell Road Station is different from that of the same road as we know it? This is because the road was renamed in 1957, but the Peak Tram station remained unchanged.

MacDonnell Road was built in 1892, taking its name from Sir MacDonnell, the 6th Governor of Hong Kong. During his term (1866-1872), he had turned the city into a giant testing ground for social experiments by introducing numerous policies and reforms, some necessary, some controversial. He built villas to push for the development of the Peak, which encouraged the wealthy to follow suit. In order to increase tax revenue, he legalised gambling despite strong opposition. Although at the Government's insistence, the money was used in improving education and handling Chinese affairs like building the Tung Wah Hospital, gambling had led to so many social issues that in 1872, shortly before MacDonnell stepped down, it was again banned in Hong Kong.

Looking out from the station, you can clearly see that the Peak Tram is running on a single track most of the time. It only briefly diverges into a double track between May Road and Barker Road Stations. In 1985, Bowen Road Station was closed and merged with MacDonnell Road Station.



14b 馬己仙峽道石橋（纜車徑）

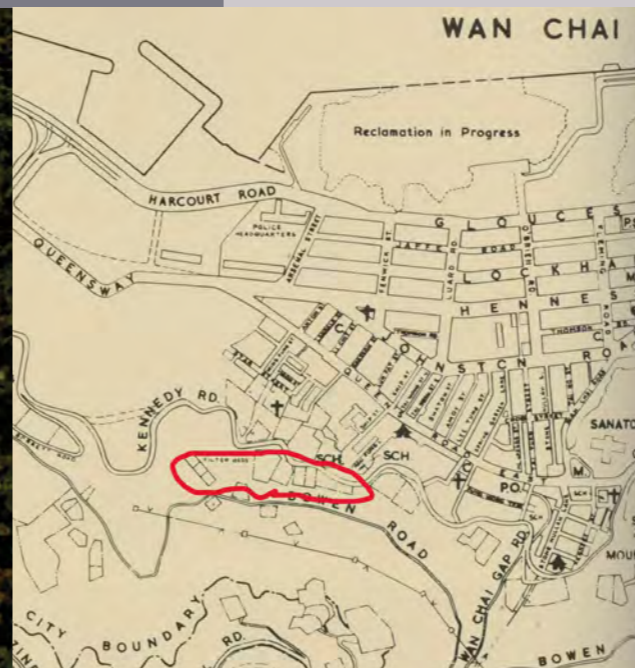
Magazine Gap Road Stone Arch Bridge (Tramway Path)

站在麥當奴道纜車站往上看，會看到一道宏偉的石橋，上方就是馬己仙峽道。從一幅印在1888年12月1日倫敦報紙《The Graphic》的版畫上可以看到，當時纜車已通車，石橋亦已建成。

馬己仙峽道石橋橋墩以花崗岩砌成，結合了精湛的工程技術和工人的巧手做工，有典型羅馬風格的圓拱，精美而優雅。橋邊古老的鑄鐵水管仍清晰可見，一直伸延至石橋東端不遠處的寶雲輸水道（又稱寶雲渠），是香港開埠之初最龐大的供水系統的一部分，從大潭經黃泥涌峽和跑馬地輸水到中環。

If you look up from the Peak Tram MacDonnell Road Station, you will see a magnificent stone arch bridge, on top of which is Magazine Gap Road. From a print published in the London newspaper The Graphic on 1 December 1888, it can be seen that the Peak Tram was already in service then, and the bridge was completed.

The bridge piers are built of granite, a combination of excellent engineering and fine handiwork, forming beautiful Roman arches. The old cast iron water pipe running along the bridge is still clearly visible, which extends to the Bowen Road Aqueduct not too far from the bridge's eastern end. It was part of the largest water supply system in Hong Kong's earliest days, carrying water from Tai Tam to Central via Wong Nai Chung Gap and Happy Valley.

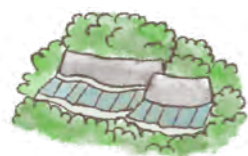


15a 寶雲道沙濾池 (馬己仙峽道)

Bowen Road Filter Beds (Magazine Gap Road)

蒲魯賢徑遊樂場的地下埋藏了香港早期重要的水務設施。在遊樂場下的是八個沙濾池，而公園旁的婦女遊樂會網球場之下為雅賓利配水庫。配水庫和沙濾池均是大潭水務工程的一部分，整項工程於1883至1889年間進行，是繼薄扶林水塘後的第二個供水項目。政府於1871年已發覺薄扶林水塘不敷應用，工程的設計工作早於1873年進行，但要到1877年才取得批准。大潭水塘的食水經過大潭輸水管（即日後的寶雲道），到沙濾池後再送到配水庫，最後輸送到山下的維城，是香港首次供應經過濾的食水。要大費周章在南港島建水塘再引水到中環，是因為北港島缺乏面積大而高度適合供水到半山房屋的山谷。配水庫和沙濾池於1889年落成，但於1904年發現有裂縫需要維修，其後決定擴建沙濾池，由五個增加至八個，工程於1909年完成。陳鏞勳的《香港雜記》提及沙濾池時稱之為「大潭隔沙水塘」。

1937年，政府建議把城門水塘的食水接駁至雅賓利配水庫，雅賓利抽水站於1938至1939年建成，配水庫同時接收來自城門水塘和大潭水塘的供水。配水庫和沙濾池本來都是露天，配水庫於1953至1954年被覆蓋，沙濾池其後也被覆蓋。



Buried under the Brewin Path Temporary Playground is an important early waterworks facility of Hong Kong - a series of eight sand filters, while the Albany Service Reservoir is beneath the Ladies Recreation Club's tennis courts adjacent to the playground. Both the reservoir and sand filters were part of the Tai Tam Waterworks Scheme carried out between 1883 and 1889, the second water supply project after Pok Fu Lam Reservoir. In 1871, the government realised Pok Fu Lam Reservoir alone could not keep up with demand, and design work for the construction began in 1873, though approval came much later in 1877. Water from Tai Tam Reservoir was transferred via the Tai Tam Conduit (now Bowen Road) to the filter beds, then the service reservoir, lastly distributed to Victoria City down the mountain, providing filtered drinking water for the first time in Hong Kong. The reason a reservoir had to be built on the southern side of the island to bring water to Central was because there was no valley with suitable size and height on the northern side to supply water to residential areas in the Mid-Levels. The service reservoir and sand filters were completed in 1889, but cracks were discovered in 1904, requiring repairs. It was decided that the sand filters would be expanded from five to eight and construction was finished in 1909. The filter beds were also mentioned in Chen Hui-Xun's Miscellaneous Notes on Hong Kong, referred to as the "Tai Tam Desilting Reservoir".

In 1937, the government proposed directing water from Shing Mun Reservoir to Albany Service Reservoir, and the Albany Pumping Station was built in 1938-1939. The service reservoir received water from Shing Mun and Tai Tam Reservoirs at the same time. Both the service reservoir and sand filters were open-air structures until 1953-1954, when the former was covered. The latter was covered as well shortly afterwards.

15b 馬己仙峽道

Magazine Gap Road



馬己仙峽道是一條彎彎曲曲的斜路，由花園道向東並往上伸延到山頂。「馬己仙」是英文「Magazine」的譯音，所指的並不是雜誌，而是昔日設於金鐘的軍火庫。從前金鐘一帶是軍事重地，設英國皇家海軍基地及駐港英軍軍營，而軍火庫就在現今亞洲協會香港中心的位置，軍火庫後方的山峽因而稱為馬己仙峽，山上的道路就名為馬己仙峽道。金鐘於1979年隨着英軍撤出域多利兵房而改變用途，變成休憩設施、政府部門及商業用地，而這些街道名稱正好讓我們一窺中西區土地用途的變遷。

Magazine Gap Road is a winding slope extending from Garden Road eastward and upward to the Peak. Its Chinese name is the transliteration of "magazine", which refers not to a publication but a storehouse for ammunition at Admiralty in the old days. In the past, Admiralty was a restricted military area with the British Royal Navy's base and barracks of the British Forces Overseas Hong Kong. The magazine was located where the Asia Society Hong Kong Center currently stands, giving the valley behind it (Magazine Gap) and the road on the mountain (Magazine Gap Road) their names. When the British forces withdrew from the Victoria Barracks in 1979, Admiralty was repurposed into a hub of government and commercial buildings, as well as recreational facilities. Street names such as this offer us a glimpse into the transitions in land use of the Central and Western District over the course of time.

蒲魯賢徑上有一棵巨大的樟樹屹立在路旁，它長出多於一條主幹，甚為壯觀。它的樹根緊緊抓住山坡頂的泥土，令它成為城市發展的倖存者。

At Brewin Path grows a huge camphor tree with more than one tree trunk, a rather fascinating sight. It is likely a survivor of urban development, by gripping the soil on the top of the slope tightly with its roots.



16a
樟木成蔭（蒲魯賢徑）
Underneath the Camphor Tree (Brewin Path)



樟樹的用途很廣泛：樹身及樹葉均含樟腦油脂，如壓碎葉片或木頭，都會發出陣陣樟腦味，可提煉成樟腦或其他驅蟲製品；因其木紋細緻，人們都喜歡以樟樹來製作高級家具。

樟更是中藥的一種，根據香港浸會大學中醫藥學院的藥用植物圖像數據庫紀錄，不論是樟的木材、根、樹皮、樹葉、枝葉和果實，全株皆有藥性。另外，由於樟樹樹形美觀，樹冠常綠而濃密，故廣泛種植為行道樹作遮蔭之用。在市區九龍公園海防道上，你可以找到幾棵高大成熟的樟樹，綠樹成蔭，走在樹下也感到份外舒泰。

樟樹也是很多新界鄉郊村落常見的樹木，例如在林村社山、荔枝窩及大嶼山沙螺灣，都可找到巨大的樟樹，據悉荔枝窩的五指樟更達400歲高齡呢！

Camphor trees have lots of uses. Their bodies and leaves contain camphor oil, the source of the characteristic smell when one rubs their leaves and logs, which can be turned into camphor balls and other insect repellants. Their fine wood pattern makes them highly sought after for crafting luxury furniture.

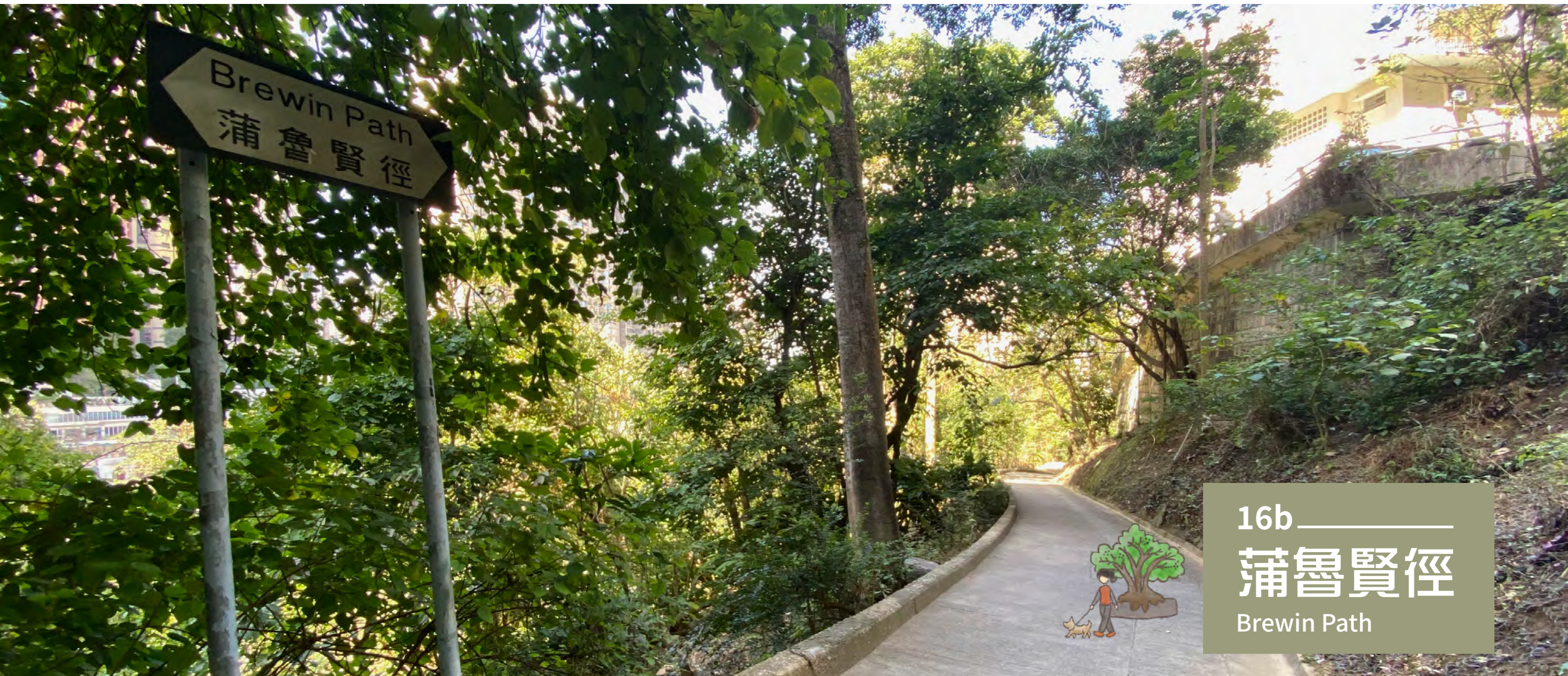
Camphor Trees are also used in Chinese medicine. From the records of the Medicinal Plant Images Database managed by the Hong Kong Baptist University's School of Chinese Medicine, the entire camphor tree has medicinal properties - from its root, wood and bark up to branch, leaf and fruit. In addition, camphor trees are a popular street tree choice because of their aesthetic value and evergreen leaves and dense canopy. You can spot a few tall and mature camphor trees along Haiphong Road, near Kowloon Park right in the city. It is indeed an enjoyment to stroll beneath the green shades.

Rural villages in the New Territories are home to many camphor trees. Notable old trees include the ones in She Shan in Lam Tsuen, Lai Chi Wo and Sha Lo Wan on Lantau Island, with the "Five-finger Camphor" in Lai Chi Wo believed to be 400 years old!

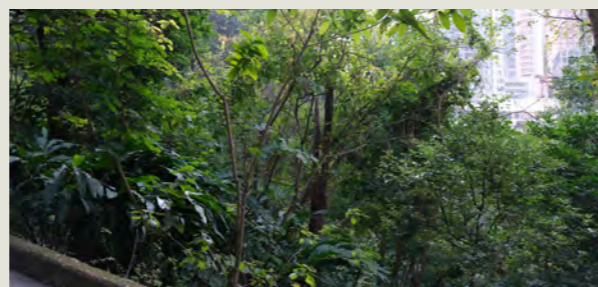


樟（學名：*Cinnamomum camphora*）屬於樟科（Lauraceae）樟屬（*Cinnamomum*），樹幹的深縱裂紋最易辨認。

Camphor tree (scientific name: *Cinnamomum camphora*) belongs to the family Lauraceae and genus *Cinnamomum*. It can be easily identified by the deep vertical cracks on its bark.



16b _____
蒲魯賢徑
 Brewin Path



蒲魯賢於1867年生於英國約克郡，1888年以官學生的身份來港，於政府任職。蒲魯賢精通粵語，曾任總登記官及華民政務司，負責管轄所有華人組織。當時的太古洋行副買辦莫文暢曾出版《唐字音英語》一書，介紹中英雙語辭彙，並輔以廣東話拼音，讓不諳英語的華人讀者也能掌握基本英語，可說是「港式英語」的始祖。當年蒲魯賢用此書向不會英語的華人作了測試，並證實這個拼音系統非常準確。

蒲魯賢於1912年退休並離開香港。現在香港與他有關的印記，除了蒲魯賢徑外，還有1906年成立的蒲魯賢慈善信託基金，專為年老無依者提供援助，該基金至今仍在運作。

Brewin was born in Yorkshire, UK in 1867. He came to Hong Kong in 1888 to join the Cadet and work under the government. He was fluent in Cantonese, a useful skill as he was appointed the General Registrar and Secretary for Chinese Affairs to preside over all Chinese organisations. Around that time, Swire Group's assistant comprador Mok Man-Cheung published the book English Made Easy, a Chinese-English bilingual vocabulary book with pronunciations marked in Cantonese, so as to help Chinese readers unfamiliar with English to learn the basics. One might even say it is the origin of "Chinglish"! Brewin tested this book on Chinese who could not speak English, and proved that the Cantonese pronunciations were highly accurate.

Brewin retired and departed Hong Kong in 1912, but he had left behind more than just this street - he founded the Brewin Trust Fund in 1906 to provide assistance to the elderly unable to support themselves. The Fund is still running to this day.



17a
青果榕與板根 (蒲魯賢徑/高化利徑)
Common Red-stem Fig & Buttress Roots (Brewin Path/Clovelly Path)



為甚麼熱帶樹木較多板根？
Why are Buttress Roots More Common in Tropical Trees?

樹根一般都是扎進泥土裏，以便吸收水分和養分。但是樹根還有一個重要的功能，就是提供支撐。樹根長在泥土裏也可以提供支撐，為甚麼要長出地面呢？其實板根的出現，正是為了適應熱帶的氣候環境。在熱帶地方，氣候溫暖，雨水充足，植物生長旺盛，所以樹木都盡量長高、長闊，以爭取更多陽光。又重又高大的樹冠需要強大的根系去支撐，但因經常有大雨，泥土深處缺少空氣，樹根不能長得太深，而泥土淺層競爭很大，加上地表土壤層淺薄，要固定樹身一點也不易。很多樹木便發展出突出地面呈三角翼狀的板根，如此便可加闊樹腳的支撐面積，沉重的樹幹和樹冠也不成問題了。

Tree roots typically extend deep into the soil to absorb water and nutrients effectively. Another important function of roots is to provide support. You might wonder why some grow as superficial roots. In fact, buttress root is evolved as a means to adapt to the tropical environment. Warm temperature and abundant rainfall in the tropics encourage plant growth, and every tree is competing for more sunlight by growing as tall and wide as possible. A heavy tree crown high above ground needs a strong root system for support, yet roots cannot go too deep into the soil, because the constant rainfall has lowered soil oxygen level. Competition is fierce near the surface, and the shallow layer of soil makes it difficult for a tree to sufficiently anchor itself. By developing triangular buttress roots protruding out of the ground, the trees increase the supporting capabilities of the roots, allowing the trunk and crown to grow continuously.



板根的支撐 The Support of Buttress Roots

走在樹林中，愜意地感受着高大樹木提供的清涼樹蔭，你有沒有想過這些十多米高的龐然大物，是怎樣巍然屹立幾十年，甚至幾百年呢？答案就在樹腳。試觀察周圍的大樹，它們的樹腳是不是特別寬闊？在熱帶地方，不少樹木甚至會長出板根，為自己提供額外的支撐。香港本地樹木青果榕便是其中一種。

As you stroll through the forest, enjoying a moment of cool respite under the shelter of great trees, have you ever wondered how they managed to stand for tens or even hundreds of years, despite being more than 10-metre tall? The answer lies at the base of the trees. Try to observe the bigger trees around you - do they all have a wide base? In the tropical region, many trees would grow buttress roots to provide extra support. Common Red-stem Fig is one such example in Hong Kong with noticeable buttress roots.

板根是甚麼？ What are Buttress Roots?

板根是樹木連接主幹基部的側根，因為要承受高大樹木的重量，這些側根向四周延伸時，也特別向上隆起生長，突出地面，像一塊塊豎起的木板，因而被稱為板根。

Buttress roots are lateral roots connected to the base of the tree trunk. In order to support the massive weight of the tree, these lateral roots would expand in all directions, at the same time grow upward and out of the ground like buttresses, thus the name.

17b
高化利徑
Clovelly Path



高化利並不是一位人物，而是二十世紀初香港股票大亨George Hutton Potts所擁有的大宅名字。Potts於1864年出身於英國約克郡，他21歲來到香港，並先後在上海和香港發跡，是香港證券交易所的創辦人之一，後來更成為交易所主席。Potts本人熱愛運動，是香港足球會首位攬球隊長，並連任四個賽季。1937年，Potts於廣東汕頭一次射擊活動中患上胸膜炎逝世，享年72歲。

Clovelly is not a person, but the name of the mansion owned by George Hutton Potts, a wealthy Hong Kong stock broker in the early 20th century. Potts was born in Yorkshire, UK in 1864 and came to Hong Kong when he was 21. He achieved great success in Shanghai and Hong Kong, then went on to help found the Hong Kong Stock Exchange, later becoming the chairman. He was also a sports lover - the first rugby captain of the Hong Kong Football Club, and had held the position for 4 consecutive seasons. In 1937, he contracted pleurisy in Shantou, Guangdong during a shooting trip and passed away at the age of 72.



18a Gladdon (梅道3號)

Gladdon (3 May Road)

在梅道纜車站和漆咸徑的東側，有一棟長長的、呈流線形的白色建築物，看起來像一排車房。這棟建築物名為Gladdon，建於1929至1930年間，原為15個連司機宿舍的車房，現為三級歷史建築，其重要性在於它見證了二次大戰前山頂區的交通發展——汽車纜車後成為主要通往山頂的交通工具。

在二十世紀初，山頂的居民陸續擁有汽車，寶雲路到梅道的路段因此需要擴建；同時，政府也認為有需要為附近居民建造車房。因此，政府於1929年11月18日拍賣梅道3號的路段，並建造15個連司機宿舍的車房。後來，建築物有一部分被用作住宅，例如1930年代，來自澳門的葡萄牙企業家C.A.da Roza及其家人就曾住在這裏，並將宅邸命名為Solar de Rosas。

On the eastern side of the May Road Peak Tram Station and Chatham Path, there is a long, streamlined, white structure that looks like a series of garages. It is called the Gladdon and it is indeed 15 garages and dormitories for chauffeurs. Built between 1929 and 1930, it is now a Grade 3 Historic Building which had witnessed the development of transportation in the Peak before the Second World War, i.e. the transition from Peak Tram to cars as a means to reach the top.

In the early 20th century, more and more residents of the Peak could afford cars, leading to the need to expand the section from Bowen Road to May Road. At the same time, the government saw fit to build garages for the nearby residents, so on 18 November 1929, 3 May Road was auctioned off and transformed into a building with 15 garages and dormitories for chauffeurs above them. Part of the building was later used as a residence, for example, the Portuguese entrepreneur from Macau, C.A.da Roza, used to live there with his family in the 1930s and renamed it as the Solar de Rosas.



建築物採用新古典主義設計，車房之間有古典風格的柱子，十分優雅。後來，由於住房日益短缺，政府正式批准將該宿舍改建為住宅，並於1946年改成一棟住宅和14個車房，名字也由其他住客重新命名。Gladdon這個名字是於1948年由一戶姓Ballantyne的家族入住時起的，並保留至今。

The Gladdon was built in Neoclassical style, characterised by the elegant columns separating each garage. In the face of growing housing shortage, the government eventually permitted the repurpose of the dormitory into a residence, and in 1946 the structure became a residence with 14 garages. The owners were free to name the place, the Gladdon being a name given by the Ballantyne family when they settled down in 1948 that is kept to this day.

18b — 梅道 May Road



政府於1907年4月12日刊憲，將建築中、連接馬己仙峽道和山頂道（現為舊山頂道）的道路命名為「梅道」。有指梅道是因「港督」梅含理爵士而命名，但梅含理任港督的期間為1912至18年，於1907年仍然擔任布政使。有趣的是在梅道命名公告的下款，正是梅含理。目前沒有文獻確實證明「梅道」是因梅含理而得名，也有可能是紀念1845至62年任職巡捕官的梅理(Charles May)，而即使真的因梅含理爵士而名，也並非因他港督的身分。

On 12 April 1907, the road connecting Magazine Gap Road and Peak Road (now Old Peak Road) was officially named “May Road” and gazetted. Some say it was named after Sir Francis Henry May, Governor of Hong Kong; yet he was Governor during 1912-1918, in 1907 he was still the Chief Secretary. Interestingly, the announcement was signed by May himself. There is no definite evidence to support that May Road got its name from the Governor, as it could be honouring Charles May, Captain Superintendent of Police in 1845-1862. Even if it were the namesake of Sir Francis May, it was unlikely to be because of his position as Governor.

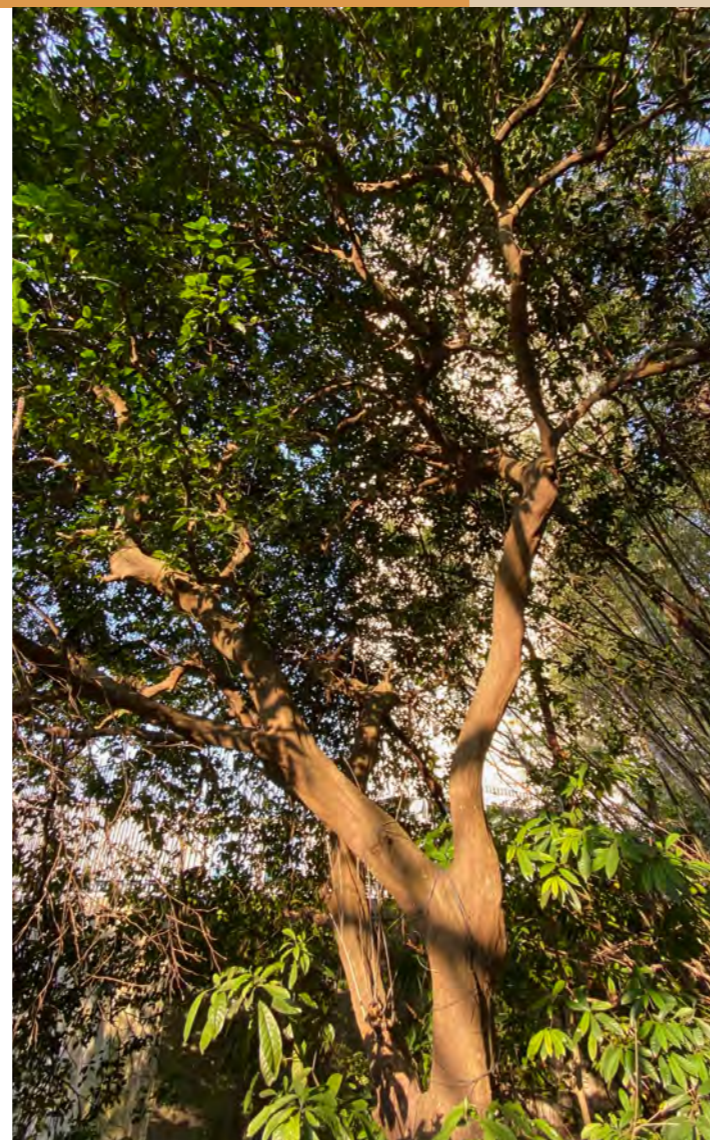
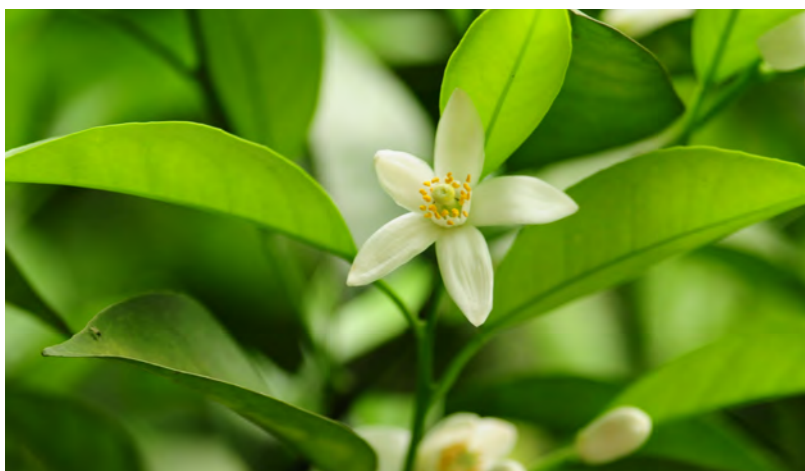
1910年代中，政府開始計劃擴闊部分現有道路以方便行車；1929年，政府擴闊梅道由纜車站至干德道一段，以方便汽車行走。建於1929至1930年的梅道3號原為車房及司機宿舍，反映當年很多附近的居民已有能力擁有私家車。

In the mid 1910s, the government began to make plans to widen the existing roads to accommodate more vehicles; by 1929, the section of May Road from the Peak Tram station to Conduit Road was broadened to facilitate traffic flow. Built between 1929 and 1930, 3 May Road originally comprised garages and a dormitory for chauffeurs, indicating that many residents in the vicinity could afford private cars at the time.

梅道站是山頂纜車路線的中段，過了車站，路軌一分為二，上下行的車卡各自通過。當梅道於1907年初建成，基於客源關係，纜車公司估計未有即時在該處設站，而且政府的報告也只於1917年開始提到梅道站：當年4月政府招標在梅道站興建轎夫的涼亭，以及以青磚建成的男洗手間和女洗手間各一，每間各有兩個廁所，夜間更有電燈照明，工程於同年10月完成。纜車的營運概念和現時的鐵路相似，一份1890年的廣告指乘客可在域多利峽坐轎到山頂任何地方，情況和現時在鐵路站轉乘其他交通工具一樣。不過汽車的出現逐漸破壞了這種經營模式，而梅道的發展也見證了這一段歷史。

Peak Tram May Road Station is in the middle of the entire tramway; past the stop, the track would split into two for the ascending and descending cars to pass through. When May Road was completed in 1907, it was uncertain whether the tram company set up a station there right away, and its earliest mention in government reports was in 1917. In April 1917, the government published a tender invitation for the construction of a pavilion for rickshaw drivers, as well as separate men's and women's washrooms built with blue bricks, each with two toilets and electric lights for illumination at night. The construction was finished in October in the same year. The Peak Tram had a similar mission to the modern railway system: an advertisement in 1890 stated that passengers could travel from Victoria Gap to anywhere on the Peak by rickshaw, just like how we transfer to other public transport at railway stations nowadays. However, the emergence of vehicles disrupted this operation model, and the development of May Road witnessed this historical transition.





19a 林中的果樹

Fruit Trees in the Woodland

在市郊的山徑上，林林總總的樹木中，大部分是一般人較陌生的原生樹，偶爾也會看到大家較為熟悉的果樹混在其中。一路上都是叫不出名字的樹木，碰上一棵自己熟悉的果樹，感覺特別親切，難怪果實成熟時，這些果樹總會吸引遊人駐足觀賞。這些果樹多是前人種下，也有是由種子發芽而長成。在樹叢中看到荔枝和龍眼樹並不算新鮮景象，但令人意想不到的是看到桔樹，所指的並不是大家過年買回家那盆矮矮的年桔，也不是在果園中只有成人高度的小樹，而是媲美樹林裡其他樹木大小的桔樹。漆咸徑上的這棵四季桔，樹幹粗約30厘米，高約6米，可算是桔樹中的「老大哥」。見過它之後，可能會改變大家對桔樹的認識。

Among the myriad trees lining the mountain trails, most are local species unknown to laymen's eyes, with a few familiar fruit trees hidden in plain sight. When the fruits are ripe, they are sure to attract crowds of admirers - who can blame them for getting excited to see a friendly face in a sea of strangers? The majority of these fruit trees were planted by our ancestors, while the rest started off as seeds. Lychee and longan are known to be big trees, so their presence is to be expected, unlike tangerine - not the potted plants bought during Chinese New Year, nor the adult-sized trees in orchards, but full-grown trees as tall as the others. This particular Tangerine Tree on Chatham Path is 6 metres in height and has a trunk of 30 centimetres in diameter, a giant of the species. Seeing it might alter your understanding about the plant!



19b 漆咸徑 1 號

1 Chatham Path

由梅道沿漆咸徑往上走大約5分鐘，你會發現右邊有一棟白色的大宅，大門的鐵閘、宅內的柵欄和柱廊，都有意大利風格建築的特徵，這種風格的建築在香港已相當罕見。

大宅建於1927年，是曾於政府工務署任職的建築師John Caer Clark的物業，大宅也是由他本人設計和建造。大家也許會注意到，大宅就只有漆咸徑上的入口，並沒有其他通往馬路的出入口，當時住客大多是靠在梅道的轎夫載他們回家。今天要抵達大宅，可選擇徒步或乘大宅用戶安排的高爾夫球車。在第二次世界大戰之前，大宅並沒有接駁港島的主要供水系統，而是靠附近一條水道取水。

物業曾多次易手，也曾於戰後改變用途。1952年，大宅變成私立男女學校策文書院，為居住在山頂區的富裕華人及歐亞裔學生提供教育，設中一至中五。學校營運逾20年，約於1973年停辦，然後又變回住宅。

雖然大宅內部經過多年來的改裝，許多原有的建築特徵仍保留下來，包括可在宅外見到的精美鑄鐵欄杆。大宅於2018年被評為二級歷史建築，現為私人畫廊，可預約參觀。

A 5-minute climb along Chatham Path from May Road would take you to a white mansion on the right. The iron gates at its entrance, as well as the fences and stoas within the perimeter resemble Italian architecture, which is now quite uncommon in Hong Kong.

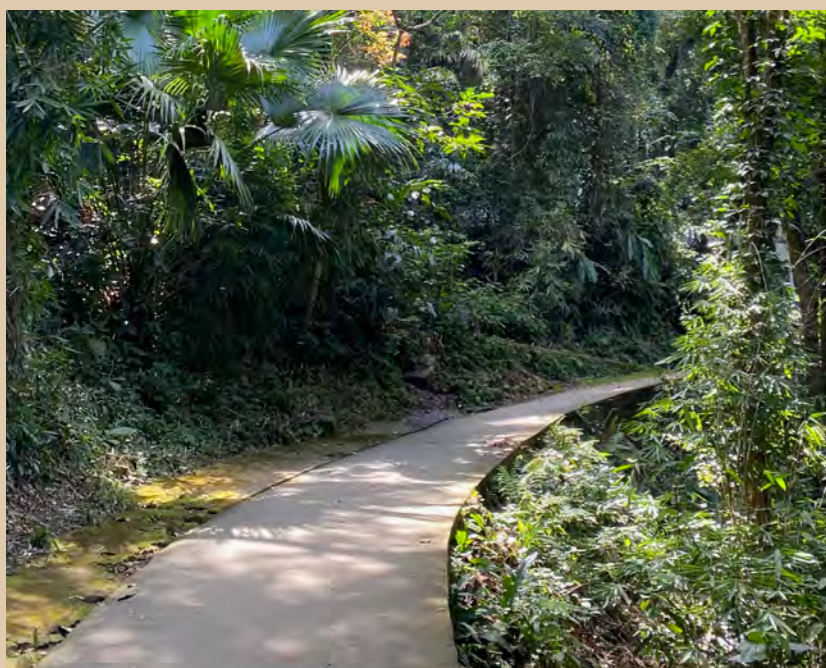
The mansion was designed and built by John Caer Clark, an architect working under the Public Works Department, in 1927. He was also the first owner. You might have noticed that it has only one entrance on Chatham Path, without any other leading to the main roads. Back in the day, residents would rely on rickshaws to carry them home from May Road, whereas nowadays, visitors would walk or ride on a golf cart arranged by owner. Before the Second World War, it was not connected to Hong Kong Island's main water supply system, instead it got water from a nearby watercourse.

This property has been traded multiple times, even its usage was changed at some point after the war. In 1952, it was converted into the Chatham English School, a private co-ed secondary school providing Form 1-5 education to the wealthy Chinese and Eurasian children living on the Peak. The school operated for more than 20 years until 1973, when it became a residence again.

Though the mansion's interior has seen renovated over the years, many of the original structures are preserved, including the exquisite cast iron fences visible from the outside. Accorded as a Grade 2 Historic Building in 2018, the mansion is now a privately owned gallery, where you may gain entry by making a reservation.



19c ———
漆咸徑
 Chatham Path

漆咸徑於1919年建成，以香港在任時間最長的工務司漆咸(William Chatham)命名。漆咸是蘇格蘭人，生於1859年，於1890年到達香港擔任工務局行政工程師一職，並於1901年成為工務司，同時成為定例局、行政局議員和潔淨局主席。1921年，漆咸卸下工務司一職，退休歸國。他在任期間，有多棟公共建築落成，仍保留至今的包括舊上環街市北座大樓（即西港城）、舊灣仔郵政局、舊最高法院大樓（即現今的終審法院大樓）、中央裁判司署及舊中區警署（即大館）等。香港有三條街道以其名字命名，包括漆咸道、漆咸圍和這裏介紹的漆咸徑。

1907年，工務委員會決定興建這條連接梅道和白加道的山徑，讓市民可更直接地由維城前往域多利醫院。

Chatham Path was built in 1919 and named after William Chatham, the Director of Public Works who served the longest term in Hong Kong. Chatham was born in Scotland in 1859, then appointed to Hong Kong in 1890 as an Executive Engineer under the Public Works Department. By 1901, he became the Director of Public Works, member of the Legislative and Executive Councils, and Vice-President of the Sanitary Board. He retired and returned to his homeland in 1921. Many public buildings were built while he was in office; the old Western Market North Block (now Western Market), Old Wan Chai Post Office, Old Supreme Court Building (now Court of Final Appeal Building), and former Central Magistracy and Central Police Station (now Tai Kwun) are among the ones that are still standing today. There are 3 streets named after him in Hong Kong: Chatham Road, Chatham Court, and of course the focus of this very page - Chatham Path.

Construction of this mountain trail connecting May Road and Barker Road was decided by the Public Works Committee in 1907 to provide the most direct route from Victoria City to Victoria Hospital.



20 林底百態

Life on the Forest Floor



在太平山—中區自然文物徑可觀察到的蕨類植物包括：
The following ferns can be observed along the Victoria Peak-Central Green & Heritage Trail:

在這樹林中，除了各式各樣的樹木外，林底又是另一片綠色景象！樹林地面一般受大樹遮蔽，陽光要穿過樹冠層才能透進樹林底層，令林底長期缺乏陽光，水分蒸發亦較慢，形成一個濕潤的環境，非常有利耐蔭植物如蕨類、草本、攀藤和地衣苔蘚類等植物生長，令它們成為林底常客。

蕨類植物又稱羊齒植物，最早出現於四億年前的晚志留紀至早泥盆紀時期，在石炭紀組成了巨型古時蕨類森林，因地殼變動而埋在地下，成為了今天的煤炭層。當時開花植物還未演化出現，因此，四億至二億年前，蕨類植物是地球上數量最多的植物。

蕨類植物以葉為主體進行光合作用，沒有花也沒有果，並以孢子繁殖。孢子十分細小，藏於能育葉的背面。孢子成熟後，會藉着風力或水力傳播，遇到潮濕的環境便開始萌芽生長，受精後發育成一棵蕨類植物。全球蕨類物種大約有12 000種，香港的紀錄有大約200多種。由於城市發展以致其生長環境被破壞，加上非法採集活動頻繁，越來越多蕨類植物被列為瀕危物種，甚至被滅絕。因此，保護稀有瀕危的本土蕨類植物實在刻不容緩。

A forest is more than just trees - there is a whole new world on ground level! The forest floor is constantly shaded by trees, where only a fraction of sunlight can pass through the canopy and reach the bottom, and the rate of evaporation is slower, creating a moist environment. As a result, shade-tolerant plants such as ferns, herbs, climbers and mosses dominate the forest floor.

Ferns first emerged 400 million years ago between the late Silurian Period and early Devonian Period. During the Carboniferous Period, gigantic fern forests were formed, then buried underground due to platonic movement, eventually turning into the coal beds we know today. At that time, flowering plants had not evolved yet, so ferns were the dominant plant group on Earth 400 to 200 million years ago.

Ferns carry out photosynthesis with their fronds, reproduce through spores, and have no flowers or fruits. Spores are small enough to be hidden on the back of fertile fronds; once they are mature, they would be dispersed by wind or water, germinating when they land on a suitably humid environment, and develop into a full plant upon fertilisation. There are about 12 000 species of ferns in the world, and more than 200 of them are recorded in Hong Kong. Sadly, more and more of them have become endangered or even extinct, as their natural habitats are destroyed by urbanisation and themselves under the relentless threat of illegal poaching. Time is of the essence, if we were to save endangered local ferns from the brink of extinction.



中 二形卷柏
E Spikemoss
S *Selaginella biformis*

屬於卷柏科，主莖橫走而上部直立，莖四棱形，多生於林下濕潤泥土上。
Belongs to the family Selaginellaceae. Its rhombus-shaped rhizome grows horizontally, while other parts stand upright. Usually found on moist soil beneath the forest.



莖四棱形
Rhombus-shaped rhizome



中 伏石蕨
E Green Penny Fern
S *Lemmaphyllum microphyllum*

屬於水龍骨科，主要攀附在岩壁或樹幹上，常與貼生石韋長在一起。葉有兩個型態：不育葉是卵圓形，厚肉質；能育葉是長舌形。
Belongs to the family Polypodiaceae. A climber found on rock surfaces or tree trunks, often growing side by side with the Close-growing Pyrrosia. It has two kinds of fronds: the oval-shaped, thick and fleshy sterile frond, and the long tongue-shaped fertile frond.



中 貼生石韋
E Close-growing Pyrrosia
S *Pyrrosia adnascens*

屬於水龍骨科，主要攀附在岩壁或樹幹上，常與伏石蕨長在一起。葉披針形，能育葉遠高於不育葉。
Belongs to the family Polypodiaceae. A climber found on rock surfaces or tree trunks, often growing side by side with the Green Penny Fern. Its fronds are lance-shaped, with the fertile fronds growing much higher than their sterile counterparts.



長舌形能育葉
Long tongue-shaped fertile frond



孢子在能育葉背面
Spores on the back of fertile frond



伏石蕨和貼生石韋常混在一起
Green Penny Fern mixes with Close-growing Pyrrosia



中 井欄邊草
E Spider Brake
S *Pteris multifida*

屬於鳳尾蕨科，葉密而簇生，喜歡生長在濕潤遮蔽的環境，又名鳳尾草。葉有兩個型態：不育葉長卵形，能育葉較大，狹線形；在葉軸兩側長有闊翅。
Belongs to the family Pteridaceae. It prefers a humid and shady environment. Its dense and clustered fronds appear in two forms: the long ovate sterile frond, and the larger, narrow linear fertile frond with broad wings on both sides of the rachis.



其他可見的植物：
Other notable plants:

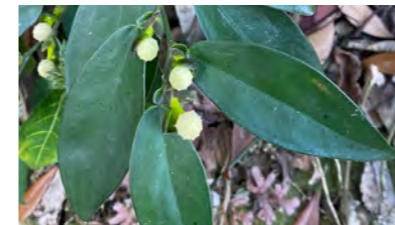


中 鱗花草
E Curved Lepidagathis
S *Lepidagathis incurva*

屬於爵床科的草本植物，單葉對生，白色小花長在穗狀花序中，花期11-12月至翌年3月，是中藥的一種，能清熱解毒。
A herbaceous plant with simple opposite leaves, belonging to the family Acanthaceae. Its flowering period starts from November/December to March, when small white flowers bloom in spike inflorescence. It is used in traditional Chinese medicine for its heat relief and detoxification properties.



莖四棱形
Rhombus-shaped rhizome



葉柄有翼翅
Winged petiole

中 石柑子
E Rock Vine
S *Pothos chinensis*

屬於天南星科的草本植物，由於它的葉柄有翅翼，外型像柑橘屬植物的單身複葉；加上它又常攀爬於石頭上，因此有石柑之稱。石柑子的肉穗花序後有天南星科的特色「佛焰苞」，「佛焰苞」是因其形態像廟宇裡供奉神明的燭台，又稱為「佛焰花序」，甚是有趣。



花序後有天南星科的特色「佛焰苞」
Its spadix inflorescence is surrounded by a spathe, a unique structure to members of the Araceae family

A herbaceous plant belonging to the family Araceae. The fact that its winged petiole makes the leaf look like the unifoliate compound leaf of a *Citrus* plant, and it is always climbing on rock surfaces, earned it a Chinese name which literally means “rock citrus”. Its spadix inflorescence is surrounded by a spathe, a structure resembling a Buddhist candle stand unique to members of the Araceae family, which is why it is sometimes called the spathe inflorescence.



中 薛荔
E Creeping Fig
S *Ficus pumila*

屬於桑科榕屬的攀援或匍匐灌木，葉卵狀心形，多攀爬在石牆及樹幹上。薛荔結的是無花果（隱頭花序），有專屬的榕小蜂為它傳粉，開枝散葉。民間以薛荔的無花果來製涼粉，稱白涼粉。

A climbing or creeping shrub with oval cordate leaves, belonging to the family Moraceae and genus *Ficus*. It is often found on stone walls and tree trunks. Its figgy fruit is a characteristic of hypanthodium inflorescence, and it relies on fig wasps for pollination. People also use the fruit to make white grass jelly.



如欲前往山頂，沿漆咸徑行走盡頭可見白加道，左右兩旁較多車輛出入，請小心橫過馬路。
In the direction of the Peak, the end of Chatham Path leads into Barker Road. As traffic is busy on both sides, please be careful when crossing the road.



21a 舊域多利醫院產科大樓

Barker Road Old Victoria Hospital Maternity Block

走到漆咸徑的盡頭，來到白加道，眼前就會看到一棵大榕樹，旁邊有一塊石碑，而背後有一棟宏偉的紅磚大樓——建於1921年的舊域多利醫院（又稱為域多利銀禧醫院）產科大樓，於2010年被評為三級歷史建築。

仔細看看榕樹下的奠基紀念碑會發現，域多利醫院其實建於1897年，以紀念維多利亞女皇登基60年，以及紓緩當時醫院設施的短缺。域多利醫院專門收容及治療女性和兒童病人，1921年加建產科翼樓，即如今大家眼前見到的建築物。可惜醫院建築羣在二次大戰期間嚴重受損，終在1947年停辦，主樓（白加道15號）亦隨即拆卸。政府隨後在原址興建 Victoria House 作為輔政司官邸（輔政司的職銜先後改為布政司和政務司司長，建築物的稱呼亦隨之而變），即現時的政務司司長公館。被保留下來的產科大樓（白加道17號）則於1947年起改建成政府宿舍，取名維多利亞大廈。

If you go from the end of Chatham Path to Barker Road, you would first be greeted by a big Weeping Fig, then a stone tablet next to it, lastly a magnificent red brick building behind them. This is the Maternity Block of the Old Victoria Hospital (also known as Victoria Jubilee Hospital), which was built in 1921 and accorded as a Grade 3 Historic Building in 2010.

A closer look at the foundation stone under the tree would tell you that the hospital was actually built in 1897 to commemorate Queen Victoria's jubilee, at the same time to relieve the shortage of hospitals. It was a specialised facility for accommodating and treating female and child patients. In 1921, the Maternity Block, the structure standing before us, was added. Sadly, the hospital complex was severely damaged during the Second World War and closed down in 1947. The main building at 15 Barker Road was demolished and the Victoria House was erected at the same site to be the Residence of the "Colonial Secretary" (later Chief Secretary and Chief Secretary for Administration as the position was renamed), currently serving as Hong Kong's Chief Secretary for Administration's official residence. The Maternity Block at 17 Barker Road was preserved and repurposed into government quarters in 1947, and is now called the Victoria Flats.

21b 垂葉榕

Weeping Fig

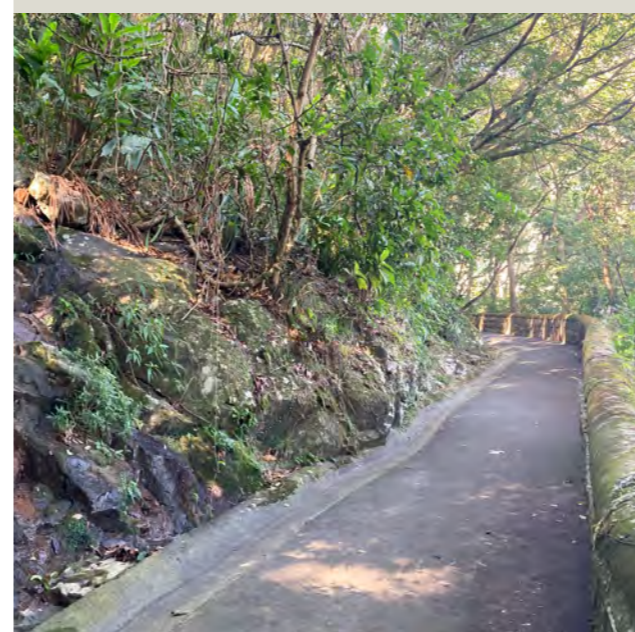


紀念碑旁邊長有一株英氣非凡的大樹，俊朗外形令人一見難忘。它叫垂葉榕，原產於馬來亞羣島、東南亞和澳洲北部，現時已廣泛在其他熱帶地區種植作觀賞用途。它的生長速度一般，對土質並無特別要求，但需要充沛的陽光和疏水良好的土壤。這種樹在野外可長至20米高呢！

垂葉榕形態優美，人們喜歡把它種植在街道或庭院之中；樹皮呈淺灰色，樹冠廣闊，旁枝掛着微微弄垂的鬱鬱綠葉，給人一種優雅但哀傷的感覺；很多氣根從樹冠懸垂下來，着地後會變成另一個支架，支撐自己，獨木成林。

You cannot fail to notice the handsome, dark green tree beside the commemorative stone. It is called Weeping Fig (*Ficus Benjamina*). This species is native to the Malay Archipelago, Southeast Asia and north tropical Australia, and is now widely planted in other tropical areas for ornamental purposes. It is a moderate grower, with no specific soil requirement but needs adequate sunlight and good drainage. Its maximum height in the wild can be over 20 metres!

This plant is cultivated on the street or patio for its beautiful form. The trunk is slender, erect and covered with light grey bark, the drooping leaves on the side branches giving it a very graceful, yet weeping appearance. The aerial roots hanging down from the crown will eventually become the new support of the one-tree-forest.



21c 白加道

Barker Road

白加道最初是為人力車而設。為了保持路面平坦，讓道路適合人力車行走，政府工務委員會於1897年決定道路在設計時最斜的地方只為1比20，即2.86°。道路最後於1898年竣工。

Barker Road was originally designed as a road for rickshaws. During a Public Works Committee meeting in 1897, it was proposed that the gradient should not exceed 1:20, or 2.86°, to keep the road relatively flat for rickshaws to run on. It was ready for use by 1898.

如欲前往山頂，請按指示前往醫院徑，並留意地面狀況，小心滑倒。
Please follow the directions to the Peak via Hospital Path and beware of the slippery ground.

22 都市清泉（醫院徑）

Urban Hydrology (Hospital Path)



在自然環境下，雨水通常會滲入泥土，或者在地面上流走，最終匯流成河溪、湖泊或地下水道。自山頂蜿蜒而下，河溪的環境也會逐步改變：近山頂最上游之河段，陡峭而狹窄，水流湍急；中游部分地勢稍緩，河道有交替的水池和急流淺灘，河岸多數有蔥鬱的樹林覆蓋；下游河道開闊平緩，變得開揚。

In the natural environment, rainwater would usually seep into the soil or run off the ground, eventually turning into streams, ponds and groundwater. As streams meander down from the mountaintop, the topography also changes gradually: the upper reach close to the peak is steep and narrow, the current fast-flowing; the middle reach is gentler, alternating between ponds and shallow rapids, often with the riverbanks covered by lush forests; and the lower reach widens into an open space with calm waters.

香港的天氣很受季候風影響，溪流隨着季節有很大的改變：在夏季，自南面海洋而來的季候風有時帶來滂沱大雨，河溪水量豐盈，水流奔騰的情況相當壯觀；在冬季，自北面吹來的寒風相當乾燥，雨水減少連帶河溪水位也下降不少，只有較大的河溪才可保持涓涓流水，小溪流會近乎乾涸。

天然山體就像海綿一樣，可以吸收大量雨水。然而，城市發展令天然山體被混凝土取締。當遇上大雨，沒有泥土吸收雨水，地表逕流增加，低窪地區變得更容易氾濫。

為了應付洪水氾濫問題，政府於市區建造了地下排水系統，務求最快、最有效率地排走地面積聚的雨水。天然河溪彎彎曲曲，河底和河岸凹凸不平，不利排水。因此，流經市區的河道都被渠道化，多數會擴闊溪流的管道，在表面鋪設混凝土，令水道變得暢通無阻。

Hong Kong's streams change greatly with the seasons because our weather is strongly influenced by monsoons. During summer, monsoons coming from the ocean in the south bring heavy rainfall, filling streams with water and resulting in impressive cascades. Whereas in winter, the northern wind is cold and dry, and the lack of rain leads to lower water levels in streams. Only larger rivers can maintain a steady flow, while smaller streams would be reduced to a trickle.

Mountains in their natural state are capable of absorbing a vast amount of rainwater like a sponge. However, urban development has seen these mountains reinforced with concrete, and without the soil layer to absorb rainwater, surface runoff would spike during heavy rain, increasing the chance of floods in low-lying areas.

To deal with the problem of flooding, in urban areas the government would build underground drainage systems to swiftly and efficiently drain rain water accumulated on the ground. Natural rivers are winding with uneven beds and banks, a hindrance to drainage. Therefore, sections of rivers passing through the city are channelised to ensure a smooth and unobstructed flow, by broadening the channel and paving the surface with concrete.

人工水道固然可以保障人命安全不受威脅，一些野生動物卻因而遭殃。天然的水道，底部多半會鋪滿大小不一的石頭和泥土微粒，可供很多生物，例如魚、蛙、昆蟲幼體等作為棲息之所，然而人工水道的底部異常平滑，這些生物根本沒有駐足餘地。大家亦不妨觀察沿路的天然水道，看看有沒有小生物的蹤影，同時欣賞一下大自然流水的美態。

Artificial waterways can protect human lives from threats, yet the same cannot be said for wildlife. Natural riverbeds are covered with stones of varying sizes and soil particles, providing a habitat for many organisms like fishes, frogs and insect larvae. Conversely, the bottom of artificial waterways is unusually smooth, leaving no place for such creatures to dwell. The next time you see a natural stream, be sure to look for traces of these small animals and enjoy the beauty of flowing water in nature.



如欲前往碼頭，沿醫院徑行走盡頭可見白加道，左右兩旁較多車輛出入，請小心橫過馬路。

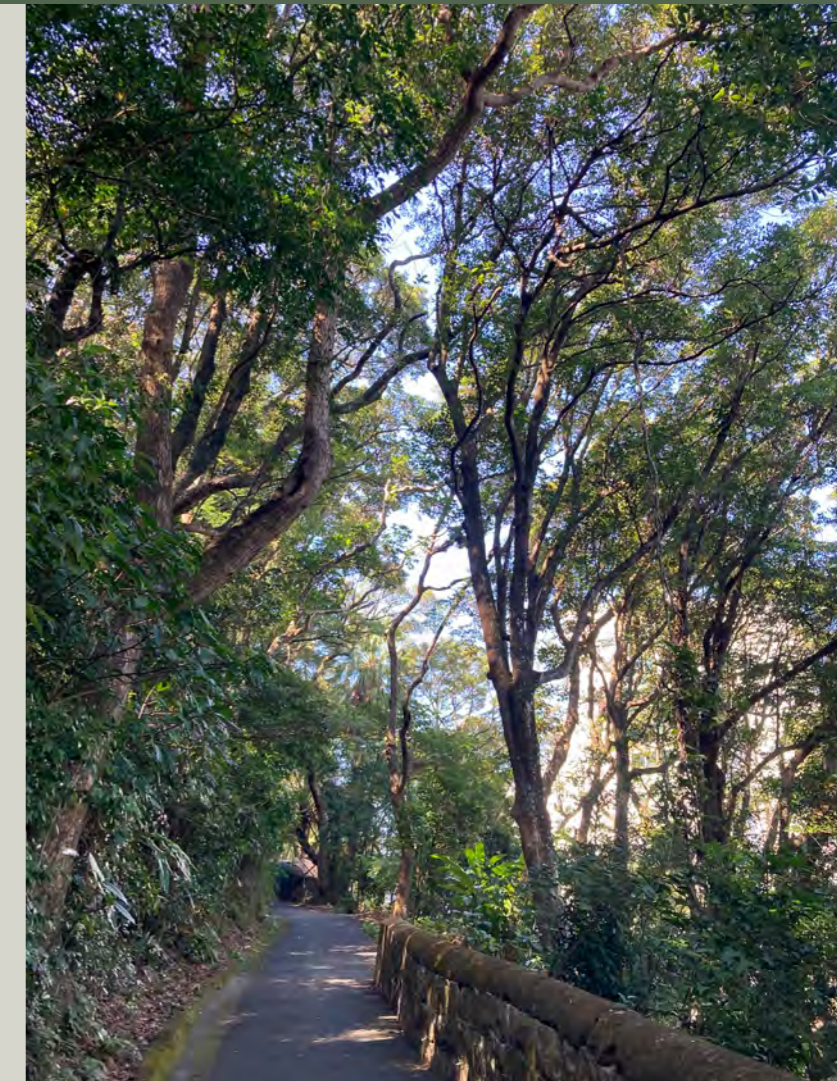
In the direction of the Piers, the end of Hospital Path leads into Barker Road. As traffic is busy on both sides, please be careful when crossing the road.



23a
種植道
 Plantation Road

山頂的種植道在1878年便竣工，顧名思義，這條道路與政府首次大規模植林有關。除了防止水土流失和作為經濟作物外，早年植樹還有另一個目的：當時香港山頭甚少植被，大量花崗岩外露，而那時瘧疾被認為是由分解的花崗岩引起，加上配合山頂的發展，因此有大幅植樹之舉。

Plantation Road was built on the Peak in 1878, its origin closely related to the government's first ever attempt at large-scale afforestation. Apart from preventing soil erosion and providing cash crop, tree planting in the early days served another purpose: Hong Kong's mountains had little vegetation then, exposing the granite underneath, and it was believed that decomposing granite caused malaria; to support the Peak's development, extensive tree planting was carried out.



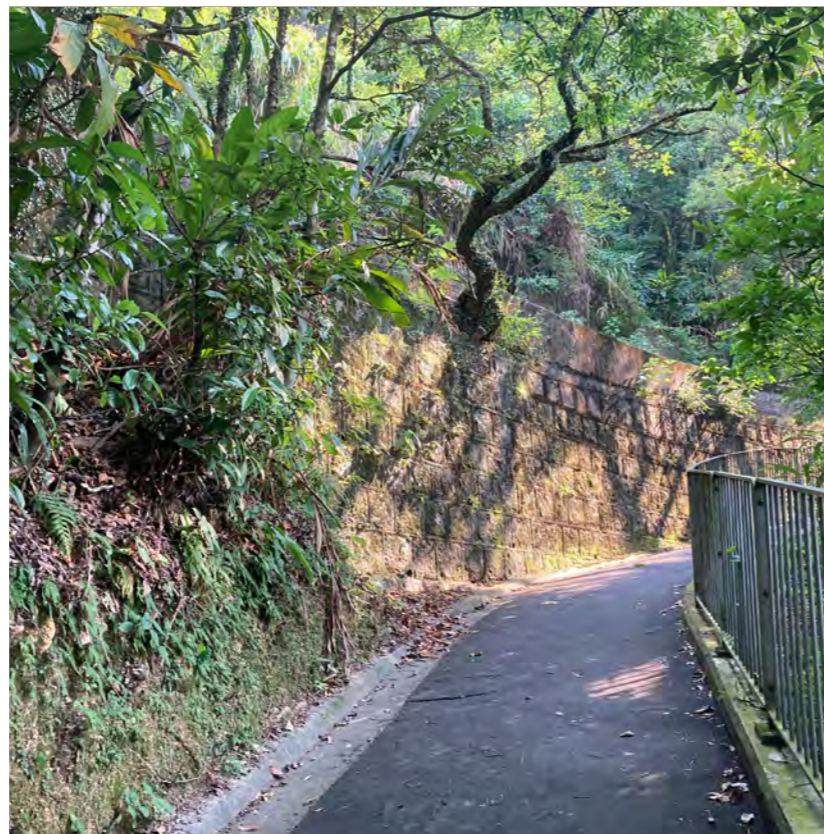
港督軒尼詩於1877年年底定例局討論來年的預算案時特別提到，將大幅增加「公家花園」（即現時的動植物公園）的開支，由前年的6,000元上調至8,000元，新增的2,000元用作植林。時任工務司裴樂士在1877年8月提交的報告中指出，他在香港（當年不包括新界）找到10 000英畝適合種樹的土地，又認為樹苗應種得較密，以互相保護，抵禦強勁的東北季候風，因此需種上1 700萬棵樹；以當時年種15 000棵的速度，要1 100多年才能完成。裴樂士建議把種樹的目標減半至5 000英畝，當中三分之一可以在軒尼詩任期內完成。大約一年後的1878年12月21日，定例局討論預算案時，軒尼詩指工務司署培養了600多萬棵樹苗，部分可即時種在山頭，並已聘請苦力在山上挖掘植樹用的洞，特別是新築的種植道附近。可惜的是，1878年年底到1879年年初的香港首次大規模植樹以失敗告終，不到一年時間，大批樹苗死亡，失敗的背後是當時政府官員之間齟齬不合，以及未有善用專才。



During a Legislative Council meeting in late 1877 discussing the following year's budget, Governor Hennessy specifically mentioned he would raise the budget of the Public Gardens (now Hong Kong Zoological and Botanical Gardens) by a huge margin, from \$6,000 to \$8,000, the extra \$2,000 to be used in afforestation. John MacNeile Price, Director of Public Works at the time, pointed out in his report in August 1877 that he found 10 000 acres of land suitable for planting trees in Hong Kong (excluding the New Territories), and that saplings should be planted close together for protection against the strong northeast monsoon. It was estimated that 17 million trees would be needed; at a yearly planting rate of 15 000 trees, it would take more than 1 100 years to complete the task. Price suggested halving the target number to 5 000 acres, one-third of which could be tackled within the Governor's term. A year later on 21 December 1878 when the Legislative Council was again discussing the annual budget, Hennessy reported that the Public Works Department had cultivated over 6 million saplings, some of them ready to be planted right away, and labourers were already hired to dig holes on the hills for tree planting, especially near the newly constructed Plantation Road. Sadly, most seedlings died in less than a year, and Hong Kong's first large-scale afforestation effort ended in vain between late 1878 and early 1879. The failure was attributed to disagreements among government officials and not making good use of expertise.

香港植林的歷史亦能突顯本港東西文化交匯的特色。最初，路邊種植的主要為榕樹、印度橡樹和竹。在公家花園東面山谷較高位置，種有黃皮、龍眼、荔枝和蒲桃等從廣東苗圃引入的樹種；種在海邊、擋風能力較佳的木麻黃則來自其時仍是英國領土的澳洲；而當時只有馬尾松一種能適應高地強風和土壤差的環境，因此種植道的植林區初期便是種上馬尾松。剛開始植林時，採用的是在苗圃培植幼株再移植的方法，缺點是花費最多人力物力。到1881年，園林監督福特憑七年前把種子埋在現地成功的經驗，開始以直接埋下種子代替移植幼株，1886年又試驗播種，日後成為以馬尾松植林的兩種主要方法。

Hong Kong is a place where East meets West, and it is reflected in our city's tree planting efforts. In the beginning, the majority of roadside trees were Banyan trees, India-rubber trees and bamboos; in the higher parts of the valley east to the Public Gardens, species imported from nurseries in Guangdong like Chinese wampi, longan, lychee and rose apple were planted; along the coast were Horsetail trees introduced from Australia, still under British rule then, which acted as windbreaks; and Chinese Red Pine was planted on the highlands because it was the only species able to adapt to strong winds and poor soil conditions, making it the perfect choice for the plantation at Plantation Road. The initial methodology involved cultivating seedlings in nurseries then transplanting them, a process that required considerable manpower and resources. By 1881, based on the successful experience of sowing seeds in the field 7 years ago, Ford, the Superintendent of Gardens, started sowing seeds directly instead of transplanting seedlings. In 1886, he experimented with broadcast seeding. Both methods later became the primary approaches for planting Chinese Red Pine.



23b

香港早年植林的歷史

History of Plantation in Hong Kong



抗日戰爭爆發後，來港的難民為了生活砍伐了大量樹木作為燃料，這情況維持至日佔以至戰後初期。因此，戰後政府植林的政策目標之一是回復1939到41年失去的高地林木，所用的樹種和戰前一樣是馬尾松。政府在1960年代初植林的組合是以馬尾松作為主要樹種，在去水和沒有那麼開揚的地方種紅膠木，台灣相思則作耐火帶用。

After the outbreak of the Second Sino-Japanese War, refugees seeking shelter in Hong Kong felled countless trees to use as fuel in order to survive, and the situation continued throughout the Japanese occupation into the early post-war period. Thus, one of the objectives of the post-war afforestation policy was to restore the highland forests lost in 1939-41, planting the same species as before - Chinese Red Pine. In the early 1960s, the government's choice of trees was a combination of Chinese Red Pine to make up the bulk of the plantations, Brisbane Box in less open areas with fast-draining soil, and Taiwan Acacia as firebreaks.

如欲前往碼頭，請於分岔路沿右邊種植道行走，並留意兩旁車輛出入，小心橫過馬路。

In the direction of the Piers, please walk along Plantation Road on the right at the diverging road. As traffic is busy on both sides, please be careful when crossing the road.



24a

林區生態（種植道/芬梨道）

Woodland Ecosystem (Plantation Road/Findlay Road)

香港的氣候接近亞熱帶氣候，不過在植物地理學上，香港卻屬於東南亞熱帶植物區。生態學者相信從前的香港是由連綿的森林覆蓋，及後因多種人為破壞，如砍伐樹木作柴薪，以及於二次大戰時期遭受全面破壞後，原始森林已幾近消失。或許在一些深峭偏僻的溪谷中，還殘存一些未受破壞的原始面貌。為了重建綠色山嶺，避免水塘集水區水土流失，政府早於百多年前已開始種樹，全港大規模植樹護林工作則在二次大戰後展開。時至今日，曾經光禿禿的山坡已變成翠綠的郊野。這些新長出來的樹林被稱為「次生林」。

山頂附近的樹林也多屬次生林。狀況良好的次生林能提供多樣化的生態環境，孕育不同種類的動植物。在這個林區走着，不妨環顧四周，是否有點進入了熱帶雨林的感覺？次生林較為成熟時，有像熱帶雨林般的垂直分層結構。除了欠缺最高突出於樹冠層的突出層，林區大約可分為四層：最頂層是樹冠層，由高大樹木的茂密樹冠所組成，其中有不同的潤楠、假柿樹、鴨腳木等；低一層是下木層，主要是較耐陰的小樹，例如嶺南山竹子；再低一層是灌木層，以耐陰的灌木為主，例如九節和羅傘樹，還有不少大樹的幼苗；最低是地被層，可以落在這層的陽光已極少，在這種又陰又濕的環境，除了耐陰的草本植物，還有多種蕨類。各層之間還穿插着各種藤類，加上在樹幹和樹枝上的附生植物，難怪次生林可以容納眾多動植物。

Hong Kong has a climate closer to subtropical, yet in terms of phytogeography, we belong to the Paleotropical Kingdom. Ecologists believe Hong Kong was originally covered by primary forests; most of them have already been destroyed by human activities, like chopping down trees for firewood, and the full-blown destruction wrought by the Second World War. Perhaps in some secluded river valley, there might still be fragments of the old-growth forest surviving to this day. In an effort to restore the mountains to their former glory and prevent erosion around water catchment areas, the government had started planting trees more than a century ago, and large-scale tree planting and forest maintenance programmes were launched after the Second World War. Today, the once barren countryside has become green again, and these newly formed forests are known as “secondary forests”.

Woodland at the Peak falls into the same category. Healthy secondary forests have rich biodiversity and offer great ecosystem services. As you walk under the trees, look around - does it not feel a bit like a tropical rainforest? A mature secondary forest vaguely resembles the vertical stratification of a rainforest, without an emergent layer rising above the canopies and divided into four levels: the topmost canopy layer consists of the dense crowns of tall trees (e.g. Machilus, Persimmon-leaved Litsea and Ivy Tree); smaller trees that require less sunlight form the understory layer, such as Lingnan Garcinia; next is the bush layer made up of shade-tolerant bushes like Wild Coffee, Asiatic Ardisia and saplings of larger trees; lastly, very little sunlight can reach the bottommost ground layer, a dark and humid environment where ferns and other shade-tolerant herbs thrive. What's more, various vines run between the layers, and climbers are found on tree trunks and branches. It is no wonder that a secondary forest can support so many animals and plants.

山頂環境潮濕多霧，加上林底陰暗，非常有利附生植物的生長。附生的意思是該些植物只依附在樹木的表面樹皮生長，並不會吸取樹木的營養。蕨類是附生植物的主要成員，它們可以生長在樹皮或石面，不會開花但是形態相當優美。大型的附生蕨有巢蕨和崖薑，最常見的是伏石蕨和貼生石章。石頭表面或石縫中多能見到二形卷柏。試看看你能在這段路上找到多少種蕨類植物吧！



24b

樹上的蘭花（種植道/芬梨道）

Orchid on the Tree (Plantation Road/Findlay Road)

如果你望向樹幹或樹枝，看見葉子不像蕨，更像草的附生植物，那可是樹林的稀客——蘭花。蘭花有長在泥土，也有不少是附生植物，長有氣生根。這段路上便有一種叫半柱毛蘭的蘭花，大量生長在數棵樹幹上，就看你是否夠幸運碰見它了。蘭花在沒有花的時候相當低調，開花時令人驚艷，有些花色絢麗，有些花形奇特。它們要吸引的當然是可傳播花粉的動物。不幸地，獨特的蘭花也引來不少無良商人的目光，野生蘭花因為奇特，在市場上可賣得好價錢，因此被大量採摘而變成瀕危物種。現時所有野生蘭花都是受保護植物，大家有幸見到的話，好好欣賞便已足夠。

If you look at tree trunks or branches and see epiphytes with leaves that are more like grass than ferns, you may have spotted an elusive resident of the forest - orchids. Some orchids grow in the soil, others are epiphytic with aerial roots. If you are lucky, you may come across the groves of Corner's Eria growing on a few select trees on this trail. Outside of the flowering season, orchids are rather inconspicuous, but once they bloom their flowers are stunning, with vibrant colours and unique shapes to attract pollinators. Unfortunately, their beauty has also caught the attention of unscrupulous traders, as wild orchids can fetch a high price in the market. Many species have become endangered due to poaching. Currently, all wild orchids are protected by law; if you happen to encounter one, just admire them from a distance.

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25 芬梨道（芬梨道/芬梨徑）

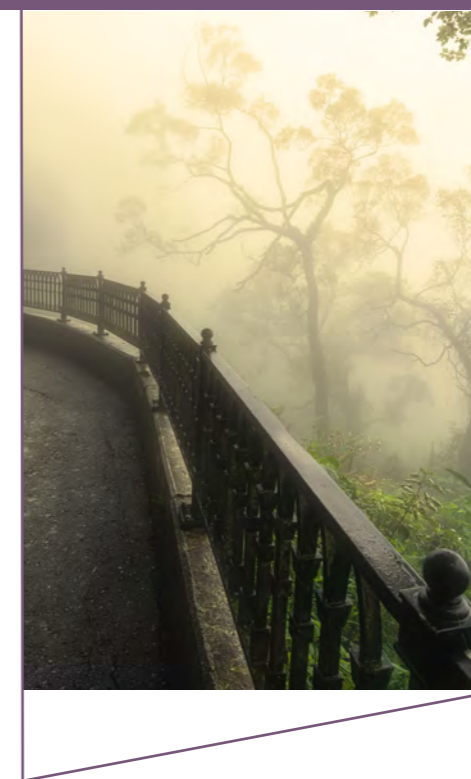
Findlay Road (Findlay Road/Findlay Path)

連接山頂纜車總站的芬梨徑和芬梨道同於1915年落成。街道名字中的「芬梨」，指纜車的創辦人亞歷山大·芬梨·史密夫。芬梨1844年2月7日於蘇格蘭出生，他自述於1867年1月1日來到香港，並於當日走到山頂。1872年12月31日，芬梨接手退休的夫力架的公司，其後合併為馬嬌云夫力架公司，業務包括船務、商舖管理和代理商等，芬梨為合伙人之一。

芬梨在蘇格蘭時曾在鐵路公司任職，他也曾到美國和歐洲各地參考當地的鐵路運作。他推動在香港興建纜車的過程不算順利：據說芬梨在1881年5月遊說政府支持他的計劃時，政府回應，只要有定例局議員幫忙通過需要的程序，沒有事情可以阻止他取得許可推行計劃。最後，芬梨在1882年取得政府許可，成立香港高山纜車鐵路公司，並於1888年開始投入服務。1971年7月，纜車公司的所有股份被嘉道理家族的香港上海大酒店有限公司收購，同年8月1日成為香港上海大酒店的全資附屬公司。

Connected to the Peak Terminus, both Findlay Road and Findlay Path were built in 1915 and named after Alexander Findlay Smith, founder of the Peak Tram. He was born in Scotland on 7 February 1844; by his own account, he arrived in Hong Kong on 1 January 1867 and went to the Peak on the same day. On 31 December 1872, Findlay took over the retiring L. Frickel's company, later merged into MacEwen & Frickel & Co., their business covering shipping, property management and agency services. He was one of the partners.

Findlay used to work for a railway company during his time in Scotland, and had travelled around America and Europe to learn about their rail transport operations. His endeavour to call for the construction of Peak Tram in Hong Kong did not go smoothly. It is said that he lobbied the government to support his proposal in May 1881, but the government responded by stating as long as there were Legislative Council Members backing him in the necessary procedures, nothing could stop him from obtaining the required permits to proceed. Findlay was eventually given the green light to establish Hong Kong High Level Tramways Company in 1882, and began operations in 1888. In July 1971, the Hongkong and Shanghai Hotels, Limited (HSH) owned by the Kadoorie family acquired all shares of the Peak Tram company, which became HSH's wholly-owned subsidiary on 1 August in the same year.



芬梨徑也是芬梨在香港的最後住所，他的大宅鄉郊建屋地段第101號「農場」就在芬梨徑的上方。芬梨1926年於英國的懷特島去世，享年81歲，他因養病而在一年前離開香港。

Findlay Path was also Findlay's last residence in Hong Kong. His manor at Rural Building Lot No. 101, known as "The Farm", sat right above Findlay Path. He passed away at the age of 81 in 1926 on the Isle of Wight, England. He left Hong Kong the year prior due to illness.





26a

山頂纜車總站（芬梨道）

The Peak Terminus (Findlay Road)

山頂纜車在爐峰峽的總站最初為山頂酒店，不過，該酒店並非位於現時凌霄閣，而是旁邊的山頂廣場。芬梨當時購入了一間名為 Dunheved 的大宅作為酒店：Dunheved 的屋主 Nathaniel J. Ede 於 1874 年購入地皮，他是定例局議員，1881 年 10 月 11 日討論鐵路草案時，他提出反對，因擬建總站就在其大宅旁邊，認為會對他構成滋擾。芬梨的山頂酒店和纜車同樣在 1888 年 5 月開幕，但不久大宅遭拆卸並改建為樓高三層的酒店，1890 年重新營運。1922 年，香港上海大酒店於從芬梨手上購入山頂酒店。不幸的是，酒店於 1938 年因一場大火焚毀。火災再加上二戰的破壞，土地及後未有發展，只用作臨時停車場和巴士站，直到 1994 年山頂廣場才建成。

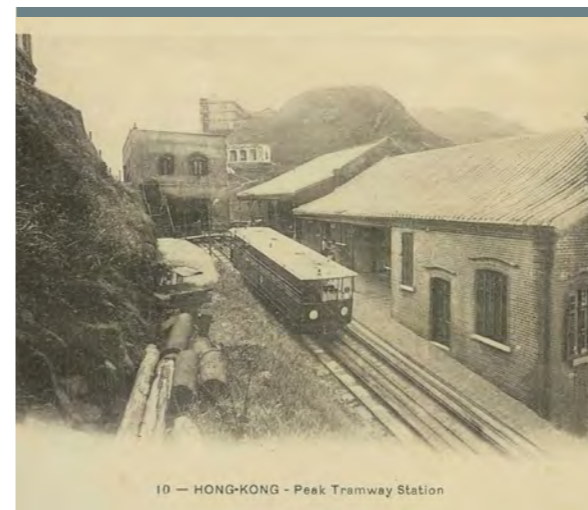
The Peak Tram terminal at Victoria Gap used to be the Peak Hotel, which was located at the site of the present-day Peak Galleria, not the adjacent Peak Tower. Findlay purchased a mansion named Dunheved to be repurposed as a hotel; it was previously owned by Nathaniel J. Ede, who was a Legislative Council Member and bought the land in 1874. During a discussion on 11 October 1881, Ede opposed the Peak Tram proposal because his residence was near the would-be terminus, and he believed it would cause disturbance to him. Both Findlay's Peak Hotel and the Peak Tram opened in May 1888, but the residence was demolished and replaced by a 3-storey hotel soon afterwards, reopening in 1890. The Hongkong and Shanghai Hotels, Limited acquired the hotel from Findlay in 1922, though it was burnt down in a great fire in 1938. The land remained undeveloped after the unfortunate event and subsequently the Second World War, serving as a parking lot and bus stop until Peak Galleria was constructed at the site in 1994.

爐峰峽（即域多利峽）

Victoria Gap

爐峰峽，即域多利峽，是山頂瞭望台、山頂纜車總站和白加道站的所在地。山頂的發展和香港早年駐軍嚴峻的熱病疫情有關。早於 1849 年，政府醫官威林馬禮遜已建議在山頂建設療養院，不過，直到十年後，陸軍部才向政府申請在山頂撥地興建。港督羅便臣除了撥地外，還修築了一條上山的小徑。但是，由於山頂在春季濕氣極重，1862 年在療養院的病人情況不單沒有好轉，反而變得更差，軍部唯有放棄計劃。療養院其後由 Granville Sharp 租入，港督麥當勞於 1867 年收回土地，用了 1 000 元把軍營改為擁有三間房間的別墅。1874 年 9 月颱風襲港，導致 2 000 人死亡，港督堅尼地當時身在山頂，居所的屋頂被吹走。雖然如此，自港督在山頂興建別墅後，漸漸多人仿效，甚至作為居所，及後山頂纜車通車，山頂的發展就變得更快。

Victoria Gap is where the Peak Lookout, Peak Terminus and Barker Road Peak Tram Station are. The Peak's development is related to the severe malaria outbreak among the early stationed troops in Hong Kong. Surgeon Dr William Morrison suggested building a sanatorium at the Peak as early as 1849, but it wasn't until 10 years later that the War Office applied to the government for land allocation to build one. Governor Robinson granted the request and built a small path leading up the mountain. However, due to the extreme humidity around the Peak in spring, not only did the condition of patients staying in the sanatorium in 1862 not improve, instead it worsened and the military had to abandon the plan. The sanatorium was later leased to Granville Sharp, and in 1867 Governor MacDonnell reclaimed the land, spending \$1 000 to convert the barracks into a bungalow with three rooms. In September 1974, a typhoon struck Hong Kong and killed 2 000 people; Governor Kennedy was also living on the Peak then, and the roof of his residence was blown off. In spite of this, many people followed suit after the Governor built his villa on the Peak, some moving there permanently. With the opening of the Peak Tram, development sped up even further.





26c

白加道站（白加道/種植道）

Barker Road Peak Tram Station (Barker Road/Plantation Road)

距離總站不遠的白加道纜車站，初時名為種植道站，曾於1919年重建。纜車在通車初期沒有任何中途站，現時難以確定在何年設立，不過工務司在1897年度報告中討論白加道的興建過程時，提到種植道站。重建的原因是當時由山頂總站到種植道站的斜度改變太大，如果不在車卡安裝以多個滑輪組成的抑制器，纜車行走時會大幅上下擺動，以致不能在種植道站上落。不過，由於抑制器曾經出現問題，為免發生意外，纜車公司在1918年4月向政府申請在該段路進行工程，減低斜率改變的幅度，由於要填高車站的位置，因此需要重建。車站由「理及柯倫治」設計，為配合白加道方便人力車行走的設計，因此新站設有較大空間停放人力車和轎，更有供苦力納涼的地方。

Situated not far from the Peak Terminus, Barker Road Peak Tram Station was rebuilt in 1919, formerly called Plantation Road Station. In the early days, the Peak Tram had no intermediate station, making it difficult to ascertain when it was built, though the Director of Public Works mentioned Plantation Station in a section of the 1897 annual report discussing the construction of Barker Road. The reason behind the reconstruction was that the change in gradient was too great between the Peak Terminus and Plantation Road Station; without a depressor, which is made up of multiple pulleys, installed in the cars, the tram would oscillate up and down violently, making it impossible to get on and off at Plantation Station. Since the depressors had malfunctioned before, to prevent accidents, the Peak Tram company applied to the government in April 1918 to work on that part of the track to reduce the change in gradient. As the station had to be elevated, a rebuild was required. It was designed by Leigh & Orange, and considering Barker Road was built for rickshaws to move around easily, the new station set aside ample space for rickshaws and sedan chairs to park, and even a shaded area for labourers to cool off.



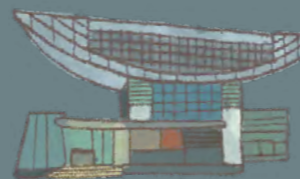
我們已到達太平山-中區自然文物徑的終點。下山的話，可乘坐山頂纜車到花園道纜車總站，或步行到山頂廣場，該處有其他交通工具直達中環和香港站。

We have now reached the end of the Victoria Peak-Central Green & Heritage Trail. You can head down the mountain by taking the Peak Tram to the Garden Road Lower Terminus, or walk to the Peak Galleria for other transportation to reach Central and Hong Kong Station directly.

26b

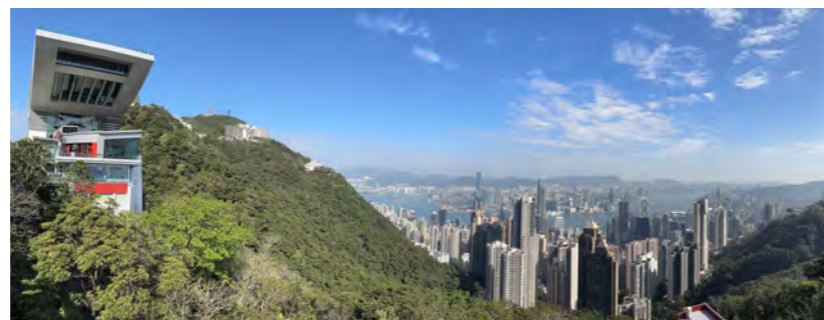
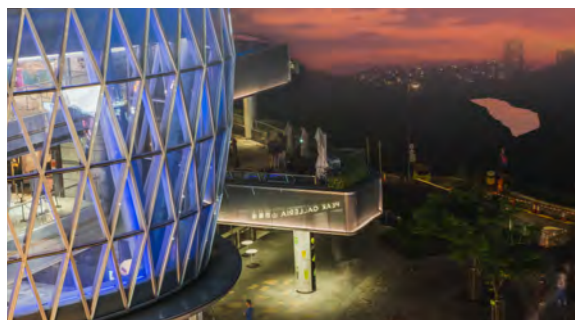
山頂瞭望台（山頂道128號）

The Peak Lookout (128 Peak Road)



在纜車總站旁的山頂瞭望台於1955年5月啟用，在香港政府測量圖中標示為Bowring Lookout，即鮑寧亭；另一個更為人熟悉的名字為「老襯亭」。名字的來源有不同的說法，華僑日報1955年4月9日有關鮑寧亭的新聞報道中寫道：「這『扯旗山頂望落嚟』特建亭...在海拔千多呎，再加上那完備的瞭望儀器，相信太平山下究竟有多少『老襯』也不難給你清楚地數出。」「老襯亭」其後被拆卸，取而代之是1972年落成的爐峰塔。爐峰塔上世紀90年代開始老化，遂拆卸重建成今日的山頂凌霄閣。

The Peak Lookout next to the Peak Terminus was inaugurated in May 1955; it was labeled as Bowring Lookout in the Ordnance Map, but perhaps more widely known as the “Chump’s Lookout”. There are a few theories for the origin of the nickname, one of them being an article from Overseas Chinese Daily News on 9 April 1955: “A lookout specially built for looking down Victoria Peak... At a thousand feet above sea level, with complete viewing instruments, one might even count the number of chumps below the mountain.” The Chump’s Lookout was later torn down. In its place the first generation Peak Tower was erected in 1972. It showed signs of aging in the 1990s, leading to its demolition and reconstruction into the second generation Peak Tower we see today.





香港於十九世紀中葉曾被形容為「一塊沒有民居的光禿禿石頭」，當時的植被多為各村落後山的風水林。現時香港大部分林地都是二次大戰後重生的次生林，大部分位於郊野公園並受到良好的保護。由於較少人為干擾，加上林木漸趨成熟，吸引很多喜愛林地的鳥種。

太平山—中區自然文物徑這條林蔭小道，既是附近居民鬆弛身心、強身健體的消閒好去處，也為多種雀鳥提供一個不可多得的安樂窩。

In the mid 19th century, Hong Kong Island was famously described as “a barren rock with hardly a house upon it”. At that time, most woodland was found in small fung shui patches behind villages. Nowadays, most of the vegetation cover is secondary woodland, which has regenerated since the end of the Second World War. Most woodland is located within country parks, which provide a high degree of protection against development. These areas, with lower human disturbance, have gradually become more mature and attract species which favour forest habitat.

The Victoria Peak-Central Green & Heritage Trail is not just a place for relaxation and walking, it is also a convenient site for watching birds. Quite a number of the feathered families enjoy the life here.

小鳥一族 The Mini

圖例 Key	
中	中文名 Chinese name
E	英文名 English name
S	學名 Scientific name



中 樹麻雀
E Eurasian Tree Sparrow
S *Passer montanus*

香港最常見的麻雀。頭部褐色，白色面頰上有黑斑，眼先、喉部和嘴黑色。上體褐色，有黑色縱紋，下體淡灰褐色，脇部沾褐，腳粉紅色。

The most common sparrow in Hong Kong. Brown head, white cheeks marked with a black patch. Lores, throat and bill black. Upperparts brown with dark stripes. Underparts pale grey, flanks brown and legs pink.



中 暗綠繡眼鳥 (相思)
E Swinhoe's White-eye
S *Zosterops simplex*

體型細小。頭、上身及尾部綠色，有明顯的白眼圈，嘴和腳黑色。喉和臀部黃色，胸和腹部白色。常成群一起活動，叫聲為輕柔的「tzee」聲。

Small size. Head, upperparts and tail green, with prominent white eyering, black bill and legs. Throat and vent yellow, breast and belly white. Wanders and feeds in flocks. Call a soft “tzee”.



中 紅耳鶇
E Red-whiskered Bulbul
S *Pycnonotus jocosus*

頭、嘴和腳黑色，有獨特的直立冠羽，耳羽紅色，面頰及喉白色，有黑色頰紋。上體至尾部褐色，尾羽末端有白點。下體淡褐色，臀部橙紅色。常發出清脆的「bulbit... bulbit...」聲。

Black head, bill and legs, prominent erect crown feather. Red ear-coverts, white cheeks and throat, with black moustachial stripe. Brown upperparts to tail, which is tipped with white. Underparts pale brown with orange red vent. Calls a cheerful “bulbit... bulbit...”.



中 白頭鶇
E Chinese Bulbul
S *Pycnonotus sinensis*

全身橄欖綠色，頭、嘴和腳黑色，後枕、面頰和喉部白色，下體至尾下覆羽淡色。鳴聲似紅耳鶇，但較沙啞。

Olive green. Black head, bill and legs. Conspicuous white nape, cheeks and throat. Buffy breast to vent. Call is similar to Red-whiskered Bulbul but less musical.



中 長尾縫葉鶯
E Common Tailorbird
S *Orthotomus sutorius*

小型鶯，嘴長尾長，額及頭頂紅褐色，背部至尾部橄欖綠色，下體白色，喉部時見黑紋。叫聲是獨特而響亮的「chink-chink-chink」聲，不斷重複。喜在林中下層植被活動。

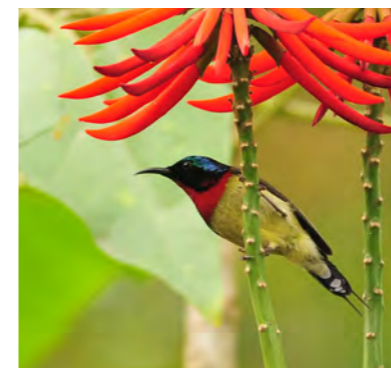
Small warbler with long bill and tail. Reddish-brown forehead and crown. Olive-green mantle to tail. White underparts. Throat may show some blackish streaks. Call a distinctive loud and repeating “chink-chink-chink”. Prefers lower storey in forest.



中 蒼背山雀 (大山雀)
E Cinereous Tit
S *Parus cinereus*

頭黑色，面頰有獨特白斑。上體灰色，翼黑色而邊緣白色。一道黑紋由喉部伸延至腹部中央。叫聲變化多端，如獨特的顫抖「tzzz-tzzz-」聲，伴有響亮的「chik- chik」歌聲。

Distinctive black head with white cheek patch. Grey upperparts. Black wings with white edges on feathers. Black line extends from throat to centre of belly. Various calls, one a distinctive quivering “tzzz-tzzz-” with loud “chik- chik” notes.



中 叉尾太陽鳥
E Fork-tailed Sunbird
S *Aethopyga christinae*

體型細小。嘴尖細及向下彎。雄鳥湖水藍色的頭帶金屬光澤，臉部深色，上體綠色，腰黃色，尾部有兩條細長尾羽，喉部和胸部紅色，下體淡黃色。叫聲為急速而輕柔的「zwink-zwink」聲。

Small bird with decurved bill. Male has glossy greenish blue head, drak cheeks, green upperparts and yellow rump, with two elongated tail feathers. Throat and breast red, underparts pale yellow. Call a soft and frequent “zwink-zwink”.

中雀派 The Midis



中 八哥
E Crested Myna
S *Acridotheres cristatellus*

全身黑色帶有光澤，虹膜橙黃色，嘴的上部和頭頂之間有長冠羽。嘴黃色，腳淡粉紅色。飛行時翼底有明顯大白斑。

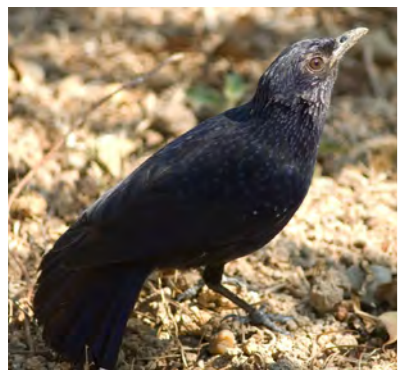
Shiny black, with yellow-orange iris and long tufts above the bill. Bill yellow, legs pale pink. Distinctive white patch under each wing in flight.



中 鵲鳩
E Oriental Magpie-Robin
S *Copsychus saularis*

俗名「豬屎渣」。黑白兩色，雌鳥和雄鳥相似，但頭及上體的黑色由灰色代替。叫聲響亮悅耳，變化多端，又時常發出「查」的噴氣聲。

Black-and-white robin. Female resembles male but black on head and mantle is replaced by dark grey. Loud and melodious calls, sometimes also a long drawn-out hissing.



中 紫嘯鶇
E Blue Whistling Thrush
S *Myophonus caeruleus*

嘴及腳黑色。全身看似黑色，但如果光線良好，獨特的深紫色和淺色斑點便明顯可見。聲音是清脆嘹亮的長嘯聲，遠處可聞，常不停開合尾羽。

Black bill and legs. Body appears black, but deep violet plumage with lighter spangles is unmistakable under good light conditions. Call is a loud and long whistle, which could be heard from long distance. Often fans tail.



中 黑臉噪鶇
E Masked Laughingthrush
S *Pterorhinus perspicillatus*

香港最常見的噪鶇。背灰褐色，頭較灰，臉部有黑色面罩，尾部深褐色，尾下覆羽紅褐色。常小群出沒，叫聲為嘈吵的「bill-bill-」聲。

The most common Laughingthrush in Hong Kong. Body greyish brown. Head greyer with black mask on the face and rufous undertail coverts. Tail dark brown. Usually in small flocks. Call is a loud, scolding “bill-bill-”.



中 珠頸斑鳩
E Spotted Dove
S *Spilopelia chinensis*

常見的斑鳩。後頸黑色且滿佈白點，頭灰色，全身褐色，嘴黑色，腳紅色。雄鳥求偶時會鼓起喉頭，不斷向雌鳥鞠躬點頭。聲音為低沉的「hoo...hoo...」聲。

Common dove. Black hindneck with dense white spots. Grey head, overall plumage brown, black bill and red legs. In courtship, male inflates its cheek and bows to female. Call is a “hoo...hoo...” at low pitch.

大鳥 The Maxis



中 黑鳶 (麻鷹 / 黑耳鳶)
E Black Kite
S *Milvus migrans*

香港最常見的猛禽，全身大致深褐色，耳羽深色。經常在高空盤旋，初級飛羽分開像手指；尾羽楔形，末端開叉，有別於其他猛禽。叫聲為一聲長嘯後有數節短促的嘯聲。

The commonest raptor in Hong Kong. Mainly dark brown with dark ear coverts. Usually soars high in the sky. Fingers at wing tip. Distinguished from other raptors by a wedge-shaped tail. Voice is a long whine followed by a series of shorter ones.



中 喜鵲
E Oriental Magpie
S *Pica serica*

肩及腹部白色。胸部、嘴和腳黑色。在陽光下上身有藍色金屬光澤，飛行時可見白色飛羽。叫聲為響亮的「glar-glar-」聲，喜在開闊地方的樹頂營巢。

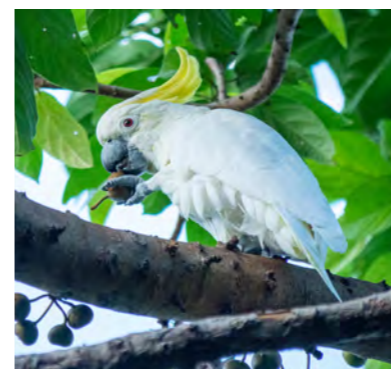
White on shoulders and belly. Black on breast, bill and legs. Shiny metallic blue on black upperparts under sunlight. White flight feathers can be seen in flight. Call a loud and continuous “glar-glar-”. Nests on top of trees in open areas.



中 紅嘴藍鵲
E Red-billed Blue Magpie
S *Urocissa erythroryncha*

頭至胸部黑色，頭頂至後枕白色，嘴、虹膜和腳紅色。上體藍色，下體白色。有很長而帶藍色的尾羽，尾下羽毛黑色，末端有大白斑。通常小群活動。

Black from head to breast, white from crown to nape. Bill, iris and legs are red. Blue above and white below. Long blue tail tipped white. Usually occurs in small groups.



中 小葵花鳳頭鸚鵡 (小葵花鸚鵡)
E Yellow-crested Cockatoo
S *Cacatua sulphurea*

外地引入鳥種，全身白色，嘴和腳灰黑，經常豎起黃色或橙色冠羽。大多棲於香港島，常棲息於香港公園和香港動植物公園內的樹洞。

Introduced species, overall white in colour, bill and legs dark grey. Yellow or orange crest often erects. Mostly lives in Hong Kong Island, often observed living in tree holes at Hong Kong Park and Hong Kong Zoological and Botanical Gardens.



太平山-中區



自然文物徑



*Victoria Peak - Central
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