

漢

中文基本功

第256期

通識新世代

放眼天下

《東方紅》由葭縣歌手作詞 《蒹葭》則是古代抒情名篇

二〇〇九年十二月二十日晚，收聽商業電台一節目，聽得其內容，與香港電台一節目差不多，都談上世紀四十年代後期有關內戰的事。當晚該節目主持人有三點講錯：他說當年流行於紅區的歌曲《東方紅》原是山西民歌，一也，將徐蚌會戰（即淮海戰役）第二階段中戰敗的黃維說成是投降的，二也；誤把黃維兵團被殲的地點雙堆集當作江蘇的地方，三也。

據所知，《東方紅》的曲譜來自陝西北部的民歌《信天遊》。自一九四二年冬，陝北葭縣歌手李有源作詞，即成了歌頌中國共產黨和毛澤東的歌曲。

葭縣，你在今天的《中國地圖》或《陝西省圖》都找不到。原來，自一九五六年搞漢字簡化，有人要淘汰生僻字，葭字也在淘汰之列，所以葭縣到一九六四年改名佳縣。可是，凡稍懂中文，都知道葭

字音家，指初生蘆葦，與佳字指美好字義有別，不應混淆，更不能互相替代。我讀中學時，就讀到古詩《蒹葭》，至今仍能背誦：「蒹葭蒼蒼，白露為霜，所謂伊人，在水一方……」這是抒發相思無限情的古詩名篇，不少人還能經常運用箇中名詞「伊人」，拿來比喻少女。又以「葭思」一詞表示相思，魯迅也用到。小說《三國演義》有一回「馬超大戰葭萌關」，粵曲《夜戰馬超》，都是演繹張飛與馬超大戰一百回合的故事。可知葭字不算生僻，要淘汰？談何容易！

至於一九四八年十一月，黃維率領十二兵團由河南開入安徽，到十二月，所部在安徽宿縣南的雙堆集被殲，本人被俘。這說明，黃維不是投降，雙堆集也不在江蘇。宿縣以北，才是江蘇、安徽兩省交界，宿縣以南的雙堆集又怎會屬於江蘇？ 容若

五星級英文



A Farmer Producing Colour (7)

黑楊 (yeung@harkyeung.com)

In Norwich, I found a tea shop and the two young women working there were very nice. Later I found out that both have gone through universities. One got a degree in music, the other one in fine art. They told me it was difficult to find jobs.

Now in Hong Kong, the university graduates are also having problems getting jobs because so many companies have moved their manufacturing bases to China. It seems Hong Kong and the western countries are in the same situation and the negative effects of globalisation are emerging.

If Ian's business is successful, he can hire an artist, either to promote his products or to design something for him. But now he is doing nearly everything with his wife. They only have a casual worker. And that's all. I cannot afford to have workers, he said.

Ian is now 67. He looks very young and healthy, but he said he had bad knees. When he walks, one can see that his knees are not very strong. But that does not seem to be a big problem. People in that part of England carry a special aura. I think they all look energetic, even they have wrinkles on their faces. One of the reasons is perhaps the good food they have.

世「數」社經

學歷高 有衝勁 「八十後」非注定失敗

財務司司長曾俊華曾在自己的博客談過「八十後」，他認為八十年代出生的香港人是愛香港，愛表達，有衝勁，有激情，曾司長用自己年輕的經歷來訴說他了解「八十後」。

經管司長點題，「八十後」忽然熱爆，相信連最早在2004年提出戰後四代香港人的呂大樂也感到詭異；「八十後」現象終於在5年後爆發，當年呂大樂界定了八十年代後出生的年輕人是戰後第四代香港人，他們雖然平均學歷高，卻是低收入，缺空間，沒上位機會，注定失敗。

「八十後」學歷高沒用，因為香港的學歷通脹太快，大學學位只是第二代香港人的中學畢業標準。

至於低收入是因為香港經濟已起飛，如今已趨成熟，薪金是因應市場及經濟環境，大學畢業後三幾年，薪金增長不多，甚至沒增長是大勢所趨。

缺乏空間是由於人力資源飽和以及工業轉型至服務業已在1990年代開始，致發展空間變得較窄，本來金融服務一枝獨秀，可惜來個金融海嘯，將之一掃打殘。

沒上位機會是因為戰後嬰兒潮在1970年代，1980年代後出生率開始下降，第二、三代香港人穩居中、高層，「八十後」又焉會有上位機會。

「八十後」要醒覺、靠自己，未必注定失敗。

專業教育培訓顧問 呂康

Hong Kong pushed for building express rail link

Editorial

The Wuhan-Guangzhou section of China's passenger express rail network begins business operation upon completion of construction. This draws wide attention in Hong Kong. Industrial and commercial sectors hope the new rail link could bring more Mainland tourists to Hong Kong. With Wuhan-Guangzhou link opening to traffic, Hong Kong is pressed for building the local section of the (Guangzhou-Hong Kong) express rail link. After a trial trip on the Wuhan-Guangzhou express rail, Secretary for Transport & Housing Eva Cheng said Hong Kong should brook no delay in construction of the local section. With the construction of the local section, Hong Kong will be more conveniently linked with the Mainland express rail network, and more directly share its economic benefits.

China began to build a nationwide high-speed rail network with the launch of its 11th Five-year Plan (2006-2010) For Social and Economic Development. According to the plan, the backbone of the express rail network mainly consists of four north-south trunk lines and four east-west ones, which altogether are some 10,000 kilometres in length. Construction of these eight trunk lines is scheduled to be roughly completed by 2012. The Wuhan-Guangzhou link, the first section of over 1,000 kilometres in length to have been completely built, is part of the north-south trunk line linking Beijing and Hong Kong. Construction of the national passenger express rail network provides a new important stimulus to China's economic development and thus is of great help (for China) to sustain the current economic recovery and to seize the advantage point for post-crisis industrial development. Therefore, it could be said that the construction of the express rail network "was born in a right time". Direct economic benefits are already quite remarkable. The input of trillions of yuan will boost the development of relevant industries - from research and development (R&D) and manufacturing of engines and other facilities, to laying railroad tracks and related services. This will lend support to numerous enterprises and boost employment, and hence give a strong stimulus to economic growth.

And the indirect benefits from the construction of the high-speed rail network may be even more noteworthy. No wonder some commentaries in the United States have pointed out that its importance would be no less than the Railroad Boom in US (in early 19th century) to develop its vast West. Firstly, the express rail network could strengthen exchanges between various places in the country. This is in favour of the growth of a united market in China, whose efficiency could be improved through division of labour and complementary cooperation between these places. For example, the express rail link makes a one-day round trip possible between Hong Kong and Wuhan. Hence a three- or four-hour economic circle could be formed along the rail link. Secondly, with the express rail network, a transport-oriented development mode could be established to boost development along the rail lines. In Japan, big cities linked by the Shin-kan-sen have formed a quite complete industrial belt. The Wuhan-Guangzhou section is of particular importance. It links three key regions: the Greater Pearl River Delta including Hong Kong and Macau, the Changsha-Xiangtan-Zhuzhou economic zone in Hunan province, and the economic circle formed by Wuhan and surrounding cities. These three regions, each having its own characteristics and advantages, are highly complementary and interactive, and as such their synergies brought about by the express rail link can hardly be overestimated. It may be mentioned here that Wuhan is now reportedly planning to build a cluster of industrial and commercial development projects near the express rail station.

Moreover, high-speed rail is a green project, which is more efficient in saving energy saving and reducing emission. Compared with cars and airplanes, high-speed rail transport has the obvious advantages in saving energy, using less land and emitting less carbon. Therefore, it can not only improve environmental protection but also lower costs

and bring "green" economic benefits. This would also help China to honour its emission-reduction commitment made at the Copenhagen climate change conference at the end of last year, improving China's image of "green development" in the world.

Lastly, China's high-speed railway industry has good competitiveness internationally and great potential for export. As China has its own intellectual property rights to the engine, power supply system and rail-track manufacturing, it can export a whole project including technology, product manufacturing, railroad building and maintenance services. China's high-speed railway now is among the most advanced in the world, and countries like the United States and Russia intend to import relevant technologies and products. For instance, China has already signed a Memorandum of Understanding (MOU) with some US company for cooperation in this regard.

Obviously, China's achievement in express railway construction and the incurred influence are not limited to the construction of a network and the derived benefits, but could also open a new chapter in world history of railroad construction. At present, only Japan and a couple of European countries (mainly France and Spain) own high-speed rail networks. But due to geographical limitations of these countries, they could not bring the potentials of their high-speed rail networks into full play. After completion of construction, China's express rail network will be the largest in the world, far surpassing other countries including Japan and France. This will further boost technological innovation in China, and given the low cost and economy of scale, the efficiency of China's express rail network will be further raised. The success in building the express rail network also illustrates the powerful strength of the development mode led by independent innovation and technological R&D. Such a mode therefore should be promoted to other important industries so as to upgrade China's manufacturing from low-end, labour-intensive processing to technology- and capital-intensive production. In this way China can be gradually turned from a large manufacturing country into a strong manufacturing power.

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WORDS AND USAGE

① Press for (phrasal verb) - To try in a determined way to achieve something.

Examples: 1. The committee also agreed to press for changes in the current financial system. 2. The more she pressed him for an explanation, the more he refused to speak.

② Brook no sth (idiom) - To definitely not allow or accept something.

Examples: 1. He made it clear that he would brook no dissent. 2. The new government will brook no delay in the reconstruction of disaster areas.

③ Consist of sth (phrasal verb) - To be made of particular parts or things.

Examples: 1. His breakfast consists of black bread and a cup of coffee. 2. This year's team consisted entirely of collage players.

④ Vantage point (noun) - A position or place that allows one a wide or favourable overall view of a scene or situation.

Examples: 1. Hidden by concealing shrubbery, he crawled to a vantage point upon a hill. 2. From my vantage point in the window I could see clearly what was happening down the street.

⑤ Synergy (noun) - The extra energy or effectiveness that people or businesses create when they combine their efforts.

Examples: 1. Profitability is expected to benefit from synergies between the two operations. 2. The consistent use of the latest available technology creates beneficial synergy effects.

武廣線通車催促本港高鐵

武漢廣州高速客運鐵路專線建成通車，引起了本港廣泛關注，工商界更希望新線能帶動更多內地旅客訪港。武廣線通車亦對本港高鐵建設起到催迫作用，運輸及房屋局局長鄭汝樺在試乘後，更表示啓動建設已刻不容緩。本港路段建成後將可更方便與內地高鐵網連接，從而可更充分地分享其經濟利益。



武廣高鐵已通車

中國自「十一五」計劃起開展高鐵路建設，要完成萬餘公里的「四縱四橫」骨幹網，並預算大部分可在後年完成。武廣線乃首條建成的超過一千公里長的路段，屬於北京香港縱線的部分。客運高鐵路網的建成，對中國經濟發展是個重要的新動力，十分有利於維持目前的復蘇勢頭，及搶佔後危機時代的產業發展制高點，故可謂生得其時。直接的經濟效益已十分可觀，以萬億元計的投入將拉動從機車及配套设施的製造研發，到路軌建造和相關服務等大批產業的發展，及支持眾多的企業及就業，故可有力地支持經濟增長。

更值得注意的是由高鐵路帶來的間接效益，難怪有美國評論指其重要性，將不亞於當年美國修築鐵路以開發西部。首先，這可強化全國各地交流，有利於全國統一市場的發育，並可由促進各地分工與互補合作來增加效益。如香港與武漢間可即日來回，從而建立起沿線的三至四小時經濟圈。其次，可借高鐵路實行交通導向發展模式來推動沿線建設。如日本新幹線 Shin-kan-sen 所連接的大城市，便形成了較完整的產業帶。武廣線的意義尤為重大：這連貫了包括港澳在內的大珠三角，湖南的長潭株經濟區，和武漢城市群經濟圈等三大重點區域，而三者各有特色及優勢，且互

動及互補性很強，由此產生的協同效應實難以估量。此外，據報在武漢車站周邊，亦正醞釀形成臨站的工商開發區群落。

再次，高鐵是個綠色項目，有良好的節能減排效益，比起汽車及航空運輸，在能耗、用地及排碳等方面都有十分顯著的優勢。由此不單可改善環保水平，還可由降低成本帶來綠色經濟效益。這也有助達致去年底中國在哥本哈根氣候大會上作出的減排承諾，從而可強化中國在國際上的綠色發展形象。

最後，中國高鐵有良好的國際競爭力及出口能力。由於中國對機車、供電及路軌建造等都有自主知識產權，故可提供由技術、產品製造、建路及維修服務等的整套項目出口。由於中國高鐵的水平已晉居世界前列，故美俄等都有意引進相關的技術及產品，如有關方面已與美國公司簽訂了合作備忘錄。

顯然，中國高鐵路項目的成績及影響，不單表現在網絡建設及其衍生的效益上，還有可能為世界鐵路發展掀開新頁。目前擁有高鐵路網絡的只有日本及個別歐洲國家（主要是法國、西班牙），但由於地域有限高鐵路潛力未能充分發揮。中國高鐵路網建成後規模之大將居世界首位並遠超日、法等國，由此可帶動更進一步的技術創新，再加上低成本及規模經濟，其效益將躍上新台階。高鐵路建設的成功，也顯示了由自主創新及技術開發來引導發展的模式威力，故理應推廣至其他重要產業，把中國製造的基礎由低檔勞動密集加工產品，提升到技術及資本密集產品，使製造大國逐步轉變為製造強國。

2010/01/06 大公報社評

乘高鐵8小時可達全國大城市

備受矚目的全球首條里程最長、時速最快的高速鐵路「武廣客運專線」，於2009年12月26日通車營運，中國步入高鐵路新時代。武廣高鐵路的成功營運使武漢至廣州的車程由原來的11小時縮至不到3小時。

這條線路的開通不僅為沿線民眾提供快捷的交通方式，還為「泛珠三角」地區未來的經濟發展帶來新動力，香港旅遊業也可從中受益。以前由於沒有高鐵路，加上機票昂貴，湖北和湖南的民眾很少到香港旅遊；如今有了高鐵路，這些省份的居民可以先到廣州，再南下香港遊玩。隨着武廣高鐵路通車，湖北和湖南已有旅行

社組織赴港旅遊團，利用這條高鐵路創造新旅遊路線。

隨着中央政府在全國布建貫通南北西東的高鐵路網，如香港未能銜接，令高鐵路在廣州或深圳止步，就可能失去與大陸對接的機會，長遠可能影響香港利益。

中國高鐵路網2012年將覆蓋全國90%以上的人口，連接所有省會及50萬人口以上的大城市。毋庸置疑，鐵路是國民經濟的命脈，中央政府未來3年將投資13萬億元人民幣建設縱橫相通的高鐵路網。建成後，除烏魯木齊和拉薩之外，城市之間車程都在8小時之內。

通識記憶體

