



中文基本功

曹操戰赤壁有多少兵
孔明治荊州管多少郡

十一月廿日收聽香港電台《古今風雲人物》講諸葛亮（孔明），提到赤壁之戰曹操有百萬之衆，諸葛亮在江東「舌戰群儒」；廿七日收聽該節目，聽到主持人說曹操之兵被困烏林有幾十萬，劉備全佔荊州，由諸葛亮管治荊州八郡。我認為，此四者皆與史實不符。

據《三國志》史料，曹操南下荊州，寫信給孫權，自稱率領「水軍八十萬衆，與君會獵於吳」，嚇得孫權群下紛紛要求向曹操投降；周瑜堅決反對，笑這班人被「八十萬」這個數字嚇倒，沒有探其虛實。周瑜分析：曹操由中原帶來之兵，不過十五六萬，而且久已生病，新得劉表之衆，極其量七八萬，尚有狐疑之心，「夫以疲病之卒，馭狐疑之衆，數雖多，甚未足畏。」由此可知，曹兵不過二十多萬，說成八十萬，已是虛張聲勢，電台主持說的「百萬」，更加誇張。「諸葛亮舌戰群儒」，是小說《三國演義》的一回，正史《三國志》及其他任何有關史書，無隻字提及。

曹操下荊州，既然僅得二十多萬人，當他「被困」烏林一個地點，安得「數十萬」？這個誇張，更不足信！

容若



Transport subsidy must really benefit low-income people

Secretary for Labour and Welfare of the SAR Government, Matthew Cheung Kin-chung, yesterday unveiled the proposed Work Incentive Transport Subsidy Scheme. According to this new scheme, a qualified low-income worker will be granted a monthly transport subsidy of \$600. It is estimated that 330,000 low-income employees will be eligible under the new scheme

Right now, transportation cost accounts for a considerable proportion of a low-income family's spending, **so much so that** transport cost has become an unfavourable factor standing **in the way** of employment. If a person who lives in a relatively remote place takes a job in an urban area, he will have to spend \$20-\$30 each day to travel **back and forth**. How much will be left from his scanty salary? Not to mention that he also has to pay housing rental and buy food. In recent years, there is a saying that "Getting employed is worse than receiving Comprehensive Social Security Assistance (CSSA)." A very real reason for this is because transport simply costs too much.

Let's take the example given by the Secretary for Labour and Welfare yesterday. The husband and wife of a family of three both go out to work. With the husband earning \$7,000 a month and the wife \$5,000, the household's monthly income is \$12,000. Hence both the husband and wife are eligible to apply for the transport subsidy, and each could receive \$600 per month. Together they could receive a monthly subsidy of \$1,200, which is **not by any means** a trivial sum for the household. But this can also be understood in the other way around. How heavy a burden the monthly transportation cost of \$1,200 must be for this family of three without the subsidy! As a result, the wife or even the couple might just prefer staying home and living on CSSA aids to going out to work.

Undoubtedly, therefore, providing a monthly transport subsidy of \$600 is a very timely and "in-place" relief measure to help low-income individuals and families, especially in the current time when prices of clothes, foodstuffs, housing and transportation are all going up. Frankly speaking, the vast majority of wage-earners can hardly benefit from other relief measures like waiver of rates or reduction of salaries tax. For them, the \$600 transport subsidy is a "tangible" and practical benefit.

It is exactly because of this, the criteria for eligibility for the \$600 transport subsidy in principle should be "easing instead of tightening" and "simple instead of complicated". Needless to say, it is the responsibility of relevant authorities to make strict checks when spending of public funds is concerned. According to the criteria for eligibility publicized yesterday, an individual with monthly income up to \$6,500, a family of two with a monthly income up to \$8,500 and a family of three with a monthly income up to \$12,000...are eligible to apply for the transport subsidy. Such criteria can hardly be said as easing. Taking for example the just-passed statutory minimum wage of \$28 an hour that is to be enforced in the middle of next year, an employee (working for minimum wage) will make \$5,800 a month by working eight hours a day and six days a week. Just a little bit more and he will be disqualified from applying for the \$600 transport subsidy.

In this regard, authorities concerned must be pragmatic while making strict checks. In particular, after the statutory minimum wage **comes into force** next year, quite many cleaners, security guards and employees in fast-food restaurants who normally work more than eight hours a day will be paid a bit more as their

minimum hourly wage increases, and as such they are very likely to be disqualified from applying for the transport subsidy. For them, then, "what is to be gained will not make up for what is to be lost." As a result, they will benefit from neither. These are groups that are to narrowly benefit from the enforcement of statutory minimum wage. Absolutely they should be considered eligible recipients of the transport subsidy. Therefore, in processing applications for the transport subsidy, relevant authorities must remain open-minded and flexible to take into consideration the new factor of the enforcement of the statutory minimum wage and the fact that many low-income people work overtime regularly.

Likewise, one of the criteria for applying for the transport subsidy, as unveiled yesterday, stipulates that an eligible applicant must work no less than 72 hours a month or, in other words, no less than 18 hours a week or no less than three and a half hours a day for five days a week. On the face of it, this is not a very harsh term. But in reality, there are indeed some housewives who would go out to do some part-time works on weekdays when their children go to schools, to make some "extra bucks" to help their families, such as cleaning houses, buying foodstuffs and cooking (for others). They may work less than three and a half hours a day and as such may not be eligible for the transport subsidy. But these women indeed provide their labour to ease their families' financial burden. How come they would not be recognised and given the help? Those people who work part-time should be given at least half of the monthly transport subsidy, even if they are not eligible for the full subsidy of \$600. This stands to reason and sense.

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WORDS AND USAGE :

- ① **So much so that** (idiom) - To such an extent that... (達到這樣的程度以致...)
Examples : 1.He loves mathematics so much so that he will spend a whole day solving mathematical problems without remembering to have meals. 2.Computer games have opened a new world, so much so that you wonder what you used to do with your free time.
- ② **In the way (of), in sb's way** (idiom) - Keeping someone from moving or doing something. (妨礙, 礙事)
Examples : 1.Am I in the way? 2.You impede the workman if you get in his way.
- ③ **Back and forth** (idiom) - To and fro, backward and forward. (來回, 往返, 反覆)
Examples : 1.The tiger is pacing back and forth in his cage. 2.They discussed the issue back and forth, without getting very far.
- ④ **Not by any means, by no means** (idiom) - In no way at all; definitely not. (一點也不, 絕對不是)
Examples : 1.I would agree with him up to a point - but by no means completely. 2.He hasn't won yet, not by any means.
- ⑤ **Come into force** (idiom) - Begin to be used; become effective. (開始生效, 實施)
Examples : 1.The new laws come into force next month. 2.After the new housing regulations come into force, we will find it easier to buy our own home.

交通津貼要切實惠及低薪階層

特區政府勞工及福利局局長張建宗昨日宣布推出一項新的「鼓勵就業交通津貼計劃」，合資格的低收入人士每月可獲交通津貼六百元，估計全港有三十萬多人符合申領資格。

當前，交通費在低收入家庭開支中佔據相當主要的位置，甚至已經成為窒礙就業的一項不利因素。一些居住在較邊遠地區的人士要到市區上班，每日來回車錢就要二、三十元，微薄的工資收入還能剩下多少？更不要說交租和吃飯了。近年所謂「打工不如攞綜援」，交通費支出太大是很現實的原因。

就以勞工處長昨天舉出的例子來說，一個三人家庭，夫婦都出外工作，丈夫賺七千、妻子搵五千，加起來是一萬二，如此已符合申領交通津貼的資格，兩人每月可以分別拿到六百元，合起來就是一千二百元。這一千二百元的津貼對這個家庭來說肯定是不不少的挹注，但完全可以反過來理解，如果沒有這筆津貼，每月一千二百元的交通費對這個三口之家來說是一項多麼沉重的負擔，甚至可能導致做妻子的或夫婦兩人不如都不去打工，坐在家裡等領綜援好了。

因此，毫無疑問，每月六百元的交通津貼，對低收入人士及家庭，特別是眼前衣、食、住、行樣樣加價的一片漲風下，在利民紓困上是一項十分及時和「到位」的措施。老實說，對廣大打工仔來說，什麼豁免差餉、減薪俸稅未必知道受惠到那裡去了，唯獨六百元交通津貼則是「明碼實價」、簡單實惠的。

正因如此，六百元交通津貼的申領和發



港府推出交通津貼計劃，合資格的低收入人士每月可獲 600 元交通津貼

放，原則應是「宜寬不宜緊」、「宜簡不宜繁」。

當然，對公帑的運用，有關部門必須負責把關，按昨日公布的申領標準，個人入息上限是六千五、二人家庭八千五、三人家庭一萬二……，是說不上寬鬆的；以剛通過明年中實施的最低工資時薪二十八元來說，每日工作八小時，一星期工作六天，每月收入五千八百元，差一點很容易也就會「超標」而拿不到六百元津貼的了。

對此，有關部門在嚴格把關的同時，必

須要實事求是，特別是明年最低工資立法開始實施，不少清潔工、保安員及快餐店員工都超過八小時工作，一旦實施最低工資，收入會有所增加，很可能會被摒諸領取交通津貼的門外，那就是「得不償失」，等於兩頭都不受惠了。這些僅僅惠及於最低工資的一群，絕對應該是交通津貼的受惠對象，有關當局在考慮審批時須充分顧及到最低工資立法這一新因素，以及低收入人士長期加班的現實，不能「一刀切」。

2010/12/14 大公報社評

交通費佔市民入息近一成

香港樓租貴車貴。據統計處數字分析，1999年至2005年6月綜合物價指數下跌13.6%（通縮），公共交通費不跌反升，由2001年至2004年增幅達1.1%。普通市民希望交通費佔薪金的比例應在5%以下，但大部分卻要付出5-10%的收入作交通費。

巴士算是相對便宜的交通工具，但搭一程過海就要十餘元，來回接近30元。上班族行走香港，特別是由新界往市區，通常不是一程巴士就直達目的地，而是小巴轉火車（或港鐵）再轉巴士，每天交通費等閒也要四、五十元，一個月下來就是千多元。這筆開支，相當於草根家庭每月收入的五分之一。繼港鐵加價後，收費最便宜的

電車（成人單程2元）也計劃申請加價四分之一。

小巴、巴士同樣申請加價。

香港大學社會工作學會等團體在18區街頭訪問660名在職人士，目前交通費支援計劃的4個受惠地區（元朗、屯門、北區及離島居民）為例，該4區近70%受訪者每天花費逾20元於交通費，逾20%人士的交通費更高達40元以上；其餘14個未受惠地區的受訪者，亦有11%人士每天要付逾40元的交通費。鑑於18區市民同樣面臨跨區工作的情况，所需車資同樣昂貴，團體呼籲把跨區交通津貼推廣至全港打工仔。民建聯更提議設立300億元「公共交通收費穩定基金」。



觸景立畫

和

「和」是中國文化的核心，提倡人與自然的和諧、人與人相處的和睦、和氣，世界和平更是普遍人的共同願望。視覺藝術院劉澤光以多種書法字體書寫「和」字，並以此為其個人展覽的主題。他用現代手法演繹中國文化社會中極重視的和諧觀念，探討天與人、施與受、黑與白及雅與俗四種關係。即日起至2011年1月28日假浸會大學顯明均展覽廳（九龍塘禧福道5號浸大傳理視藝大樓地下及1樓）展出，歡迎公眾參觀。



Soho Diary



Johnny?

Hark Yeung (yeung@harkyeung.com)

Suddenly three women on the Central to Mid-levels escalators, the longest in the world, were talking about Confucius (孔子). It was around 1 pm.

Usually, at this time of the day, people are talking about the stock market or the property market. Along the escalators, there is always an elderly woman handing out leaflets with information about properties for rent or for sale.

The one-metre-wide moving belt works like a one-way road with two lanes: the slow lane on the right and the fast lane on the left. Those standing on the right just let the moving belt carry them upward; those in a hurry walk on the left side. This way of sharing space is very much a part of Hong Kong culture. As mentioned before, the escalator system has appeared in a film. The cityscape it goes through includes at least five generations of buildings. And the conversations you can pick up along it are more interesting than the cityscape.

There is a saying in Chinese: use that person's way to handle that person. They have their own peace prize now, a woman said.

But what does that mean? Another one asked.

Try to understand your opponent's mindset and make the best use of it, the third one said.

You are learning 'Shadow Boxing' (太極拳) ... It's the same. A Taichi (太極) master watches every move of the opponent and twists it and strikes back, the first one said. That is why people who are good at politics are often called 'shadow boxers'.

Who is Confucius? One of them asked.

Johnny, said another one.

Johnny?

Oh, you didn't attend schools in Hong Kong? In my secondary school days, I had to recite a small paragraph about Confucius: Confucius's given name is Yiu (丘), and his other name is Jon Ni (仲尼) ... So, his English name is Johnny... It's a joke.

通識記憶體

