

宋代遺址為香港增添 「城市名片」

中英社評

正在興建中的港鐵沙田至中環線，其位於啟德發展區的工地日前發現宋代古井及大批文物，本港及廣東考古學界對遺址十分重視，本港市民對有關發現亦感到興趣。

有關發現，其考古、文物及歷史價值不容置疑。宋代距今已一千多年，一個比較大規模的居住遺址，包括房屋地基、水井、墓葬以及出土逾三千件陶器、瓷器及銅錢等文物，即使在內地也屬並不多見。有關發現，可以令人對宋代的建築形式和生活方式增加了解，特別是此一遺址出土在香港這一南方地帶，對起源於北方的北宋王朝以及後來南渡後的南宋歷史，包括南宋「末代皇帝」宋帝昀「蒙塵」逃難至香港、最後在潮州崖門由忠臣陸秀夫背負少主蹈海自盡的一段史實，有關遺址無疑是史地的一個重要參考和佐證。

而更重要的是，對一個城市和居住在那裡的人來說，歷史文化傳承是一種無可比擬的財富，更是證明自身底蘊和價值的一個重要依據，其理就好比一個有錢人，如果說不出自己的家世和來歷，別人就只會以「暴發戶」稱之而帶有輕視之意，相反，一個人如果能夠溯歷代祖宗事跡，多少也會贏得「簪纓世代」、「詩禮傳家」的美名。而眼前，啟德工地宋代遺址的發現，就好比為香港這個南方一隅之地提供了一張「歷史名片」或「身份證」，證明香港並非一百五十年前英國人到來「開發」的落後小漁村，而是早在一千多年前已經是熱鬧繁榮之地，大量房子地基證明有人群聚居，水井和墓地更足以證明聚居的人數不會少於數百，聚居的年代也最少有幾代人，而且，出土的一些宋代龍泉青瓷器物和碎片還可以反映當時當地的生活和文化水平並不低，龍泉青瓷迄今在中國瓷器收藏上也是有價的珍品。

因此，無論是從歷史文物價值還是文化淵源上來說，有關發現對香港、對港人，都是一個可以稱之為「無價之寶」的重要發現。香港少一條鐵路、少一條地鐵，不會有人瞧不起，但香港有了這樣一個宋元遺址和考古發現，卻會大大增

添香港的歷史文化氣質和「身價」，如果僅因為一條鐵路線、一個車站而去毀滅一個歷史遺址、割斷一段文化聯繫，那麼，除了「愚不可及」四個字之外，大概已很難再找到更貼切的形容詞。

因此，眼面前對遺址的保存以及沙中線工程的考慮，歷史貴於現實、文化重於基建的觀念應該確立。

這一說，並不是如一些人所言什麼用古舊東西來妨礙現代化發展，什麼古井和舊屋磚瓦大陸隨處可以掘到，而沙中線連接沙田到中環已經拖了很多年，不能再拖了。事實是，保存歷史遺址與現代城市建設在客觀上的確存在一定的矛盾，地就那麼一點點地，但實際上，遺址並不是一定要大面積全面保存，而是可以通過發掘、整理後擇優保存。

如宋代方形古井，這一罕見古蹟必須要保護，原址一部分應保留闢作博物館，文物器皿可以移送到館內保留和展出，遺址與附近的宋王臺公園更可連成一片，成為本港一個不可多得的歷史文物景點，既可吸引中外遊客，對青年學生更是極為生動的實地歷史教材。而沙中線工程，需要在行車路線或車站位置上作出一些修改和配合，應該不難做到，也必須爭取做到。



▲興建中的港鐵沙中線，其啟德工地發現宋代古井及大批文物，本港及廣東考古學界對遺址十分重視

Song Dynasty relic site gives Hong Kong another "name card"

At the construction site of MTR Corp's planned Sha Tin-Central route near the Kai Tak Development area, an ancient well of the Song Dynasty (960 to 1279) and a lot of relics were found some days ago. Hong Kong and Guangdong's archaeological communities attach great importance to excavations of the site, and Hong Kong people are also interested in the discovery.

The archaeological, relic and historical values of the discovery are beyond question. The Song Dynasty existed over thousand years ago. Such a considerably large residential site of the Song Dynasty, including house sites, a water well, graves and over 3,000 pieces of unearthed relics such as potteries, porcelains and copper coins, is not commonly seen even in the Mainland. The discovery enables us to enhance our knowledge about the construction style and life style of the Song Dynasty. In particular, this site is unearthed in such a place in South China as Hong Kong, which no doubt provides important reference material and evidence for certain historical facts about the Southern Song Dynasty (1127-1279) after the Northern Song Dynasty (960-1227) removed its capital southwards (due to the invasion of Jin troops), including that the Southern Song's little "last emperor", Emperor Bing, gracefully fled to Hong Kong and eventually was carried by Lu Xiufu, a loyal official, on his back to commit suicide by jumping into the sea in Chaozhou's Yamen and died.

More importantly, for a city and its residents, historical and cultural heritage is a kind of incomparable treasure, and more an important proof of their cultural deposits and value. In an analogy, if a rich man cannot tell his family background and origin, others would call him a "parvenu" with a tinge of contempt. On the contrary, if a person could trace back his ancestry, he would somehow win the good reputation as from an established or cultured family. Right now, the discovery of the Song Dynasty relics at the Kai Tak construction site is like giving Hong Kong, a small place in a corner of South China, a "historical name card" or "ID card" proving Hong Kong was not a small backward fishing village to be "developed" by the British 150 years ago, but a bustling and prosperous place as early as more than 1,000 year ago.

The number of house sites is evidence of inhabitation of groups of people, the unearthed water well and graves are sufficient to suggest that the number of inhabitants was no less than several hundred who had lived there at least for several generations. Moreover, the unearthed Song Dynasty longquan celadon wares and fragments show the living standards and cultural level in that place during the time were not low, and longquan celadon wares today are treasurable for collectors of Chinese porcelains.

Hence, in view of either historical and relic value or cultural link, the discovery could be said an "invaluable" one for Hong Kong and Hong Kong people. With one less railway link, with one less MTR line, Hong Kong won't be looked down upon by others. However, archaeological discovery of such a relic site of the Song-Yuan period will greatly increase Hong Kong's historical and cultural disposition and "status". If we would destroy a historical site and cut a cultural link just in order to build a railway line and station, then probably there is no other term better than "impossibly stupid" to describe our action.

Therefore, right now, between the preservation of the relic site and consideration of the construction of the Sha Tin-Central route, we must form the conception that history is more valuable than reality and culture is more important than construction.

Such an idea is not to hamper the development of modernization with some ancient things, as some may say that ancient wells, houses, bricks and tiles could be dug out everywhere in the Mainland, but construction of the rail linking Sha Tin to Central

has dragged on for many years and must no longer be delayed. In fact, there indeed is some conflict between preservation of a relic site and modern urban construction, given the scarcity of land. However, in practice, the relic site may not need to be totally preserved in large area but could be preserved selectively after excavation and re-organisation.

For instance, the square-shaped well from the Song Dynasty is a rare relic and must be preserved. Part of the site could be turned into a museum to keep and exhibit the excavated relics. Furthermore, the site could be linked up with the nearby Sung Wong Toi Park to become a hard-to-come-by historical site in Hong Kong, which could attract domestic and foreign tourists and serve as extremely vivid on-site history text for young students. For this purpose, the Sha Tin-Central link project may have to make some revision and coordination, which should not be hard to do and should be done.

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WORDS AND USAGE

Beyond question (idiom) – Not in doubt. (不容置疑，毫無疑問)

Examples:

1. His personal courage was beyond question.
2. To my mind, Mark Twain was beyond question was a man ahead of his time.

Parvenu (noun) – A person who has suddenly risen to a higher social and economic class and has not yet gained social acceptance by others in that class. (暴發戶)

Examples:

1. This is the kind of trophy house that a parvenu buys to prove to people, and to himself, that he has indeed arrived.
2. The parvenu invited guests but they all hung off.

Look down upon sb/sth (idiom) – To regard somebody or something with scorn or disdain; have contempt for somebody or something. (看不起，蔑視)

Examples:

1. They look down upon all foreigners.
2. "A lot of people look down on us because we're homeless," she says.

Dig sth out (phrasal verb) – To find; to unearth. (發現，發掘)

Examples:

1. They dug the contract out of the file cabinet.
2. Many people were dug out after being buried by the landslide.

Drag on (phrasal verb) – To continue for longer than you want or think is necessary. (拖延)

Examples:

1. Some court cases drag on for years.
2. Negotiation between the two sides dragged on through the summer.

時人名句

改行車走線保育古蹟



▲陳茂波表示，由於方井位於行車道位置，為保育考古遺存，土木工程拓展署修訂了行車道走線，以保育該方井並方便日後將其公開展示

興建中的港鐵沙田至中環線，其位於啟德發展區的工地日前發現由宋元時期到20世紀60年代大量遺蹟遺物，當中包括三個地層、可追溯到唐代的古錢幣，以及在本港首次發現和保存完整的一口宋元方井，區內已有人居住，引證了香港並非如英國所說，開埠前只是個小漁村的說法。由於發掘到的考古遺存數量龐大，專家仍在進行研究和整理工作，全面的考古評估詳情將在最終報告發表。

由於古井屬於政府土地範圍，由古蹟辦決定保育方案。土木工程拓展署則表示會修改規劃中的行車道，方便原址保留古井以向公眾展示。

發展局局長陳茂波：

由於方井位於擬建的第五期基建工程內L9路原定行車道位置，為保育考古遺存，土木工程拓展署修訂了L9路的行車道走線，將之移離方井位置，以保育該方井並方便日後將其公開展示。發掘到的考古遺存數量龐大，專家仍在進行研究和整理工作，全面的考古評估詳情將在最終報告發表。

古物古蹟辦事處：

鑑於上次考古發現重大，已要求港鐵擴大考古範圍至周邊土地，港鐵亦決定將研究範圍擴至啟德工地內的土瓜灣站及地底車站，考古工作預計今年第三季才完成。

港鐵發言人：

部分工序已因考古工作相應調整，工程進度已受影響，影響程度有待確定，而政府亦已要求港鐵和承建商監察進度。

考古學會前主席鄭明：

古蹟辦適宜跟進有關文物是否已全部出土，才應繼續港鐵工程，並應花時間研究文物與當年宋代發展的關係。

古諮會主席林筱魯：

古蹟辦和政府部門有需要積極研究原址保留石井並公開展示，因石井在華南地區絕對罕見，目前亦不會影響港鐵工程。

香港歷史研究者高添強：

如果只有一、兩戶人居住，不會有如此建造講究的方井。這也證明了香港並非如英國所說，開埠前只是個小漁村的說法，亦證明香港至少具有千年歷史。古井的形式與福建當時流行的形式雷同，印證當時福建與香港交往頻繁，當時的離港已是個十分繁忙的港口，對於香港歷史來說是個十分重要的遺蹟。

香港歷史博物館前總館長丁新豹：

今次考古發現相信是1955年李鄭屋漢墓發現後另一重大考古發現，當中又以不同土層顯示不同年代的文化層，瓷器及錢幣的出土相當重要，將本港宋代的歷史重新連結。而考古發現最理想是在原址興建博物館，至少要保留及展示罕有的方井。

工程師黎廣德：

今次的發現甚至改寫香港歷史，沙中線工程對其微不足道，遲一年或花多少錢也應該做。

時事英語

船長先行棄船屬刑事罪行

今年尚未過半，經已發生了兩宗嚴重交通事故。3月初，載有200多乘客的馬來西亞航空MH370客機離奇失蹤，有關國家至今仍在南印度洋進行搜索，試圖發現和打撈飛機殘骸和俗稱「黑盒」(black box)的「飛行記錄儀」(flight recorder)。4月16日，黃海(the Yellow Sea)又發生重大海難(maritime distress or peril of the sea)：韓國載有470餘人的「歲月」號(Sewol)客輪在全羅南道珍島郡海域傾側沉沒(capsized and sank)，截至21日，已有104人死亡，而失蹤人數尚有198人。

導致該客輪傾側沉沒的真正原因仍有待調查，但對於事故造成如此重大人命傷亡，其船長(captain)和船組(crew)顯然負有不可推卸的責任(inescapable responsibility)。據報道，船長和船員當日察覺異常後僅20分鐘，已幾乎全體聚集駕駛室，不願乘客死活，待救援船到場後立即棄船逃生。這違反了國際航海慣例和救援手冊中船員應堅守崗位協助乘客逃生的規定。

航隻航行時，船長是船隻的最高指揮和絕對領導。當船舶處於嚴重危機時，只有船長可以下達「棄船」(to abandon ship)命令。而宣布棄船後，最先撤離(evacuate)的應是旅客，其次為一般船員，船長應最後撤離。英語有句成語The captain goes down with his ship(船長與其船隻共存亡)，形象地表達了船長的責任。船長先於他人棄船逃生，已屬刑事罪行。

船長之下有若干副手，英文叫做officer或mate，按資歷和職責分別有大副(Chief Officer First Mate)、二副(Second Officer/Mate)、三副(Third Officer/Mate)等。船長不能視事時，由大副接替指揮；船長和二副都不能視事時，由二副接替。「歲月」號在出事時，船長、大副和二副都在船上，船隻卻由一名25歲的資淺(junior)三副駕駛。

難怪南韓總統朴槿惠狠批他們的瀆職行為「形同謀殺」(tantamount to murder)。

亦然



▲船長宣布棄船後，最先撤離(evacuate)的應是旅客，其次為一般船員，船長應是最後撤離