

MULTIFACETED HONG KONG
EXHIBITION SERIES

香港多面體

展覽系列

油尖旺·望油尖
YAU TSIM MONG

都市流光坊眾情
The Urban Transition
and Community Bonds



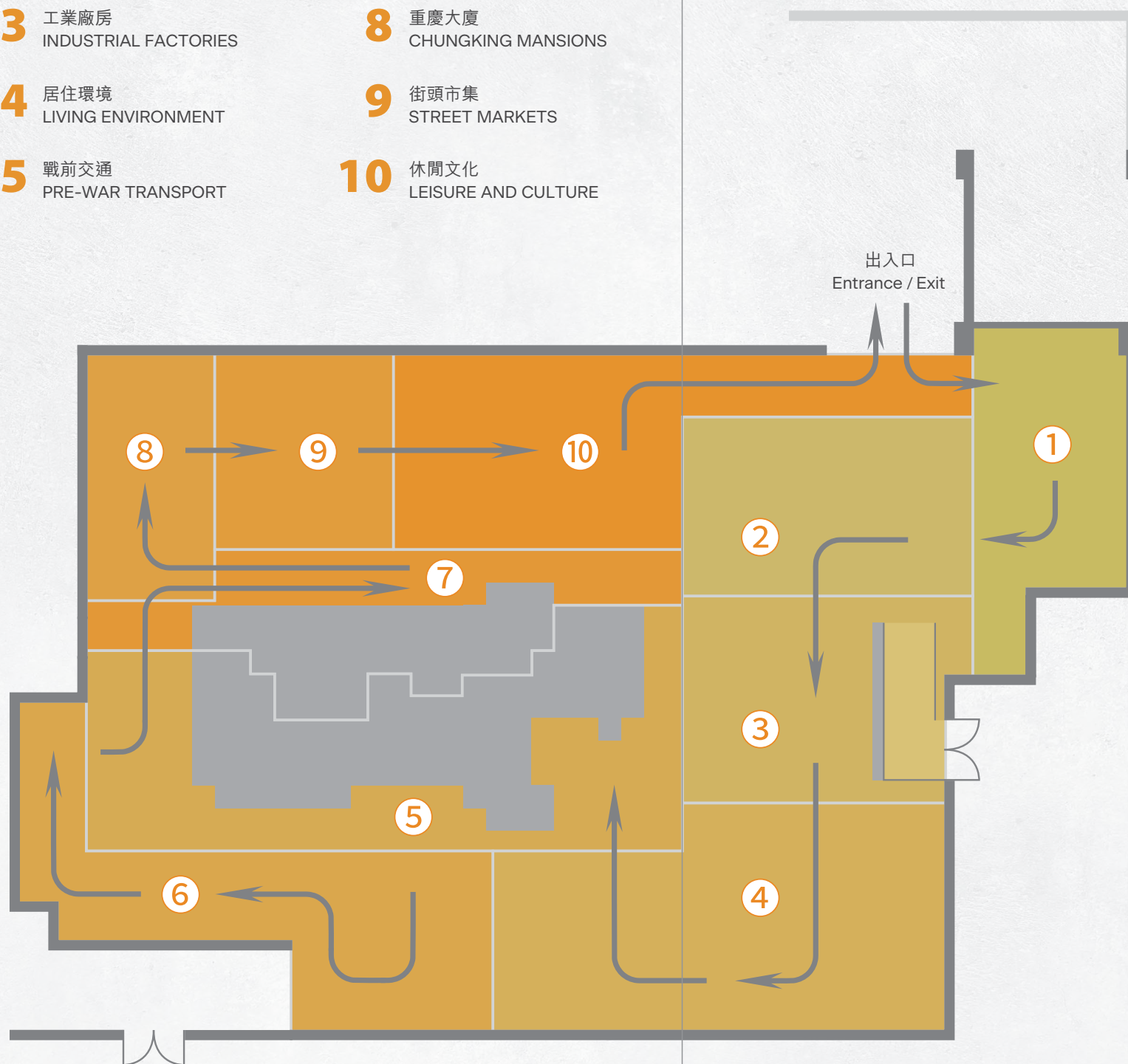
香港十八區各有獨特的歷史和文化，並隨着社區發展而不斷變遷。昔日包羅萬象的人、事和物，不僅形成了社區的特色和珍貴的文化遺產，還豐富了「香港故事」的內涵。人口稠密的油尖旺區既是九龍最繁華的地帶，亦是全港最多樣化的社區。遊走於區內的大街小巷，您不難察覺到新舊交融的景致，更可見微知著，理解九龍以至香港城市的發展脈絡。

Each of the 18 districts in Hong Kong has a distinct history and culture, and they have been ever-changing as the community has developed over time. The multifaceted people and things have left behind a characteristic and valuable cultural heritage for their district and enriched the dimensions of the "Hong Kong Story". The densely populated Yau Tsim Mong District is the most prosperous region in Kowloon and the most diverse district in the whole of Hong Kong. Walking through the streets and alleys of the district, you can see a cityscape blending the old and the new and understand the development sequence of Kowloon and Hong Kong as a whole.



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RURAL LIFE

農村生活

1860年英國強佔九龍半島南部以前，油尖旺區已是客家人及水上人聚居的地方。尖沙咀有被稱作「香埗頭」的運輸碼頭，油麻地是桐油麻纜的修船中心，旺角則是芒草叢生的客家村落。

Prior to the British occupation of south Kowloon in 1860, Yau Tsim Mong District was a settlement for Hakka and boat people. Tsim Sha Tsui had a cargo pier, named "Heung Po Tau"; Yau Ma Tei had a boat repair centre with an abundant supply of tung oil and hemp ropes; and Mong Kok was a Hakka village that grew a large amount of silvergrass.



客家婦女服飾
Hakka women's clothing

旺角在十七世紀末至十八世紀初已聚集了客家人。

As early as the late 17th and early 18th century, a Hakka community had formed in Mong Kok.

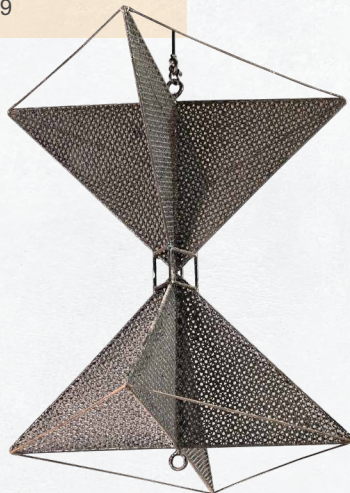


十九世紀末的香港天文台主樓
Building of the Hong Kong Observatory in the late 19th century

英國於1842年藉不平等條約強佔香港島後，再於1860年強佔油尖旺區所在的九龍半島南部。英國除了在區內興建天文台、倉庫及碼頭以支援維港對岸的商貿發展，亦派駐軍隊和修建警署。位處尖沙咀北面的油麻地逐漸發展為後勤基地，而旺角仍是以務農為生的客家人村落。

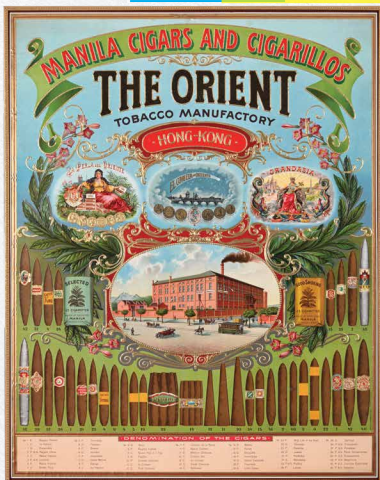
After the British occupied the Hong Kong Island by means of an unequal treaty in 1842, they occupied south part of the Kowloon Peninsula, where the Yau Tsim Mong District is located, in 1860. There the British built an observatory, warehouses and piers to support commercial and trade development in Kowloon, deployed troops for defence, and built a police station. Yau Ma Tei, just north of Tsim Sha Tsui, was gradually developed into a logistics base, while Mong Kok remained a village populated by Hakka people, who made a living as farmers.

九號熱帶氣旋警告信號
Tropical Cyclone Warning Signal No. 9



EARLY URBANISATION

早期城市化



東方煙廠宣傳海報
Poster of the Orient Tobacco
Manufactory of Hongkong

工業廠房 INDUSTRIAL FACTORIES

隨着香港商貿的蓬勃發展，香港黃埔船塢、油蔴地小輪公司和亞細亞火油公司都在大角咀經營造船、修船及與航運相關的業務，並僱用了不少區內居民。至二十世紀初，外商開始在旺角經營捲煙廠，及後華商亦設立織造廠等近代輕工業，眾多的就業機會帶動了油尖旺區的人口增長。

Along with the vigorous commercial and trade development, Hong Kong and Whampoa Dock Company, Hongkong and Yaumati Ferry, and Asiatic Petroleum Company employed many local residents for their shipbuilding, ship repair and shipping-related businesses in Tai Kok Tsui. In the early 20th century, foreign merchants started engaging in light manufacturing, such as tobacco production in Mong Kok, and Chinese merchants subsequently set up knitting factories. These factories created many job opportunities and drove population growth in Yau Tsim Mong District.

旺角東方煙廠內員工的工作情況
Employees at work in the Orient Tobacco
Manufactory of Hongkong in Mong Kok



九龍半島南部的華人人口在十九世紀末激增，並帶動了住屋、就業和醫療需求，廣華醫院於1911年應運而生。至二十世紀上半葉，旺角已轉型為輕工業區，部分傳統行業則留在油蔴地上海街承傳至今。

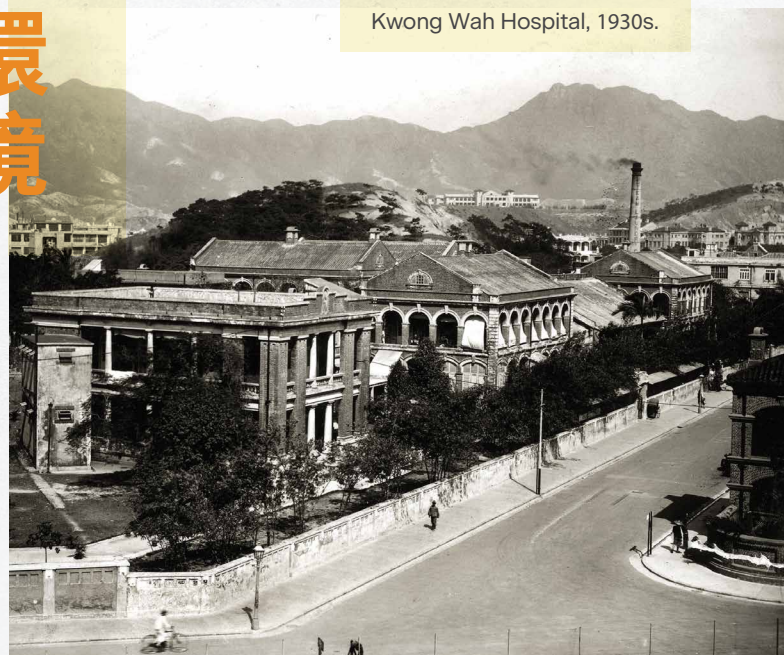
The Chinese population surged in the south part of the Kowloon Peninsula in the late 19th century, leading to increasing demand for housing, jobs and healthcare. This led to the founding of Kwong Wah Hospital in 1911. In the first half of the 20th century, Mong Kok had been transformed into a light industrial area. Some of the traditional trades have remained in Shanghai Street, Yau Ma Tei, until the present day.



慶祝廣華醫院落成的牌匾
Commemorative plaque for the
completion of Kwong Wah Hospital

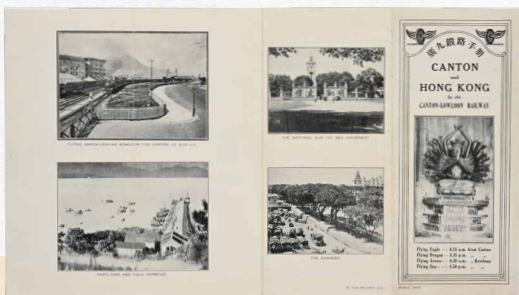
居住環境 LIVING ENVIRONMENT

1930年代的廣華醫院
Kwong Wah Hospital, 1930s.



十九世紀中葉美國舊金山（三藩市）及澳洲新金山（墨爾本）的淘金熱潮，帶動了跨太平洋的貿易往還。以尖沙咀為大本營的物流業促進了早期香港對外交通運輸的發展，並透過本地的渡輪、火車及巴士，讓九龍與港島及新界緊密地連接起來。

The gold rushes in San Francisco, U.S., and Melbourne, Australia, in the mid-19th century fuelled trade activity across the Pacific Ocean. The logistics industry, based in Tsim Sha Tsui, drove the development of Hong Kong's early external transportation with the rest of the world. The expansion of the local transport network by means of ferries, trains and buses also connected Kowloon with Hong Kong Island and the New Territories, forming an integral whole.



九廣鐵路宣傳單張
Kowloon-Canton Railway
promotional leaflet



1920年代九廣鐵路英段，背景可見尖沙咀火車總站。
British section of the Kowloon-Canton Railway in the 1920s,
with the Tsim Sha Tsui Terminus in the background.

戰前交通 PRE-WAR TRANSPORT



上海街永安繡莊的包裝盒
Packaging box for Wing
On Embroidery Goods,
Shanghai Street.



二十世紀初的上海街
Shanghai Street in the
early 20th century

位於油麻地上海街的不少老店，長期為街坊服務，充滿濃濃的人情味。它們雖然只賺取蠅頭小利，卻贏得街坊和顧客不可計算的人情和信賴。店中的貨物擺放層次有序，縱使空間有限，卻盡顯經驗累積得來的民間智慧。

The old shops in Shanghai Street, Yau Ma Tei, have long served the local community, radiating a profound sense of community. Although the shops may make only a small profit, they have earned the friendship and trust of their neighbours and customers, which are inestimable treasures. Although space is limited, the goods in the shops are well organised, demonstrating the shop owners' wisdom acquired through experience.

上海街 SHANGHAI STREET

重慶大廈 CHUNGKING MANSIONS

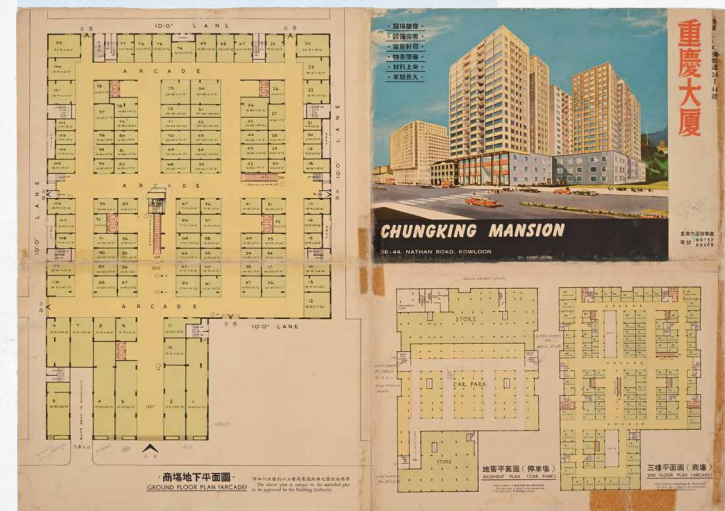


1960年代的彌敦道，右方可見重慶大廈。
Nathan Road in the 1960s, with
Chungking Mansions on the right.

重慶大廈於1961年落成，初期以華人住客為主，至1970年代起逐漸轉型為賓館的集中地，並陸續有店舖進駐，以批發和零售中低端手機為主要生意。重慶大廈至今匯聚了來自世界各地不同族裔的人士，譽稱為亞洲「最佳全球一體化例子」。

Built in 1961, Chungking Mansions originally housed mainly Chinese residents. From the 1970s onwards, numerous guesthouses were set up in the complex to accommodate overseas visitors, followed by retail and wholesale shops that specialised in trading low- and middle-end handsets. Nowadays, it remains a bustling place, where people of various ethnicities gather to do business, earning it the accolade as Asia's "best example of globalisation in action".

重慶大廈售樓書
Sales brochure for Chungking Mansions



當代交通

MODERN TRANSPORT

隨着1978年內地實施改革開放，香港往返內地的交通需求大增；除九廣鐵路直通車復通外，中港城碼頭亦投入服務。香港地下鐵路（今港鐵）於1979年首階段通車後，油尖旺區成為人流密集的轉車站。時至今日，總站設於西九龍的廣深港高速鐵路香港段更讓香港接上國家的高速鐵路網。

The Reform and Opening-up policy implemented in Mainland China in 1978 drove demand for transportation between Hong Kong and the

Mainland. In addition to the resumption of the Kowloon-Canton Railway's through-train services, the China Ferry Terminal in China Hong Kong City went into service. The first phase of the Mass Transit Railway (MTR) commenced in 1979, with interchange stations located in Yau Tsim Mong District. Nowadays, with its terminus in West Kowloon, the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link connects Hong Kong with the Mainland's high-speed railway network.

第一代《地下鐵路乘車指南》
First-generation MTR Guide pamphlet



1979年剛落成的尖沙咀地鐵站
MTR station in Tsim Sha Tsui
when it started service in 1979



街頭市集 STREET MARKETS

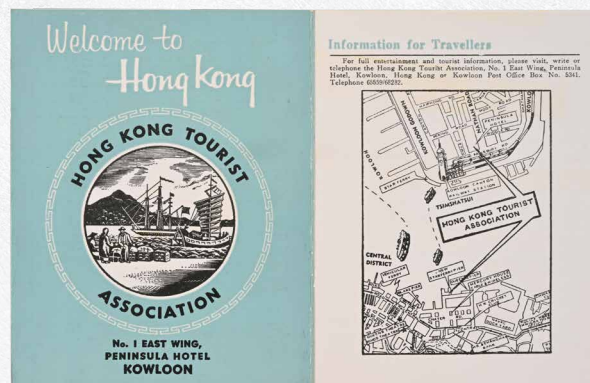
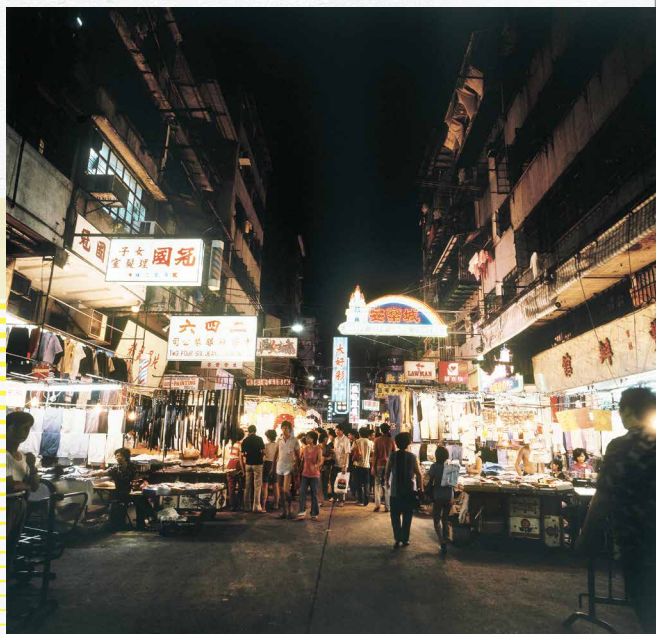


廟街春和堂單眼佬涼茶的廣告牌
Advertising sign for One-Eyed
Man's Herbal Tea of Chun Wo
Tong, Temple Street.

第二次世界大戰後的油尖旺區逐步發展成為商業繁盛的旅遊區。廟街、女人街、雀仔街、金魚街、花墟、果欄及玉器市場都是本地市民及訪港旅客的打卡熱點，承載港人重要的集體回憶。

After the Second World War, the Yau Tsim Mong District was gradually developed into a tourist zone with a vibrant retail sector. Temple Street, Ladies' Market, Bird Street, Goldfish Street, Flower Market, Fruit Market and Jade Market are all hot spots frequented by both the local people and tourists. The various markets that remain bear the collective memories of Hong Kong people.

1980年代的廟街
Temple Street in the 1980s



香港旅遊協會於1958年印製的宣傳卡
Promotional card of Hong Kong Tourist
Association, printed in 1958.

二戰後填海造地帶動了尖沙咀及西九龍轉型為休閒、旅遊、購物、文化和藝術的大都會，並把原有的商貿活動移師到尖沙咀東部。自1970年代起，公營博物館陸續在尖沙咀成立。隨着本世紀初西九龍填海工程的完成，全球其中一個規模最大的文化藝術項目——西九文化區，亦矗立於區內。

After the Second World War, land reclamation continued with the aim of transforming Tsim Sha Tsui and Kowloon West into a modern centre of leisure, tourism, shopping, culture and art, while the original commercial activities were moved to Tsim Sha Tsui East. From the 1970s onwards, public museums were set up one after another in Tsim Sha Tsui. Upon completion of the West Kowloon Reclamation at the turn of this century, the West Kowloon Cultural District, one of the largest arts and cultural projects in the world, now stands in Yau Tsim Mong District.

AND CULTURE LEISURE 休閒文化

二十一世紀的西九文化區
West Kowloon Cultural
District in the 21st century





香港尖沙咀漆咸道南100號
100 Chatham Road South, Tsim Sha Tsui, HK

hk.history.museum

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