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從上海扶輪社的林允方到廣州市副市長的林志澄

Shanghai Rotarian V. Fong Lam

■ From Engine Builder to Deputy Mayor

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V. Fong Lam 林允方 (林志澄)

The Shanghai Rotarian Naval Architect

V. Fong Lam (Lam Von-Fong) (林允方) (1891-1987) (*name changed to Lam Chi-Ching 林志澄 since 1930*) (*Rotary Nickname "Spring"*), was in the 1922 summer an Active Member of Shanghai Rotary Club (上海扶輪社) (*Classification: Building Construction*) who later served as Club Treasurer & Director in 1924-1925-1926. Lam was amongst the first 6 Chinese students to graduate from Massachusetts Institute of Technology (MIT), U.S.A., with a Bachelor of Science degree in naval architecture of which his thesis entitled 《*A Study of the Launching of a Submarine Torpedo-Boat*》.

Lam, ethnic Cantonese, was a Canadian born Chinese in Vancouver, in 1891. At the age of 8, Lam was sent back to the motherland to study Chinese in a private tutorial for 6 years. During that period, Lam learned the tragic facts of the Ch'ing Empire Navy was defeated in the 1st Sino-Japanese War (甲午之戰) 1893-1895, resulted in the signing of the 《Treaty of Shimonoseki》 《馬關條約》 from which the Imperial Japan captured the Chinese territories of Formosa Island (臺灣) and the Pescadores Islands (澎湖群島). Lam was very angry and determined to revitalize the motherland's navigation cause.

In 1909, Lam went to the United States to further his studies, first at the Heffley Institute, a preparatory school in Brooklyn, New York, before entering MIT in 1911 to enroll in a special five-year course in Naval Construction, a course similarly offered by the Institute to graduates of the Annapolis Naval Academy. Allegedly Lam was sponsored by his grand-uncle, the prominent diplomat and politician Wu Ting-Fang (伍廷芳), who had served as Minister to the United States for the Ch'ing Empire (大清國) and later as Premier of the new Republican China (中華民國) (*Wu's elder sister was Lam's grandmother*). During his time at MIT, Lam was active in the Chinese student community and served as the business manager of the 《*Chinese Students' Monthly*》, the official publication for Chinese students in America at the time, which operated out of 156 Huntington Avenue in Boston. He was also director of the Welfare School run by the Welfare Association of Boston and Vicinity which provided instruction in Mathematics, English and Chinese (Cantonese and Mandarin) and operated a Chinese library.

After graduation, Lam worked as a naval engineer on the East Coast for three years, employed at three different shipbuilding firms -- Fore River Shipbuilding Company, the New London Ship and Engine Company, and the New York Shipbuilding Company. He was associate member of the Royal Institute of Naval Architects, United Kingdom, and the Society of Naval Architects and Marine Engineers of America, U.S.A. On 2 June 1917, he married Miss Mae Chan (陳美), a student at Lasell Seminary in a simple ceremony at the Somerset Hotel in Boston, with MIT classmate Kwan Sung-Sing (關頌聲) (ethnic Cantonese, a Tientsin Rotary Club 天津扶輪社 charter member in 1923) as his best man.

Lam Glines: A Pioneering Sino-American Venture Made in MIT

In 1919, the 28-year-old Lam co-founded Lam Glines & Company (允元實業公司), a pioneering Sino-American engineering venture which involved many MIT alumni in Shanghai(上海). The American interests in the venture were represented by individuals with close ties to Stone & Webster (S&W), one of the leading American civil engineering firms at the time founded by 2 MIT graduates, which Lam Glines modeled itself after. In addition to co-founder Earle Stanley Glines who was head of the drafting department at S&W, two S&W representatives (Frederick Pratt and George England) served on the board of Lam Glines and S&W co-founders Charles A. Stone and Edwin S. Webster were also investors. Lam, as the president of the firm, recruited at least seven other Chinese graduates from MIT to work for the firm. Other returned students who worked at Lam Glines included Penn School of Architecture graduate Robert Fan (范文照) (also a Shanghai Rotarian), and Columbia mining graduate H. F. Wang (王恭茂) (nephew of famous diplomat Rotarian Dr. Chengting T. Wang 王正廷博士).

According to Hu Kuang-Piao (胡光鑣) in his memoir 《*Six Decades of Riding the Waves*》, civil engineering in China was dominated by Western firms and engineers at the time and Lam and his fellow returned students were determined to change that situation with their new venture. It did not hurt that Lam and Wang also had family political connections which gave them an edge when bidding on public works contracts.

Like S&W, Lam Glines was a vertically integrated engineering concern that was a contractor, architect and trader rolled into one, and by the early 1920s, it had offices in Peking (*Beijing*) (北

京), Tientsin (*Tianjin*) (天津), Hankow (*Hankou*) (漢口), Swatow (*Shantou*) (汕頭), Canton (*Guangzhou*) (廣州) and the British Crown Colony Hong Kong (英國殖民地香港) in addition to its head office on Peking Road in Shanghai (上海北京路). One of the projects they completed was the library building of the newly established National Southeastern University (國立東南大學) in Nanking (*Nanjing*) (南京) (*see photos on Page 5*). They were also awarded the contract to build the first airport in Shanghai in Hongqiao (虹橋) (although it did not materialize due to non-payment) and bid for the Yellow River Bridge project in 1921. Sadly the political instability in China at the time with warlords fighting each other and the Nationalist Party (KMT) (中國國民黨) made it a very difficult environment for firms like Lam Glines which relied on stable infrastructure contracts and in 1926, the firm collapsed. Although this pioneering enterprise only lasted for 7 years, many of its employees went on to successful careers in the public and private sectors and continued to contribute to the modernization of China.

The Comeback: From Engine Builder to Deputy Mayor

As the head of Lam Glines with his name on the door, the firm's collapse took the heaviest toll on Lam, who returned to Kwangtung (*Guangdong*) (廣東) and even changed his name to Lam Chi-Ching (林志澄) to start a new chapter in his life. During the 1930s, he worked in the public works and marine department of the Kwangsi (*Guangxi*) (廣西) provincial government before teaching engineering at the Kwok Man University (廣東國民大學) and Whampoa Navy Academy (黃埔海軍學校) in Canton. When the Japanese occupied Canton in 1938, he moved to Macao before settling in Taishan (台山) where he lived with his nephew Zhao Yuanhao (趙元浩), who was a member of the Chinese Communist Party (中國共產黨), and became exposed to leftist ideology. After the War was over, the founder of the Hip Tung Wo Machine Shop (協同和機器廠) (founded in 1911, now Guangzhou Diesel Engine Factory Co., Ltd. 廣州柴油機廠股份有限公司), a leading diesel engine manufacturer in South China asked Lam to join as managing director to help restore its operations in Canton. Under Lam's leadership, Hip Tung Wo managed to restructure its debt and also launched one of China's first diesel-engine powered vessels.

In 1948, Lam's youngest son, who was a freshman at Lingnan University (廣州私立嶺南大學) in Canton, was murdered by KMT operatives as a suspected Communist. This tragic event influenced his decision to formally switch sides and help facilitate the Communist takeover of Canton (*Guangzhou*) (廣州) working in conjunction with his nephew Zhao who was working as a Communist operative in Hong Kong.

Lam became a political and business leader under the new regime of the People's Republic. In 1950, he was asked to head up the organizing committee of the Guangzhou Federation of Industry and Commerce (GFIC) (廣州市工商業聯合會), culminating in its formation in 1952. The Federation remains the leading chamber of commerce in the city today. In 1954, Hip Tung Wo became one of the first batch of companies to adopt the state-private ownership model with Lam as vice-chairman.

Lam was elected a delegate to the National People's Congress and in 1955, he was appointed Deputy Mayor of Guangzhou and was personally received by Premier Chou En-Lai (周恩來總理).

Although Lam was sympathetic to the Communist Party, he never became a communist and instead was a long time member of China Democratic National Construction Association (中國民主建國會), which he served as vice-chairman for seven terms and helped organized the Jian Lian Middle School (建聯中學) in 1962 (renamed Guangzhou No. 97 School 廣州市第九十七中學 in 1969) in conjunction with the GFIC. He spoke up in defense of his fellow red capitalist Chen Zupei (陳祖沛) who was purged in the 1957 Anti-Rightist Movement and in 1958, he criticized the Great Leap Forward Movement (大躍進) and also denounced the Party's purge of Marshal Peng Dehuai (彭德懷元帥). His outspoken behavior and his background did not serve him well during the Cultural Revolution (無產階級文化大革命) during which he was paraded through the streets and publicly humiliated. His house was ransacked 13 times and he was incarcerated. Despite the harsh treatments he received and his family ties which provided him the option of immigrating to the United States or Canada, Lam refused to leave China after his release in 1973. He lived to see the early fruits of the market reforms after Deng Xiaoping (鄧小平) came to power in 1978.

He also witnessed David Kwok (郭棣活), a former Shanghai Rotary Club active member, the Guangdong Province Vice-Governor served as a member of the Basic Law Drafting Committee for the Hong Kong Special Administrative Region. But by then he was too old and too ill. On 15 August 1987, Lam died in Guangzhou at the age of 96.



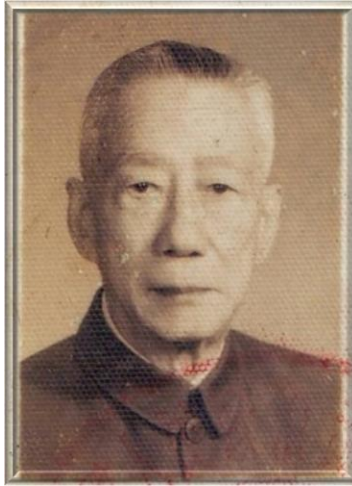
黃埔海軍學校畢業證書 -- 上有總教練官林志澄署名印章

A Graduation Diploma of Whampoa Navy Academy shows that was countersigned by Principle Instructor Lam Chi-Ching



*允元實業公司的 1923 年作品 --- (南京) 國立東南大學孟芳圖書館
A remarkable project by Lam Glines & Company in 1923 --- The Meng Fang Library Building of the National
Southeast University located in Nanking (Nanjing)*

從上海扶輪社的林允方到廣州市副市長的林志澄



廣州市副市長的林志澄

上海扶輪社的船舶工程師--林允方

林允方 (V. Fong Lam) (自 1930 年改名為林志澄) (1891-1987)，於 1922 年夏天參加上海扶輪社 (Shanghai Rotary Club) (職業分類：建築業)，後來在 1924-1925-1926 年擔任財務和理事。林允方是美國麻省理工學院 (MIT) 史上最早的 6 名華裔畢業生之一，主修海事造船學，獲理學士學位，畢業論文題目是《*A Study of the Launching of a Submarine Torpedo-Boat*》(魚雷潛艇的發動研究)。

林允方(林志澄)，祖籍廣東省新會縣田心鄉，1891 年在加拿大溫哥華市(Vancouver, Canada)出生。

林允方 8 歲時，父親送他回祖國學習中國文化。在私塾 6 年，受到愛國思想的影響，認識到 1894 年-1895 年清日「甲午之戰」中，大清國海軍一敗塗地的慘痛事實---簽署《馬關條約》，割讓臺灣和澎湖群島予日本帝國---便立志振興祖國航海事業。這宏願得到舅公伍廷芳(外交家、法學家)所賞識，資助他赴美國留學深造。

1909 年，他進入大學預科學習。兩年後，考上美國麻省理工學院(Massachusetts Institute of Technology)船舶工程系，主修海事工程與造船專業。在大學期間，林允方積極參與中國留學生服務工作；主理義學；並擔任《中國學生月刊》的業務經理---這是當時中國留美學生的官方出版物。後以優異的學習成績，獲派往美國海軍部見習。可是，非白種族裔的學員不得到敏感部門參觀，不讓接觸比較尖端技術設備。處處受到歧視，因而更激發他努力用功，祈望發展祖國造船工業的決心。1916 年畢業，取得了理學士學位。專業資格方面，他是英國皇家船舶設計師學會(Royal Institute of Naval Architects)、美國船舶設計師和海事工程師學會(Society of Naval Architects and Marine Engineers of America)的會員。

林允方畢業後，在東海岸三家不同的著名造船公司當了三年船舶工程師。1917年6月2日，他在波士頓(Boston)與神學院學生陳美結婚，麻省理工的同學關頌聲(1923年天津扶輪社創社社員)給他當伴郎。

允元實業：麻省理工學人開創的中美聯合企業

1919年，28歲的林允方帶著妻子陳美回到了祖國後，在上海與麻省理工校友 Earle Stanley Glines 合夥集資開設了「允元實業公司」(Lam Glines & Company)，承包機械生產及橋樑、建築工程。允元實業是一家垂直整合的工程公司——承包商、建築師和貿易商合而為一。這是一家開創性的中美聯合工程企業，多家美國工程公司參與專業技術，麻省理工多位校友參與其中作業。作為公司總裁，林允方從麻省理工招聘了至少七名華籍畢業生到該公司工作。在允元實業工作的其他回國學生，包括有賓夕法尼亞大學(University of Pennsylvania)建築學院畢業生范文照(也是上海扶輪社社員)和哥倫比亞大學(Columbia University)礦業研究生王恭茂(著名外交官、上海扶輪社社員王廷廷博士的姪兒)。

根據胡光鑑的回憶錄《六十年的浪潮》，當時中國的土木工程多由西方公司和工程師主導。允元實業公司的成立，是林允方和他的同學改變這種狀況的決心。此外，林家和王家也有家庭、政治等背景淵源，這使得他們在競標公共工程合同時具有優勢。

到了20世紀20年代初期，允元實業公司在北京、天津、漢口、汕頭、廣州和英國殖民地香港設有辦事處，總公司放在上海的北京路。他們完成的項目之一，是位於南京的新成立的國立東南大學的圖書館大樓。他們還獲得了在虹橋建造上海第一個機場的合同(儘管由於付款不到位而告吹)和在1921年申辦建造黃河大橋的工程項目。可悲的是，當時中國的政局混亂，兼且軍閥相互內鬥，國民黨政府無能管治。像允元實業這樣遵守法律，依賴穩定的基礎設施合同的公司，確實是一個非常不利的環境。另一方面，由於林允方拒絕了中國銀行董事長宋子文、政府建設委員會委員閻錫山對公司的投資要求，引致閻錫山等軍閥狼狽為奸，用欺壓手段迫使允元實業欠下大筆債務。林允方因此遭「索債追緝」，迫於無奈逃返廣州。從這時起，改用「林志澄」名字。在1926年，公司倒閉了。雖然這家先鋒企業只經營了七年，但其許多員工仍然繼續在公共和私營部門取得成功，並且繼續為中國的現代化做出貢獻。

林志澄回歸：從機械工程師到副市長

1932年林志澄逃到廣西，得友人介紹，在廣西省建設廳任技正(相當於高級工程師)。後因看不慣官場上的腐敗現象，而憤然辭職。1934年出任廣西省南寧航務局局長時，林志澄對航務投資上提出合理化建議。但是既得不到當局的支持，還受到桂系軍閥的反對和排斥，因而又辭職不幹。當他離開航務局時，當地航商同仁為敬仰林志澄的氣節，贈給他銀鼎一座，上刻「公正廉明」的題詞。

1934年冬，林志澄回到廣州。經友人介紹，在廣東國民大學工學院任教授。一年後，又轉到黃埔海軍學校任總教練官，教授機械工程。

1937年7月7日，日本帝國全面入侵中國。1938年，廣州淪陷，林志澄與妻子遷往澳門居住。隨後1941年12月香港淪陷，又全家遷到台山槎洲村。1942年春，在台山和姨甥趙元浩相處一段時間(趙是中國共產黨黨員)，趙給林借看一批社會主義信仰的書籍。其中有美國記者斯諾的名著《西行漫記》(《Red Star Over China》by Edgar Snow)，對林志澄影響很大。

1945年8月，日本帝國投降，第二次世界大戰結束了。後經友人的推薦，林志澄被安排接收原協同和機器廠。該廠曾被日本人霸佔，搞得支離破碎，改作修理船舶機件。協同和機器廠過去原是私人股份企業，廣州淪陷時，部份股東退出遷往香港。因此，當特派員公署要作為敵偽產業接收充公時，原股東提出異議。於是由林志澄從中斡旋，據理力爭。迫使當局交回該廠，確認為私人財產。經股東們研究決定，把廠改組為「協同和機器廠股份有限公司」（今天廣州柴油機廠股份有限公司前身）。原創辦人陳拔庭任董事長，聘請林志澄任總經理，主持生產。協同和在他的管理下，生產逐步發展，試製成功中國第一艘柴油機輪船下水，成為廣州市具有較大規模的機器廠。林志澄甚至被稱譽為「中國近代航海之父」。

1948年，林志澄最疼愛的小兒子林浩明，在廣州私立嶺南大學唸一年級。思想前衛，傾向社會主義理想。3月12日，林浩明被國民黨當局懷疑是共產黨員，逮捕處決。這件悲劇，使林志澄對國民黨非常痛恨。

1949年國民黨政府垮臺，中國共產黨地下工作部門為了迎接建政，做好保護城市的準備工作。通過在中共香港工作委員會裡擔任財委工作的趙元浩與林志澄聯繫，請他掩護黨的地下工作人員，並介紹許滌新和饒彰風等同志與他詳談。之後林志澄利用職務上的方便，掩護了從香港派來廣州進行工作的地下黨員李見心和另一位姓伍的同志，到協同和機器廠和廣州市工業協會工作。

1949年10月1日，中華人民共和國在北京宣佈建政。14日，廣州市人民政府成立，林志澄受到中國共產黨的重視。他擔任了廣州市工商業聯合會籌備委員會主任委員、全國工商業聯合會執行委員會委員、中國民主建國會第一屆至第七屆副主任委員、全國人民代表大會代表。

1955年，林志澄擔任廣州市副市長職務，在北京受到了周恩來總理的親切接見。周總理鼓勵：「你是回國僑商，要為祖國社會主義建設多作貢獻。」對此，林志澄很受感動。回廣州後，常以周總理所說的「言必信，行必果」為座右銘，鞭策自己。林志澄擔任副市長期間，不少親友想借助他拉關係，通融批准赴香港出國。但他不管親疏，堅決反對。還反問：「你為什麼要出去，中國這麼大養活不了你一個？」使來者不敢再提。

1956年，林志澄積極回應共產黨的號召——擁護國家對資本主義工商業實行社會主義改造，申請協同和機器廠參加第一批公私合營。

林志澄深信社會主義，與共產黨肝膽相照。常常以共產黨的方針政策來衡量一切，直言不諱。1958年「大躍進」期間，正值大煉鋼鐵高潮。他在學習小組會上提出：「我懷疑現在是否過分偏重於重工業？整個國民經濟系統會不會產生不平衡？！」又認為：「街坊拆住宅的鐵閘舊鐵作為煉鋼原料，很不合算。而且品質有問題，成本又太重、得不償失！」

1957年「反右運動」期間，當創辦華南企業股份有限公司的陳祖沛被錯劃為「右派分子」的時候，林志澄在學習小組上提出個人的看法：「陳祖沛都被劃為右派？我不相信。他是把香港大成行大部分資金帶回祖國投資工商業，抗美援朝時又是捐獻飛機大炮最多的，又是歸國華僑，都會反黨？是否搞錯了？」當中共中央廬山會議後，開國元勳彭德懷元帥受到批判時，林志澄又在小組學習會上坦率提出疑問。

為響應國家鼓勵民辦學校號召，林志澄領導的廣州市工商業聯合會、中國民主建國會共同在1962年夏天開辦建聯中學、小學。至1964年底，工商界認捐辦學基金達54萬元。同年，建聯中學擴建後，成為全日制中學，開設18個班，學生918人。

1966年5月，開始十年「無產階級文化大革命」。當中，林志澄因為在學習時曾談過對「三面紅旗」、「大煉鋼鐵」等問題的不同看法，與贊同「三自一包」的想法，被一些人指控為：「惡毒攻擊毛主席、為劉少奇翻案、陰謀反攻倒算」，而受到了迫害——在頸上掛上黑色大鋼板牌；赤腳站在太陽曬得炙熱的石子上；接受批鬥和遊街示眾；關押牢獄六年。1968年開始，林志澄先後被抄家13次。1973年出獄，有人勸他回到出生地加拿大或到美國去。他不接受，反而說：「這種不正常現象，總有一天會改變，一切會好起來的。」

1978年鄧小平上台後，林志澄看到了改革開放的早期成果。他也看到了原上海扶輪社社員、廣東省副省長郭棣活擔任香港特別行政區基本法起草委員會委員。但那時他已經老了，病多了。1987年8月15日，林志澄(林允方)在廣州病逝，終年96歲。

林志澄：建聯中學的發起人

袁麗珍（廣州市第九十七中學建校50周年紀念特刊）（2012）

（「建聯中學」，於1962年由廣州市工商業聯合會與中國民主建國會合資建立。1965年，學校曾改名「紅衛中學」。1969年改為公辦學校，正式更名「廣州市第九十七中學」。）

畢業於麻省理工學院，中國近代航海之父，曾經的廣州市副市長，受到過周恩來總理的親切接見……林志澄絕對算得上是一個傳奇式人物。一生曲折坎坷，一生富貴榮華，構成了他異彩紛呈的人生。而就是這樣一個人物，以及他的家族與97中有著不解的淵緣。

建聯中學的董事長

建聯中學成立的初衷很簡單，就是為了讓工商界子弟有書可讀。當時有限的公辦學校以成分論，因此很多工商界子弟無書可讀，到了學齡，也只能無奈地呆家家裡。這樣一種狀況被林志澄看在眼里，於是有了建一所學校的想法。

而林志澄完全也有這個能力，因為他當時是廣州市工商業聯合會籌委會主任委員，所以，擁有足夠的號召力。一天，林志澄召開會議，專門就建校一事請與會人員提出各自的意見。顯然，林志澄的提議，對於當時的工商界人士是一個極大的好消息。於是他們紛紛表示願意出錢，資金的問題很快得以順利解決。

但是，問題還是如期而至，那就是地方的問題？作為一所民辦學校，建聯中學得不到官方的支持，只能靠自己不懈努力。於是林志澄及他的同仁們四處走動，才獲得了一塊建校的地皮，也就是現在97中的校本部所在地。

那是學校還沒有建好，1962年，建聯中學成立之時，就把寶崗大道邊上一個倉庫做起了臨時的校舍，直到1964年。搬遷至新學校時，浩浩蕩蕩的隊伍，如今還是人們津津樂道的談資。學生們各自背起自己的桌椅一路走過去，延綿數里，蔚為壯觀。

歷經艱苦的開創期，建聯中學拔地而起。其優質的建設設施為人們所稱道，這也為 97 中之後的發展奠定了良好的基礎。作為建聯中學的董事長，林志澄承擔著一個開拓者所承擔的責任，為建聯中學的發展搖旗吶喊，鞠躬盡瘁。

以人為本的教育家

身為麻省理工大學的高材生，林志澄自然意識到教育的重要性。因此看到眾多工商聯子弟無書可讀時，馬上意識到問題的重要性，因為教育乃民生之本。於是，萌發了建校的意識。

林志澄相信，知識可以改變命運。少年時期，在舅公伍廷芳的賞識兼資助下，赴美留學，於是換回他高級知識份子的身份。此後一生風起雲湧，異彩紛呈。在最早一批進入建聯中學擔任老師的隊伍中，不乏佼佼者，他們為祖國人才的建設甘為孺子牛。

在建聯中學，個性的張揚是極為重要的。學校尊重個性，同時還為學生們個性的發展，提供良好的平臺。因此舞蹈隊、籃球隊、羽毛球隊等社團組織，層出不窮。

林志澄的孫子林文敬，也在由建聯中學發展而成的 97 中度過了其重要的讀書時光。但他不怎麼愛好學習，卻對藝術表演情有獨鍾，因此他走向了與祖父完全不同的道路。林志澄想必也介意過，但最終還是妥協了，他也許認為孫子走上這條路才會獲得幸福。事實也的確如此，儘管身處紙醉金迷的娛樂圈，林文敬仍然保持著對表演藝術的敬畏與尊重。與他同台演出的有謝霆鋒、林心如這樣的影視紅星，但他卻不迷戀名利，為的只是藝術。

樂觀開朗的較真人

林文敬回憶起祖父來，他樂觀開朗的性格最讓人記憶深刻。凡事往好處想，認為沒有是解決不了的。也許也正是他這種性格才造就了建聯中學，否者在如此的困境中難以輕易實現。

1966 年，文革來臨，林志澄因複雜多變人生經歷，很快就成為了被打倒的對象。不過，在這樣惡劣的生存環境中，林志澄苦中作樂，最終活了下來。1973 年初，林志澄出獄。六七年的牢獄之災，對他的精神與身體是個殘酷的折磨，就此落下了病根。

藥，成為了林志澄的常備品。一次，林志澄讓孫子林文敬去買維生素 B6 和 B1。林文敬一大早出門，繞了大半個廣州城，終於在中山四路的小商店裡買到了藥品。但拿回家之後，林志澄卻對孫子抱怨：「哇，藥那麼大，你想噎死我啊。」原來林志澄習慣吃上海製藥廠出產的，而孫子買回來的藥，卻是廣東製藥廠生產的，自然會存在形狀上的差異。

這種較真若放在工作上便是對完美的追求，這與建聯中學的建設有著千絲萬縷的關係。「我祖父時間觀念很強，從不遲到。」林文敬對祖父的崇敬是由衷的，而 97 中對這位發起人的尊重也是由衷的。如今，97 中即將迎來 50 周年校慶。若林志澄先生泉下有知，看到自己一手創辦的學校能夠如此興盛，定對感到很欣慰。

