

The Rotarian

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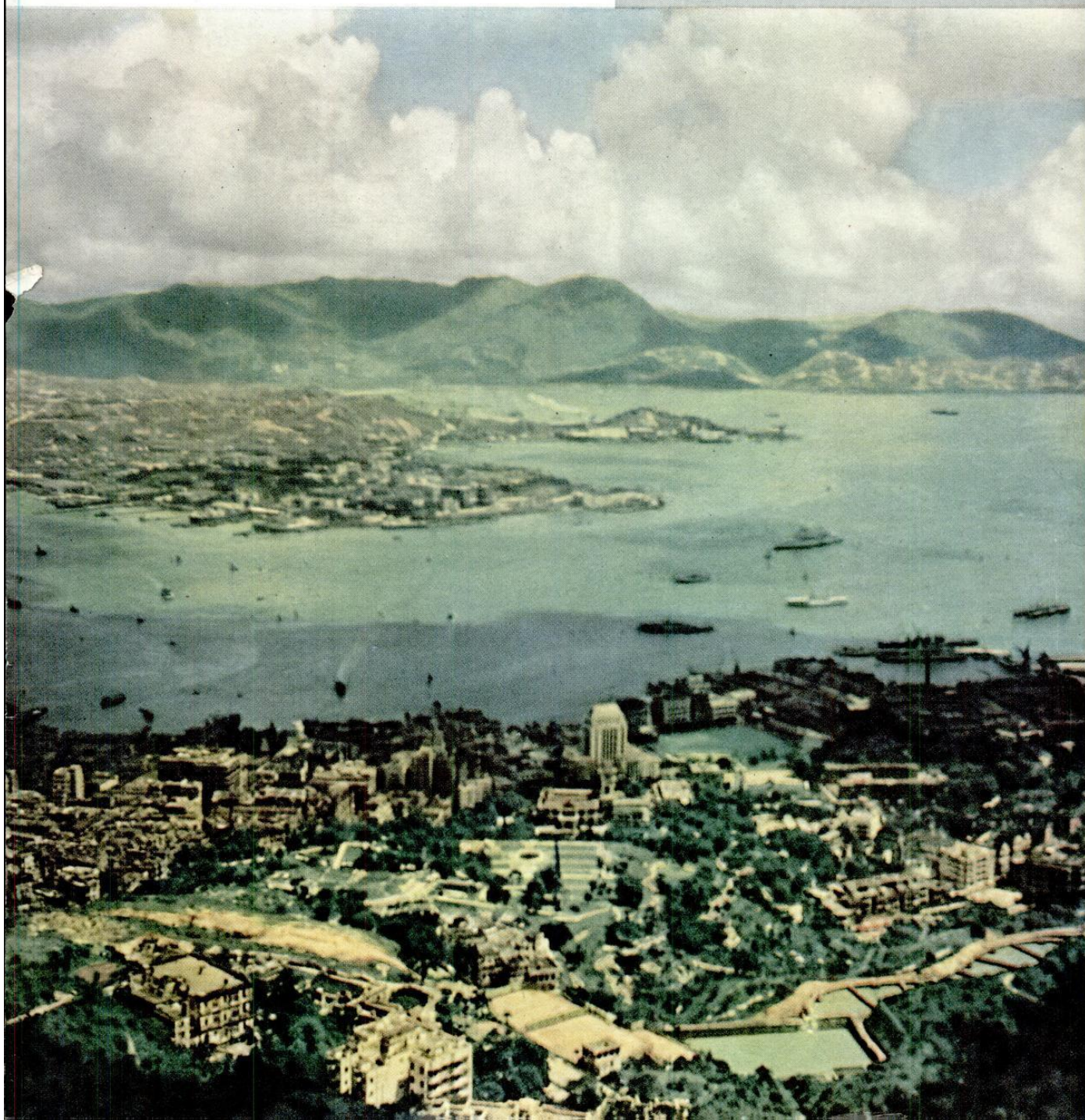
2000 A. D.? • L. A. DUBRIDGE

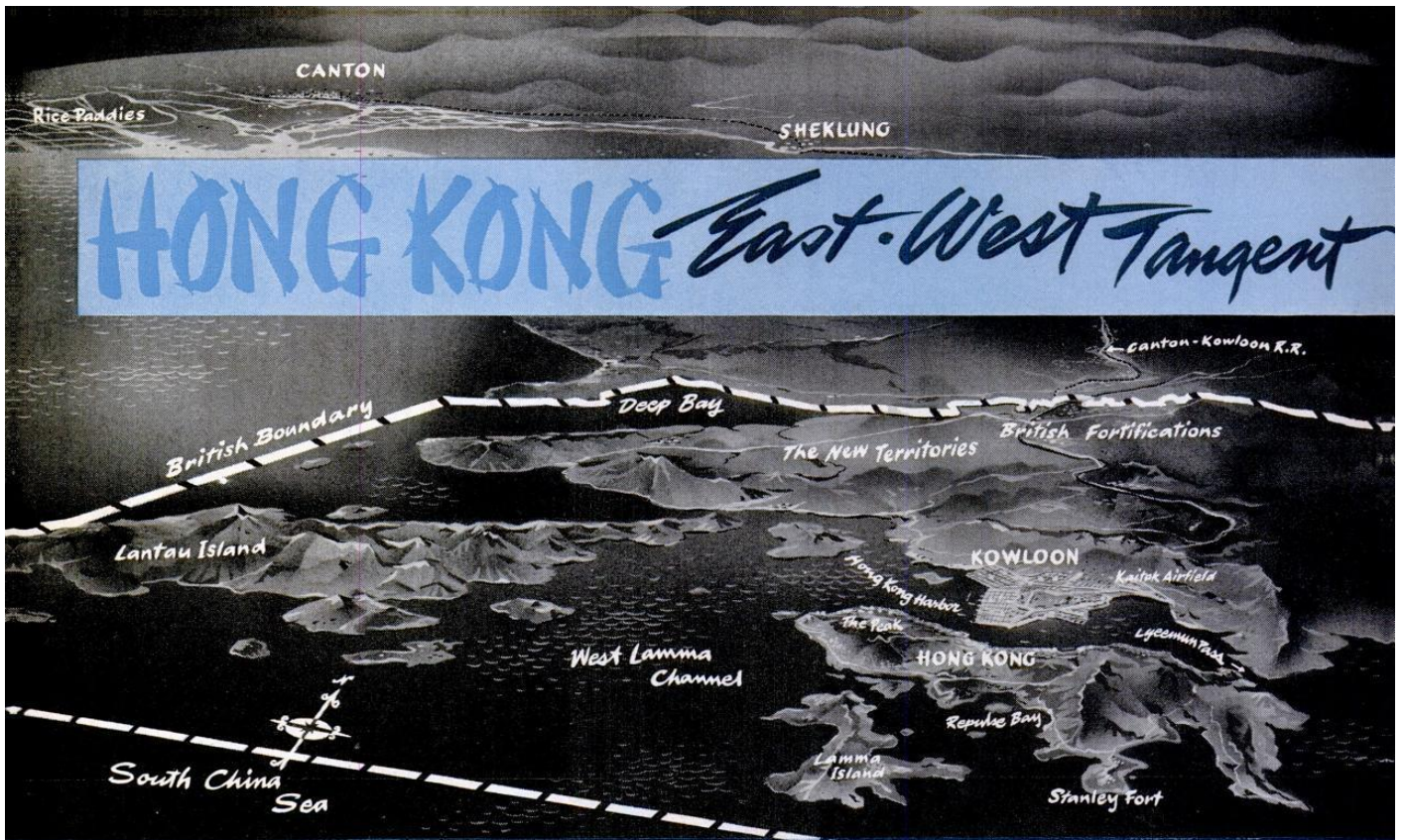
Case of the Eggs • • DEBATE

Rotary Plan • FRANK E. SPAIN

Jai Alai • • CARLETON BEALS

Hong Kong • • PICTORIAL





Map by Ernest King

The Crown Colony of Hong Kong includes far more than the island of that name—the broken line embracing almost all its 390 square miles of land and water. Canton (upper left) is 80 miles away.

MOTOR UP 2,000 steep feet from the tropical city—leaving teeming water-front streets and passing ornate colonial homes and multitiered pagodas—and at last you reach the granite top of the famous Peak.

If the day is clear, you will see below you one of the most beautiful of harbors and one of the most enigmatic of communities. This mountainous hump of earth on which you stand—this jade-green island studded with white buildings and rimmed by bright sand beaches—is Hong Kong. At your feet are the crowded streets of Victoria. East of you is the resort area along Repulse Bay. In the voluptuous harbor itself you see a flotilla of merchant ships riding at anchor amid a swarm of junks, and beyond them the mainland docks of Kowloon and the narrow wedge of air strip at Kaitak. Still farther away, behind steeper mountains, lies the Shumchun River, which separates this British Crown Colony of Hong Kong from China. You are surveying an area which, with its island-cluttered bay, measures 390 square miles—home to some 2 million Orientals and 10,000 Europeans. More important, you are looking at one of the few peaceful tangents between China and the West.

This is not a new rôle for Hong Kong. It has served as a meeting ground for East and West ever since its cession to Great Britain in 1842. Except for its eclipse under Japanese occupation during World War II, this port has remained for 110 years a showcase and warehouse for most of the goods entering and leaving Southeast Asia. Controversies today over Hong Kong's trade are, if anything, quieter than many a debate in the past. Through them all, and through many a troubled Eastern era, the trade has continued.

Following World War II, Hong Kong's merchants began

to diversify the port's commerce. The plan has largely succeeded. Even before the recent restrictions, trade with China represented only 20 percent of Hong Kong's total volume, compared to 40 percent before the war. More goods are now shipped to The Philippines, Korea, Japan, Indonesia, Macao, and Siam. Embargoes prohibit the shipment of oil, munitions, and similar supplies to Red China.

With the Chinese Civil War and the Korean campaign, residents of Hong Kong have felt the tension mount. But most of the Colony's businessmen do not fear a Communist move against their community. For today, they point out, Hong Kong is too valuable as a meeting ground for both sides.

Each day some 5,000 persons file past the frontier markers—or even swim across the Shumchun in full view of customs men. Several passenger trains run daily to and from Canton, 80 miles distant. Among these people are traders, missionaries, and refugees. Western observers have found these travellers their most important sources for Chinese information. Many organizations with personnel or investments inside China find Hong Kong their one "window" or escape hatch. Chinese Nationalists from Formosa (just 400 miles away) maintain ties with resistance leaders on the streets of Hong Kong. Similarly, Chinese Reds find the Hong Kong postal system useful as an international maildrop.

What with these problems, plus a population that has doubled since 1945, the Crown Colony has need for substantial Community Service work. And helping to do this job are the Rotary Clubs of Hong Kong, on the island, and Kowloon, on the mainland. For a photographic report of their work in this colorful, troubled corner of the world, turn the next page.



Swelling an already crowded Hong Kong, more Chinese refugees cross the Shun Chun Railway Bridge into the Colony. . . . Each is inoculated (left).

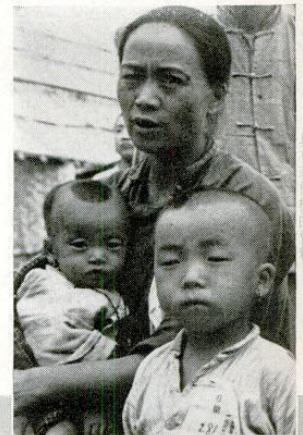


Using a mine detector, a Hong Kong policeman checks for hidden weapons.



Authorities screen all crossing the border bridge into the British Crown Colony.

The face of a refugee mother betrays her long anxiety.



具有著作權的資料

The clean commercial buildings of Victoria rise along the water front of Hong Kong Island, dominated by the granite Peak. (Note this month's cover photography, taken from the Peak looking down on Victoria and the harbor.)

Photos: (all above) Forman





A side street in Victoria where many a thoroughfare is a stairway.



Silhouetted junks move under sail across the ample, island-protected bay. Including the harbor area, the Colony measures some 390 square miles.

Photos: (all except above: Wu



Terminus of the busy ferry connecting Victoria with Kowloon. . . (Below) The pagoda of a Chinese millionaire.



A public scribe writes letters at his sunny sidewalk "office."



A street library (below) displays enticing titles.

Wiry stevedores unload boats from swaying gangways along the water front.

