

levels higher than those expected in the Nga Tsin Wai Road area, while, at the same time, the Kai Tak Development area was further away from the new market and the bus terminus then under planning. It was just a little ahead of its time: its houses came on stream some four or five years before the developments in the Nga Tsin Wai Road area (the new market there was opened only in 1930), and just before the new roads linking Kowloon City with the rest of Kowloon were opened.

- 12.3.4.22 The company declared itself bankrupt, and returned the land to Government. The Government continued to seek tenants for the houses built on the western third of the area, eventually with some success. The eastern two-thirds of the Kai Tak site, however, beyond the nullah, where the Land Development Company had not done anything more than sketch out the lines of a few streets, the Government left undeveloped. The easternmost part of the Kai Tak area, near and to the south-east of Ngau Chi Wan village, was not reclaimed in this period. From 1925, the Government used the eastern part of the Kai Tak reclamation for the airfield which Hong Kong by then badly needed.

12.4 Other Historical Heritage Sites

12.4.1 *The Kowloon City Execution Ground*

- 12.4.1.1 The traditional execution ground for criminals ordered for execution at Kowloon City was an almost enclosed courtyard on the western side of the Kowloon City market, to the south of the Walled City. Occasionally, however, another site was used. This was a peninsula of land south of the city, opening to the bay on the east, and a creek to the west. This peninsula was used because it lay immediately adjacent to the 1860-1898 border, and was used for executions which were of interest to Hong Kong as well as to the Kowloon City authorities, especially of pirates captured in joint Anglo-Chinese Anti-Pirate operations. The site was used as the execution ground for such executions because the site could easily be cut off by a cordon of soldiers across the neck of the peninsula, thereby making access to the site subject to the control of the authorities. This execution ground lies within the Kai Tak site, under the western end of the Terminal Building (exactly under the area which was, before 1998, the Waiting Area for people awaiting arrivals).
- 12.4.1.2 In 1860, when the new border was set out, the southern tip of this peninsula fell within the new British Kowloon. The execution ground used the area immediately adjacent to the border, just north of the border-fence, but still within the peninsula. **Photo B** shows the beach immediately north of the fence which was where executions took place. **Photos F** and **G** are of an execution which took place here in 1891, of some nine or ten pirates. **Photo F**, showing the execution actually in progress, is taken from the north, and shows the border fence immediately behind the last pirate shown (with some Hong Kong spectators, clinging to the fence itself). **Photo G** shows the aftermath of the execution: the Kowloon City Public Pier can be seen immediately behind the corpses laid out on the beach.
- 12.4.1.3 The European officials shown in **Photo G** are there because this group of pirates (who had murdered many people on the ships they had captured) were caught by a joint Anglo-Chinese Anti-Pirate agreement. It was considered doubtful that the pirates would receive sufficiently condign punishment if they were brought to trial in Hong Kong, and so they were returned to the sub-Magistrate at Kowloon City, to be tried there, since some of their crimes had been committed in Chinese waters. The Magistrate invited the naval and police officers from Hong Kong, who had caught the gang, to witness the execution as his guests: this was seen, on both sides of the then border, to be a clear sign of the good relations between the two authorities at this date.
- 12.4.1.4 Gruesome as these photos may be, nonetheless, the presence of the execution ground within the Kai Tak Development Area is a significant historical heritage factor.

12.4.2 The Kowloon City Public Pier(龍津石橋)

- 12.4.2.1 The sea-shore immediately in front of the Kowloon City Market was shallow and muddy, and not very suitable for loading and unloading boats. Without a pier, it would seem unlikely that landing could have taken place here except at high tide. Nonetheless, from the early nineteenth century at the latest, the normal landing place was on this shore, since the large fort of 1811 was built here specifically to guard this Landing Place. A Tin Hau Temple stood near the Landing Place, doubtless to provide divine protection to the same Landing Place: unfortunately it is not known when this temple was first founded, although it was, at the latest, founded in the early-mid nineteenth century. It is probable that there was some sort of relatively short wooden pier at this site then (there was certainly a pier here by 1860, when it is mentioned, as remaining in Chinese hands, in the Treaty by which Kowloon was ceded to Britain). In much earlier centuries it is possible that a landing place at the foot of the Sacred Hill, in deeper water, had been used. The 1688 Gazetteer reference to the landing-place used by the Song Imperial party certainly suggests that the landing took place here.
- 12.4.2.2 At a later date, however, there was a long stone landing-pier here, built like a traditional South China bridge, with massive stone piers every ten feet, linked by three stone slabs between each pier. The whole landing-pier was twenty-one spans long - at least five or six times longer than the longest bank-to-bank bridge in the New Territories. Because it was built like a bridge, it was usually called the Lung Tsun Stone Bridge (龍津石橋). It was built between 1873 and 1875. Much of the money for the new pier was raised by the gambling houses in Kowloon City, who needed to improve access to their landing place for the pleasure-seekers from the City. Other important donors were some of the stone-quarries in the Kwun Tong area, who provided the stone used in the pier.
- 12.4.2.3 A wooden extension was added in 1892 to the seaward end of this pier, since the stone landing-pier did not reach deep enough water for the new, larger steam ferries to Hong Kong to tie up at the lowest tides. The Lok Sin Tong (樂善堂), the charitable organisation which had been established in the Kowloon City Market in 1880, played the leading role in gathering the funds for the extension of the landing-pier in 1892. This wooden extension was replaced by a concrete extension in 1910. The 1910 extension included also a wooden shelter over the new extension, to provide shelter from the rain for passengers waiting for the steam-ferry (**Photos H and I** show the landing-pier as it was in the 1920s).
- 12.4.2.4 There was, as noted above, a strong fort near the landward end of the landing-pier, with four cannon. This fort was built in 1811, and so was already in place when the British came to Hong Kong in 1841. The fort remained manned by Chinese Imperial soldiers down to 1898, after which it was used as the Kowloon City Police Station down to the late 1920s (the new Police Station here was under construction from 1924). The fort was placed there to discourage pirates from trying to use the landing-pier to land troops to try and sack the market. The fort lies today under Prince Edward Road.
- 12.4.2.5 Also at the landward end of the landing-pier there was a substantial two-storeyed pavilion. The road to the pier passed through it. This pavilion had four entrances, one on each face. The footpath ran through the rear and front entrances: the side entrances had stone slabs with inscriptions on them recording the 1873 and 1892 work. The pavilion is shown in **Photos H and J**. This pavilion, usually called the Lung Tsun Pavilion (龍津亭) was also used by the local elders to greet new officials sent to man the yamen in Kowloon City, and it was also called the "Pavilion for Greeting Officials" (迎官亭) in consequence. The Pavilion, like the Fort to its west, now lies under Prince Edward Road.
- 12.4.2.6 The 1873 stone landing-pier was destroyed, or possibly buried within the reclamation, as part of the Kai Tak reclamation project in 1924. Apart from the first few sections of the pier, which lie under Prince Edward Road, the pier site lies entirely under the western part of the Terminal Building, the adjacent Carpark Building, and the roadway between them. Part of the concrete

1910 extension to the landing-pier remained projecting from the seaward edge of the Kai Tak reclamation down to 1930, and continued to be used by the local steam-ferries until then. In 1930, however, it was removed, and replaced by a new Government pier, which in turn disappeared when the Japanese reclaimed the fore-shore here. After the War, the ferry-pier was moved to Ma Tau Kok, where it remains to the present.

12.4.2.7 The two stone inscriptions recording the construction of the pier in 1873 and 1892 were preserved in 1930, and relocated in a small garden nearby, when the pavilion was removed to make way for the construction of Prince Edward Road, but they were lost during the Japanese Occupation, probably having been used as fill for the reclamation. The text of the inscriptions, however, is recorded.

12.4.2.8 The Fort and Pavilion now lie under Prince Edward Road, immediately north of the Kai Tak development area. The site of the stone landing-pier lies entirely under the western end of the Terminal Building, as does much of the wooden 1892 extension pier site. A little of the 1910 concrete extension site lies beyond the southern boundary of the Terminal Building, but it is in the last degree unlikely that anything of this survived the removal of the pier in 1930. Although nothing now remains of this pier, it was one of the foremost engineering achievements of the traditional culture of the New Territories area, and extremely important to the society and economy of Kowloon City throughout the nineteenth century. It is a historical heritage site of some importance, therefore.

12.4.3 Fishtail Rock

12.4.3.1 To the south-west of the Kai Tak area proper is the Fishtail Rock. This was originally a tiny island within To Kwa Wan Bay. It comprises a huge and dramatically shaped rock, which looks like the tail of a giant fish diving into the sea. This rock has been worshipped by the local boat people for many generations. There was a tiny temple at the foot of the rock: this is shown in a drawing of the bay of 1840s, and in a map of 1924. The tiny temple was recorded as Hoi Sham Lung Mu Temple (海心龍母廟). Lung Mu means dragon mother, according to the records of Chinese Temple Committee, she was removed from Hoi Sham Temple (海心廟) which was demolished in 1964 to make way for urban development. Dragon mother is now worshipped in the side hall of Tin Hau Temple at To Kwa Wan between the junction of Ha Heung Road and Lok Shan Road.

12.4.3.2 This rock was joined to the land in a reclamation of the late 1960s. Hoi Sham Lung Mu Temple was demolished in 1964 and the Hoi Sham Park was open on 28th June, 1972. The view of the rock from the sea was preserved in the SEKD development.

12.4.3.3 This rock represents the way of life and culture of the boat-people of the Kowloon Bay area, and, as such, is of significant cultural and historical heritage value.

12.4.4 Kowloon Rock

12.4.4.1 After preliminary review, it is not possible to give even the most initial views as to any cultural heritage importance of this rock at this stage.

12.4.4.2 In theory, this rock might have Fung Shui significance to the adjacent land villages, or ritual and religious significance to the boat-people of Victoria Harbour.

12.4.4.3 It is just possible that the rock was of Fung Shui significance to San Shan, To Kwa Wan, Shek Shan, Po Kong or Ngau Tau Kok villages. However, all these villages were cleared long ago, many more than 70 years ago. Even locating villagers of these villages will be difficult, perhaps impossible. No Fung Shui significance of the rock to the land-people is currently known. An attempt to locate villagers will be made, but it is difficult to be sure of success.

12.4.4.4 As to the boat-people of Victoria Harbour, very little is known of their ritual and religious practices. It is known that they worshipped predominantly at land temples (especially the Tai Miu in Joss-house Bay, and at those at Shau Kei Wan, Yaumatei, Sham Shui Po, and Lei Yue Mun). It is known that they venerated the Fishtail Rock (Tokwawan Island), and worshipped the Hoi Sham Lung Mu Temple on that Island. Nothing is currently known of any veneration of the Kowloon Rock. An attempt will be made to contact long-established families of boat-people resident in the Harbour for some generations, especially descendants of those boat-people families who, up to the War, used Kowloon City as their home-anchorage, to seek views, but, again, this may well prove difficult.

12.4.4.5 All that can be said at present is that nothing of any cultural heritage significance is currently known about this rock.

12.4.5 Former Far East Flying Training School

12.4.5.1 According to Chapter 8 of the book called “Wings over Hong Kong: an aviation history 1891 – 1998” (edited by Cliff DUNNAWAY and published in Hong Kong by Pacific Century Publishers), the Far East Flying Training School (1943) was moved to Sung Wong Toi Road in 1958 due to the construction of new runway of Kai Tak Airport (1956). The school was finally sold in 1983 to the Hong Kong Aviation Club which has been formed in 1981.

12.4.5.2 The Far East Flying Training School was the first commercially aviation enterprise in Hong Kong providing a fully spectrum of flying and engineering training for pilots of British and other nationalities, and was once the largest aviation – training establishment east of Suez. In addition to training civil pilots and engineers, it is also an approved Royal Air Force (RAF) training school providing training to members of the air Arm of the Hong Kong Volunteer Defence Corps and to reserve pilots of the RAF. Their graduates also included those sent from the Chinese Government before the World War II.

12.4.5.3 The pilot training of the school was taken over by the Aero Club of Hong Kong in 1964 and the school subsequently changed its name to the Far East Flying and Technical School. Despite the elimination of flying training, demand for engineering, radio and electronic courses remained high especially as all of the courses were recognised by the Department of Civil Aviation and the City and Guilds of London Institute. In 1969, enrolments were nearly 800 for a full schedule of day and evening courses. About 20 per cent of the students came from overseas.

12.4.5.4 Since the 1970s, the school, however, began to face competition from educational institutes such as the Hong Kong Polytechnic and also from commercial aviation enterprises which set up their own in-house training programmes. The school was finally sold to the Hong Kong Aviation Club in 1983.

12.4.6 The Walls of Kowloon Walled City

12.4.6.1 It is known that the walls of Kowloon Walled City were removed by the Japanese in 1942-1943 for the Airport Extension.

12.4.6.2 The Japanese reclamation used as hard-fill the following:

1. Rock taken from the demolition of the Sacred Hill and the Po Kong Village Fung Shui hill.
2. Rock taken from the digging of the Intercepting Nullah between Po Kong and the sea east of the Sacred Hill.
3. Building debris taken from the demolition of the tenement buildings of the Kai Tak development area, from the houses built in the Kau Pui Shek area in the 1930s, and from the houses built at the end of Ta Kwu Leng and Kai Tak Roads in the same period, from

houses from the southern edge of Sha Po Village, and from the houses of Po Kong, Sha Tei Yuen, Kak Hang, Kau Pui Shek, and Ma Tau Chung Villages.

4. Rock taken from the west face of Hammer Hill.
5. Rock from the walls of Kowloon City.

12.4.6.3 All this hard-fill from all these sources was dumped indiscriminately by the Japanese across the sea-front of their new reclamation area. This reclamation was not faced by any sea-wall, or piled facing: the hard-fill was merely dumped across the bay to form a rough mound. Eventually, this rock-mound was high enough and broad enough to be sufficiently stable to protect the reclamation behind from typhoon and other storm damage.

12.4.6.4 The area behind this rock-mound sea-front facing was filled by the Japanese with much softer fill, mostly earth from the Po Kong area, derived from the flattening of this area, and earth from the deep nullah dug by the Japanese around the perimeter of their newly expanded airfield.

12.4.6.5 After the return of the British in 1946, the sea-front of this Japanese reclamation became a cause of concern, as it was much weaker than any reclamation facing undertaken by the Hong Kong Government, and was felt to be insufficiently protected from typhoon or other storm damage. As a result, the Hong Kong Government built a new sea-wall across the front of the Japanese rock-mound, to ensure that this sea-front was safe and stable (1947).

12.4.6.6 Thus, it is believed that the rock from the walls of Kowloon Walled City was dumped indiscriminately with all other sources of hard-fill into the rock-mound laid by the Japanese across the seaward edge of their reclamation. The rock from the walls was not set aside and used for any purpose which would allow the stones to be recovered.

12.4.7 *Ma Tau Kok Large Animal Quarantine Depot*

12.4.7.1 The Ma Tau Kok Large Animal Quarantine Depot is located at more than 200m from the boundary of the New Development Area. There is no road construction work or tunnelling work proposed in the vicinity of the Depot in this Study. Direct physical disturbance during the construction phase of the proposed development is therefore not anticipated. Impact on the Depot during the construction and operational of the proposed development is therefore not expected.

12.5 Aviation History

12.5.1 *The Kai Tak Airfield, 1925-1941*

12.5.1.1 When the eastern two-thirds of the Kai Tak reclamation fell into Government hands in 1925, it was immediately used as an airfield (see Map at **Drawing 22936/EN/108**). An RAF Base was established in the area from 1927, after less formal RAF use from 1925. The RAF Base initially consisted of a string of Nissen Huts and other more or less temporary buildings built along the eastern edge of the Nullah. The Hong Kong Flying Club (from 1932 reformed and renamed as the Far East Flying School) also had premises here, next to the nullah, also from 1927. A landing for seaplanes was constructed at the end of the nullah, again in 1927.

12.5.1.2 In 1928, the Government took over control of the airfield from the RAF: as an immediate result of this change, the area of the airfield was extended over a newly reclaimed strip to the east (1929). A further major extension of the airport took place in 1931, over the easternmost part of Kowloon Bay, which had been reclaimed over the previous years, the reclamation being completed in 1931. The seaplane landing was greatly improved (1930). Also in 1930-1931, the airfield was levelled and re-turfed, and a hangar and other accommodation for a