



Antiquities and Monuments Office

Study on Old Trails in Hong Kong - Final Desk-top Study

July 2013

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Antiquities and Monuments Office

Study on Old Trails in Hong Kong – Desk-top Study

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For and on behalf of ERM-Hong Kong, Limited	
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Signed:	
Position:	Partner
Date:	23 July 2013

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1.1 STUDY BACKGROUND

It is widely believed that old trails reflect the early pattern of commercial activity, cultural exchange and communication among villagers in various parts of Hong Kong. In order to have an in-depth understanding of the development and the present condition of the old trails in Hong Kong, the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) commissioned ERM-Hong Kong, Limited to conduct a “Study on Old Trails in Hong Kong” (hereafter referred to as the Study). The target trails to be covered in the Study are those trails which were built before 1899.

1.2 STUDY OBJECTIVES

The overall objectives of the Study are:

- to give an overall understanding of old trails in Hong Kong;
- to record the current condition of the trails; and
- to assess the cultural significance of the trails in the local context.

The specific objectives of the Study are:

- to compile a basic inventory of these old trails in Hong Kong, including their names and rough alignments;
- to review all available historical archives on the origin, purpose and development of these old trails and their role and function in their heyday;
- to assess the value and cultural significance of these old trails in accordance with internationally recognised conservation charters and guidelines; and
- to identify issues involved in preservation and public enjoyment of these old trails.

This *Desk-top Study Report* presents the key desk-top findings. The full bibliography is presented in *Section 7*.

1.3

STUDY TEAM MEMBERS

The following team members are involved in the *Report* submission:

Peggy Wong	Team Leader and Heritage Conservation Specialist
Dr. Patrick Hase	Local Historian
Audrey Tam	Cultural Heritage Specialist
Edward Chiu	Cultural Heritage Specialist
Kitty Liu	Cultural Heritage Specialist
Raymond Ng	Cultural Heritage Specialist
Fion Tai	GIS Specialist
Katie Yu	Planning Specialist

1.4

STRUCTURE OF THE REPORT

Following this introductory section, the remainder of this *Report* comprises the following Sections:

- *Section 2* presents the methodology;
- *Section 3* presents the definition of old trails;
- *Section 4* presents the desk-top findings of old footpaths in Hong Kong;
- *Section 5* presents the conclusions and recommendations;
- *Section 6* presents the Chinese summary; and
- *Section 7* presents the bibliography.

The following annexes are also included:

Annex A Maps Showing Land Use Zoning of the 14 Old Trails

Annex B List of Chinese-English Translations

Annex C Not Used

Annex D Mapping of 1898, 1902 and 1904 Old Maps on the Current Survey Maps

Annex E 1:5000 Map Showing Potential Surviving Old Footpaths in Hong Kong

2.1 STUDY APPROACH

The Study is divided into the following four major tasks. The approach presented below provides a comprehensive study of the old trails in Hong Kong by:

- conducting site inspections and recording the current conditions of the old trails;
- analysing the history of the old trails through reviewing literature/archives; and
- providing an assessment of the cultural significance and potential of the old trails with respect to internationally recognised conservation charters and guidelines.

Specific tasks of this Study included the following tasks.

2.1.1 Task A – Desk-top Study

A comprehensive desk-top study was undertaken to:

- establish a concise definition of old trails (古道) and boulder trackways (古石徑) in the local context. The target trails of the Study are those believed to have been built before 1899;
- conduct a literature review and to acquire all available historical archives (e.g. historical maps, plans, photos, aerial photos, information from internet etc.) to trace the origin, construction purpose and development of the old trails and associated village developments in Hong Kong and their role and function in their heyday; and
- compile a basic inventory of old trails in Hong Kong including their names, locations and rough alignments marked on 1:5000 survey plans, among which six of the newly identified trails will be selected for basic recording in full consultation with the Government Representative (GR) (see details in *Task C – Basic Recording of Newly Identified Old Trails* below). The compilation of the inventory was conducted through mapping of historic maps onto current maps with supporting information through literature review, information from internet and discussion with hikers.

At the beginning of the Desk-top Study, we shall focus on defining the old trails and boulder trackways in the local context. Both local and international references have been taken into account to define the old trails.

During the Desk-top Study, available literature, historical and modern maps, plans, photos, graphics and archives, such as War Office Ordnance Survey

Maps, historical maps and survey plans, *Xin'an Gazatteers* (新安縣志); Lockhart's Report; and aerial photos, that held in tertiary institutions and various government departments and information from internet have been reviewed for compilation of a comprehensive inventory of old trails in Hong Kong for selection, evaluation of the origin, purpose, role, function and development of the old trails in their heyday. The full bibliography is presented in *Section 7*. The key findings are presented in this *Desk-top Study Report*.

2.1.2

Task B – Detailed Study on the Old Trails Recorded by AMO

Upon completion of the Desk-top Study in *Task A*, a detailed study on the fourteen old trails recorded by the AMO ⁽¹⁾ as stated in *Annex A* (site codes allocated as A1 to A14 with approximate locations shown in *Figure 2.1*) will be conducted to establish the historical, geological, topological, environmental, land ownership and land use background of the old trails, tasks include:

- Site inspection of the old trails recorded by AMO to record, collect and identify the current physical site conditions of the old trails and their respective immediate environments and features (such as starting point and ending point of each trail and the boulder sections on each trail) and indicate them on 1:5000 survey plans in order to conduct detailed photographic recording;
- Tracing of the starting and ending points of each old trail and the boulder sections on each old trail for provision of the total length and other concrete data of the trail through land surveying by marking the alignments of the trails on the most updated 1:5000 survey plans with coordinates (highlighting those old trails made of boulders);
- Site inspection to analyse the construction materials and construction methods of the old trails and traces of the builders;
- Recording the features along the identified old trails (e.g. buildings, temples, bridges, markets, etc.) and studying the relationship between these features and the old trails;
- Reviewing of land status, land use zoning, existing use of the old trails and any impending development proposals which may affect the trails; and
- If possible, interviewing local informants and experienced hikers to record and compile an oral history of the trails.

2.1.3

Task C – Basic Recording of Newly Identified Old Trails

Apart from the fourteen old trails recorded by the AMO to be studied in *Task B*, a maximum of six trails newly identified from *Task A* would be selected for basic recording. The six trails to be studied in this task will be selected based on their respective historical, architectural, social and cultural significance in

⁽¹⁾ A new item namely Hoi Ha Trackway has been recently recorded by AMO. There are a total of 15 old trails recorded by AMO as at November 2012.

Key

Old Trails Recorded by the AMO

Code	Name
A1	Ho Chung Trackway
A2	Hok Tau Reservoir-Cheung Uk Boulder Trackway
A3	Sun Leung Tam Trackway
A4	Lung A Pai-Siu Om Shan Trackway
A5	Wun Yiu Trackway
A6	Lau Shui Heung-Kat Tsai Shan Au Trackway
A7	Luk Keng-Tsat Muk Kiu Boulder Trackway
A8	Pak Kong-Mui Tsz Lam Trackway
A9	Shui Ngau Shan Trackway
A10	Tai Lam Chung - Shap Pat Heung Trackway
A11	Ho Pui Trackway
A12	Ngong Ping-Shek Pik Trackway
A13	Yi O-Fan Lau Boulder Trackway
A14	Hung Shing Ye Trackway

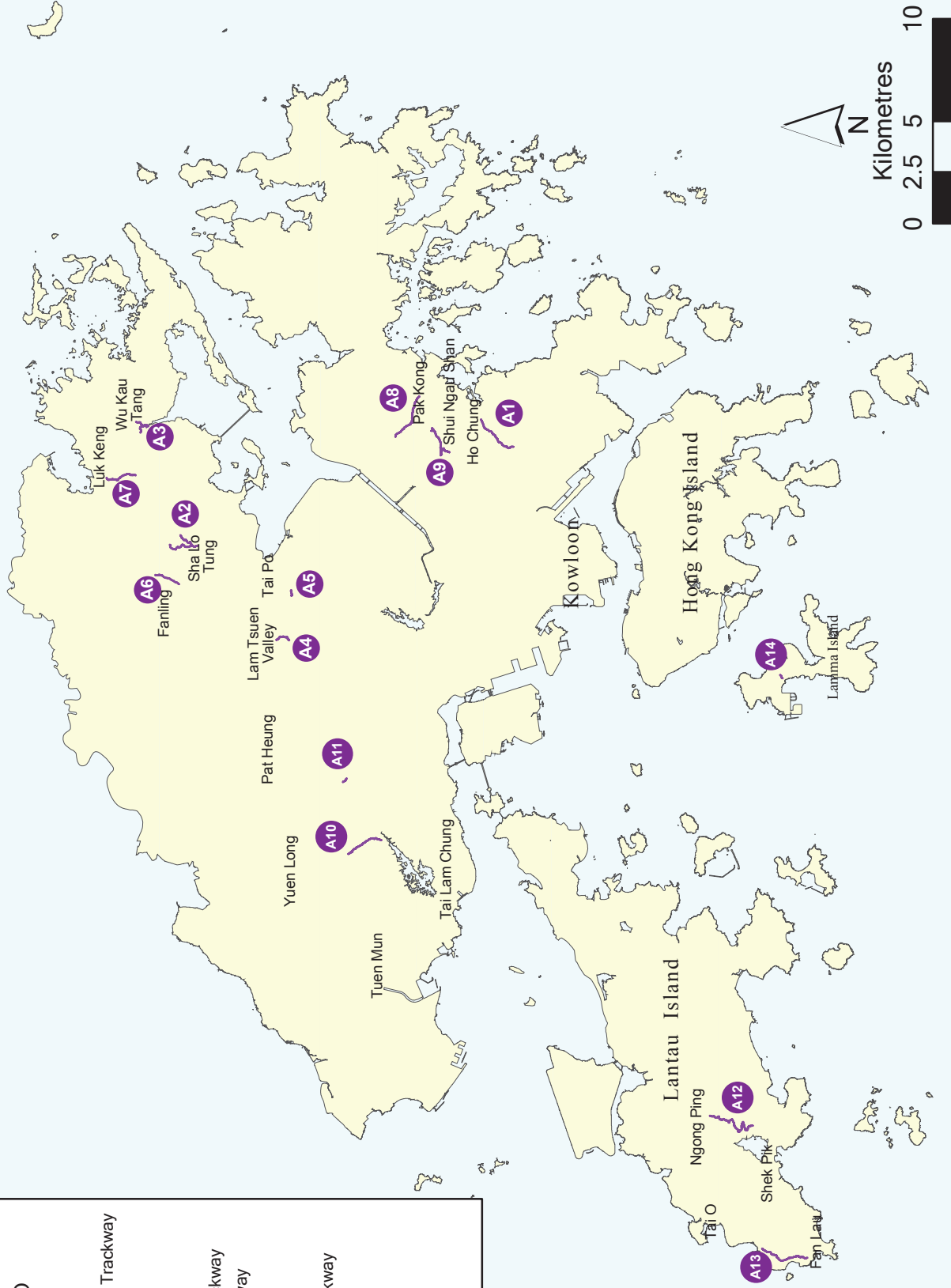


Figure 2.1

Old Trails in Hong Kong Recorded by the AMO

local context and in full consultation with the GR. Basic information to be gathered for these trails will include their names, locations, rough alignments (using hand held GPS with approximately $\pm 5\text{m}$ accuracy), length, a brief background, and photos.

2.1.4

Task D – Cultural Heritage Value Assessment

Based on the findings of *Tasks A, B* and *C*, an assessment of the values and a statement of significance of the identified old trails in Hong Kong as a group and individually will be provided in respect of its historical, architectural, social and cultural aspects. Furthermore, the collected data will be analysed by comparing and categorising the similarities and differences of the old trails. Taking account of the local conditions, comparison of other similar studies (if any) will also be made. Internationally recognised conservation charters, guidelines and reports such as the following will be referenced to assess the cultural value and significance of the identified old trails.

- ICOMOS Venice Charter: International Charter for the Conservation and Restoration of Monuments and Sites (1964);
- ICOMOS Burra Charter (1979, revision of 1999);
- Principles for the Conservation of Heritage Sites in China (China Principles) (2003);
- ICOMOS Charter on Cultural Routes (2008);
- ICOMOS Charter on the Interpretation and Presentation of Cultural Heritage Sites (2008);
- ICOMOS The Principles for the Recording of Monuments, Groups of Buildings and Sites (1996);
- Council of Europe Convention for the Protection of the Architectural Heritage of Europe – the Granada Convention (1985);
- The Setting of Heritage Assets: English Heritage guidance (2010);
- Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment: English Heritage (2008);
- The Nara Document on Authenticity (1994);
- Hoi An Protocol for Best Conservation Practice in Asia (2005);
- The Beijing Document (2007);
- Countryside Agency and Scottish Natural Heritage Interim Landscape Character Assessment Guidance (1999); and
- UNESCO Report on the Expert Meeting on Routes as a Part of our Cultural Heritage (1994).

In this task, the Study Team will also identify the constraints and opportunities that may be involved in preservation of the identified old trails and explore feasible measures to promote and enhance public enjoyment of the old trails. Currently, most of the old trails are along the hiking routes used by hikers, who are considered one of the key stakeholders. Therefore, one of the key measures to promote the trails to the public could be associated with hiking and school activities. Constraints that may discourage the preservation work may include land ownership and the current land use zoning. Other potential constraints and opportunities will be further explored and overseas examples will be referenced during the course of the Study.

The outcomes of the Study, including the recommendations on conservation and further studies as well as the interpretation of the findings will be reported in a *Draft Study Report*. Upon resolution of the comments received, a *Final Study Report* and its associated bilingual (English and Chinese) *Executive Summary* will be submitted to AMO.

2.2

LIMITATIONS OF THIS STUDY

The following listed out some limitations of this Study:

- Focus or Scope of the Study

This Study is considered as the very first step of study of old trails of Hong Kong. The target old trails under this Study are the Chinese footpath built before 1899/before British colonisation of Hong Kong. Therefore, footpaths built after British colonisation is outside the scope of this Study.

The identification of the old trails focused on the historical and social significance of the target old trails and categorized them as “major route”, “through route” and “minor route”. It is understood that many “old trails” are identified by hikers or adventurers that could be reviewed from guidebooks, books, hiking maps and photos uploaded to the internet and actively used by them. To a certain extent, these trails are of current social significance. However, focus of this Study has been placed to footpaths with literature or map information to support their historical or historic social significance. Therefore this Study will not go in details to assess if each trails identified by hikers or adventurers are of historic or social significance but to assess if the old trails identified by hikers are with historical or social information to support if they are potential old trails in order to be selected for a basic field survey. Therefore, for trails identified that are lack of historical or social information to support, they are regarded as “minor route” under this Study. Nevertheless, there is a potential that these minor routes could be “upgraded” to “through routes” or “major routes” in future if new historical or social information are available to support. However, this is not the focus of this Study.

In addition, boulder paved trail is considered as the key indicator to reflect if a footpath is a potential old trail, the focus of the Study is placed on boulder

paved footpaths. During field survey, there are chances that boulder paved footpaths are covered with modern materials such as concrete. In this case, routing section with chasable boulder paved beneath modern material will also be mapped but modernized footpaths will not be considered as old trails as they are considered to have been heavily modified or destroyed.

- Reliability of Information of Old Trails

There are no detailed studies of the old trails of Hong Kong. Historic records of the old trails in Hong Kong are mainly textual, very general and piecemeal and lack of detailed maps showing their routing. Although some historic maps are available for review, they are in large scale with limited details, incomplete and inaccurate. Routing of the old trails, if marked on maps, are selective (showing major routes defined by map producers) and minor routes between villages are omitted.

Furthermore, most of what has been written about the old trails has been “by-the-way” in pamphlets designed for the hikers / trail walkers, or in Guides to the Country Parks. These writings tend not to discuss the social or historical interest or background of the trails. The old trails were originally designed to carry people and goods from town to town, and from urban centre to urban centre, and that they once ran through the urban area as well as the remote mountains tends to be forgotten, since they do not survive today in the urban area. So they are called “trails”, and treated as something belonging only to the wilderness areas of Hong Kong. It is very difficult to judge if the information is reliable without understanding the social or historical significance of these “old trails”.

This Study is therefore focused on the relatively more reliable information such as the oral history research results, historical maps and historical records that are found to have historical or social information to support. This included some detailed oral discussions of individual historic market towns associated with old trails conducted by Dr PH Hase, but such information is found to be not much. Dr PH Hase’s discussions of the growth, economy and society of Sha Tau Kok Market do discuss the communication network serving that town. Relevant information is presented in this Report, where appropriate.

- Individual pieces of evidence appear here and there, or have been discussed, usually as an aside, in various works. Relevant information is presented in this *Report* where appropriate and the reference sources are listed in *Section 7*. Much of the information of this Study was gathered by Dr PH Hase from many discussions over at least the last 25 years with elderly villagers from many villages. Oral information used in this Study comes from discussions with village elders in Kowloon (Nga Tsin Wai and Ngau Chi Wan (牛池灣) villages), Sha Tin (Tai Wai, Wong Chuk Yeung, Chap Wai Kon, Mau Tso Ngam, Siu Lek Yuen, Shek Kwu Lung, and Wu Kai Sha villages), Tai Po (Tong Sheung (塘上), She Shan, and Ta Tit Yan villages), Sai Kung (Pak Kong, Ho Chung, Sha Kok Mei, Shap Sz Heung (十四鄉), Hoi Ha (海下), and Uk Tau (屋頭) villages), Yuen Long

(Ha Tsuen, Kam Tin, and Tsiu Hang villages), North District (Sheung Wo Hang, and Ta Kwu Ling villages), and the Islands (Pak Mong, Tai Ho, Mok Ka (莫家), Shek Lau Po (石榴埔), and Ling Pei (嶺皮) villages). Dr PH Hase has also had access to oral information given to Dr James Hayes. Most of the villages elders interviewed by Dr PH Hase were born in the 1920s and those interviewed by Dr Hayes from the generation before that. In a number of cases, the oral information gathered was given in the context of research into the poems of a poet of Hui Wing-hing (許永興). During the desk-top study, hikers have also been interviewed to identify potential old trails. Please refer to *Section 2.3* below for interviewed hikers.

- Referenced Maps Information

There is lack of accurate historic map information showing routing of old trails in Hong Kong. The earliest historic information on old trails of Hong Kong referred to in this Study is the *Xin'an Gazetteer* without map showing the routing of old trails. The earliest historic map referred to in this Study is the *Map of Hong Kong and of the Territory leased to Great Britain under the convention between Great Britain and China signed at Peking on the 9th of June 1898* (1898 Map as shown in *Figure 4.10* below) where communication routes network are indicated.

After the British colonised the New Territories, a quick land survey was conducted in 1902-1903 covering the Kowloon and central and eastern portions of the New Territories and a series of surveyed maps were produced (1902 Map). The maps produced indicated "Chinese roads about 4' wide and mostly paved" and "footpath". The "Chinese roads about 4' wide and mostly paved" are granite slabs paved according to James Stewart Lockhart who led the survey. Therefore, boulder paved footpaths is considered as the key physical indicators to determine if a footpath is of historic significance. For "footpath" indicated in the 1902 Map, there is no indication that if they are boulder paved. It is therefore considered that the "footpath" indicated in the 1902 Map reflects a relatively lower significance or ranking compare to the "Chinese roads about 4' wide and mostly paved". Focus of the Study therefore placed on the "Chinese roads about 4' wide and mostly paved".

Later on, another set of maps were prepared in 1903, the "Chinese roads about 4' wide and mostly paved" and "footpaths" were merged together as "Chinese paths".

With regard to Hong Kong Island and Kowloon, historic map of 1845 and 1860 were referenced in which paths are indicated.

Effort has been made to obtain records of a minute from Mr K.M. A Barnett (former Commissioner for Census and Statistics to the Director of Public Works) dated the 9th February 1966, on a file marked C.E.O. O181.21 which provides details of traditional routes within the Territory, and with six figure

map reference ⁽¹⁾. However, after consultation with relevant government departments, it is confirmed that such information is not available for review.

Information from the above referenced historic maps tends to be large in scale, with information gap, inaccurate and general in comparison to the current maps. The deviation is unavoidable and can only be minimised through detailed analysis of available information and on site judgement. Therefore, the field survey results will only be the best judgement based on current available information. In addition, it is possible that we attempt to survey a route marked on map based on the analysis result from historic map and current map comparison. However, some of the “original” route attempted to be surveyed had been covered by vegetation or not found during the survey, while other similar aligned route(s) appeared on site. In this case, it is hard to judge which trail should be the “original” route that match with the historic maps in particular it is not boulders paved as the level of accuracy between historic maps and current survey maps is very different.

- Compilation of the Basic Inventory of Old Trails in Hong Kong

The compilation of the old trails as presented in *Table 4.2* is the evaluation result from desk-top research, interview with informants and maps analysis. Therefore, not all the routings as presented in the historic maps are included in *Table 4.2* as many of them have been found to have been destroyed or covered by modern roads and infrastructures. Some routings show in the historic maps are not listed in *Table 4.2* as there is lack of additional historical information to support that they are of significance. Therefore, they have not been listed under this Study. It is possible that when new information is identified, they could be considered as potential old trails and worth for future study. However, this is not the focus of this Study.

- Selection of Six Old Trails for Field Survey

This Study will select six additional old trails for field survey, the aim of field survey of the selected trails is to identify the presence of boulder sections (key physical indicator of old trails) and conduct basic recording to allow for future detail study or conservation. Therefore, the selection criteria focus on the possibility of identifying the boulder sections of old trails. Thus, the availability of map information for the field survey and the presence of boulder sections of the trails identified from available information through desk-top research and interview with hikers placed a relatively higher weight in deciding if the trails will be selected for field survey. Other factors considered include the presence of historic plaques, direction stones/way markers (問路石), ruins, abandoned village houses or historical graves along trails that provide clues to determine if these trails are historic. Therefore, the physical evidence as mentioned above are considered as the physical indicators in determining if the trails identified are of historic significance. It should be noted that old trails may be surfaced with mud. Therefore, in

(1) Peacock, B.A.V. and Nixon, T.J.P. *Report of Hong Kong Archaeological Survey*. Hong Kong: Antiquities and Monuments Office, 1985-86: Vol.1, p13.

determining if a muddy surface footpath is an old trail, other physical indicators need to be considered. As the physical indicators serve the purpose to reflect the historical or social significance of a trail, this Study will not study these physical indicators in details. Only brief description will be provided.

- Authenticity of Boulder Paved Footpaths

There is limited record to confirm if the presence of existing boulders paved footpath had been re-worked or re-aligned as some routes may have been reworked or realigned where there is lack of chasable record and new route may have used boulders for paving following traditional workmanship to provide an historic appearance.

- Accessibility for Field Survey

No vegetation clearance will be conducted for the field survey under this Study to minimise disturbance to vegetation as many of the old trails fall within country parks. However, old trails may have been covered by vegetation, in particular those not being frequently visited now. During field survey of this Study, there are cases that boulders paved trails are blocked by shrubs, tree branches and fallen trees across the trails. In these cases, those sections of the trails are not surveyed due to safety reason. However, it should be noted that during field survey, in case access routes were blocked, the field survey team tried alternative routes (taken into account safety of field staff) if access can be obtained.

2.3

ACKNOWLEDGEMENT

As part of the desk-top study, the Study Team contacted some local experienced hikers to share their knowledge about old trails of Hong Kong. They have provided valuable information to understand old trails of Hong Kong in particular their witnesses of the presence of old trails through their local hikes. We have contacted a total of twenty-three (23) individuals or representatives from hiking groups out of which fifteen (15) of them responded. We would like to take this opportunity to thank all of them for their time to response, meet or share their information to us in particular the following individuals.

First of all, we would like to thank Mr. Guy Shirra, who has a strong mission to conserve old trails of Hong Kong and guided us to a number of old trails he surveyed in Sai Kung and shared his photos and field results to us.

We would like to thank Mr. Chan Yat Fong (陳溢晃) for sharing his views on and knowledge of old trails in Hong Kong and connected us to other experienced hikers for further discussions. Also, we would like to thank Mr. Chan Sik Yan (陳錫恩), who shared us abundant information of old trails and their routing.

Moreover, we would like to express our greatest gratitude to the following people, Mr Martin Williams, Mr Iu Kow Choy (饒久才), Mr Teddy Chan and

Miss Siu Fung Ha, Mr Wong Zi Sun (黃梓莘), Mr Leung Wing Hang (梁榮亨)
to share their views on old trails of Hong Kong.

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3.1

INTERNATIONAL CONTEXT

After reviewing the international charters listed in Section 2.1.4, only two of them, the *ICOMOS Charter on Cultural Routes (2008 Charter)* and the *UNESCO Report on the Expert Meeting on Routes as a Part of our Cultural Heritage (1994 Report)*, have provided the definition of “cultural route” or “heritage route”.

According to the *2008 Charter*, the term “cultural route” is defined as “any route of communication ...which is physically delimited and is also characterised by having its own specific dynamic and historic functionality to serve a specific and well-determined purpose”. “Cultural routes” represent interactive, dynamic, and evolving processes of human intercultural links that reflect the rich diversity of the contributions of different peoples to cultural heritage.

According to the *1994 Report*, a “heritage route” is composed of “tangible elements of which the cultural significance comes from exchanges and a multi-dimensional dialogue across countries or regions, and that illustrate the interaction of movement, along the route, in space and time”.

There are four routes registered on the World Heritage List:

- the Route of Santiago de Compostela in Spain;
- the Frankincense Trail in Oman;
- the Sacred Sites and Pilgrimage Routes in the Kii Mountain Range in Japan; and
- the Incense Route- Desert Cities in the Negev in Israel.

These routes, as well as the buildings and settlements nearby are protected by law.

3.2

CHINA CONTEXT

Under the *Law of People's Republic of China on the Protection of Cultural Relics (Law on the Protection of Cultural Relics)* (中華人民共和國文物保護法) and *China Principles -Conservation and Management Principles for Cultural Heritage Sites in China (China Principles)*, there is no particular definition for “old trails”. However, “old trails” could be regarded as the fifth type of cultural relics to be protected by the *Law on the Protection of Cultural Relics*, which are “typical material objects reflecting the social system, social production or the life of various nationalities in different historical periods,”⁽¹⁾. In addition, according to the

(1) China Cultural Heritage. *Law of the People's Republic of China on Protection of Cultural Relics (English version)*, Chapter 1, Article 2 ; [information on line]; available from <http://www.cchmi.com/tabid/129/InfoID/457/Default.aspx>; internet.

China Principles, roads and lanes should be preserved in order to preserve the integrity of a historic site ⁽¹⁾.

Echoing with the international trend of conserving “cultural route”, the concept of “Linear or Serial Cultural Heritages (線性文化遺產)” is evolved in China. This terminology represents linear districts or series of sites as a group, demonstrating particular cultural values ⁽²⁾. Nineteen (19) linear cultural heritages have been identified in China ⁽³⁾ and two of them (Silk Road-Oasis Road (沙漠路線) and the Grand Canal (京杭大運河)) have been nominated to be listed as World Heritage Site ⁽⁴⁾.

These definitions to the terms provided us a broad understanding on how “old trails” could be defined and to guide us in defining “old trails” in the local context.

3.3 LOCAL CONTEXT

3.3.1 Study Focus

The trails of focus in this Study are those trails which are believed to have been built before 1899. This was the year when the British formally took over the New Territories. After the British came, they started to construct new roads, capable of being used for wheeled vehicles as one of their first priorities in the newly-leased area and this resulted in massive change of the way of communication in Hong Kong since then.

This Study is therefore focused on Chinese trails that pre-date British colonization. The study focus matches with the definition of “old trails” defined by local experienced hikers which is generally defined as communication routes between villages with over 100 years of history ⁽⁵⁾. Geographically and historically speaking, as Hong Kong Island and Old British Kowloon (i.e. south of Boundary Street) were taken over by the British before 1841 and in 1859, respectively, these two years defined the focus of the Study on Hong Kong Island and in Old British Kowloon.

(1) The Getty Conservation Institute. “On Treatment of the Setting”, *China Principles*, p.87; [information on line]; available from http://www.getty.edu/conservation/publications/pdf_publications/china_prin_2english.pdf; internet.

(2) China State Administration of Cultural Heritage, “關注線性文化遺產” ; [information on line]; available from <http://www.sach.gov.cn/tabid/294/InfoID/5830/Default.aspx>; internet..

(3) YU Kong-jian,XI Xue-song,LI Di-hua,LI Hailong,LIU Ke, “On the construction of the National Linear Culture Heritage Network in China”, *Human Geography*, 2009(3): 11-16. ; [information on line]; available from <http://www.turenscape.com/msg.php/1187.html> and http://en.cnki.com.cn/Article_en/CJFDTOTAL-RWDL200903008.htm; internet.

(4) For the nomination of Silk Road, one could refer to UNESCO, “UNESCO Stakeholders Consultation Workshop on the Silk Road World Heritage nomination” ; [information on line]; available from <http://whc.unesco.org/en/events/322/>; internet; for the nomination of the Grand Canal, one could refer to The World Cultural Heritage Joint Bidding Office of the Grand Canal; [information on line]; available from <http://www.chinagrandcanal.com/index.asp>; internet.

(5) Personal communication with local experienced hikers.

Paths that pre-date British colonization were footpaths designed for pedestrian traffic. They took the most direct route from place to place, and had steeper gradients than do modern day roads. Further information on the background to these footpaths is provided in *Section 4*.

Since the footpaths were designed for pedestrian traffic they tended to take the most direct line from place to place. They tended to go straight up mountainsides, often in long sets of steps. They were nowhere wide - where they passed between the fields they tended to be no more than about three feet wide, indeed, but elsewhere they might be as wide as five feet. Because these were paths designed for pedestrians, there were more of these paths than there are motor roads today: pedestrians are less willing than drivers of motor vehicles to make a diversion of a few miles to take an easier gradient, or to pick up traffic from other areas: in particular if they had to carry goods manually, they would tend to find the shortest route.

Today, roads are designed for the convenience of drivers and motor vehicles. Modern roads are built along contours, or else rise up slopes on easy gradients, since this is easier for the motor vehicles which travel along them. From Sha Tin (沙田) to Tai Po (大埔), for instance, the Tolo Highway (吐露港公路) runs along the shore of Tolo Harbour (吐露港), and the older Tai Po Road runs along the contours or up easy gradients a little above the shoreline. Both these roads are a full three or four miles longer than the direct straight line between the two places. However, neither the driver, comfortably seated in the driving seat, nor passengers comfortably seated behind him in a bus or private car, notice this extra journey length: the contour-hugging route is more comfortable and a great deal easier for everyone than slogging over the mountains on the direct-line route. However, a man on foot, burdened with a shoulder-pole weighing a hundred pounds or more, is interested only in getting the weight off his back as speedily as he can, and so wants the shortest possible route. Hence the old paths, designed for pedestrians carrying goods on shoulder-poles go from place to place by routes very much closer to the direct-line route. Equally, drivers and passengers in motor vehicles are quite happy to go out of the direct-line route by a mile or two to travel on an easy-gradient and easy riding road: sitting in a modern motor vehicle is not a strain or a hardship. A modern main road thus has numerous side roads feeding into it, rather than each village having its own direct-line route to the destination. In the past, however, each village would have its own direct-line path to the destination, rather than forcing villagers to travel some way to join one single main road, and so adding to the time the villagers had to carry their burdens. Taking the Sha Tin to Tai Po route, for instance, in the pre-modern, pre-motor-vehicle age, there were direct-line footpaths from Tai Wai (大圍) to Tai Po, from Fo Tan (火炭) to Tai Po, and from Lok Lo Ha (落路下) to Tai Po, whereas today there is only the one road, the Tolo Harbour Highway, and its predecessor, the Tai Po Road (大埔道).

Furthermore, since so many of the paths were unsurfaced, or only poorly surfaced, they wore quickly. Once the surface wore, and the path became

slippery and unsafe, then either the path would be repaired, or an alternative route would be opened. In due course three or four paths might be opened, and traffic would use whichever of them was the least dangerous at the time. This can be seen very clearly in the area immediately south of Yuen Long, where there are several alternative routes shown on the early maps for the footpath from Tsuen Wan to Yuen Long through the hills behind Tai Lam Chung. There were no villages in this area, and hence no-one who would give up time and energy to repair the paths, so many variant routes were eventually opened.

3.3.3 *Footpaths Post-dating British Occupation*

After the British colonisation, the network and characteristics of footpaths have been dramatically affected due to new British roads constructed that replaced the function of some footpaths and the use of modern materials such as cement, concrete and reinforced concrete to construct, repair or maintain old and new footpaths. Nowadays, very few sections of flat-land footpath with their original character remain. Further discussion is provided in *Section 4*.

There were numerous examples of the major new British roads. For example, Tai Po Road was completed as far as Tai Po in 1902, surfaced with granite chips in 1904, and widened and improved several times thereafter, especially in 1920. Castle Peak Road (青山公路) from Castle Peak Bay (青山灣), through Au Tau (凹頭) to Fanling (粉嶺), and on to Sha Tau Kok (沙頭角) was surveyed in 1907: this road was completed in phases (Castle Peak Bay to Yuen Long (元朗), 1909, Yuen Long to San Tin (新田), 1910, Au Tau to Kam Tin (錦田), 1913, with the bridge at Au Tau completed in 1914-15), although the Fanling to Sha Tau Kok section was used for a light railway, and was only re-built as a motor road in 1923-5. In 1933, a major new road was constructed connecting Sai Kung to Kowloon City and included two sections: one section named as Sai Kung Road (西貢道) connected between Ma Tau Chung and Ngau Chi Wan; another section named as Customs Pass Road (海關坳道) connected between Ngau Chi Wan and Sai Kung ⁽¹⁾.

3.4 *CONCLUSION ON THE DEFINITION OF "OLD TRAILS"*

The term "cultural routes" in the international context generally provides a good term to refer "old trails" under this Study since it reflects the function of the "old trails" that they are the "routes for communication". To be more specific and fit into the local context, "cultural routes" can be further subdivided into different category and under this Study; "old footpaths" seems to be a much more precise term to refer to the "old trails" being studied. This is because "trails" in English means "a mark left behind by the passage of someone or something" (i.e. the marks of the feet of an animal or man passing through grass or over mud), or "a beaten path through rough country" (Oxford English Dictionary) (i.e. where animals or men pass along a

(1) 鄭寶鴻,《新界街道百年》,香港:三聯書店(香港)有限公司,2002,76頁。

line sufficiently frequently that they leave a faint line through the waste-land). “Trail” can thus only properly be used of faint marks and slight routes through rough country. “Footpath” means “a path for people to walk along”, and has no implication that the route lies in rough country or waste-land. Given that the footpaths were heavily used, and ran through settled agricultural country, “footpaths” is considered a more appropriate term to describe them. As such, for the purposes of consistency, “old footpaths” are used in this report hereafter.

Having taken into account the international context, although “cultural routes” is more commonly used in the internationally recognised charters, guidelines and reports, instead of “trails” or “footpaths” which is also applicable in local content, in order to give a concise definition of old trails and boulder trackways in the local context, the term “old footpaths” is preferred which fit into the local context and the target trails for this Study. The term “old footpaths” also refers to “cultural routes”. Literally, the term “old footpaths” is defined as:

- any Chinese footpath built before British colonisation (i.e. 1898 on the New Territories, 1859 on Old British Kowloon and 1841 on Hong Kong Island); and
- especially any such footpath still retaining its original character (i.e. with a cobbled, or boulder or mud surface).

In Chinese, “old footpaths” with boulders paved could be known as “石礮古道”⁽¹⁾.

(1) ‘道皆砌石為礮’——清 姚鼐《登泰山記》; available from <http://www.cognitiohk.edu.hk/newlit/Curriculum/SelectedReading/YaoNai.htm>; internet.

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4.1 GENERAL BACKGROUND

4.1.1 *Xin'an Gazetteer*

Old Footpaths and Through-Routes

There is limited detailed literature recording the old footpaths in Hong Kong but the *Xin'an Gazetteer*, an official record, provides us hints to trace them.

Hong Kong as part of China was under the *Xin'an* County administrative division during the Qing dynasty. Every County had a Gazetteer (縣志), which was a compilation of facts about the County designed to provide a basic handbook for officials newly appointed to the County. Review of the Gazetteer assisted us in understanding and identifying the old footpaths in Hong Kong.

In the 4th Chapter (“卷”) of the latest version of the *Xin'an Gazetteer* (1819) there is a list of old footpaths ⁽¹⁾. They are called “route” (“逕”), which probably should be translated as “through-route” or “direct route”.

From analysis of this chapter of the Gazetteer, it is believed that the following through-routes fall within the Hong Kong:

- Lai Tung Route, 60 *li* east of the County City. It leads to Yim Tin, Tai Pang. (黎峒逕在縣東六十里通鹽田大鵬等處);
- Kam Tin Route. South-east of the County City, behind Kam Tin village. It passes the military post at Tsiu Keng. (錦田逕在縣東南錦田村後通蕉逕汛);
- Kwun Yam Route. Runs along the foothills of Kwun Yam Shan. It leads to Lam Tsuen, Tai Po Tau. (觀音逕在觀音山腰通林村大步頭等處);
- Tai Po Route. 60 *li* east of the County City. It leads to Kowloon, Wu Kai Sha. (大步逕在縣東六十里通九龍烏溪沙等處);
- Kowloon Route. It runs alongside Kwun Fu Shan. (九龍逕在官富山側).

It is noted that routes to Sai Kung (西貢) are not specifically mentioned in the Gazetteer, nor those passing through Tsuen Wan (荃灣), but all the other major routes are noted as mention above. However, some of the missing paths are implied in the Gazetteer. For instance, the passes through which

(1) 張一兵編, “新安縣志 1819, 卷 4”《深圳舊志三種》, 深圳市: 海天出版社, 2006. This includes a critical edition of all surviving gazetteers of Xin'an County, with analysis and comment.

(2) 呂沛銘, “香港的古徑”, 《旅行家》, 第二十冊, 香港: 香山學社, 2010

the route between Pak Mong (白芒) and Silvermine Bay (銀礦灣) on Lantau Island and between Tsuen Wan and Tai Po are noted in the Gazetteer, in both cases with a note attached that they “lead to Pak Mong” (公凹在留仙洞側通白芒), or “lead to Tsuen Wan” (城門凹在六都通淺灣)⁽¹⁾.

Ferries

Ferries were an important component of the through-routes described above. The major ferries⁽²⁾ carrying traffic on these through-routes are also mentioned in the Gazetteer. Ferries linked to the Hong Kong in the Gazetteer included the following:

- Ferry across Deep Bay called Sha Kong ferry, also called Deep Bay ferry from Sha Kong Miu (沙江廟) to Wan Ha (灣下) in China, which charged 6 cash, and which was licensed for a single vessel (the Gazetteer notes that the licensee was the Ha Tsuen Ancestral Trust) (沙岡渡自沙岡往灣下後海渡一隻原承餉銀六錢 鄧洪惠承稅渡);
- Ferry from Castle Peak to Pak Mong (白芒) on Lantau Island, also called Pak Mong ferry, also licensed for a single vessel and also charging 6 cash⁽³⁾ (屯門渡自屯門往大奚山白芒渡一隻原承餉銀六錢);
- Ferry from Yuen Chau Kok (圓洲角) to Tai Po called Lek Yuen ferry or Tai Po ferry, which charged 4 cash, and licensed for a single vessel (瀝源渡自瀝源往大步頭渡一隻原承餉銀四錢);
- Ferry from Nai Chung (泥涌) to Tai Po called Wu Kai Sha ferry or Tai Po ferry which charged 4 cash, and licensed for a single vessel. The mention of “Wu Kai Sha” as the name of the ferry, rather than Nai Chung, may represent a change in location of the ferry pier during the nineteenth century. The mentions of Wu Kai Sha must imply that this was seen by the compilers of the Gazetteer as the normal route to Sai Kung, rather than the hard climb over Wong Chuk Shan (黃竹山) mountain (烏溪沙渡自烏溪沙往大步頭渡一隻原承餉銀四錢);
- Ferry from Pak Mong to Sha Kong Miu called Pak Mong ferry, also called Yuen Long ferry: it was licensed for a single vessel, and charged 7½ cash (白芒渡自大奚山白芒往元朗渡一隻原承餉銀七錢五分); and
- Ferry along the coast to Kwai Chung (葵涌) from Sha Tau Kok called Ma Tseuk Ling (麻雀嶺) ferry: the ferry pier was re-located into Sha Tau Kok Market from near Ma Tseuk Ling shortly after the Gazetteer was issued. No details of the fee charged are given.

There was a sampan ferry across Tide Cove (沙田海) to Lok Lo Ha but this is not mentioned in the Gazetteer. This was probably in part because the Lok Lo Ha ferry used numbers of very small vessels, difficult to control, and also

(1) “城門凹” today known as Lead Mine Pass. 蕭國建,《大埔風物志(2007再版增訂)》,香港:大埔區議會,2007,42頁。

(2) These ferries were mostly taxed ferries, paying an annual sum for a monopoly on the route, but limited to a set fee for what they could charge.

(3) 張一兵編,“新安縣志 1819,卷 7”《深圳舊志三種》,深圳市:海天出版社,2006。

because the Gazetteer assumed that any respectable traveller would take the ferries along the coast to Tai Po rather than slogging across Tai Po Pass (大埔凹). There was a ferry from Yuen Chau Kok to Ang Chung (罌涌) and a ferry from Silvermine Bay to Cheung Chau (長洲). These are also not mentioned in the Gazetteer.

In addition to these ferries which carried the through-route traffic in the area, the Gazetteer also lists the ferries crossing the Sham Chun River (深圳河), at Lo Wu (羅湖) (this is the ferry carrying traffic on the later Courier Soldier (鋪兵) route to Sham Chun (深圳)), between Shek Ha (石下) and Wong Kong (橫岡), and between Kak Ngon Long (隔岸朗) and Ma Tso Lung (馬草隴) (see Figure 4.1 for one of these latter ferries). These ferries were very expensive: no fee is stated for the Lo Wu ferry, but the other two charged 7½ and 4 cash, respectively. There was a Kim Hau (鉗口) ferry near Sham Chun not mentioned in the Gazetteer as well.



Figure 4.1 A Ferry Across the Sham Chun River (this photo is presented by courtesy of Mr. Tim Ko Tim-keung, n.d.)

Police Posts and Fortlets

Chapter 10 of the Gazetteer (卷10下)⁽¹⁾ lists all the police posts in the area designed to ensure security on the routes. The information provides us hints on where these routes may have been physically located. These police posts were mostly classed as *Xun* (汛), the smallest sort of fortlet in use. None of these pre-British military posts are known to survive today, and it is unclear what form they took. Such fortlets are mentioned in the Gazetteer at the following locations:

- Ma Tseuk Ling (this stood at Shek Chung Au (石涌凹), and defended both the route and the adjacent ferry-pier);

(1) 張一兵編, "新安縣志 1819, 卷 10"《深圳舊志三種》, 深圳市: 海天出版社, 2006。

- Mong Tseng (𨋖井) (this probably stood at Tsim Pei Tsui (尖鼻咀) to control sea-traffic into and out of the Yuen Long River (元朗河) and the Sham Chun River);
- Fei Ngoh Po (飛鵝莆), this probably stood at Customs Pass (稅關道), where the Kowloon City (九龍寨城) to Sai Kung route started to run down-hill towards Ho Chung(蠔涌));
- Wang Chau (橫洲) (this must have controlled river traffic into Yuen Long);
- Shing Mun (城門) (this would have controlled traffic on the path which later became the Courier Soldier route north to Sham Chun, and on the Tsuen Wan to Sha Tin routes: it must have stood near the cross-roads);
- Sham Chun (this controlled the vital crossing of the Sham Chun River at Lo Wu);
- Tsiu Keng (this controlled the Yuen Long to Sham Chun Road, The Kam Tin Route)
- Kowloon City (both a larger fort and a fortlet);
- Tung Chung (東涌) (also a larger fort and a fortlet); and
- There was also, before the coming of the British, a fortlet on Hong Kong Island.

These fortlets were concentrated along the line of the Courier Soldier routes, or the major routes feeding into them.

There are some fortlets that were not listed in the Gazetteer. These may have been first built after 1819. These include fortlets at Pak Mong and Silvermine Bay controlling the route between these two places, and one at Yuen Chau Kok controlling the ferry-pier there ⁽¹⁾ (see *Figure 4.2* for location). The surviving fortlets at Pak Mong and Silvermine Bay were built during the Japanese Occupation, but the villagers believe there were older, pre-British fortlets as well ⁽²⁾. The fortlet at Yuen Chau Kok no longer exist due to the development at Yuen Chau Kok area.

There were also gates across the routes at some points, designed to allow checks on travellers to take place. One existed just outside Tai O (大澳), across the path to Tung Chung and Pak Mong, and another west of Kowloon City, at Fung Mun Au (風門凹), across the route to Sham Shui Po (深水埗) (the site was possibly within today's Kowloon Tsai Park (九龍仔公園)). There may have been others which still survive but are yet to be identified.

Figure 4.2 shows the indicative locations of the forts/fortlets.

(1) It was adapted as the first British Police Station for Sha Tin. Details are in a file from the District Office, Sha Tin now held in the Chinese University of Hong Kong.

(2) P. H. Hase, personal oral communication.

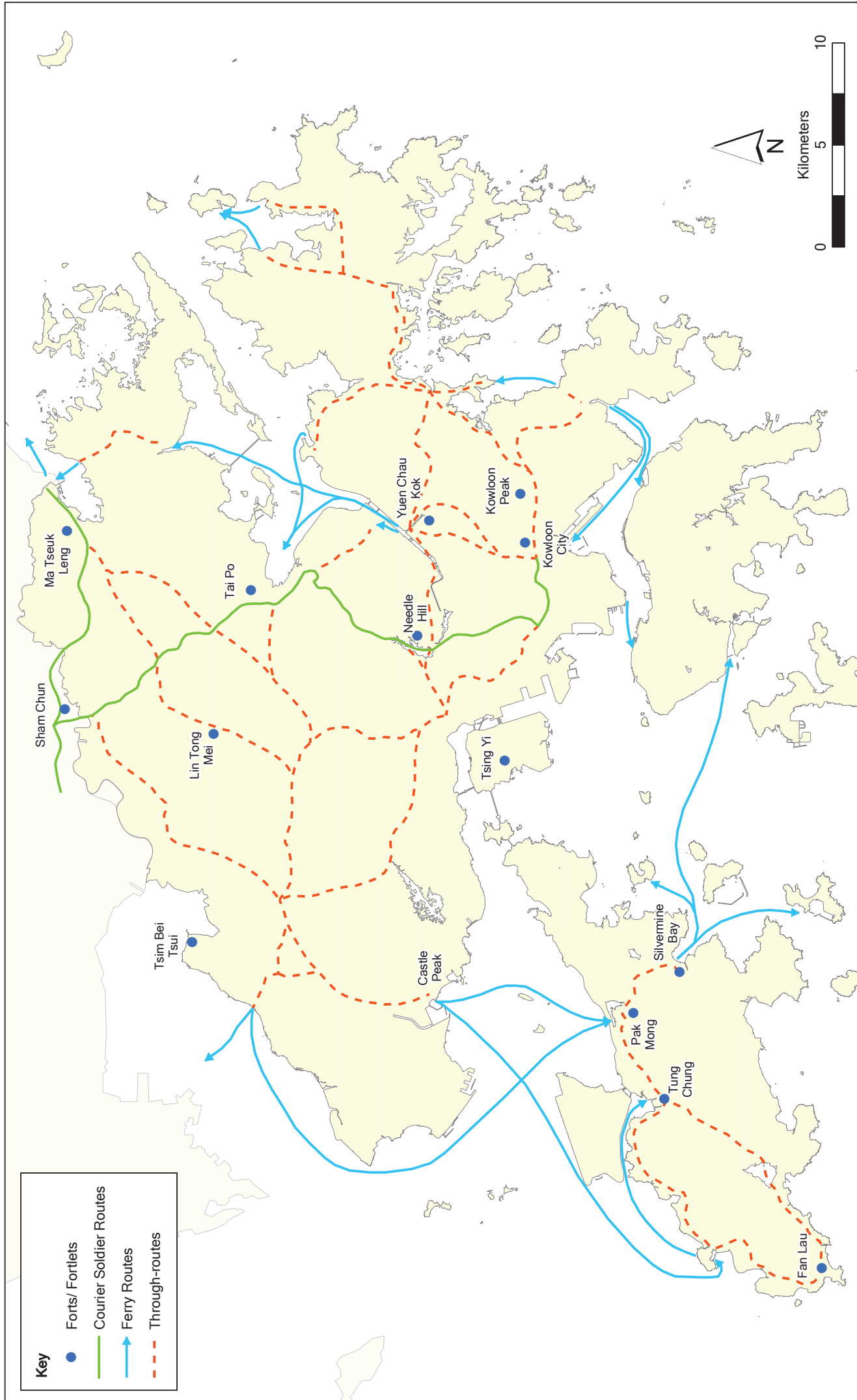


Figure 4.2

Forts/ Fortlets in the New Territories

From the review of the Gazetteer, it is believed that Hong Kong was criss-crossed by a network of old footpaths on land and by sea routes prior to British colonisation. These footpaths were designed for pedestrian traffic: the British commented that they found not one single wheeled vehicle anywhere in the area, not even a wheel-barrow. Equally there were, effectively, no horses: other than a few used by the military, no animals were used for riding, certainly not by the ordinary public ⁽¹⁾. Travel was by foot: goods carried from place to place, if they could not be carried by boat, went with difficulty on shoulder-poles carried by men (since it was so much easier to carry goods by boats, ferries were used wherever possible). Goods carried in this way could not go in large quantities. Villagers say (in earlier discussions with Dr Hase) that an adult, fit, man, should be able to carry 100 catties (133 lbs) for short distances over flat-land paths: this weight was called a *Tam* (擔, “Load”), however, on mountain-paths this weight was too much for even a fit man to manage, there only a “Mountain *Tam*” (山擔) of 75 catties (100 lbs) could be managed, and even that was difficult for a long journey. If any considerable quantity of material had to be carried, the only answer was large numbers of coolies: when James Stewart Lockhart, the Colonial Secretary, travelled from Sha Tau Kok to Tsuen Wan in 1898, his baggage required a hundred coolies to carry it ⁽²⁾.

Footpaths in lowland areas were often, probably usually, unsurfaced - just a mud track along the bund between the fields (see Figure 4.3). Only a very few lowland footpaths had surfaces, of granite slabs, in lowland areas (see Figure 4.4). James Stewart Lockhart, the Colonial Secretary thus said of these paths in 1898: “Communication... is effected by means of footpaths, which are about five feet wide, paved with slabs of granite. Through the land under cultivation the paths are merely the ridges between adjacent fields” ⁽³⁾. S.H. Peplow, Land Bailiff, District Officer, South, 1927 said: “The construction of village roads is of the simplest, the most pretentious being of granite slabs laid on raised pathways about three or four feet wide. Outside the villages the roads are simply paths about two feet wide, worn by the feet of the villagers” ⁽⁴⁾ (see Figure 4.3). Surfacing (other than on the most important footpaths) was usually limited to areas where the footpath surface would otherwise be wet and slippery, and especially where the path went up mountainsides (see Figure 4.5), where a mud surface would be hugely dangerous in wet weather, since it would make a false step leading to the traveller slipping right off the path and falling down the adjacent slope or cliff just too easy. Usually, where a footpath went up a mountainside,

(1) Hugh Baker, “Customary Law and the New Territories”, in *Hong Kong Culture and Society Programme, Occasional Paper No. 7* (Hong Kong: University of Hong Kong Centre of Asian Studies, 2009), p. 7.

(2) Eastern No. 66, *Hong Kong: Correspondence respecting the Extension of the Boundaries of the Colony*, Colonial Office, London, 1900, Enclosure No. 12 in Item No. 204, 28 April 1899.

(3) Lockhart Report, Section “Roads”, p. 190.

(4) John Strickland ed. *Southern District Officer Reports: Islands and Villages in Rural Hong Kong, 1910-1960*, (Hong Kong University Press and Royal Asiatic Society, Hong Kong Branch, 2010), p. 10. Taken from S.H. Peplow, *Hong Kong, About and Around*, Hong Kong, 1930.

field-stones (“boulders”) would be forced down onto the surface to provide a better footing ⁽¹⁾.



Figure 4.3 Villagers Carrying Pigs to Market along a mud-surfaced Path between Fields (this photo is presented by courtesy of Mr. Tim Ko Tim-keung, n.d.)



Figure 4.4 Photographic record of a lowland granite slabs surfaced footpath near Sheung Shui (photo taken in 1963) (Source: The University of Hong Kong, Centre of Asian Studies, 2009:7)

(1) P. H. Hase, personal oral communication with village elders.



Figure 4.5 Footpath Made of Fieldstones: the Main Road from Kowloon City to Wai Chow (惠州) and the Northeast, near Wu Kau Tang (烏蛟騰) (Photo by ERM during field inspection on 23 March 2011)

Where footpaths crossed streams or rivers, travellers would usually have to wade through a ford, or use stepping-stones. On the more important footpaths narrow stone bridges (see *Figures 4.6 and 4.7*) would carry traffic, or, on wider streams, ferries would carry people across the river for a fee. Paying out money for the building of a bridge was regarded as a highly praiseworthy charitable action: new bridges were built and old ones repaired throughout the eighteenth and nineteenth centuries as a result.



Figure 4.6 Old Stone Bridge at Wu Kau Tang (Photo by ERM during field inspection on 23 March 2011)



Figure 4.7 Old Stone Bridge at Wu Kau Tang (Photo by ERM during field inspection on 29 March 2011)

It was usual, after a major repair or rebuilding of a section of footpath or a bridge, to erect a stone with an inscription listing the donors to the work, and with an introduction expressing the community's pleasure at the work done, and their satisfaction that travel had thus been made easier. A dozen or more such inscriptions still survive. Examples include the Sheung Tat Bridge Inscriptions (上達橋碑) at Sheung Tsuen (上村) in Pat Heung (八鄉), the Pin Mo Bridge (便母橋) at Shui Tau Tsuen (水頭村) of Kam Tin, and the Lee Tat Bridge Inscriptions (利達橋碑) at Shui Tsan Tin (水盞田) at Pat Heung (see Figure 4.8).



a) Sheung Tat Bridge Inscriptions ⁽¹⁾



b) Pin Mo Bridge ⁽²⁾



c) Lee Tat Bridge Inscriptions ⁽³⁾

Figure 4.8 Photographic Record of Examples of Bridge Inscriptions

The British constructed new roads, capable of being used for wheeled vehicles, as one of their first priorities in the newly-leased area ⁽⁴⁾. The line of the new Tai Po Road, indeed, was surveyed in 1898, even before the formal takeover of the area in April 1899: it was opened to traffic in 1902. As the new British roads were built and opened, more and more of the traffic deserted the old footpaths for the well-drained new roads with their easy gradients and good surfaces. Those old footpaths which remained in use were, in many cases, soon covered with an all-weather concrete surface, and so lost much of their old character. Today, only remnants of the old footpaths survive here and there in something like their original state, and even many of these have been improved and repaired in recent years, in many cases by the Agriculture, Fisheries and Conservation Department (AFCD). Very few sections of flat-land footpath remain: these footpaths have almost entirely disappeared under modern roads or other developments.

Where a path fell out of use, it very quickly disappeared back into the

(1) [Photo on line]; available from <http://www.hkhikers.com/Spring%20Lantern%202011%20-%20Wing%20Hing%20Wai.htm>; internet.

(2) [Photo on line]; available from <http://www.hiking.com.hk/discus/messages/2738/30370.html?1326634365>; internet.

(3) [Photo on line]; available from <http://www.hiking.com.hk/discus/messages/2738/30370.html?1326634365>; internet.

(4) Lockhart Report, Section "Proposed New Roads", p. 191.

undergrowth. A mud-faced path which fell out of use would sprout weeds growing on the surface within a few months. Bushes and trees would take root within a year or two. Within a decade of non-use the old path would be difficult or impossible to trace, no matter how much care was taken. Things were not very different where a path had a surface of boulders or pebbles. Again, where such a path fell out of use, weeds would start to grow in the cracks and crevices between the stones within a few months. Bushes and trees would root themselves there within a few years. Soon, the old path would look no different from any other stretch of hillside. Even archaeological surveys would find it very difficult to relocate the path, as the surface boulders or pebbles rarely form a coherent surface on these paths, and, once trees have rooted between them, it is very difficult to be sure that the boulders were placed there deliberately, or are just naturally occurring surface rocks, of which the hill-sides in the New Territories are often richly covered. This is a particular problem where AFCD has improved an old footpath, providing a new, good, all-weather concrete surface. Often, AFCD chooses a different alignment for the new all-weather path from the old path. This can be seen in particular where the current line of a footpath differs from the line shown on old maps, especially the 1903 Ordnance Survey map. The old boulder-faced paths could be treacherous and slippery in wet weather, and traffic will always desert them for the new concrete-faced path. Soon the old footpath alignment disappears back into the undergrowth. Often, after a decade or so, no-one remembers that the path is a new alignment, and assumes that the new path runs along the line of the old. For instance, the section to the northeast of the Tai Lam Wu (大藍湖) Road of the Ho Chung Trackway identified by AMO (see A1 in *Table 4.1* and *Annex A1* in *Annex A*) has been abandoned and replaced by another alignment as the Tai Lam Wu Road to Ho Chung.

Travel along these footpaths was difficult and sometimes dangerous. A European traveller in 1851 called the road from Sha Tin to Kowloon “heavy and difficult ⁽¹⁾”: another European traveller in 1859 said of the road from Tsuen Wan to Yuen Long: “the narrow path is in places perpendicular and as you sit in your chair [the party were being carried by sedan chair] and look down the precipices over which one false step would plunge you into the mountain torrent hundreds of feet below, you experience feelings of admiration and awe similar to those felt when crossing the Alps ⁽²⁾”. A drawing made by this 1859 traveller is presented in *Figure 4.9*. As to Chinese accounts, Bride’s Pool (新娘潭) was so named after a false step did send a sedan-chair over a precipice into the mountain torrent far below, killing the bride being carried in it. A villager, Tsim Foh-sang (詹伙生), of Chap Wai Kon (插桅桿) village in Sha Tin, speaking of the footpath he had to take in the 1930s to get to his market at Sai Kung, and which went straight up and over the Wong Chuk Shan mountain said: “It was so steep going up the mountain, and the way down was so long! The villagers carrying firewood for sale for

(1) Diary of John Wright, 1854, unpublished.

(2) John Warner “*Illustrated London News*” in *Hong Kong Illustrated: Views and News 1840-1890*, (Hong Kong: John Warner Publications, 1981), p 35-39.

their livelihood had to cross the mountain time and again. It was so hard, so utterly exhausting! (該山上亦咁高，落山亦咁長，居民擔柴過活，常常要經過該山正苦不堪矣)”⁽¹⁾. Another Sha Tin villager and scholar, the poet Hui Wing-hing (許永興) from the poor Hakka village of Shek Kwu Lung (石古壠), spoke in the late nineteenth century of this same path over Wong Chuk Shan mountain (it was his road to market as well as Tsim Foh-sang’s) saying: “Wong Chuk Shan mountain is high, but there is no need to be afraid (黃竹山高不必驚)”⁽²⁾, but, in fact, the villagers did fear the road, and only went over it when they had to. Much the same was true of villagers throughout the New Territories: footpaths linking their village with the outside world would often go over mountains, and the hardships of the journeys were such that villagers only ventured them where they had to.



Figure 4.9 *The Road over Tai Mo Shan (大帽山)* (Source: John Warner, *Illustrated London News in Hong Kong Illustrated: Views and News 1840-1890, Hong Kong, 1981: 36.*)

The dangers of these footpaths were not merely the physical risks of poor surfaces and steep gradients. Bandits as well as merchants and villagers used these paths, and there was always a risk that *bona fide* travellers would be attacked and robbed. There are a number of such incidents, some very serious, known from the New Territories: most took place on these paths.

Furthermore, ferries were an essential part of communication network and the easiest to control, whoever controlled the ferries influenced the traffic along the old footpaths. As such, control of ferries brought in considerable income to the villages which owned the ferries: a number of inter-village wars are known (mostly dating from the 1860s) where villages came into conflict over attempts to control such assets.

(1) P. H. Hase, personal communication by letter.

(2) 程中山編，《香港竹枝詞初編》(香港：匯智出版有限公司，2010)，44-72頁。

Another risk was tigers. Footpaths crossed mountains far from the villages down in the valleys, often passing through woods near the summits. In the breeding season there were often tigers present which would attack anything moving on the paths. About a hundred years ago, for instance, one teenage girl was going from Sha Tin to Kowloon City, to the market, when she was menaced by a tiger. She scrambled onto the roof of a bamboo rain-shelter nearby, but the tiger leapt after her. Its weight caused shelter, girl, and tiger to come crashing down. The tiger, infuriated by this attack (the splintered bamboos had stuck it like so many pins), proceeded to attack the remains of the shelter, allowing the girl to crawl out from under it, and run off back home, with a story she was still re-telling seventy years later ⁽¹⁾. Again, in the 1930s, a tiger closed the footpath from the ferry-pier at Yuen Chau Kok along the coast to Tai Shui Hang (大水坑) village (this ran along the shoreline immediately opposite today's racecourse) for several weeks ⁽²⁾. In the Japanese Occupation another tiger closed the footpath from Tai Wai to Tai Po through Wong Chuk Yeung (黃竹洋) village, terrifying the Wong Chuk Yeung villagers, again for several weeks ⁽³⁾. The footpaths from Sha Tin over Lion Rock (獅子山) to Kowloon City were notoriously dangerous in the breeding season: villagers would only travel to market then in groups, protected by spear-men, and banging gongs and blowing conch-shells to drive tigers off the path. Such groups would worship together at the Che Kung Temple (車公廟) in Sha Tin or the Hau Wong Temple (侯王廟) in Kowloon City before setting off, and the spears, gongs, and conch shells were stored in the temple to ensure effectiveness ⁽⁴⁾. Hui Wing-hing, in one of his late nineteenth century poems, makes it clear that the villagers of Sha Tin considered the protection granted by the deity to those who ventured into the wilderness to be his most important power. He wrote: "The Che Kung Temple stands next to the foaming stream: There at Keng Hau the waste begins at the mouth of the pass, scrubland and deep woods: Everyone says that the God here is a real protection to the people: Five strokes of the bell, and the incense is lighted "車公廟畔水洋洋，徑口林深草木荒，共說神靈多庇佑，五更鐘响即焚香。" ⁽⁵⁾. The North Sai Kung villagers had a ferry which went to Tai Po (from Sham Chung (深涌) and Yung Shue O (榕樹澳)). There was only one ferry a day, which would return to Sham Chung and Yung Shue O at dusk. Villagers would send young men down to meet the ferry in the tiger breeding season, to escort villagers returning from market: they would go with torches to frighten tigers off the path, and spears to defend themselves with if the tiger was not frightened ⁽⁶⁾. It was thus felt desirable to worship the gods at the local temple before doing anything so dangerous as crossing the mountains, even to your own market, and, indeed, to undertake such a journey only when really necessary.

(1) P. H. Hase, personal oral communication.

(2) P. H. Hase, personal oral communication.

(3) P. H. Hase, personal oral communication.

(4) P. H. Hase, personal oral communication.

(5) 程中山編，《香港竹枝詞初編》(香港：匯智出版有限公司，2010)，44-72頁。

(6) P. H. Hase, personal oral communication.

Hui Wing-hing in one of his late nineteenth century poems speaks of the village of Hang Ha Po (坑下莆). This stands at the entrance to Lam Tsuen, at the river crossing there, on the other bank from Wai Tau (圍頭), adjacent to the major through-route passing there and crossing the river. What struck him were the high numbers of merchants travelling along the route past the village: “Travellers passing in front of Hang Ha Po make it very busy” (行下埔前過客忙). Luckily, we have some less impressionistic sources which make the busy traffic along the through-routes clearer.

As part of the preparatory work for building a Railway to Canton, the Hong Kong Government undertook a number of surveys of traffic on the old routes (1904), and further traffic surveys were undertaken in the Sha Tau Kok area in 1910 to assess the traffic potential of a Railway to Sha Tau Kok ⁽¹⁾. These surveys were not conducted with the precision that would be required for such a project today. The travellers surveyed are given in round numbers. The survey was probably conducted only during the main daylight hours, possibly only for eight hours a day, in some cases possibly only for the peak hours each day, and probably, therefore, under-estimate the totals travelling. However, the survey results from the 1904 surveys are:

- Tuen Mun to Yuen Long (the through-route to the ferry-pier at Castle Peak), 250 persons per day on average (this figure must be too low);
- Yuen Long to San Tin (this is the alternative route from Yuen Long to Sham Chun), 550;
- Using the Pok Liu (博寮) Ferry (this is the ferry over the Sham Chun River taking traffic from Yuen Long), 888 (this survey seems to have been better undertaken than the previous two: the figure would seem to imply that the figure for Yuen Long to San Tin mentioned above is too low);
- Using the Lo Wu Ferry (on the main through-route north from Kowloon City), 912;
- Crossing Sha Tin Pass (沙田坳), 800;
- Passing Tai Hang (泰亨) village, 1000;
- Passing the Cheung Shan Monastery (長山古寺), 1043; and
- On the hill above Tai Wai, Sha Tin, 47 (this survey point was on the Tai Po Road, at this date just a few months old, and still very little used in the section between Kowloon and Sha Tin).

(1) Information taken from Eastern No. 88, Confidential: Hong Kong Correspondence [December 15, 1903 to February 27, 1907] Relating to the Proposed Kowloon-Canton Railway, Colonial Office, April 1907., Enclosure E in No. 59, and Enclosure 1 in Despatch from Sir F. Lugard, Governor, to the Colonial Secretary, 28th April, 1911.

Assuming that these figures represent traffic in an eight hour period, it will be seen that traffic on most of the through-routes averaged between a hundred and a hundred and thirty persons an hour, i.e. a traveller passing the survey point on average every 25 or 30 seconds. This is certainly a heavy traffic flow. The surveys distinguish those “carrying burdens” (i.e. carrying a *Tam* on a shoulder-pole) from those not so burdened: those carrying burdens were, in most places, between 45 and 50% of all travellers. The surveys also distinguish, in some of the surveys, between figures for “market days”, and those for “non-market-days”: in every case, market-day traffic was about a third higher than on non-market-days. The “average” figure is the average between these two types of day. In front of Tai Hang village in Tai Po, the market-day traffic came to 1450, or 180 an hour or thereabouts, or one traveller passing every 20 seconds.

In 1910 surveys were conducted over four market days and four non-market days, at two sites (Shek Chung Au and Ma Tseuk Ling) and over two non-market-days at two sites (Au Ha Gap (凹下), near Wo Hang (禾坑) village, and in front of the Cheung Shan Monastery). Only persons “carrying burdens” were surveyed. Travellers at Cheung Shan Monastery as surveyed averaged about 250 a day. If the numbers travelling without carrying burdens were 55% more, as in 1904, the total traffic would have been over 500, implying about 700 a day on a market-day. This is only about half the number surveyed in 1904 at the same site, and suggests that the survey was limited, and carried out for only the peak hours on each day. The new British roads had not yet reached the Sha Tau Kok area by the date of these surveys.

At Shek Chung Au, the survey (again only those “carrying burdens” were surveyed) showed an average of 966 persons a day on market days (two market-days were surveyed), and 457 on non-market-days (again, two such days were surveyed). Again, if those “not carrying burdens” were 55% of the total, the total passing this spot each market day would have been at least 1450, and, on non-market-days at least 680. If, as seems likely, this survey, like the one at the Cheung Shan Monastery, was limited to the peak hours, these figures should, perhaps, be doubled to give something closer to the full picture. There may have been about 365 persons an hour crossing the Shek Chung Au on market days, or one every 10 seconds or so.

While these surveys were somewhat unscientific, they do at least show us that traffic along these paths was almost non-stop. Early in the morning on market-days, with travellers hurrying to catch the opening of the market, and in the late afternoon, as people left the market to return home, travellers must have passed almost continuously, certainly enough to justify Hui Wing-hing calling the traffic “very busy”.

4.2

IDENTIFICATION OF OLD FOOTPATH

Review of the *Xin'an Gazetteer* mainly provides textual information on the old footpaths as there is a lack of detailed map records. The old footpath network is mostly known from the maps which were drawn up by the British

shortly after they took over the New Territories. James Stewart Lockhart, the Colonial Secretary, undertook a tour of inspection of the New Territories in August 1898. He drew up a map (1898 Lockhart Map), (see *Figure 4.10*: all the paths shown are marked except for the roads in the developed urban area). He remarked that *"The routes traversed are shown ... as well as some other paths, the general direction of which has been ascertained"*⁽¹⁾. This map was, however, drawn up in haste, and is incomplete and in places inaccurate. Much more accurate is the eight inch to the mile Ordnance Survey map of 1902-1903 (1902 Map), but this map was not completed. It was complete for the central part of the New Territories and Kowloon, but in the west and south-west in particular it was never finished. In 1903-1904, however a two inch to one mile Ordnance Survey map 1903-1904 (1903 Map) was completed, using the 1902 data. However, because of the much smaller scale, this 1903 Map is less detailed than the 1902 Map. Through comparison analysis of these three historic maps at the New Territories and on Hong Kong Island and Old British Kowloon with the current survey maps, possible pre-British colonisation old footpaths can be identified.

4.3

TYPES OF FOOTPATH

Not all the footpaths identified were of the same significance. Some were major routes, carrying through traffic to major centres/cities. Others were important routes linking market towns. Yet others were purely of local importance, linking a village with its neighbour, or linking a village with its fields, or some site of local significance. They are categorised as major routes (most important), through routes (medium important) and minor routes (the least important) and discussed below.

"Major centres/cities" mentioned mean places which were of greater significance than, for instance, a local market town. It is well known that there were in China generally and in South China in particular, hierarchies of towns and cities, from metropolitan cities which provided the highest level services to whole Provinces or groups of Provinces, through higher-level towns, often administrative centres as well as markets, through standard markets to subsidiary local markets. In Hong Kong, before 1841, Canton was the metropolitan market: after 1841, Canton and Hong Kong. The upper-level markets were Nam Tau (南頭) (the County City), Sham Chun, and Kowloon City. The standard markets were places like Yuen Long and Tai Po, subsidiary markets places like Kam Tin or Ha Tsuen (廈村). Between major centres there was always a greater amount of traffic than between two market towns: official messengers and runners, traders of all sorts, scholars and other people travelling long distances, as well as people going to market. Between villages and their local markets traffic was mostly local - villagers going to and from doing their normal shopping. The footpaths which carried the through traffic between major centres were wider, and had to be capable

(1) Lockhart Report, Section "Roads", p. 190.

of carrying the heavier traffic. *Figure 4.11* provides a map showing the indicative locations of the historic markets.

4.3.1

Major Routes: The Courier Soldier Routes

The most important route-ways were the paths used for the Imperial Post. This was a service linking all the Imperial official centres. Each County had a team of Courier Soldiers (舖兵), who would carry messages along these routes. Before 1843 there were two Imperial Post routes in *Xin'an* County (新安縣), of which Hong Kong formed a part, the first of which ran from the County City of Nam Tau (Nam Tau stands on the eastern shore of the Pearl River, just to the north of She Hau (蛇口)) north along the eastern shore of the Pearl River to Tung Kwun (東莞), where it connected with a route running to Canton. The other route ran east from the County City, through Chek Mei (赤尾), a little west of Sham Chun, which was the seat of the Assistant Magistrate (巡檢司) who administered the central area of the County, and then through Sham Chun to the city of Tai Pang, which was the seat of the Deputy County Magistrate (縣丞), and the Assistant Regional Commander (參將) of the Left Wing of the County Military Establishment. The County had an establishment of 27 Courier Soldiers to man these routes. The Courier Soldiers carried messages on horseback. There were also twenty Cavalry Soldiers (馬兵), who patrolled the same roads the Courier Soldiers used, to ensure they were safe, and that no bandits could threaten the Imperial Post. These soldiers were the only people in the area who ever rode, and their horses were the only ones in the area, which was otherwise entirely without riding animals ⁽¹⁾. In 1843, however, the Chek Mei Assistant Magistrate and the Tai Pang military commander, were relocated to Kowloon City, and a new route for the Courier Soldiers from Kowloon City to the County City was required.

The Courier Soldier routes were often paved with granite slabs, even in lowland areas: they were usually of a good width, and far better maintained than other paths ⁽²⁾.

Kowloon City to Sham Chun Courier Soldier Route (Tai Po Route)

This Courier Soldier route is named as the Tai Po Route (大步逕) in the latest version of the *Xin'an Gazetteer* (1819) which lies 60 *li* (里) east of the County City. It was this route which carried the official traffic to Kowloon City.

The Courier Soldier route from Kowloon City (see *Figure 4.2*) could not follow the same route as the normal route used by the ordinary people, as this crossed Kowloon Peak (飛鵝山) by a route which could not be attempted on horseback. The Courier Soldier route ran from the west gate of Kowloon City, past Kowloon Tsai and Kowloon Tong (九龍塘) villages to Sham Shui Po market, and then climbed up Piper's Hill (琵琶山), through the area now occupied by the Kowloon Reservoir (九龍水塘) (the line of the path cuts across

(1) 張一兵編，"新安縣志 1819，卷 6及11"《深圳舊志三種》，深圳市：海天出版社，2006。

(2) 張一兵編，《深圳舊志三種》，深圳市：海天出版社，2006。

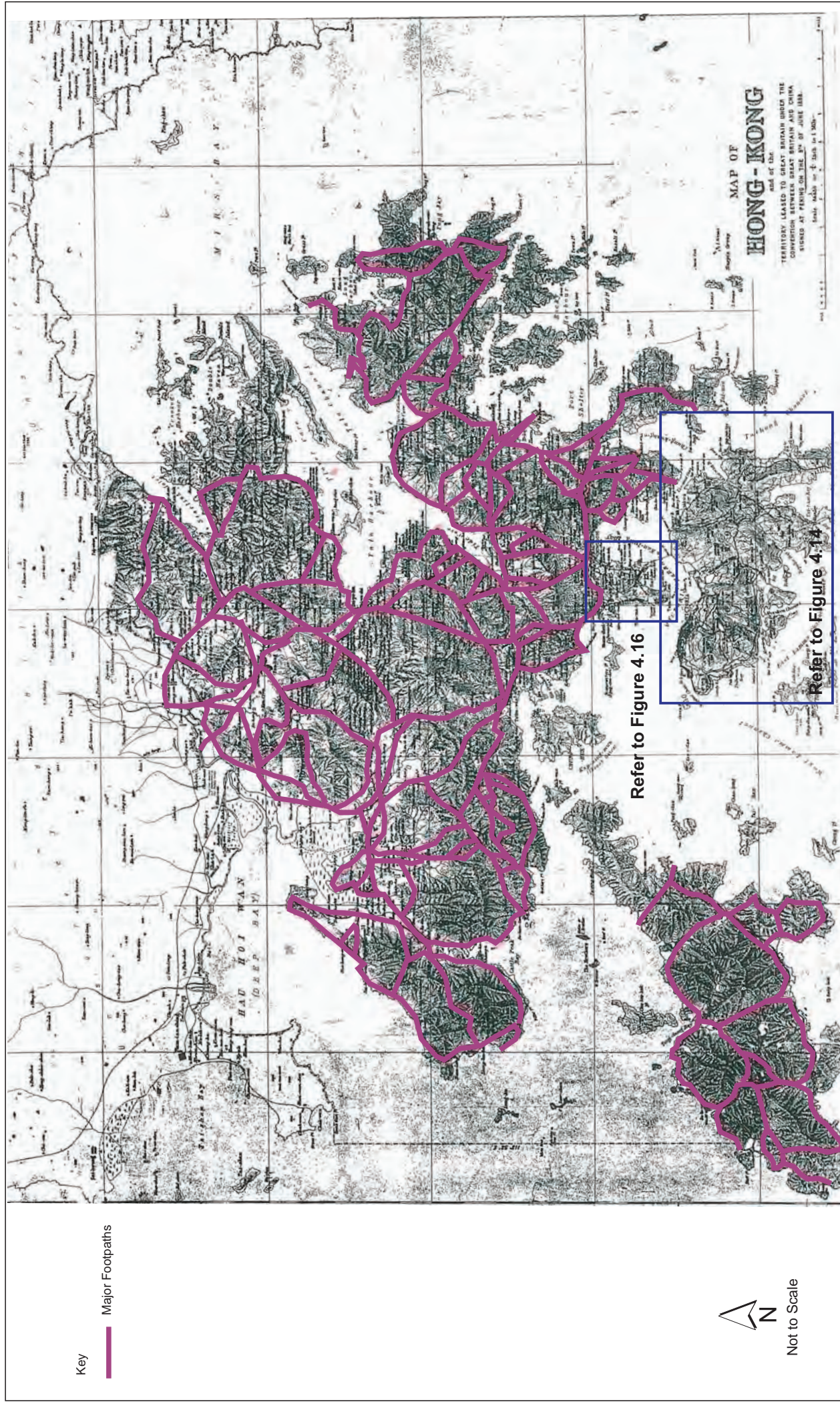


Figure 4.10

Map of Hong Kong 1898 Showing Major Footpaths
(Map Source : Southampton Ordnance Survey Office 1899)

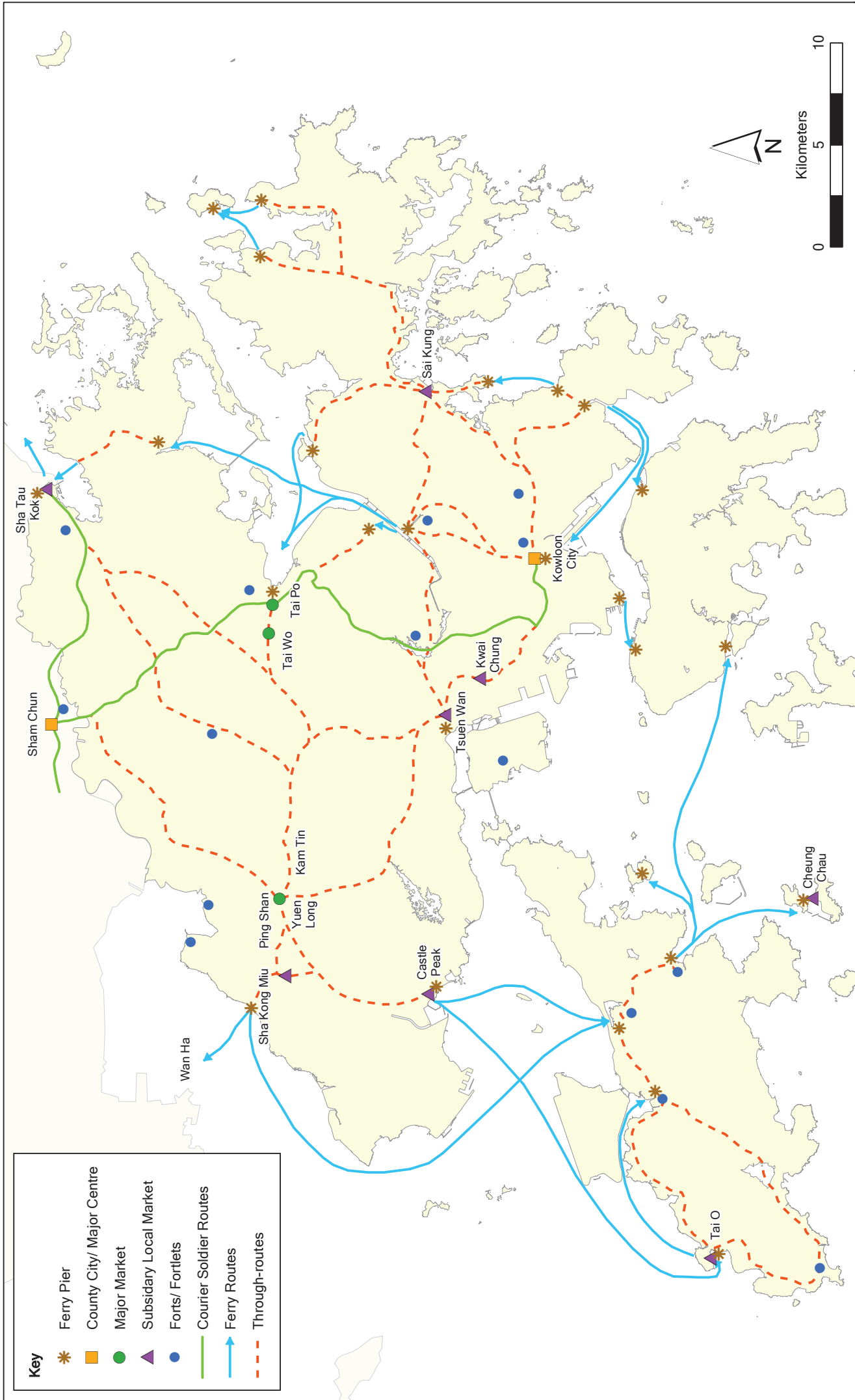


Figure 4.11

Relations between Major Routes, Through-routes and Markets in the New Territories

the line of today's Tai Po Road almost at right-angles), then over Smugglers Pass (走私坳), skirting Smugglers Ridge (孖指徑), passes through Shing Mun (the route lies under today's Shing Mun Reservoir (城門水塘)), and so to Lead Mine Pass (鉛礦凹) and down through the Wun Yiu (碗窰) valley to Tai Po Market (大埔墟). From Tai Po it cut across the mountain north-west of the market to Tai Hang village, and then went along the valley past Fanling and Sheung Shui (上水) to the river crossing at Sham Chun where it met the older Courier Soldier route to Tai Pang. The crossing of the Sham Chun River was by a ferry. Before 1892, the route was carried across the Kwun Yam River (觀音河) at Tai Po by another ferry, but the line of this latter ferry was bridged in 1892 ⁽¹⁾. Major disputes broke out in the later nineteenth century over these two ferries. The ownership of the ferry over the Sham Chun River was originally in the hands of the Yuen (袁) clan of Lo Wu. The Cheung (張) clan of Sham Chun went to war with the Yuens to wrest ownership from them: this was in the 1860s ⁽²⁾. The Tai Po ferry had all along been owned by the Tang (鄧) clan of Tai Po Tau, but the other families of the Tai Po area objected to the ferry fee, which they felt was far too high, and wanted to build a bridge across the river instead. They eventually succeeded (1892), without a war since the other families were able to get the County Magistrate on their side, but the resulting enmity between Tai Po Tau and the other villages was to sour district politics for the next sixty years ⁽³⁾.

This Courier Soldier route played a part in the Six Day War between the British Army and insurgent villagers in April 1899 ⁽⁴⁾. The British had sent half-a-dozen field-guns to Tai Po. These ran on wheeled limbers. When the insurgent villagers retreated from Tai Po into the Lam Tsuen Valley, and then over the mountains to Sheung Tsuen (上村), these guns were ordered to follow, only to find the footpaths entirely impracticable for the guns, whose wheeled limbers just could not move along them. The guns were forced across the Kwun Yam River at Wai Tau village, but only with the greatest of difficulty, and they were able to get no further than Fong Ma Po (放馬莆) village in Lam Tsuen: the footpath over Lam Tsuen Au (林村凹: next to Kadoorie Farm) was completely impassable to the guns. Eventually, the guns found that the only practicable way of their reaching Sheung Tsuen was to take the Courier Soldier route from Tai Po to Fanling, which was paved and quite wide, and thus capable of taking the limbers, and then down to Sheung Tsuen through Tsiu Hang, where the footpath was also found to be usable - the guns eventually arrived at Sheung Tsuen, but only after the fighting was all over. This incident shows very vividly just how poor the footpaths were: the footpath over the Lam Tsuen Pass was a major through-route (carrying the traffic from the County City and Yuen Long to Tai Po and some traffic to Sha

(1) 科大衛, 陸鴻基, 吳倫霓霞編《香港碑銘彙編》第一冊 (香港: 香港市政局, 1986), p. 298.

(2) P.H. Hase, "Ta Kwu Ling, Wong Pui Ling and the Kim Hau Bridges" and "A Village War in Sham Chun", *Journal of the Hong Kong Branch of the Royal Asiatic Society* (JHKBRAS), Vol. 30, 1990, p. 257-281.

(3) R.G. Groves, "The origins of Two market Towns in the New Territories", *Aspects of Social Organization in the New Territories*, Royal Asiatic Society, Hong Kong Branch, *Symposium Proceedings*, 1964, pp. 16-21.

(4) For the Six-Day war, see P.H. Hase, *The Six-Day War of 1899: Hong Kong in the Age of Imperialism*, (Hong Kong University Press and Royal Asiatic Society, 2008).

Tau Kok), but it was still entirely impracticable for field-guns, despite their being designed for poor terrain and bad paths.

The great majority of this important route has long disappeared under new roads, urban development, concreted jeep-tracks or access path and below the reservoirs. Between Kowloon City and Sham Shui Po the line of the route has mostly gone. It is possible that the route passed through today's Kowloon Tsai Park, especially in the Bauhinia Garden (紫荊園), which is the section of the park immediately west of Inverness Road (延文禮士道), here and in the area near Dumbarton Road (東寶庭道) routes may still survive. North of Tai Po Road, across Piper's Hill, and through the Kam Shan Country Park (金山郊野公園), the line of the route survives, but it has mostly been concreted over as a modern jeep-track and access footpath. Much the same is true of most of the route through the Shing Mun Country Park (城門郊野公園): the line of the route survives as a jeep track, but has been concreted over. However, between Lead Mine Pass and just below Ta Tit Yan (打鐵炭) village, the route survives (it is part of the Wilson Trail (Section 7) today). This section has been repaired and improved by AFCD, but is basically the original path. North of Tai Po a section of path north of Tai Po Market may be part of this route, but beyond the crest of the ridge the line is lost in the Hong Lok Yuen (康樂園) development. No trace now survives in the Fanling-Sheung Shui-Lo Wu area: the path lies below today's Tai Po Road and other modern roads.

For possible surviving sub-sections of this Route, please refer to N1a, N1b and N1c in Table 4.2 for details.

Sha Tau Kok to Sham Chun Courier Soldier Route (Lai Tung Route)

The old Courier Soldier route to Tai Pang also crossed through the north-east corner of the New Territories. This old Courier Soldier route is named as the Lai Tung Route (黎洞徑) in the latest version of the *Xin'an Gazetteer* (1819) as lying 60 *li* east of the County City. It crossed the upper Sham Chun River by a ferry at Kim Hau, immediately north-west of Ta Kwu Ling (打鼓嶺). It then passed through the Ta Kwu Ling valley, past Ping Che (坪輦) village, past the Cheung Shan Monastery, and on past Man Uk Pin (萬屋邊) village, to the low pass at Shek Chung Au, and so on to Sha Tau Kok ⁽¹⁾. The part of this route past the Cheung Shan Monastery is not shown on the Lockhart Map. Most of this route has been rebuilt or overlaid as modern road except that some sections near Man Uk Pin may survive. Also, the closest to a sense of the old route is where it passes immediately in front of the Cheung Shan Monastery: this section has been concreted over, but immediately in front of the Monastery an area paved with granite slabs is part of the old surface (only the area about 10 feet wide in front of the Monastery: the paving of this area was re-laid and greatly extended a few years ago) - none the less, this stretch of the old route gives a good sense of the atmosphere of the old route.

(1) For the roads and ferries serving Sha Tau Kok see P.H. Hase "The Alliance of Ten: Settlement and Politics in the Sha Tau Kok Area", in *Down to Earth: The Territorial Bond in South China*, ed. D. Faure and H.F. Siu, (Stanford, 1995), p. 123-160, and "Eastern Peace: Sha Tau Kok Market in 1925" in *JHKBRAS*, Vol. 33, 1993, p. 147-202.

Control of the Kim Hau ferry (more accurately ferries, as there were two, over the two branches of the river), also led to fighting. The ferries were owned by the Cheung clan of Sham Chun, but the clans of the Ta Kwu Ling and Sha Tau Kok area wanted to bridge the rivers, to avoid the high ferry fee on their road to market. This led to an inconclusive war in the 1860s, after which one branch of the river was bridged, but the other left with a ferry. This unsatisfactory situation brought the two sides close to another war in the 1920s, but the Canton Warlord intervened, and ruled that a bridge should be built, thus closing the matter ⁽¹⁾.

From Sha Tau Kok to Tai Pang, the Courier Soldier route ran along the coast of Mirs Bay (大鵬灣) to Kwai Chung at the north-east corner of the Bay, and then crossed a low pass and so down to Tai Pang. Near Sha Tau Kok the village of Kwun Lo Ha (官路下, “below the official road”) reflects the old course of this path. An alternative to the first section of this route beyond Sha Tau Kok was a ferry which ran along the coast from Sha Tau Kok to Kwai Chung.

For possible surviving sub-sections of this Route, please refer to N2 in *Table 4.2* for details.

4.3.2 *Through-Routes*

Through-routes are normal route for ordinary people for communication between market towns.

There was an important through-route linking Tsuen Wan and Sha Tin through the Shing Mun valley, which fed travellers onto the Tai Po Route at Shing Mun.

- *Tai Po Route Side Path (Tsuen Wan to Sha Tin)*

The County Gazetteer notes a military post at Shing Mun. It probably stood at or close to the cross-roads of the two footpaths but no trace of it is known to survive today. Sections of the original footpath may survive, on both the Tsuen Wan and Sha Tin sides of the mountains. For possible surviving sub-sections of this side footpath, please refer to N3a and N3b in *Table 4.2* for details.

In addition to the land based Courier Soldier route (Tai Po Route), there was a vitally important footpath linking Hong Kong with the pier at Sha Kong Miu Temple, from where a ferry crossed Deep Bay to Wan Ha near She Hau, an easy walk from the County City at Nam Tau.

This footpath ran from Yuen Long to Ping Shan (屏山), from where a ferry carried traffic across a wide creek to Ha Tsuen, and thence to Sha Kong Miu. This ferry carried traffic to/from Nam Tau not only to/from Yuen Long, but also to/from Lantau and Cheung Chau, and most traffic to/from the County City to/from Tai Po. Most of the traffic to/from the County City to/from

(1) P.H. Hase, “Ta Kwu Ling, Wong Pui Ling and the Kim Hau Bridges”, in *JHKBRAS*, Vol. 30, 1990, p. 257-265.

Kowloon City came this way, too, except for the Imperial Post, which took the long way round through Sham Chun. The reason for the Imperial Post not taking this route may have been the constant risk of pirate attack in Deep Bay: the Ha Tsuen villagers have a number of stories of pirates attacking this ferry, robbing merchants, and carrying off passengers for ransom. Ownership and control of the ferry over Deep Bay and the ferry over the creek between Ha Tsuen and Ping Shan was disputed between Ha Tsuen and Ping Shan for many centuries: the two villages fought the issue out between themselves several times, although Ha Tsuen retained control throughout the nineteenth century, despite Ping Shan's best efforts. The huge cannon bought by Ha Tsuen to attack Ping Shan can still be seen on the Music Platform at the entrance to the Ha Tsuen Ancestral Hall ⁽¹⁾.

This route carried traffic from the County City (Nam Tau) over the ancient ferry from She Hau to Sha Kong Miu, and on to Yuen Long, Sham Chun, Tai Po and Sha Tau Kok (for Wai Chow). It was the main east-west route through the New Territories. This route can be divided into the following sub-sections:

- *Kam Tin Route (Sha Kong Miu to Wang Toi Shan)*

This section is named as the Kam Tin Route in the latest version of the *Xin'an Gazetteer* (1819) "it runs south-east of the County City, behind Kam Tin village. It passes the military post at Tsiu Keng." This route ran from the old ferry pier at Sha Kong Miu, past Fung Kong (鳳降) village, Ha Tsuen, Ping Shan, Yuen Long, Kam Tin Shi (錦田市), and so on to Wang Toi Shan (橫台山). Review of current and 1902 Map suggests that most of the original footpath has been destroyed or overlaid by modern roads. Sections of the original footpath survive, however, between Sha Kong Miu and Ha Tsuen, and possibly at Kam Tin (where the older line runs a little to the south of today's road). For possible surviving sub-sections of this old footpath, please refer to N4a and N4b in *Table 4.2* for details.

At Wang Toi Shan, the main branch of this route veered north to the pass leading to the Tsiu Keng valley, and then through the valley to Sheung Shui and so to the ferry pier over the Sham Chun River at Lo Wu. The County Gazetteer notes that this section was defended by a military post "at Tsiu Keng" (probably at the summit of the pass). The whole of this sub-section is probably overlaid by modern roads. Nothing is known to survive of the military post.

- *Kwun Yam Route (Wang Toi Shan to Tai Po Market)*

This section is named as the Kwun Yam Route in the latest version of the *Xin'an Gazetteer* (1819): "it runs along the foothills of Kwun Yam Shan. It leads to Lam Tsuen, Tai Po Tau, etc."

(1) P.H. Hase, personal oral communication.

Kwun Yam Route (Wang Toi Shan to Tai Po Market) – Wang Toi Shan to Lam Tsuen Sub-Section

This route connects to the Kam Tin Route at Wang Toi Shan but branches eastwards to a footbridge over the river next to the Pat Heung Temple (八鄉古廟) at Sheung Tsuen and climbed over the pass at Lam Tsuen Au, and then down the valley at Lam Tsuen. Most of this path underlies today's Lam Kam Road (林錦公路), but sections survive near the Pat Heung Temple (the old bridge also survives), with a thin cover of concrete, and near the Ling Wan Nunnery (凌雲寺). For possible surviving sub-sections of this old footpath, please refer to N5a in Table 4.2 for details.

Kwun Yam Route (Wang Toi Shan to Tai Po Market) –Lam Tsuen to Tai Po Market Sub-Section

At Lam Tsuen, traffic for Tai Po seems to have taken a path cutting directly through the hills from She Shan (社山) village to Shek Kwu Lung village, and so down to Tai Po Market, although an alternative, rather longer, path took the line of today's road through Mui Shue Hang (梅樹坑). Most of this path underlies today's Lam Kam Road, but the section between She Shan and Shek Kwu Lung survives in large part: the access path from Lin Au (蓮澳) village, which branches off this path, also survives. This path connects between She Shan village and Lin Au village is known as She Lin Old Footpath (社蓮古道)⁽¹⁾. From Lin Au to Tai Po market, and from a little above Shek Kwu Lung, these footpaths have been concreted over as the access road to Lin Au, and the access footpath to the Thai Monastery (香港太和泰國寺Wat Mekthumvanaram) there. For possible surviving sub-sections of this Kwun Yam Route - Lam Tsuen Sub-Section to Tai Po Market Sub-section old footpath, please refer to N5b in Table 4.2 for details.

- *Lam Tsuen to Sha Tau Kok Route*

Traffic from the west New Territories area such as Yuen Long to Sha Tau Kok (and on towards Wai Chow), carried on down the Lam Tsuen Valley from where the footpath to Tai Po branched off, to the crossing of the Kwun Yam River near Wai Tau. From there the path ran along the valley to Tai Hang, where it joined the Courier Soldier route, and then went in a straight line to Sha Tau Kok market, crossing the Kat Tsai Au Pass (桔仔凹), and then going on past Lau Shui Heung (流水響) village and Loi Tung (萊洞) village to the Shek Chung Au, and so to Sha Tau Kok. From Sha Tau Kok the route continued onwards, to Wai Chow and Tam Shui (淡水). There was probably a bridge at Wai Tau, (the bridge made of "granite slabs laid side by side" mentioned by Stewart Lockhart

(1) 梁榮亨，《香港市郊探勝》，(香港：友聲，2004)，54頁。

and consisting of “three spans of fifteen feet each” and which was near Tai Po Market, but was not the great bridge over the Kwun Yam River at the Market itself, Lockhart’s bridge was probably at Wai Tau) ⁽¹⁾. If there was a bridge at Wai Tau, it was too narrow for the field-guns of 1899, which could not be carried over this bridge but had to be man-handled through the river. The importance of this path can be seen from the through traffic (from Yuen Long to Wai Chow) being carried along it as well as purely local traffic.

There were a number of significant fights along this footpath through Lam Tsuen. In the 1860s a fight between the Lam Tsuen villages and one of the great clans of the Fanling-Sheung Shui area took place at the crossings of the Kwun Yam River near Wai Tau. The Side-Hall of the Tin Hau Temple at Lam Tsuen is a Hero Shrine commemorating the thirteen young men of Lam Tsuen who died in this fighting: since Lam Tsuen won this fight, the deaths on the other side must have been higher ⁽²⁾.

In the Six Day War of 1899 most of the fighting took place along this footpath. The insurgent villagers, after their initial attack on the British at Tai Po were pushed back through the Lam Tsuen Valley into entrenchments they had prepared at the Lam Tsuen Au. From there they were dislodged in a bitter couple of hours of fighting involving bayonet charges, and fled down to Sheung Tsuen. The final fighting took place at the Sheung Tsuen bridge. Some 500 insurgent villagers were killed in these battles ⁽³⁾.

Original sections of the footpath survive in the Kat Tsai Au area and near Loi Tung, but elsewhere it has been overlain by modern roads. Sections of the original surface may also survive near Tai Long (大朗) and Tam Shui Hang (担水坑) villages near Sha Tau Kok, where the present road runs to the south of the old line. The footpath survives in the Kat Tsai Au area and is identified by AMO as Lau Shui Heung - Kat Tsai Shan Au Trackway (A6) as detailed in *Table 4.1*.

Lam Tsuen to Sha Tau Kok Route (Tai Hang Village to Sha Tau Kok Sub-Section)

For the possible surviving sub-sections of this old footpath, please refer to N6 in *Table 4.2* for details.

Instead of taking this route to Sha Tau Kok, there was an alternative route from Yuen Long and Kam Tin to Fanling and Sha Tau Kok. This variant route ran through Tsiu Keng to Fanling, and then through the valley from Fanling to Kwan Tei (軍地) and so on to Sha Tau Kok. This route also

(1) Lockhart “Report”, section “Bridges”, p. 190.

(2) P. H. Hase, personal oral communication.

(3) P.H. Hase, *The Six-Day War of 1899: Hong Kong in the Age of Imperialism*, Hong Kong: Hong Kong University Press, 2008.

took the traffic from Tsuen Wan to Sham Chun. None of this route is believed to survive: it is probably entirely buried below modern roads.

- *Castle Peak to Sham Chun*

From the ferry pier at Castle Peak, an important route ran to the northeast to Lo Wu ferry pier over the Sham Chun River, underlying at all points the Castle Peak Road, past Chung Uk (鐘屋) village, Hung Shui Kiu (洪水橋) village, Yuen Long, Mai Po (米莆) village, and San Tin Village or village access tracks in the Ngau Tam Mei (牛潭尾) and Ma Tso Lung areas. The villagers state that most of these footpaths were narrow, and surfaced only with mud. They passed for the great majority of their way through agricultural land, along the field-bunds ⁽¹⁾. The great majority of this footpath is destroyed, being overlaid by modern roads. Some footpaths between San Tin and Lo Wu may still survive but mostly concreted over.

- *Sha Kong Miu and Castle Peak Pier Route*

In addition to the landing place at Sha Kong Miu that carried the traffic from the County City to Lantau and Cheung Chau, there was a land route which branched off from the Kam Tin Route at Ha Tsuen, and joined the Castle Peak to the to Sham Shun but nothing survives of this old footpath.

Traffic from the County City to Kowloon City via Sha Kong Miu went by one of several footpaths and they are discussed below.

- *Sha Kong Miu to Kowloon City Route (Wang Toi Shan to Tsuen Wan Sub-Section)*

This route branched off the Kam Tin Route at the Pat Heung Temple in Sheung Tsuen to Kap Lung (甲龍) village, and then very steeply up the slopes of Tai Mo Shan to the pass at Tsuen Kam Au (荃錦凹). On the southern slopes, the footpath descends steeply to Chuen Lung (川龍) village, and past Tso Kung Tam (曹公潭) village to Tsuen Wan. Much of this footpath is overlaid by today's Route Twisk (see *Figure 4.11*), but substantial sections of the original footpath survive, on either side of the Tsuen Kam Au Pass, since the original line of the footpath is more direct (and much steeper) than the modern road. Most surviving sections lie to the west of the modern road. This path is currently known as the Kap Lung Old Footpath (甲龍古道). For the possible surviving sub-sections of this old footpath, please refer to N7 in *Table 4.2* for details.

- *Sha Kong Miu to Kowloon City Route (Yuen Long to Tsuen Wan Sub-Section)*

This alternative route left the Kam Tin Route at Yuen Long and cut south, through Tai Tong (大棠) village, Tsat To Kiu (七道橋) (near the current Kat Hing Bridge (吉慶橋)) area, Tin Fu Tsai (田夫仔) village, Sheung Fa

(1) P. H. Hase, personal oral communication.

Shan (上花山) village to Tso Kung Tam, and so to Tsuen Wan.

Substantial sections of the original footpath may still survive, in the Tsat To Kiu and Sheung Fa Shan areas especially. There are a number of alternative routes for this footpath near Tsat To Kiu, and a number of side-paths, with substantial original sections remaining. This probably reflects the poor maintenance and repair of the footpath over time, through this almost uninhabited countryside. Since there are large numbers of footpaths shown on the old maps through these hills, all starting from Yuen Long, and all ending at Tsuen Wan, there were a whole series of alternative routes in this area. From Tsuen Wan to Kowloon City, this footpath took the same line as the footpath of the *Sha Kong Miu to Kowloon City Route (Tsuen Wan and Kowloon City Sub Section)* (see below). The section from Tai Tong to Tsat To Kiu is identified by AMO as the “Tai Lam Chung – Shap Pat Heung Trackway” (see A10 in *Table 4.1* for details). In the area near the Tai Lam Chung Reservoir (大欖涌水塘) some alternative or side paths may survive. For the possible surviving sub-section between Tsat To Kiu to Tsuen Wan of this old footpath, please refer to N8 in *Table 4.2* for details.

- *Sha Kong Miu to Kowloon City Route (Sham Yuen Old Footpath Side Route)*

There is a side-branch of the *Yuen Long to Tsuen Wan Sub Section* as mentioned above running down to the landing-place at Sham Tseng (深井) village on the coast, and which runs up to Tin Fu Tsai village through Tsing Fai Tong (清快塘) village, and on over the pass at Fan Shui Au (分水凹), to Hung Tso Tin (紅棗田) village in Shap Pat Heung where it meets the Kam Tin Route and so to Yuen Long. This footpath took traffic landing at Sham Tseng (especially from the small port of Ma Wan (馬灣) and North Lantau), and fed it onto the footpaths from the west running to Tsuen Wan. A substantial part of this footpath survives but mostly concreted over. This footpath is today known as the Sham Yuen Old Footpath (深元古道)⁽¹⁾. The section between Tin Fu Tsai to Sham Tseng is today known as Tin Sham Old Footpath (田深古道)⁽²⁾. The northern part of the old footpath (Yuen Long to Tsat To Kiu) is identified by AMO as the “Tai Lam Chung – Shap Pat Heung Trackway” (see A10 in *Table 4.1* for details).

- *Sha Kong Miu to Kowloon City Route (Tai Lam to Kam Tin Side Route)*

There is also a side-branch of the *Yuen Long to Tsuen Wan Sub Section* to a small landing-place at So Kwun Wat (掃管笏) village, and a footpath ran inland from it to Tsat To Kiu (see *Sham Yuen Old Footpath Side Route* above), where it fed into the footpath from Yuen Long to Tsuen Wan. Ferries from Lantau Island came to this landing-place, and travellers from Lantau and Cheung Chau to Sha Tau Kok, Tai Po, and Wai Chow would come this way. North of Tsat To Kiu the footpath continued into Pat

(1) 吳灞陵，〈香港 九龍 新界旅行手冊1951〉，香港：華僑日報，1951：100-105。

(2) [Information on line]; available from http://travel.hkheadline.com/travel/travel_attraction.asp?contid=6427; internet.

Heung, running along the foot of the mountains to the Pat Heung Temple, where it fed into the Kam Tin Route towards Tai Po Market and Sha Tau Kok. The southern part of this footpath is buried below the waters of the Tai Lam Chung Reservoir, but substantial sections may still survive further north, between Tsat To Kiu and Pat Heung. This footpath is today known as the Tai Kam Old Footpath (大錦古道)⁽¹⁾, or Tai Yuen Old Footpath (大元古道)⁽²⁾. For the possible surviving subsection of this old footpath, please refer to N9 in *Table 4.2* for details.

- *Sha Kong Miu to Kowloon City Route (Tsuen Wan and Kowloon City Sub-Section)*

This footpath went on from Tsuen Wan to Kowloon City through Sham Shui Po. It is unlikely that anything survives, as the route is buried below modern developments, but it is just possible that some trace might survive where the footpath crosses the Kowloon Tsai Park, near the Bauhinia Garden.

Apart from old footpaths connecting Kowloon City and Yuen Long and the Sha Kong Miu, the Kowloon Route carried much of the traffic from Kowloon City, and especially to Sham Chun. It was the most important north-south route in the New Territories area and discussed below.

- *Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)*

According to the County Gazetteer this route crossed Kwun Fu Shan, today called Kowloon Peak. From Kowloon City to Tai Po the normal route for the ordinary people went directly over the shoulders of Lion Rock (see *Figure 4.11*). From north-east of Kowloon City, the route climbed steeply up to Sha Tin Pass, north-east of Kowloon City, and then dropped straight down to Sha Tin Wai (沙田圍) village. The route then crossed to the island of Yuen Chau Kok, immediately in front of Sha Tin Wai, where there was a ferry-pier. Alternative names of this old footpath are Kwun Yam Shan Old Footpath (觀音山古道), Tsz Wan Old Footpath (慈雲古道), Tsz Sha Old Footpath (慈沙古道), Kau Sha Old Footpath (九沙古道), Qianlong Old Footpath (乾隆古道)⁽³⁾ and east route of Sze Hung Old Footpath (獅紅古道)⁽⁴⁾. Substantial sections of this routeway on the northern side of the pass still survive, either intact or covered with a thin concrete facing. For the possible surviving subsection of this old footpath, please refer to N10 in *Table 4.2* for details. This route may be the major route mentioned in the 4th Chapter of *Xin'an Gazetteer*: At the Tiger Head Hill north of Kowloon City with boulders.

(1) 吳灞陵,《香港 九龍 新界旅行手冊1951》,香港:華僑日報,1951:100-105。

(2) [Information on line]; available from http://travel.hkheadline.com/travel/travel_attraction.asp?contid=6427; internet; and 吳灞陵,《香港 九龍 新界旅行手冊1951》,香港:華僑日報,1951:100-105。

(3) [Information on line]; available from http://www.fotop.net/RickyWu/RickyWu41/002_G_001; internet.

(4) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=11&sub_cat=40; internet.

It was a major route constructed in 1792 and the funding source for construction of the boulders path was from local donation.⁽¹⁾

- *Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section: Siu Lek Yuen Alternative Route)*

This is an alternative line of the Kowloon Route from Kowloon City to Yuen Chau Kok. From Sha Tin Pass this footpath branches off from the main path to the east, and drops down to Siu Lek Yuen (小瀝源) village through Mau Tso Ngam (茂草岩) village and Lo Shue Tin (老鼠田) village. From Siu Lek Yuen the footpath went along the coast in front of Tsap Wai Kon village to Yuen Chau Kok. This route was mostly used by the villagers of the Siu Lek Yuen valley. Substantial original sections survive between Mau Tso Ngam and Lo Shue Tin, and below Lo Shue Tin. For the possible surviving sub-section of this old footpath, please refer to N11 in Table 4.2 for details.

- *Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok: ferry pier Sub-Section: Tai Wai Alternative Route)*

This is also another alternative line of the Kowloon Route from Kowloon City to Yuen Chau Kok. From Sha Tin Pass this footpath branches off the main footpath to the west, crossed Kowloon Pass, and dropped down to Kak Tin (隔田) village, and on to Tin Sam (田心) village, and Tai Wai village. From Tai Wai the footpath crossed the mountains north of Tai Wai, past Wong Chuk Yeung village, to Tai Po Pass. This line of the footpath was mostly used by villagers from Tai Wai and the Tin Sam valley, and by travellers wishing to avoid the ferry-fee for the Lok Lo Ha ferry. Substantial original sections of this footpath survive, both between Kak Tin and Sha Tin Pass, and between Tai Wai and Tai Po Pass. This footpath is today called the Kowloon Old Footpath (九龍古道). For the possible surviving sub-section of this old footpath, please refer to N12a and N12b in Table 4.2 for details. N12a is also known as west route of Sze Hung Old Footpath (獅紅古道)⁽²⁾.

- *Kowloon Route (Kowloon City to Sham Chun: Yuen Chau Kok ferry pier to Tai Po Market Sub-Section)*

From the Yuen Chau Kok Ferry-pier (a well-built stone pier with three or four ferries operated from here), travellers took a sampan ferry across Tide Cove to Lok Lo Ha village. As the name of this village suggests, Lok Lo Ha was “where the road came down”: the path ran from Lok Lo Ha through the Fo Tan Valley, through the south-westernmost part of the Tai Po Kau Nature Reserve (大埔滘自然護理區), over Tai Po Pass, and so to Tai Po Market through Ho Lek Pui (河瀝背) village, Lai Chi Shan (荔枝山) village, and Wan Tau Kok (運頭角). Much of this route survives, but

(1) Original Chinese text: “虎頭山在官富九龍寨之北，亦名獅子頭，怪石嵯峨壁立插天，其下凹路險峻難行，然實當衝要道。乾隆壬子年（一七九二），土人捐金兩邊砌石，較前稍為平坦。”

(2) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=11&sub_cat=40; internet.

mostly either concreted over or else improved by AFCD: the section immediately north of Sha Tin Pass, and most of the section between the Fo Tan valley and Lai Chi Shan survive, however, and in these areas the path is still recognisable. This footpath is also known as the Sha Tai Old Footpath (沙大古道)⁽¹⁾. For the possible surviving sub-section of this old footpath, please refer to N13 in *Table 4.2* for details.

A particular problem of the Tai Po Pass route, however, was that it passed no villages between Pat Tsz Wo (拔子窩) in Fo Tan and Lai Chi Shan in Tai Po, a distance of eleven kilometers (seven miles). There were thus no places to stop and rest on the route: tigers were always present in this stretch of wilderness. A tea-hut and shelter were built at the summit of Tai Po Pass to provide a resting-stop, and a minute village (Wang Lo (橫路) “beside the road”) was established for the family which ran the tea-hut and shelter. As soon as the Tai Po Road was built, however, traffic deserted this difficult mountain-crossing for the easier new road, and the village of Wang Lo was deserted within a year or two of 1902⁽²⁾. The old ferry to Tai Po from Yuen Chau Kok closed down as well at the same time.

The main route through Sha Tin Pass and Tai Po Pass also played a part in the Six Day War of 1899. All the British soldiers who fought in this war marched from Kowloon to Tai Po along this path, and the Heliograph, and then the Field Telephone were both set up along this path.

In the 1860s a group of some twenty bandits attacked Siu Lek Yuen village, hoping to ransack the village and hold the wealthier villagers for ransom. The villagers raised the alarm by beating the village gongs, and the young men of the area rushed to defend the village. A full-scale battle broke out. The villagers pushed the bandits up the path through Lo Shue Tin village towards Sha Tin Pass. However, the villagers had sent their fastest runner on ahead, and he had alerted the villagers of Nga Tsin Wai (衙前圍) village in Kowloon, who were allied with Siu Lek Yuen. The young men of Nga Tsin Wai were rushed up to the Kowloon side of Sha Tin Pass, and arranged in an ambush. When the bandits appeared, with the Siu Lek Yuen people behind and the Nga Tsin Wai people in front, they were slaughtered to the last man⁽³⁾.

Because the route over Tai Po Pass was a very heavy one, with many steps and steep gradients, it was rather feared by travellers. An alternative was a once-a-day ferry which ran from Yuen Chau Kok around the coast to Tai Po Market, so that travellers could, for a fee, avoid the mountain crossing: people of any significant social standing would usually take this ferry.

Hui Wing-hing, in one of his poems (written in the late nineteenth century) speaks of the ferry pier at Yuen Chau Kok: “Yuen Chau Kok is a very lively

(1) 吳灞陵，《香港 九龍 新界旅行手冊1951》，香港：華僑日報，1951：100-105。

(2) P.H. Hase, personal oral communication.

(3) P.H. Hase, “Bandits in the Siu Lek Yuen Yeuk”, *JHKBRAS*, Vol. 32, 1992, p. 214-215, from information given orally to the author; and 程中山編，《香港竹枝詞初編》(香港：匯智出版有限公司，2010)，44-72頁。

place: visitors come in huge numbers, filling the boats: looking from Tsap Wai Kon you can see the masts and spars in the distance (風光鬧熱是圓洲，客似雲來戴滿舟，遙望插桅杆插處。”。 He also speaks of the ferry pier at Lok Lo Ha: “When ships come in to Lok Lo Ha: the fish-coolies, men and women, cannot stop fanning themselves (倘有船埋落路下，擔魚男女不停扇。)”⁽¹⁾. Coolies were hired by the fish-laans at Tai Po to carry fresh fish from Tai Po to Kowloon City, where they would fetch a much better price than in Tai Po. These set off from Tai Po well before dawn, to get to Kowloon City for the opening of the market there. To get to Kowloon City in time they had to cross Tai Po Pass, loaded down with a “Mountain *Tam*” of fish, at a very fast pace, almost a run. Hence they were sweaty and needed to sit and fan themselves at Lok Lo Ha as they waited for the ferry, before setting off equally fast over Sha Tin Pass to Kowloon City⁽²⁾. These poems of Hui Wing-hing give a very vivid impression of how busy the footpath over Sha Tin Pass and Tai Po Pass was. Beyond Tai Po, the normal traffic from Kowloon City to the north followed the Courier Soldier route to Sham Chun.

As well as the traffic to Sham Chun, there was a good deal of traffic from Kowloon City to Wai Chow, the major city of the East River Valley. Traffic from Kowloon City heading towards Wai Chow and the north-east crossed to Yuen Chau Kok along the same footpath(s) as the Sham Chun traffic. From Yuen Chau Kok there was a choice of two routes as discussed below.

- *Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section)*

Traffic from Kowloon City to the north-east (Sha Tau Kok and Wai Chow) travelled by the Kowloon Route as far as the Yuen Chau Kok Ferry-Pier. From Yuen Chau Kok the traffic did not take the Lok Lo Ha ferry, but a separate ferry which went to Ang Chung (today called Chung Mei, 涌尾). From Ang Chung the footpath went steeply up to Wu Kau Tang village, and then steeply up again to Ah Ma Wat (亞媽笏) village. From Ah Ma Wat the footpath drops down to Kuk Po (穀埔) village on the shores of Starling Inlet (沙頭角海), from whence a further ferry carried the traffic to Sha Tau Kok. At Bride’s Pool and Fan Shui Au, there are historic old bridge inscription and road inscription⁽³⁾. Almost the whole of this footpath survives in its original form, together with an ancient bridge near Wu Kau Tang. This footpath is today known as the Wu Chung Old Footpath (烏涌古道)⁽⁴⁾, Ma Tang Old Footpath (媽騰古道) and partly overlapped with the Wu Kau Tang Country Trail⁽⁵⁾. For the possible surviving sub-section of this old footpath, please refer to N14 in Table 4.2 for details.

(1) 程中山編，《香港竹枝詞初編》(香港：匯智出版有限公司，2010)，44-72頁。

(2) P.H. Hase, personal oral communication.

(3) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，44頁。

(4) [Information on line]; available from <http://news.sina.com.hk/news/23/1/1/1924893/1.html>; internet.

(5) [Information on line]; available from http://www.hkheadline.com/living/living_content.asp?contid=11430&srctype=p; internet.

At Chung Mei, this old footpath connects south to Ngau Au (牛坳) and along the coast from Ta Mei Tuk (大尾督) to Ting Kok (汀角) and Shuen Wan (船灣) area. The route from Ting Kok to Kuk Po was a route connecting Ting Kok and Shuen Wan area with Sha Tau Kok. Section from Ting Kok to Chung Mei has been replaced by modern road ⁽¹⁾.

A side path links Kuk Po and Lai Chi Wo (荔枝窩) village. This route is regarded as a minor route and substantial original sections of this side-path survive. Please see *Section 4.3.3* below for details.

Hui Wing-hing mentions the Ang Chung ferry in his late nineteenth century poems: "With a good wind you arrive at Ang Chung: the boat waits at Chung Mei for the evening breeze" (一帆風順到罌涌，涌尾停舟納晚風。) ⁽²⁾. From Kuk Po another ferry took traffic across to Sha Tau Kok. This route was popular, because the long ferry sections were easier than the mountain crossings. However, this option was expensive. There was probably just one ferry a day to Ang Chung. The first short section of the route from Ang Chung up to Wu Kau Tang and on to the summit of the pass is the route identified by AMO as "Sun Leung Tam Trackway" (see A3 in *Table 4.1* and *Figure 4.11*).

- *Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section: Luk Keng Alternative Route)*

From Ang Chung there was an alternative route which ran from the Ang Chung ferry-pier, past Bride's Pool to Luk Keng (鹿頸), and round the head of Sha Tau Kok Harbour to Sha Tau Kok via Shek Chung Au. This avoided the second ferry crossing, but was rather longer. Substantial sections of this footpath survive in the Bride's Pool area, together with the ancient stone bridge there. This footpath is today called the Luk Chung Old Footpath (鹿涌古道). For the possible surviving sub-section of this old footpath, please refer to N15 in *Table 4.2* for details.

For travellers unwilling to pay the ferry fee, there was another alternative route.

- *Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section: Sha Lo Tung Alternative Route)*

This was a longer route, which ran along the coast from Tai Po to Ying Pun Ha (營盤下) village, then crossed Cloudy Hill (九龍坑山), dropped down to Sha Lo Tung (沙螺洞) village, and then further down to Lau Shui Heung Village to follow the *Lam Tsuen to Sha Tau Kok Route*, and so to Sha Tau Kok. Most of this footpath above Lau Shui Heung survives in its original state. This footpath is today called the Tai Fan Old Footpath (大粉古道) ⁽³⁾ because hikers usually walk it from Tai Po to Lau Shui Heung,

(1) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，44頁。

(2) 程中山編，《香港竹枝詞初編》，（香港：匯智出版有限公司，2010），44-72頁。

(3) 吳灞陵，《香港 九龍 新界旅行手冊1951》，香港：華僑日報，1951：100-105。

and then on to Fanling, but originally travellers on the path usually went to Sha Tau Kok. Review of 1898, 1902 and 1903 maps cannot identify this route. The possible route of this old footpath is based on footpath of the current map, please refer to N16a in *Table 4.2* for details.

Another alternative route went along the coast from Tai Po to Fung Yuen.

- *Kowloon City to Sha Tau Kok Route (Fung Yuen Sub-Section)*

This is a longer route which went along the coast from Tai Po to Fung Yuen (鳳園) village, and then climbed steeply up to Sha Lo Tung village, Ping Shan Chai and then to Hok Tau Wai to Ma Mei Ha. This footpath is today known as the Fung Ma Old Footpath (鳳馬古道)⁽¹⁾, which is a major local route between Tai Po and Ta Kwu Leng villages and Sha Tau Kok area⁽²⁾. For possible route of this old footpath, please refer to N16b in *Table 4.2* for details.

From Kowloon City to the east New Territories, the old footpaths connect to the market at Sai Kung, founded in the eighteenth century and which was served by the following important routes (see *Figure 4.11*)⁽³⁾.

- *The Po Tung Road Route (Kowloon city to Sai Kung Sub-Section)*

The footpath from Kowloon City to Sai Kung, led from Tung Tau village, and up and over the shoulders of Kowloon Peak to Customs Pass. From Customs Pass the footpath ran steeply down into the Ho Chung valley, and then along the coast to Sai Kung. This route was called Po Tung Road (普通道), meaning “Main Road” which is the name still used today for the section of the road as it passes through Sai Kung Market. Substantial sections of the original path survive between Customs Pass and Ho Chung: elsewhere the footpath is overlain by modern roads. The surviving section is identified by AMO as “Ho Chung Trackway” (see A1 in *Table 4.1*). The section beyond Ho Chung has been concreted over.

- *Ferry Route from Kowloon City to Hang Hau and Sai Kung*

As so often, there was an alternative to the *Po Tung Road Route*, using ferries. There was a ferry from Kowloon City to Hang Hau (坑口). From Hang Hau a short climb over the pass brought travellers to Silverstrand Beach (銀線灣), where there was another ferry pier. From this pier another ferry carried travellers to Ma Lam Wat (麻籃笏), at the end of the Ta Ho Tun (打蠔墩) peninsula, from where it was an easy walk to Sai Kung⁽⁴⁾. This route also carried most of the traffic from Sai Kung to Hong Kong Island, by way of a ferry from Hang Hau to Sai Wan Ho

(1) 吳灞陵，《香港 九龍 新界旅行手冊1951》，香港：華僑日報，1951：100-105。

(2) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，43頁。

(3) 馬木池等著，《西貢歷史與風物》，（香港：西貢區議會，2003），34-41頁。

(4) P. H. Hase, personal oral communication.

(西灣河) on Hong Kong Island. This route, while easier, was expensive. The old footpath along the Ta Ho Tun peninsula from Ma Lam Wat to Tsiu Hang survives. For the possible surviving sub-section of this old footpath, please refer to N17 in *Table 4.2* for details.

- *Kowloon City to Hang Hau Route*

From Customs Pass on the Po Tung Road Route a footpath veered east, through Tseng Lan Shue (井欄樹) village, and then steeply down to Tseung Kwan O (將軍澳) village, and so on to Hang Hau. Sections of the original path survive between Tseng Lan Shue and Tseung Kwan O. From Hang Hau there were footpaths to the villages on the Clearwater Bay peninsula (清水灣半島): some original sections survive, towards the end of the Peninsula in particular. For the possible surviving sub-section of this old footpath, please refer to N18 in *Table 4.2* for details.

- *Po Tung Road Route (Kowloon City to Tap Mun:Sai Kung to Tai Tan Sub-Section)*

Beyond Sai Kung Market (西貢街市), the Po Tung Road Route continued along the coast, past Sha Kok Mei (沙角尾) village to Pak Tam Chung (北潭涌). From Pak Tam Chung the footpath continued over the hills to Pak Tam (北潭) village, and to the landing-place at Tai Tan (大灘), which was the main landing-place for the ferry to Tap Mun (塔門). The whole of this sub-section is overlain by modern roads.

- *Po Tung Road Route (Kowloon City to Tap Mun:Sai Kung to Tan Ka Wan Sub-Section)*

A side-footpath branches off from the Po Tung Road route at Pak Tam village. This crosses the hills and drops down to the coast at Chek Keng (赤徑) village, and then goes along the coast to Tan Ka Wan (蛋家灣), which was the other landing-place for travellers to Tap Mun. Almost the whole of this footpath survives in its original form. For the possible surviving sub-section of this old footpath, please refer to N19 in *Table 4.2* for details.

From Sai Kung Market to Tai Po, there are two routes.

- *Sai Kung Market to Tai Po Route*

The normal footpath from Sai Kung to Tai Po was the footpath over Wong Chuk Shan mountain so feelingly described by Tsim Foh-sang and Hui Wing-hing ⁽¹⁾.

From Sai Kung Market this footpath went steeply up through Po Lo Che (波蘿嶺) to Wong Chuk Shan village, and then down through Mui Tsz Lam (梅子林) village, over the Ngau Au (牛凹) Pass, down to Siu Lek

(1) P. H. Hase, personal oral communication.

Yuen village, and so along the coast to the ferry-pier at Yuen Chau Kok. This route is today known as the Sai Sha Old Footpath (西沙古道).⁽¹⁾

The section connects Mau Ping to Po Lo Che is today known as the east route of Mau Ping Old Footpath (茅坪古道)⁽²⁾. The great majority of this footpath survives in its original state. The section connecting Mau Ping (茅坪) to Mui Tsz Lam via Ngau Au to Siu Lek Yuen is today known as the northwest route of Mau Ping Old Footpath. Section from Mau Ping to Mui Tsz Lam is part of the footpath identified by AMO as “Pak Kong – Mui Tsz Lam Trackway” (see A8 in *Table 4.1*).

An alternative route is today known as the south route of Mau Ping Old Footpath. It connects Mau Ming to Wong Chuk Shan at the south and then to Buffalo Pass to Ho Chung or connects to “government” route through Mau Tso Ngam to Tsz Wan Shan. Part of this route is identified by AMO as “Shui Ngau Shan Trackway” (A9) (see A9 in *Table 4.1*).

Another alternative route ran from Mui Tsz Lam straight down to the coast at Tai Shui Hang (大水坑) village and then along the coast to Siu Lek Yuen: this alternative route is entirely overlain by modern roads.

For the possible surviving sub-section of this old footpath, please refer to N20 in *Table 4.2* for details.

From Yuen Chau Kok the route followed the same line as the Kowloon Route to Tai Po.

- *Sai Kung Market to Tai Po Alternative Route*

There was an alternative to the Wong Chuk Shan mountain crossing for travellers from Sai Kung to Tai Po. From Sai Kung, the Po Tung Road continued to the north, passing Sha Kok Mei village to Tai Wan (大環) village, and then climbing steeply up the hillside through Nam A (南丫) village to the pass above O Tau (澳頭) village, where today the Sai Sha Road crosses the line of the hills⁽³⁾. From there the path ran close to the line of today’s Sai Sha Road (西沙路) to Nai Chung, where there was a ferry pier, from where a ferry ran to Tai Po. The section of this footpath through Nam A to the summit of the pass survives and today known as the Wo Liu Old Footpath (禾寮古道)⁽⁴⁾. Once again, this route was easier, but more expensive. There may well also have been a ferry from Nai Chung village to Ang Chung, to carry travellers from Sai Kung to Sha

- (1) Sai Sha Old Footpath; available from <http://www.hiking.com.hk/discus/messages/13/13615.html?1234710222>; internet. Route of this footpath could refer to Trail No 1 of “AncientTrailstoSaiKungNo110Feb09.doc”; available from <https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbXob25na29uZ2JvdWxkZXJ0cmFja3dheXN8Z3g6NDQ4M2FhZDY1N2YyYmJjZg>; internet.
- (2) 司馬龍,《新界滄桑話鄉情》,(香港:三聯書店(香港)有限公司,1990),43-45頁. There are three footpaths connecting Mau Ping to other villages, comprising east route, south route and northwest route.
- (3) The minor routes connecting Yung Shue O, O Tau, Tai Wan, Nam A and Shan Liu forms the Yung Shue O- Tai Wan Old Footpath (榕大古道). Please refer to O16 in *Table 4.3* for details.
- (4) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535657935706146130>; internet.

Tau Kok and Wai Chow, but this is uncertain. The County Gazetteer implies that official business with Sai Kung from the County City went this way. Sections of this footpath survive near O Tau village: along the coast the line of the footpath has been concreted over. For the possible surviving sub-section of this old footpath, please refer to N21 in *Table 4.2* for details.

It was along this footpath, from Nai Chung to Sai Kung, that a gang of desperadoes from Sheung Shui came in the late 1860s. They landed from a ferry boat at Nai Chung, and marched towards Sai Kung. Their aim was to destroy the Catholic Church in Sai Kung, and force converts there to give up the new faith. However, they were met in an ambush at the summit of the pass, and in a fracas there two were killed, and the rest fled back to Sheung Shui ⁽¹⁾.

Footpaths Serving the Islands

Most travel in the Islands went by ferry. There were dozens of ferry-boats operating in the area, and footpaths were less important here than anywhere else in the New Territories. Nonetheless, there were still a number of important footpaths serving the Islands (see *Figure 4.12*). Most centred on the Island's main ferry-pier, at Pak Mong village, but others centred on the ferry-pier at Mui Wo (梅窩) village, others on the Island's market-town at Tai O, and yet others on the two forts, at Tung Chung and Fan Lau (分流).

By far the most important was the route from the County City of Nam Tau to Tai O and Cheung Chau. Tai O and Cheung Chau were the largest settlements in the County, apart from the County City itself, and, perhaps, Sham Chun, so there was a constant flow of official messengers and merchant traffic between the Islands towns and Nam Tau.

The route between Nam Tau and Tai O/Cheung Chau mainly transited through the ferry pier at Pak Mong. Three ferries from the north used the Pak Mong ferry pier:

- A ferry route crossed Deep Bay from She Hau to Sha Kong Miu, and traffic went from there to Ha Tsuen. From Ha Tsuen the route ran to the ferry pier at Castle Peak, for almost the whole way as a mud-surfaced path between fields. From Castle Peak a ferry ran to just west of Pak Mong on the coast of North Lantau;
- A ferry route went the whole way from Sha Kong Miu to Pak Mong, thus avoiding the walk through from Deep Bay to Castle Peak; and
- A ferry route probably crossed from So Kwun Wat carrying traffic from the north-east.

(1) Sergio Ticozzi, "The Catholic Church and nineteenth century village life in Hong Kong", in JHKBRAS, Vol. 48, 2008;111-149.

Traffic from the County City for Cheung Chau and Peng Chau (平洲) came by ferry to Pak Mong, crossed the mountains to Mui Wo and then went to Cheung Chau or Peng Chau by ferry from Mui Wo.

- *Pak Mong to Mui Wo Route*

From the ferry-pier at Pak Mong the route ran through Pak Mong village, past Ngau Kwu Long (牛牯壆) village, and through Tai Ho (大蠔) village, to the pass at Hung Fa Ngan (紅花顏), then went steeply up to Mong To Au (望度凹) Pass and then down, through Pak Ngan Heung (白銀鄉) village, to Chung Hau (涌口) in Mui Wo in Silvermine Bay. It is today known as the Tung Mui Old Footpath (東梅古道)⁽¹⁾ or the Hong Kong Olympic Trail (香港奧運徑). Much of the footpath has been surfaced with a thin layer of concrete but the original path can still be seen. There are two old stone bridges along this footpath. One is at Ngau Kwu Long built in 1838 named “Fook On Bridge” (福安橋). Further walk towards the direction of Mui Wo, there is another stone bridge built in 1827 named “Man Hing Bridge” (萬興橋) but its surface is now reinforced with concrete⁽²⁾. At Mui Wo there was another ferry-pier from where ferry-boats crossed to Cheung Chau, Peng Chau, and to Aberdeen (香港仔) on Hong Kong Island (another major settlement before the coming of the British)⁽³⁾. This route seems to many people an odd one, but it is very close, in fact, to a straight line from Nam Tau to Cheung Chau (see Figure 4.12).

- *Pak Mong to Tai O Route*

Most traffic from the County City to Tai O went directly from She Hau to Tai O by ferry, or else from Castle Peak by ferry. There was, however, an important path from Tai O along the coast to the Pak Mong ferry-pier. This carried traffic from Tai O to Cheung Chau (the sea route past Fan Lau was dangerous if the winds were on-shore), as well as local traffic between Tai O and Tung Chung (a ferry, however, from Tung Chung to Tai O carried those travellers who did not want to walk, especially those carrying heavy loads back from the market in Tai O). This route ran along the coast, from Pak Mong, through Tung Chung and Sha Lo Wan (沙螺灣), to Tai O⁽⁴⁾. It was duplicated by a coastal ferry from Tai O to Tung Chung. Substantial sections of the original path survive, especially between Tai O and east of Sha Lo Wan but mostly concreted or mud surfaced. The section east of Tung Chung has been destroyed⁽⁵⁾.

Two important footpaths connected Fan Lau with Tai O and Tung Chung (Tai O to Fan Lau Route and Tung Chung to Fan Lau Route). The main reason

(1) [Information on line]; available from <http://www.hike.hk/load.jsp?route=tcmw&page=1>; internet.

(2) 彭暢超等著，《離島系列·梅窩》，香港：郊野公園之友會：天地圖書有限公司，2010：83-84頁。

(3) P.H. Hase, personal oral communication.

(4) [Information on line]; available from <http://www.trendyphoto.com/forum/viewtopic.php?t=5539>; internet.

(5) The section between Tai O and Tung Chung is today known as Tung O Old Footpath (東澳古道)。陳永鏗，黎民鏗編，《大嶼山探勝遊》，香港：萬里機構·萬里書店，2003：41-47頁。

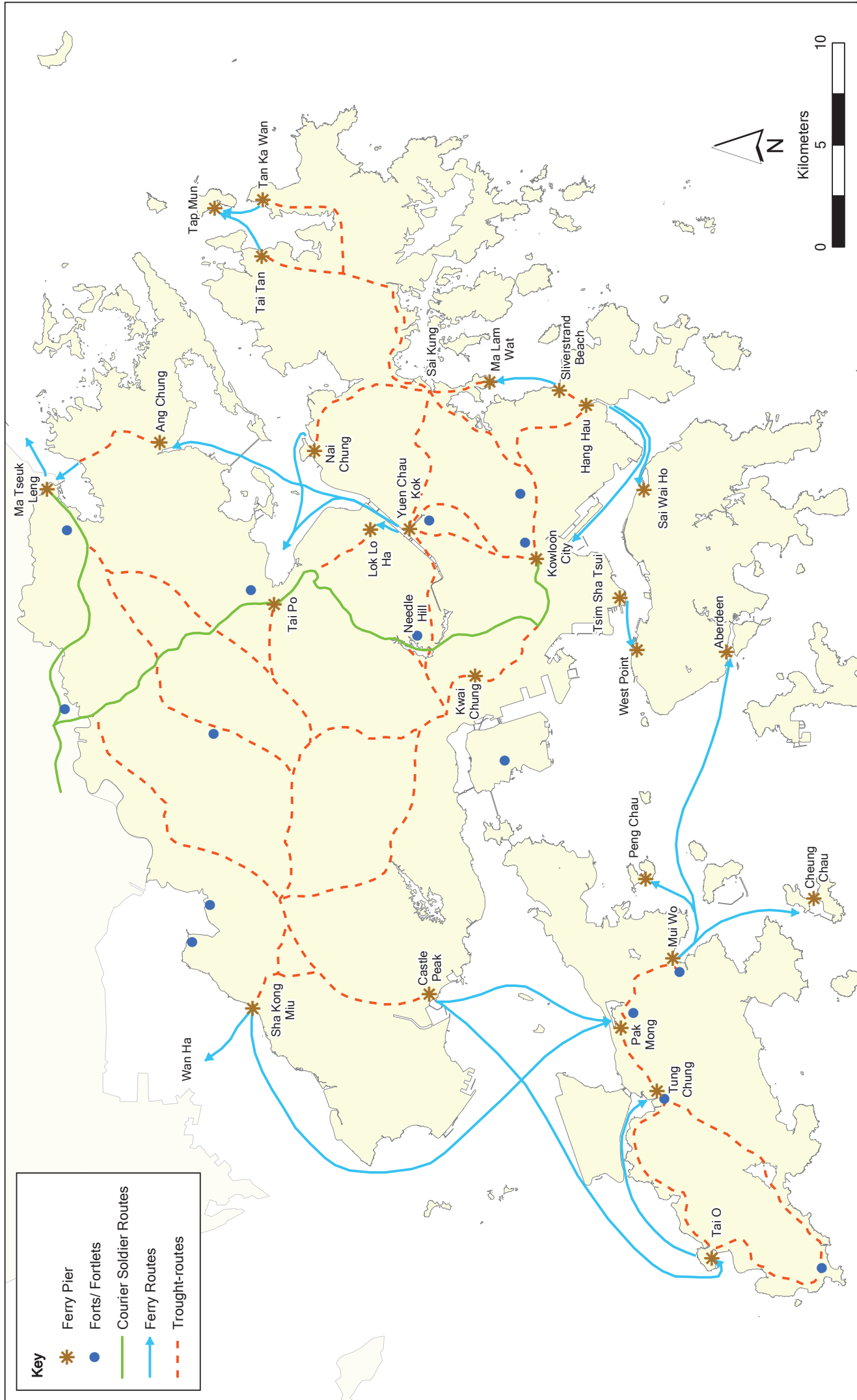


Figure 4.12

Ferry Routes and Pier Locations in the New Territories

these footpaths were important is that they served the Coastal Defence Fort at Fan Lau. This fort was subordinate to the Garrison Commander at the Tung Chung Fort. Ammunition and basic rations for Fan Lau were landed at Tung Chung, and then had to be portered to Fan Lau by coolies. At the same time other requisites for the fort had to be bought in the market at Tai O, and carried back to the fort. Tai O was also, undoubtedly, the recreational centre for off-duty soldiers from the fort, who would have been important customers for the Tai O brothels, restaurants, and wine-shops.

- *Tai O to Fan Lau Route*

This footpath linked the fort at Fan Lau with the market at Tai O. It ran along the coast, through Yi O (二澳) village and would have carried the traffic from the market to the fort. Part of this footpath is the path identified by AMO as “Yi O – Fan Lau Boulder Trackway” (A13) (see A13 in *Table 4.1*). The remaining original footpath survives but mainly mud surfaced or modernised.

- *Tung Chung to Fan Lau Route*

This footpath goes from the Tung Chung Fort to the mountainside from Shek Mun Kap (石門甲) village in Tung Chung to Tei Tong Tsai (地塘仔) and then past the Lo Hon Monastery (羅漢寺), steeply up to the Po Lam Monastery (寶林寺), then crosses the Ngong Ping (昂平) Plateau. It then dropped steeply down into Shek Pik (石壁) village (now buried below the waters of the Shek Pik Reservoir (石壁水塘)), and went along the south coast of Lantau to Fan Lau.

Official military supplies, and orders from the Commander at Tung Chung went this way: it was also used by villagers of Shek Pik to reach the ferry pier at Pak Mong (they had their own ferry-pier, with ferries to Cheung Chau, but would have used the Pak Mong ferry pier to reach Yuen Long, Nam Tau or Sham Chun) ⁽¹⁾. Some sections between Tung Chung and Ngong Ping may still survive. For the possible surviving sub-section of this old footpath, please refer to L1 in *Table 4.2* for details. The section from Ngong Ping to Shek Pik is identified by AMO as “Ngong Ping – Shek Pik Trackway” (see A12 in *Table 4.1*). The section from Shek Pik to Fan Lau has been concreted over and become part of the Lantau Trail (section 3). Parts of this route are today known as Fat Mun Old Footpath (法門古道), and Cho Kai Old Footpath (曹溪古道) ⁽²⁾. It should be noted that, before the 1920s, there was no-one living at Ngong Ping and Tei Tong Tsai: the Buddhist monasteries and hermitages were only established at that period.

(1) P. H. Hase, personal oral communication.

(2) 梁榮亨, 《香港市郊探勝》, (香港: 友聲, 2004), 143頁.

As well as these major through-routes there were huge numbers of footpaths of only local significance. The through-routes usually passed villages by, they usually did not go through the villages (travellers thus avoided the village dogs, which could be dangerous, particularly at or after dusk). So each village had a short section of footpath linking the village with the through-route, to make a safe path for those walking to or from the village (see *Figure 4.13*). Thus, the through-route to Tai Po passing through the Lam Tsuen Valley passed through only She Shan and Shek Kwu Lung villages, all the remaining twenty-two villages had short footpaths connecting them with the main through-route. Most of these access paths have been concreted over, as they still, in large part, provide basic access to the villages. However, many still survive, especially where the village they served has since been abandoned.



Figure 4.13 *A mud-surfaced Access Path to a Village (this photo is presented by courtesy of Mr. Tim Ko Tim-keung, n.d.)*

There were also numbers of routes which connected groups of villages with their market towns where no through route provided a routeway. The villages of north Sai Kung, for instance, had a footpath which connected the villages with a ferry-pier at Wong Keng Tei (黃𦰩地) near Pak Tam Chung, from where a local ferry took traffic to Sai Kung. Hui Wing-hing mentions this ferry in one of his late nineteenth century poems: "The wooden boats leave from Pak Tam Chung" (木頭舟自北潭開).

The construction techniques of these minor footpaths were in no way different from those used for the through-routes. Where they passed through agricultural land they were usually just mud-faced paths (see *Figure 4.13*), surfaced with field-stones usually only where the surface of the path would otherwise be slippery, especially where they went up a steep slope. Sometimes, however, it was easier to get villagers to give their time and money to improving the access path of their own village, which they would all use on a daily basis, than to repair or improve the through-routes, which were

always “someone else’s business”, so some of these access paths are very well constructed.

Another group of minor footpaths were those connecting a village with its fields, or with some other place of purely local significance. Usually such paths were very simple: usually unsurfaced and ill-maintained. Occasionally, however, local factors required them to be better built and maintained probably due to considerable traffic using the route. The connection routes between groups of villages can be considered as this group of minor routes.

Prior to British colonisation and in the Qing dynasty, there was a system known as the community compact (鄉約) whereby people in the same community rendered aid to one another in keeping watch and ward, performing rituals, and boosting trades by establishing local markets. It was popular that a single clan, a village, or several allied villages established the community compact to combat with stronger neighborhoods. Various community compacts would also cooperate in different aspects, such as providing education to children and improving regional transportation network ⁽¹⁾.

The community compacts were not guided by law or legal rules, but they should follow the contracts agreed within the community or between the communities, and guided by the customs and traditions. Communities could vote or appoint their own leaders, whose duty was implementing and enforcing the contract. These leaders would be recognized by the Qing government.

The district boundaries of the New Territories established by the British government were different from, though with reference to, the boundaries of the community compacts. In the year 1899, British government divided the New Territories into eight main districts (全約) and thirty-two sub-districts (分約) ⁽²⁾. Some sub-districts are coincided with boundaries of community compacts. Take instances at Sha Tau Kok, villages involved in Luk Yue (六約), Hing Chuen Yue (慶春約) and Nam Yue (南約) were the same as the sub-district with the same naming. However, Ma Tsuek Leng (麻雀嶺) and Wo Hang (和坑) were involved in separate community compact, which are the Sixth Yue (第六約) and the Seventh Yue (第七約) respectively, but they belonged to the same sub-district⁽³⁾.

The communication and grouping of these community compacts therefore affect or reflect the communication system of these minor routes with local significance. Therefore, it is not surprising that many of these minor paths

(1) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，48頁。

(2) Hong Kong gazetteer 1899/7/8 quoted in Annex 2 from *A Century of New Territories Roads and Streets*. (鄭寶鴻，《新界街道百年》，香港：三聯書店（香港）有限公司，2002，92頁。

(3) A total of ten community compacts were established during the setting up of Dong Wo Market (東和墟) in 1830, but currently only one community compact is still in function. Hing Chuen Yue is the organizer of the decennial Tai Ping Qing Chao (太平清醮). 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，45頁。

can be found here and there through the New Territories connecting the villages and places of a similar minor and local character.

A number of footpaths identified by AMO are of this character as listed below and detailed in *Table 4.1*.

- Lung A Pai-Siu Om Shan Trackway (A4);
- Wun Yiu Trackway (A5);
- Ho Pui Trackway (A11); and
- Hung Shing Ye Trackway (A14).

There are also old access footpaths identified by the Study Team as listed below and detailed in *Table 4.2*.

- *Side Path Between Kuk Po and Lai Chi Wo Village*

This old footpath is regarded as a minor route and substantial original sections of this side-path survive. It is today known as the Lai Kuk Old Footpath (荔谷古道)⁽¹⁾. For the possible surviving routing of this old footpath, please refer to N22 in *Table 4.2* for details.

- *Kowloon City to Sha Tau Kok Route (Side-Path to Sam A)*

From Wu Kau Tang a branch footpath runs east through Sheung Miu Tin (上苗田) village to the coast at Sam A village. This was mostly a village access path, connecting Sam A with the main footpath, but some traffic from the Crooked Harbour (吉澳海) islands came this way as well.

Almost the entire footpath survives in its original form and is commonly called Miu Sam Old Footpath (苗三古道)⁽²⁾. Please refer to N23 in *Table 4.2* for details.

- *Lin Ma Hang to Ping Yeung Route*

This is a side-route connecting Lin Ma Hang (蓮麻坑) village with the Loi Tung Route near Ping Yeung (平陽) village. Most of this footpath was destroyed by construction of the landfill at Wo Keng Shan (禾徑山).

Sections of the original surface survive near Lin Ma Hang village. Please refer to N24 in *Table 4.2* for details. Other side-paths in this area, leading to Tong To (塘肚) village, with surviving original sections, were identified in the NENT Landfill Extension EIA Study (2007). Please refer to N25 in *Table 4.2* for details.

- *Hoi Ha to Yung Shue O Route*

(1) [Information on line]; available from http://www.hkheadline.com/living/living_content.asp?contid=11430&srctype=p; internet.

(2) 陳永鏗，黎民鏗編，《十大自然保育區之旅》，香港：萬里機構・萬里書店，2006，34-39頁。

This old footpath connects between Sai Kung North Yue (西貢北約) and Kei Ling Ha. It starts from Hoi Ha to Nam Shan Tung and then to She Shek Au down to Sham Chung and Yung Shue O ⁽¹⁾. For the possible surviving routing of this old footpath, please refer to N26 in *Table 4.2* for details. The route then runs along the coast to Kei Ling Ha.

- *Ko Tong to Yung Shue O Route*

An alternative route of Hoi Ha to Yeung Shue O Route is from Ko Tong (高塘) to Cheung Sheung (嶂上) through Au Mun (坳門) to Yung Shue O and then along the coast to Kei Ling Ha ⁽²⁾. Review of 1898, 1902 and 1903 map identified no such routing. The possible surviving routing of this old footpath is based on current map information. Please refer to N27 in *Table 4.2* for details.

- *South Shore Route*

There was a south-shore route footpath on Lantau Island which ran along the south shore of Lantau from Discovery Bay to Shek Pik and on to Tai O. This fed traffic from the south shore villages into the major footpaths, and carried villagers to the market at Tai O. The footpath from Discovery Bay crossed the pass between Tai Shui Hang and Mui Wo, then to along the south coast to Shui Hau village, then Shui Hau village to Shek Pik village. Most of this section had been modernised.

- *South Shore Route (Shek Pik to Tai O Sub-Section)*

From Shek Pik village, the footpath rose steeply up to the pass, and then down to Tai O through Keung Shan Village. Some sections of the footpath may survive. Please refer to L2 in *Table 4.2* for possible surviving sub-section of the old footpath.

There are also many hiking routes identified by the hikers and adventurers or listed under AFCD's database as hiking trails that are considered to be potential old footpaths as these routes contain boulder paved sections, pass through old villagers and/or with other physical indicators to reflect their historic or social significance. These routes are listed in *Table 4.3* and regarded as potential minor routes that require future study.

4.4

FOOTPATHS ON HONG KONG ISLAND

Before the British took control of Hong Kong Island (1841), there was, as in the New Territories in 1898, when the British took control there, a network of footpaths linking the major centres. There were three port-towns on the island in 1841: Aberdeen and Stanley (赤柱), which were predominantly fishing-ports, and Shau Kei Wan (筲箕灣), which was a stone-port, the home anchorage of the stone-boats, which carried stone from the stone-quarries in

(1) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，44頁。

(2) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，44頁。

Quarry Bay (鰂魚涌) and elsewhere out to Canton and to other destinations in the Pearl River Delta (see *Figure 4.14*).

Stone was immensely heavy, and could not be carried over footpaths for more than a few hundred feet - and even that might require fifty coolies if the block of stone was large. Stone-quarries, therefore, for high-quality stone, to be cut into large blocks for door-frames or pillars of major buildings (temples, for instance, major Ancestral Halls, or Government offices) could only function in practice if they were immediately adjacent to the sea-shore, so that the stone could be quarried, and polished, and then immediately loaded onto a boat to carry it away to where it was needed, without the need for any land-transport. The most prestigious stone in Canton and the Pearl River Delta area for such quality buildings was Hong Kong Granite (花石), which could be given a high polish, and which had a pleasing mottled surface. Hence places where Hong Kong Granite outcrops on the coast were all used for stone-quarries. All such places were within Hong Kong. On Hong Kong Island these Hong Kong Granite areas were Quarry Bay, Shek Tong Tsui (石塘咀, "Stone-quarry Point"), and Hok Tsui (鶴咀) at the tip of Cape d'Aguilar; in Kowloon, the Kwun Tong (官塘, "Official Quarries"), To Kwa Wan (土瓜灣) and Hung Hom (紅磡) areas, and Stonecutters Island and Tai Kok Tsui (大角咀). Boats used for carrying stone had to be specially fitted-out, and could not easily be used for other purposes: the port for these special stone-boats was Shau Kei Wan ⁽¹⁾. The Quarry Bay quarries were called "vast" in 1841 ⁽²⁾. In that same year, the Governor's Chinese Secretary estimated that a hundred stone-boats a month left Shau Kei Wan with full cargoes of stone (up to 70 to 100 tonnes per vessel) for Canton and the Pearl River Delta: clearly this was, before the coming of the British, a major trade ⁽³⁾.

Aberdeen and Stanley, like Cheung Chau and Tai O in the New Territories, were fishing-ports which dealt in huge quantities of fish which were landed there, salted, and then exported inland to provide cheap protein for the rural families of Canton. In the 1840s 700 tonnes of fish were salted and exported each year from Stanley alone, and, doubtless, at least as much from Aberdeen ⁽⁴⁾. This trade, too, therefore, was a major one.

These three ports were, therefore, significant settlements. Farming villages also existed on Hong Kong Island. The largest were Heung Kong Wai (香港圍) and Wong Nai Chung (黃泥涌) (respectively sited near the southern entrance of the Aberdeen Tunnel (香港仔隧道), and near Village Road (山村道) in Happy Valley (跑馬地), but Tai Tam Tuk (大潭篤) (under the waters of Tai Tam reservoir today), Pokfulam (薄扶林), Chai Wan (柴灣) (more a group of very small villages and hamlets than one large village), plus a few small

(1) J.W. Hayes, "Ngau Tau Kok Village: A Newer, Specialist Settlement of Hakkas", in *The Hong Kong Region, 1850-1911: Institutions and Leadership in Town and Countryside*, (Dawson, 1977), p. 151-162, with other information given orally to the Dr P H Hase.

(2) G.R. Sayer, *Hong Kong 1841-1862: Birth, Adolescence and Coming of Age, 1937*, reprinted 1980, p. 121, quoted from the Canton Press newspaper of January 1842.

(3) Charles Gutzlaff, writing in 1846, in the Government Blue Book for 1845, No. 38, p. 151, quoted in J.W. Hayes, "Hong Kong Island before 1841", in *JHKBRAS*, Vol. 24, 1984, p. 105-140, at p. 117-8

(4) Gutzlaff, 1846, op.cit.

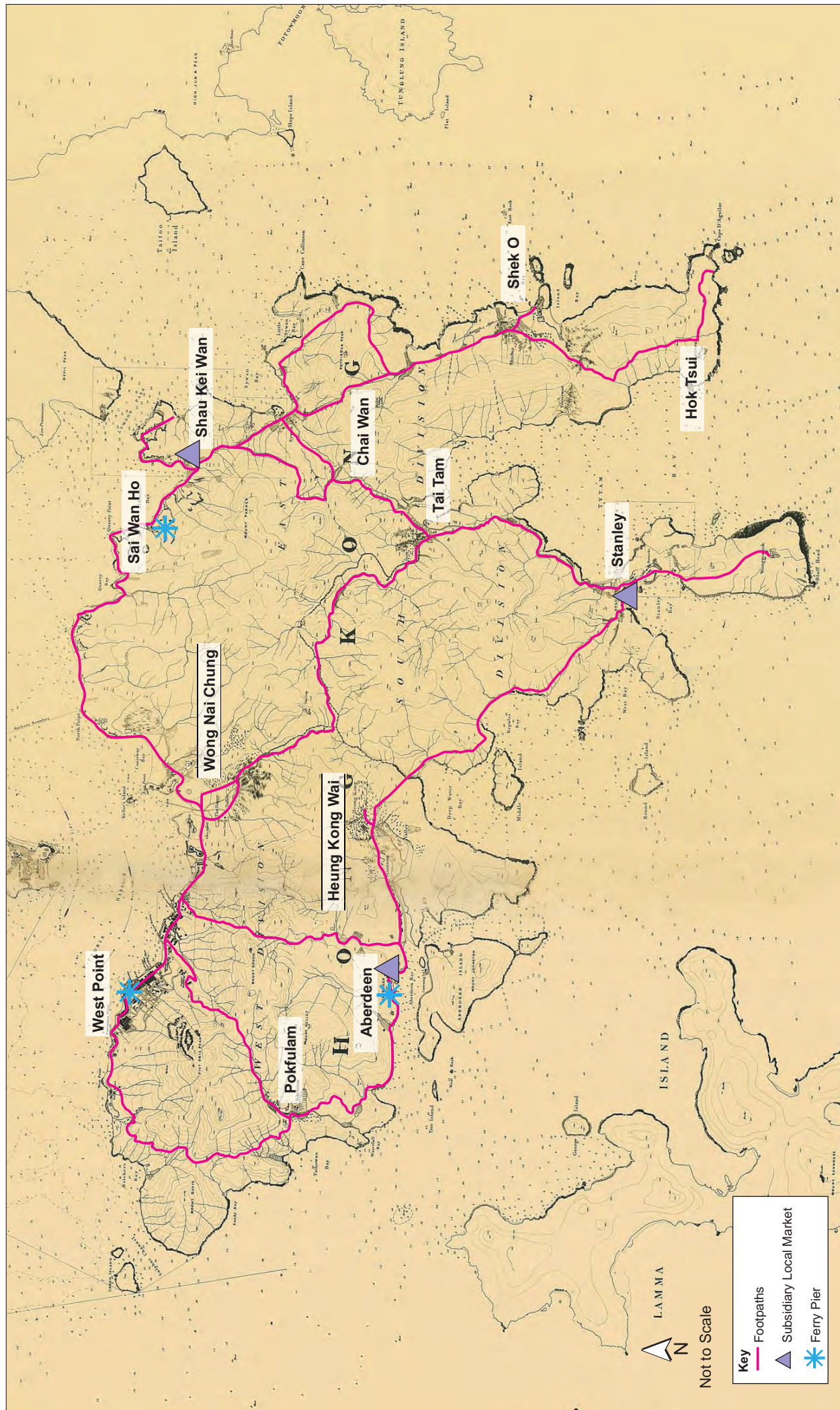


Figure 4.14

Footpaths and Markets on Hong Kong Island in 1845
(Map Source: Empson 1992:128)

villages in the Shek O (石澳) -Big Wave Bay (大浪灣) area, and a few other smaller places also existed.

The most important footpaths (major through-routes) were those which connected the three port-towns with the public ferry pier which connected Hong Kong Island with the mainland. This ferry-pier stood near the tiny village of Kwan Tai Lo (裙帶路), near the tip of West Point, close to the end of today's Wing Wo Street (永和街) or near today's Hillier Street (禧利街). Before reclamation, this was the closest place to the mainland shore at Tsim Sha Tsui (尖沙嘴), and a sampan ferry went from the Hong Kong Island ferry-pier to a pier a little north of Tsim Sha Tsui Point, a little below the junction of today's Peking Road (北京道) and Canton Road (廣東道) (see Figure 4.15). This ferry is not mentioned in the County Gazetteer, probably because official messages for Hong Kong Island usually went by ferry from Silvermine Bay to Aberdeen.

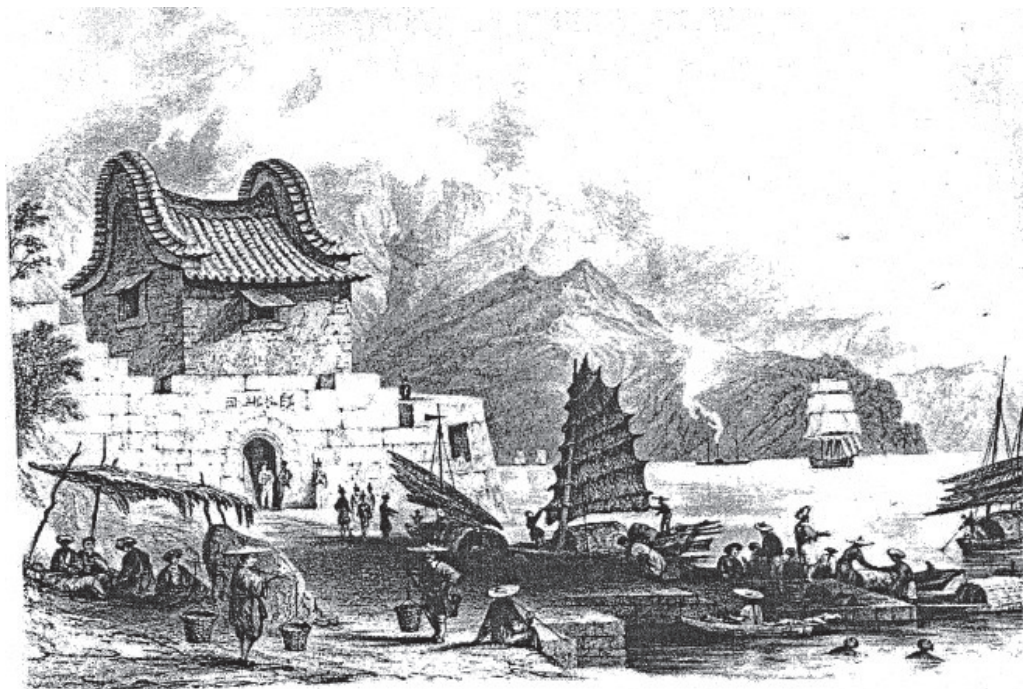


Figure 4.15 Tsim Sha Tsui Pier, 1841 (Source: Hong Kong Museum of Art, 1841)

4.4.1

Through-Routes

Shau Kei Wan to the ferry pier at West Point Route

There was a footpath running along the whole north shore of the Island from Chai Wan to Shek Tong Tsui which connected Shau Kei Wan to the ferry pier at West Point. Feeding into this was a series of footpaths connecting the villages on the south shore with the ferry-pier.

Aberdeen to the ferry pier at West Point Route

The footpath from Aberdeen probably ran from Aberdeen through Pokfulam and then down to the coast, and so to the ferry pier along the line of today's Pokfulam Road.

A more direct footpath, through Wan Chai Gap (灣仔峽), also existed, but this involved a steep climb.

Stanley to the ferry pier at West Point Route

The footpath from Stanley went north to Tai Tam Tuk village, and then cut through the mountains to Wong Nai Chung Gap (黃泥涌峽), and then down to Wong Nai Chung village, and so to the coastal footpath.

Stanley to Shau Kei Wan Route

From Stanley, the footpath as mentioned above went north to Tai Tam Tuk village. There was a footpath running from Tai Tam Tuk to Shau Kei Wan.

4.4.2

Minor Routes

Minor routes on Hong Kong Island include the footpath connecting Hok Tsui and Shek O with Shau Kei Wan (see *Figure 4.14*) and the footpaths that connects to every one of the villages on the island, which are only very short access paths.

With the coming of the British, the above mentioned footpaths were very quickly upgraded to wider roads, without steps, able to be used by wheeled vehicles. The coastal footpath through Central was upgraded to a proper road before the end of 1841: 600 coolies were used to do this work ⁽¹⁾. The widened footpath is today's Queen's Road Central. By the end of 1841 the footpaths to Aberdeen and Stanley had also been improved and could be used by riders on horses. By the end of 1842 these two roads had been further improved until they could be used by wheeled vehicles. The new road to Aberdeen (today's Pokfulam Road) may have been an entirely new route, but it is, perhaps, more likely that the road overlies an older footpath. The road to Stanley is only overlaid by modern roads here and there. The Happy Valley end of it is overlaid by today's Shing Woo Road (成和道), and the last section, from Tai Tam Tuk to Stanley, is overlaid by that part of Tai Tam Road. The section from Tai Tam to Wong Nai Chung Gap, however, is not used by today's traffic, but it is concreted, and is the major access through the Tai Tam Country Park, and retains nothing of its original character. By the end of 1842 the path from Happy Valley to Shau Kei Wan had been improved until it could be used by wheeled vehicles (this is today's King's Road). In 1845 the Shau Kei Wan to Tai Tam road (today's Tai Tam Road) was similarly improved. These improvements were, to some degree, dictated by the need

(1) G.R. Sayer, Hong Kong, 1841-1862, p. 104, quoting from the Hongkong Government Gazette.

to build military barracks and batteries at Stanley, Aberdeen, and in the Chai Wan area ⁽¹⁾.

The first map of Hong Kong Island to be issued was issued in 1845 (see *Figure 4.14*). By then, almost all the footpaths shown on it had already been up-graded to roads usable by wheeled vehicles, and had disappeared as footpaths. Only the roads from Aberdeen to Stanley, the cross-island paths from Pokfulam and Aberdeen, and the path from Shau Kei Wan to Shek O and Hok Tsui remained as unimproved footpath. Of these, the Aberdeen to Stanley path was up-graded to wheeled vehicle status in 1848, and the cross-island paths were similarly improved in 1862. After a bare decade of British rule, the only footpath remaining in anything like its original form was the Shau Kei Wan to Shek O and Hok Tsui footpath.

Tai Long Wan Village to Chai Wan Route

Most of the Shek O and Hok Tsui footpath was widened and up-graded to wheeled vehicle status when the Shek O and Big Wave Bay Roads were built. However, one section survives, between Big Wave Bay and the pass between Pottinger Peak (砵甸乍山) and Mount Collinson (哥連臣山) (this section is part of the Hong Kong Trail (Section 8)). On the northern side of this pass the line of the original footpath is lost in the cemeteries, and then lies below the Chai Wan Road (柴灣道). This section of footpath between Big Wave Bay and the pass is thus the only surviving section of pre-British footpath surviving in anything like its original character anywhere on Hong Kong Island, and this section has been improved in places. For possible surviving sub-section of the old footpath, please refer to H1 in *Table 4.2* for details.

As mentioned in *Section 4.3.3*, some potential minor routes have been identified and listed in *Table 4.3*.

4.5 FOOTPATHS IN OLD BRITISH KOWLOON

Within Old British Kowloon (the area occupied by the British in 1859, i.e. south of Boundary Street), there were, as everywhere else in the broader area, a network of footpaths. These radiated out from Kowloon City, which was, in 1859, by far the most important place in the area. As well as Kowloon City, there was another market town in the area, Sham Shui Po, which was the next most important centre. The most important footpaths leaving Kowloon City were the Courier Soldier route from Kowloon City to the west, through Kowloon Tsai and Kowloon Tong villages to Sham Shui Po, and then on towards Tsuen Wan and Tai Po, and the route from Kowloon City to the north, crossing Kowloon Peak and then going on to the ferry-pier at Yuen Chau Kok. Both these footpaths lay outside Old British Kowloon, within the New Territories. These two routes have been discussed in *Sections 4.3.1* and *4.3.2*.

(1) Details of the upgrading and improvement of the footpaths on Hong Kong Island are taken from the Historical and Statistical Abstract of the Colony of Hong Kong, 1841-1930 (1st edition 1911, 2nd edition 1922, 3rd edition 1932).

The settlements in Old British Kowloon in 1859 were all agricultural villages (both Sham Shui Po and Kowloon City lay within the New Territories), or else stone-quarrying settlements. The largest were Mongkok, Tsim Sha Wai (尖沙圍) (in the Tsim Sha Tsui area), Hung Hom (a stone-cutting and boat-building village), Hok Yuen (鶴園), and To Kwa Wan (these latter two villages were both agricultural and settlements of stone-cutters).

The most important of the footpaths specifically within Old British Kowloon were two footpaths which connected the ferry pier at Tsim Sha Tsui with the through routes to the north and west (see *Figure 4.16*) and carried the traffic to and from Hong Kong Island villages to these areas. The first ran from the Tsim Sha Tsui ferry-pier, past Tsim Sha Wai, Hung Hom village, Hok Yuen and To Kwa Wan villages, past the Sung Wong Toi Hill (聖山), and so to Kowloon City. *Figure 4.17* shows this footpath as it passed through To Kwa Wan. No part of this footpath survives today. It is buried under later development at all points.



Figure 4.17 To Kwa Wan area about 1868 (the footpath from Kowloon City to Tsim Sha Tsui can be seen) (this photo is presented by courtesy of Mr. Tim Ko Tim-keung, n.d.)

The same is true of the other major footpath running from the Tsim Sha Tsui ferry-pier. This ran along the west coast of the Kowloon Peninsula, from the ferry-pier, past Mongkok (旺角) village, to Sham Shui Po, where it joined the major through routes to Tai Po and Yuen Long. No part of this footpath has survived and the line has been lost under later development at every point. There were also paths from Yau Ma Tei (油麻地) to Kowloon City (today's Waterloo Road), and from Mongkok village directly to Kowloon City. There was also a footpath which duplicated the Courier Soldier route, but which lay entirely within Old British Kowloon, avoiding the need to cross the then frontier. This footpath was probably opened only after the British took control of Old Kowloon: it was later upgraded as today's Boundary Street.

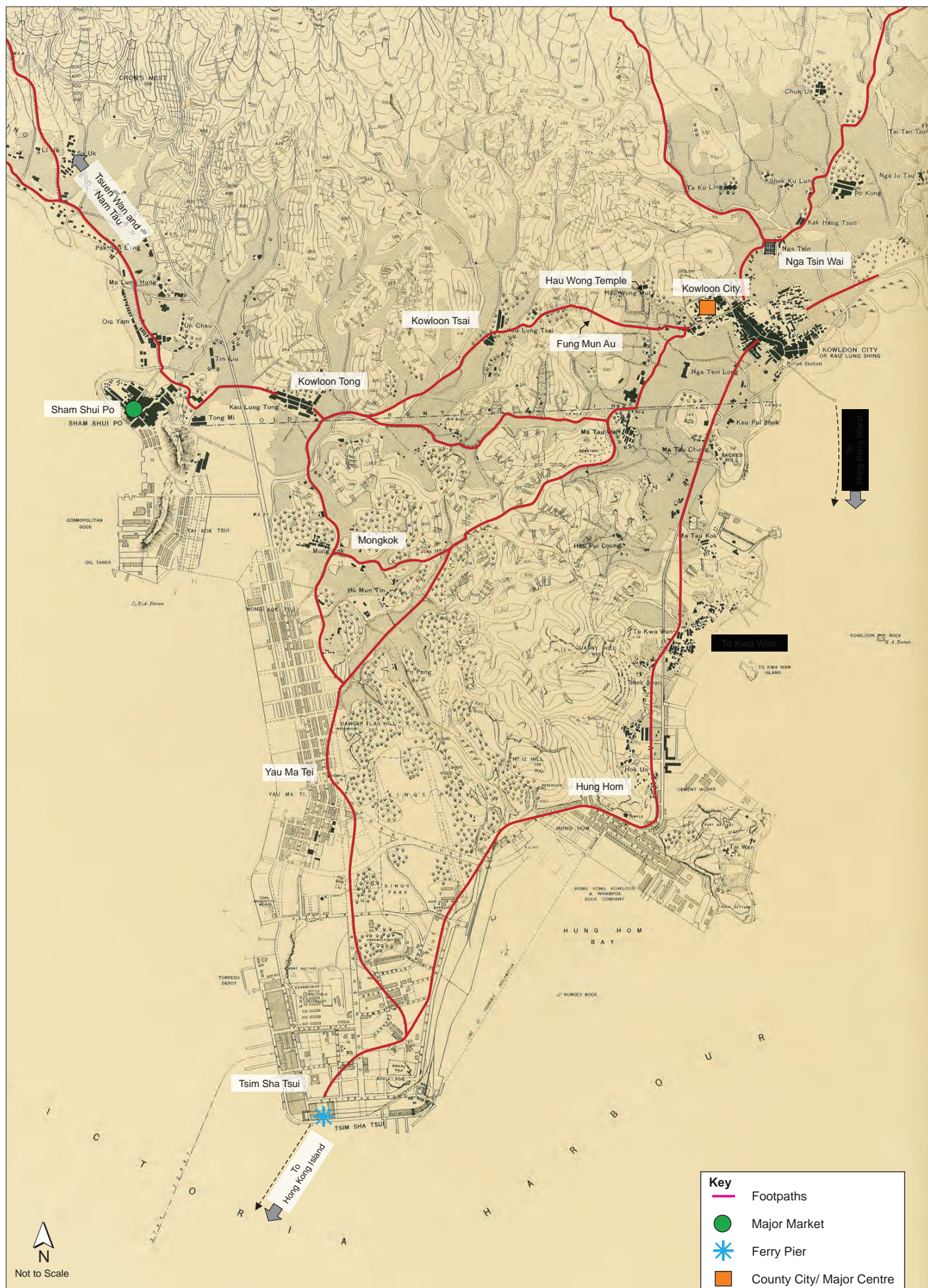


Figure 4.16

Footpaths and Markets in Kowloon in 1860

(Map Source: Empson 1992:180)

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The route from Yau Ma Tei to Kowloon City may well also be a route first opened for traffic after the coming of the British in 1859. There was nothing at Yau Ma Tei in 1859 except a tiny hamlet called Ma Tei (麻地), and a small anchorage. The British established a new market town and trading port there in 1863, moving the inhabitants of the old village of Tsim Sha Wai into it. It very quickly became a major centre. The footpath to Kowloon City may well have been opened to traffic only after the new market town had become established.

Unfortunately, there are no early maps of Old Kowloon showing the footpaths, so it is questionable which of the paths that we see on the oldest maps (late nineteenth century) were pre-British, and which represent new developments in the area after 1859. In either case, however, no remnants of any of the Old British Kowloon footpaths survive today: all have disappeared totally below later developments.

By comparing the historical maps and the current ones, it is believed that no more footpaths survive due to the comprehensive redevelopment in the region over the years.

4.6 FOOTPATHS ON OUTLYING ISLANDS

Apart from the Hong Kong Island, Old British Kowloon and the New Territories, there is limited archive or historic information and detailed records regarding footpaths in the outlying islands. No major route or through route record has been identified on the outlying islands through the desk-top research. Nevertheless, historic marine transport routes connected to the outlying islands such as Peng Chau and Cheung Chau can be found and as shown in *Figure 4.12* and there have been inhabitants exist on the outlying islands such as Lamma Island pre-date British colonization. Therefore, it is not surprised to find minor routes on the outlying islands for communications between villages. The Hung Shing Ye Trackway identified by AMO (see A14 in *Table 4.1*) is an example of minor route on Lamma Island.

4.7 INVENTORY OF RECORDED OLD FOOTPATHS IN HONG KONG

A detail study on a total number of fourteen (14) trackways (old footpaths) recorded by AMO is required in Task B of this Study. Based on the above categorisation regarding the level of importance of the old footpaths in Hong Kong, the fourteen items recorded by AMO are categorised in *Table 4.1* with their basic information. Locations of the footpaths are presented in *Figure 2.1* and their specific Outline Zoning Plans are shown in *Annexes A1* to *A14* in *Annex A*. All of these fourteen items are regarded as Sites of Archaeological Interest listed by AMO ⁽¹⁾.

(1) Antiquities and Monuments Office. 2010. *List of Sites of Archaeological Interest in Hong Kong, November 2010*; [information on line]; available from http://www.lcsd.gov.hk/CE/Museum/Monument/form/list_archaeolog_site_eng.pdf; internet.

Apart from the fourteen old footpaths mentioned above, there are other old footpaths surviving in Hong Kong which have not yet been recorded by AMO. It is necessary to compile an inventory of old footpaths in Hong Kong so that a maximum of six old footpaths newly identified in this *Report* would be selected for basic recording in Task C of this Study.

The potential surviving old footpaths recorded in *Table 4.2* refer to those paths recorded on historical maps that have been identified as still being in existence and have not yet been destroyed or disturbed by any modern developments. Such potential surviving old footpaths were identified through literature review, from oral history obtained by the historian, interview with hikers, though past hiking experience of the Study Team and though overlaying historical maps on current 1:5000 survey maps for analysis.

At the current stage of the Study, only these footpaths are included in the inventory because they are considered more likely to contain more intact boulder remains (a key physical indicator of the presence of the old footpath) and thus more worthwhile to be selected for further investigation at the next stage of the Study.

In order to identify the potential surviving old footpaths, four sets of historical maps dated 1845, 1898 Lockhart Map, 1902 Map and 1903 Map were used during the identification processes. Since the footpaths on Hong Kong Island were clearly shown in the 1845 maps, this set of maps forms the primary historical set of maps for reference for the Hong Kong Island. On the 1902 Map (*'Kowloon and Part of New Territory – Surveyed in 1902-1903'*), the so-called “Chinese roads about 4' – 0" wide and mostly paved” were regarded as the key indication for the probable locations of the target footpaths. However, this set of maps only surveyed and covered Kowloon and part of the New Territories (mainly middle and eastern New Territories), and is thus the primary reference maps for those parts of Hong Kong only. As for the remaining parts of Hong Kong not covered by the 1845 and 1902 maps, references were mainly made to the 1898 maps (e.g. Lantau Island, western and northern New Territories, etc.) as this set of maps showed clearer alignments. Only in case of the areas not covered by the 1845, 1898 and 1902 maps would the 1903 maps (*'Map of the Colony of Hong Kong – Including New Territories'*) be referenced to identify the rough alignments of the potential old footpaths. The digitized route mapping on the current 1:5000 survey maps with reference to the historical maps of 1845, 1898 and 1902 are presented in *Plan D1, Plans D2 to D4 and Plan D5* in *Annex D* respectively.

Site codes are assigned to each potential surviving footpath based on their respective regional locations with the letter of the *N*, *H* or *L* in front of their numbers, which represent the New Territories (including those within/linking Kowloon), Hong Kong Island and Lantau Island respectively. Brief information of each potential surviving footpaths identified including their names and locations is presented in *Table 4.2*. Their indicative alignments based on the routing on the historical 1845, 1898, 1902 and 1903

maps are marked on the 1:5000 survey plans in *Annex E*. Long footpaths linking different regions are divided into sub-sections, which site codes are added with a small letter behind the number (e.g. N1a, N1b, N1c, etc.).

4.9 *INVENTORY OF OTHER POTENTIAL SURVIVING OLD FOOTPATHS IN HONG KONG IDENTIFIED BY HIKERS*

Apart from the inventories of recorded and potential surviving old footpaths identified in *Sections 4.7* and *4.8*, “old footpaths” identified by hikers and the adventurers and indicated in the hiking trails databases ⁽¹⁾ have been reviewed through desk-top research and interview with selective experience hikers. The presence of intact boulders paved footpaths and other physical indicators as discussed in *Section 2.2* have been taken into account in evaluating if these footpaths are potential old footpaths.

Table 4.3 identified these potential old footpaths. It should be noted that the old footpaths identified by these people may overlap with those identified in *Tables 4.1* and *4.2*. In this case, they have been included in *Tables 4.1* or *4.2* and therefore excluded in *Table 4.3*. As discussed in *Section 2.2*, since these potential old footpaths identified are lack of historical and social records to support in determining their categories, they are regarded as minor routes in this stage. It is possible that future historic researches could fill in the information gap so that redefining their categories may be required when such information is available.

(1) Hiking trails in GeoInfo Map database; [information on line]; available from <http://www1.map.gov.hk/gih3/view/index.jsp>; internet; and Enjoy Hiking - Long Trail and Trail list established by AFCD; [information on line]; available from <http://www.hkwalkers.net/eng/longtrail/longtrail.htm> and http://www.hkwalkers.net/eng/trail_list/type.htm; internet.

Table 4.1 Basic Information of the Old Trails Recorded by AMO

Site Code	Name	Total Length ^(a) (m)	Land Status	Category ^(b)	Current Land Use Zoning ^(c)	Brief Description
A1	Ho Chung Trackway	2,446	100% in government land	B	GB, CA, AGR and Not Specified	According to the <i>Report of the Hong Kong Archaeological Survey (HKAS Report)</i> ⁽¹⁾ , the Ho Chung Trackway is named as "Ho Chung to Customs Pass". The <i>HKAS Report</i> suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway in excellent condition but some parts had been concreted over. The trackway follows stream/river course and associated with a number of British Army pillboxes along the route. It is a link between Ho Chung and Kowloon City and is reported approximately 2 km long. It is marked as "Traditional Path" (西貢古道) on the Countryside Series Map for Sai Kung and Clear Water Bay (Lands Department 2008). It should be part of the route linking Kowloon City and Sai Kung market, which led from Tung Tau (東頭) village (east of Kowloon City), and up and over the shoulders of Kowloon Peak. On the Sai Kung side of the mountains, the route ran very steeply from Customs Pass down the mountainside to Ho Chung, and then went along the coast to Sai Kung.
A2	Hok Tau Reservoir-Cheung Uk Boulder Trackway	2,896	Partly in government and partly in private land	C	GB, CA, SSSI and Not Specified	The <i>HKAS Report</i> suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway in good condition which follows stream/river course. The trackway is reported approximately 1.8 km long.
A3	Sun Leung Tam Trackway	1,387	100% in government land	B	Not Specified	The <i>HKAS Report</i> suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when it was built. It is reported that this is a boulder trackway and the northwestern section was in good condition but the remainder may have been submerged beneath waters of Plover Cove Reservoir. The trackway follows stream/river course and associated with terraced agricultural fields and the submerged settlements of Wang Leng Tau (橫嶺頭) and Tai Kau (大濶). It may link between the former coastal settlements along the north shore of Plover Cove Reservoir and Sha Tau Kok. The trackway is reported approximately

(1) Peacock, B.A.V. and Nixon, T.J.P. *Report of Hong Kong Archaeological Survey*. Hong Kong: Antiquities and Monuments Office, 1985-86.

Site Code	Name	Total Length ^(a) (m)	Land Status	Category ^(b)	Current Land Use Zoning ^(c)	Brief Description
5.5 km long. Part of the trackway follows existing Bride's Pool Nature Trail and there is a bride's pool stone bridge built in 1906 in this trackway. ⁽¹⁾						
A4	Lung A Pai-Siu Om Shan Trackway	885	Mostly in government land but some sections in private land or along the private land boundaries	C	CA, AGR, V and Not Specified	This is a boulder trackway is identified by AMO. Further investigation is required to ascertain when it was built.
A5	Wun Yiu Trackway	319	Mostly in government land with some sections in private land	C	GB	This is a boulder trackway identified by AMO. Approximately 300 metres in length, the Wun Yiu Trackway starts at Sheung Wun Yiu (上碗鑿) Village. Through this trackway, the workers probably transported kaolin from the upper mines down to their workshop. The associated archaeological period dates to Ming and Qing Dynasties and modern.
A6	Lau Shui Heung-Kat Tsai Shan Au Trackway	1,319	Partly in government and partly in private land	B	Not Specified	This is a boulder trackway identified by AMO. Further investigation is required to ascertain when it was built. It is also known as Wan Shui Old Footpath (雲水古道) ⁽²⁾ .
A7	Luk Keng-Tsat Muk Kiu Boulder Trackway	1,688	Mostly in government land with a short section in private land	B	CA and Not Specified	The HKAS Report suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway in good condition. The trackway is reported approximately 2 km long. There is an old footpath known as Wang Tsat Old Footpath (橫七古道) which linked between Wang Shan Keuk Sheung Tsuen and Ha Tsuen (橫山腳上下村), passed through Sheung Ha Tsat Muk Kiu (上下七木橋) villages, then reached Luk Keng, Nam Chung (南涌). A majority of this Trackway overlapped with the Wang Tsat Old Footpath. Part of this trackway

(1) Tam, Tze-wai, et al, *Discovering North New Territories*, Hong Kong : Friends of the Country Parks : Cosmos Books, 2008: 60-67.

(2) [Information on line]; available from <http://www.tripntale.com/pic/20720/921451/#pid-921451>; <http://news.sina.com.hk/cgi-bin/nw/show.cgi/23/1/1/468808/1.html>; internet.

Site Code	Name	Total Length ^(a) (m)	Land Status	Category ^(b)	Current Land Use Zoning ^(c)	Brief Description
overlapped with the Wilson Trail Section 10.						
A8	Pak Kong-Mui Tsz Lam Trackway	2,697	Mostly in government land with a short section in private land	B	GB, CA and Not Specified	The <i>HKAS Report</i> named this trackway as “Mau Ping-Pak Kong Trackway” and suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway with excellent condition and follows stream/river course. It is associated with abandoned village and cultivated terraces and may link between Sai Kung and Sha Tin valley. The trackway is reported approximately 1.5 km long. It is also known as Pak Tai old footpath (北大古道) which starts at Pak Kong (北港) in Sai Kung, pass through Uk Cheung (屋場), Mau Ping, Mui Tsz Lam to Tai Shui Hang. It is also known as Pak Kong Au Old Footpath (北港坳古道) ⁽¹⁾ .
A9	Shui Ngau Shan Trackway	2,405	100% in government land	B	Not Specified	The <i>HKAS Report</i> suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway with excellent condition which may link between Kowloon City/Ho Chung to Sai Kung/Sha Tin valley. The trackway is reported approximately 1 km long. Part of the Trackway overlapped with the MacLehose Trail Section 4. It is today known as Cheung Shing Old Footpath (長城古道) or Buffalo Hill and West Buffalo Hill Old Footpath (雙牛古道) ⁽²⁾ .
A10	Tai Lam Chung – Shap Pat Heung Trackway	2,095	Mostly in government land with a short section in private land	B	Not Specified	The <i>HKAS Report</i> suggested that trackways had been recorded on maps in the early 20th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway in good condition and it follows stream/river course associated with small, ruined temple on crest of pass. It may link between Tsuen Wan and Pat Heung. The trackway is reported approximately 2.5 km long. This Trackway overlapped with part of the Yuen Tsuen Ancient Trail (元荃古道) ⁽³⁾ or Tai Tong Nature Trail (大棠自然教育徑) and also known as Nam Hang Pai Old Footpath.

(1) [Information on line]; available from <http://www.singtao.com/yesterday/sup/0714mo06.html>; internet.

(2) [Information on line]; available from <http://www.phomom.com/ckli/westbuffalohill-2.html>; internet.

(3) The original route of Yuen Tsuen Ancient Trail cannot be clearly identified. The current route is marked on the Countryside Series Map of North West New Territories as “Yuen Tsuen Ancient Trail”. Sections of Yuen Tsuen Ancient Trail are named according to the villages located along it, such as Nam Hang Pai Old Footpath (南坑排古道), Ma Tai Tung Old Footpath (馬蹄洞古道), Nam Sham Old Footpath (南棠古道) which links Nam Hang Pai and Sham Tseng,

Site Code	Name	Total Length ^(a) (m)	Land Status	Category ^(b)	Current Land Use Zoning ^(c)	Brief Description
A11	Ho Pui Trackway	269	100% in government land	C	CA and AGR	This is a boulder trackway identified by AMO. Further investigation is required to ascertain when it was built.
A12	Ngong Ping – Shek Pik Trackway	3,854	100% in government land	B	Not Specified	The HKAS Report suggested that trackways had been recorded on maps in the early 20 th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway fair condition. It may link between Shek Pik (Wai) and Tai O and is reported approximately 1.5 km long.
A13	Yi O – Fan Lau Boulder Trackway	2,768	Partly in government and partly in private land	B	Not Specified	The HKAS Report suggested that trackways had been recorded on maps in the early 20 th century. However, there is no concrete evidence to conclude when this trackway was built. It is reported that this is a boulder trackway in excellent condition. It follows stream/river course and associated with Yi O Kau Tsuen; possible fortifications on pass and at river crossing south of Yi O; abandoned harbour facilities at Yi O and the Fan Lau Fort. The trackway is reported approximately 2.75 km long. It should be part of the route linking between Tai O and Fan Lau.
A14	Hung Shing Ye Trackway	220	100% in government land	C	GB and CA	This is a boulder trackway identified by AMO and situated on the hillside behind the Hung Shing Ye Beach of Lamma Island. There is no concrete evidence to conclude when it was built.

Notes:

(a) Total length based on map information recorded by AMO.

(b) A – Major Routes; B – Through Routes; C – Minor Routes

(c) GB – Greenbelt; CA – Conservation Area; SSSI – Site of Special Scientific Interest; AGR – Agricultural; V – Village Type Development

Yuen Tsing Old Footpath (圓清古道) which links Yuen Tun to Tsing Fai Tong and Sham Tsing Old Footpath (深清古道) which links Sham Tseng and Tsing Fai Tong. [Information on line]; available from <http://travel.sina.com.hk/news/21/2/1/164927/1.html?l=296858>; <http://www.hike.hk/load.jsp?route=ytat&page=1>; http://www.hkheadline.com/living_content.asp?contid=66866&srctype=g; internet.

Table 4.2 Inventory of Old Footpath Other Than the 14 Items Recorded By AMO

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N1a	Tai Po Route (Kowloon City to Sham Chun: Kowloon City to Shing Mun Sub-Section)	大步徑(九龍寨城至深圳：九龍寨城至城門分段)	Between Kowloon City to Shing Mun Reservoir	4,302	A	Plan E-N1a	Comparison of 1902 map and the current map of the area indicated that most of this sub-section should have been destroyed and below the water of the existing Kowloon Reservoir. However, small section may survive in the Piper's Hill area as shown in Plan E-N1a(i) and a section between Kowloon Reservoir and the Shing Mun Reservoir crossing Smugglers Pass.
N1b	Tai Po Route (Kowloon City to Sham Chun: Shing Mun to Tai Po Market Sub-Section)	大步徑(九龍寨城至深圳：城門至大埔墟分段)	Between Shing Mun Reservoir and Tai Po Market	3,223	A	Plan E-N1b	From Shing Mun Reservoir of N1a, this footpath went due north to Lead Mine Pass, through Wun Yiu Valley and Lai Chi Shan village to Tai Po Market. Part of the sub-section should have been improved by the AFCD but substantial sections of the original footpath between Lead Mine Pass and just below Ta Tit Yan village may still survive. This sub-section is today known as the Shing Tai Old Footpath (城大古道) or Tsuen Tai Old Footpath (荃大古道) and is part of the Wilson Trail Section 7 and connects to Yin Ngam Old Footpath from Lead Mine Pass. There is a plaque dated 1907 in Kwun Yan Temple at Ta Tit Yan recording passes-by donated money for renovation of the temple ⁽¹⁾ .

(1) 蕭國建，2007，《大埔風物志（2007再版增訂）》，香港：大埔區議會，42頁。

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N1c	Tai Po Route (Kowloon City to Sham Chun: Tai Po Market to Shum Chun Sub-Section)	大步徑(九龍寨城至深圳：大埔墟至深圳分段)	Between Tai Po Market and North Shum Chun	691	A	Plan E-N1c	From Tai Po Market, this sub-section went straight north to Tai Hang village, and then to the Lo Wu ferry-pier over the Sham Chun River along the valley of the Sheung Yue River (雙魚河). A majority of the Route should have been destroyed by recent developments or else is overlain by modern roads. A section of the original footpath north of Tai Po Market may survive immediately behind Tai Po Tau village, but beyond the crest of the ridge the line is lost in the Hong Lok Yuen residential development (probably San Wai Tsai (新圍仔) uphill).
N2	Lai Tung Route (Sha Tau Kok to Sham Chun)	黎峒徑 (沙頭角至深圳)	North District, New Territories	1,432	A	Plan E-N2	Most of this route is overlain by modern roads but some sections near Man Uk Pin may still survive. Review of 1903 Map identified possible routing of this footpath as shown in Plan E-N2.
N3a, N3b	Tai Po Route Side Path (Tsuen Wan to Sha Tin)	大步徑支段 (荃灣至沙田)	Tsuen Wan to Sha Tin	5,353	B	Plan E-N3a and 3b	Possible routing is identified through mapping of 1898 Map to current ones at the mountain areas.
N4a, N4b	Kam Tin Route (Sha Kong Miu to Wang Toi Shan)	錦田徑(沙江廟至橫台山)	Yuen Long and Kam Tin	4,808	B	Plan E-N4a and 4b	Sections of the original footpath survive, between Sha Kong Miu and Ha Tsuen, and possibly at Kam Tin (where the older line runs a little to the south of today's road).

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N5a	Kwun Yam Route (Wang Toi Shan to Tai Po Market: Wang Toi Shan to Lam Tsuen Sub-Section)	觀音巡(橫台山至大埔墟：橫台山至林村分段)	Kam Tin	1,559	B	Plan E-N5a	Most of this path underlies today's Lam Kam Road, but sections survive near the Pat Heung Temple (the old bridge also survives), with a thin cover of concrete, and near the Ling Wan Nunnery. There is a Cheong On Bridge Inscription (長安橋碑) established in 1922 by a footpath at Tai To Yan (大刀峒) in front of Kadoorie Experimental & Extension Farm in Pak Ngau Shek (白牛石) described the significance of the old footpath in Lam Tsuen ⁽¹⁾ .
N5b	Kwun Yam Route (Wang Toi Shan to Tai Po Market: Lam Tsuen to Tai Po Market Sub-Section)	觀音巡(橫台山至大埔墟：林村至大埔墟分段)	Tai Po	2,641	B	Plan E-N5b	Most of this path underlies today's Lam Kam Road, but the section between She Shan and Shek Kwu Lung survives in large part: the access path from Lin Au village, which branches off this path, also survives. From Lin Au to Tai Po Market, and from a little above Shek Kwu Lung, these footpaths have been concreted over as the access road to Lin Au, and the access footpath to the Thai monastery there.
N6	Lam Tsuen to Sha Tau Kok Route (Tai Hang village to Sha Tau Kok Sub-Section)	林村至沙頭角路 徑(泰亨村至沙頭角分段)	North District in New Territories	5,391	B	Plan E-N6	Original sections of the footpath survive in the Kat Tsai Au area and near Loi Tung, and also near Tai Long and Tam Shui Hang villages, near Sha Tau Kok, where the present road runs to the south of the old line.
N7	Sha Kong Miu to Kowloon City Route (Wang Toi Shan to Tsuen Wan Sub-Section)	沙江廟至九龍寨城路徑(橫台山至荃灣分段)	Between Tsuen Wan and Yuen Long (through Sham Tseng) in New Territories	5,037	B	Plan E-N7	Substantial sections of the original footpath survive, on either side of the Tsuen Kam Au Pass, since the original line of the footpath is more direct (and much steeper) than the modern road. Most surviving sections lie to the west of the modern road. This path is currently known as the Kap Lung Old Footpath and marked as "Kap Lung Ancient Trail" (甲龍古道) on the Countryside Series Map for North West New Territories

(1) 蕭國建，2007，《大埔風物志（2007再版增訂）》，香港：大埔區議會，42頁。

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
(Lands Department 2008).							
N8	Sha Kong Miu to Kowloon City Route (Yuen Long to Tsuen Wan Sub-Section)	沙江廟至九龍寨城路徑(元朗至荃灣分段)	Tsuen Wan to Kat Hing Bridge (吉慶橋) at Tai Lam	6,518	B	Plan E-N8	Part of the route is identified by AMO (see A10 in Table 4.1). In the area near the Tai Lam Chung Reservoir some alternative or side paths may survive. The possible surviving section lies between Tsat To Kiu to Tsuen Wan from Tsat To Kiu via Tin Fu Tsai to Fa Shan and then to Tsuen Wan. This route may partly overlap with the Yuen Tsuen Ancient Trail.
N9	Sha Kong Miu to Kowloon City Route (Tai Lam to Kam Tin Side Route)	沙江廟至九龍寨城路徑(大欖至錦田支段)	Between Tuen Mun and Yuen Long in New Territories	1,815	C	Plan E-N9	This route is known as Tai Kam Old Footpath. From So Kwu Wat to Tsat To Kiu, the route is mostly destroyed or concreted over. North of Tsat To Kiu the footpath continued into Pat Heung, running along the foot of the mountains to the Pat Heung Temple, where it fed into the Kam Tin Route towards Tai Po Market and Sha Tau Kok. Review of 1898 map indicated the route may pass through Ho Pui (河背), Tai Kek (大𪨶) and then reach Kam Tin Shi to Pak Heung Temple which fed into the Kam Tin Route. Two discrete areas may still survive as shown in the Plan N9.
N10	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section)	九龍逕 (九龍寨城至深圳：九龍寨城至圓洲角碼頭分段)	Kowloon City in Kowloon and Sha Tin in New Territories	2,555	B	Plan E-N10	Southern side of the Sha Tin Pass no longer exists. The northern side of the Pass still survive, either intact or covered with a thin concrete facing. The route is known as Kwun Yam Shan Old Footpath, Tsz Wan Old Footpath, Kau Shan Old Footpath, Qianlong Old Footpath, east route of Sze Hung Old Footpath and Tsz Sha Old Footpath. The east route passes the Lion Rock Ha Tsuen and according to information from hikers, boulders path exist ⁽¹⁾ . Similar routing exists on both 1898 and 1902 maps.

(1) [Information on line]; available from <http://www.tripintale.com/pic/8798/453356/kowsha-ancient-trail>; internet; William, Martin. Hong Kong Pathfinder, Hong Kong: Asia 2000 Limited, 2005:99; Personal communication with and photo from Mr Chan Sik Yan.

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N11	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section: Siu Lek Yuen Alternative Route)	九龍逕(九龍寨城至深圳: 九龍寨城至圓洲角碼頭分段: 小瀝源分徑)	Kowloon City in Kowloon and Sha Tin in New Territories	3,247	B	Plan E-N11	This is an alternative line of the Kowloon Route from Kowloon City to Yuen Chau Kok. Substantial original sections should still survive between Mau Tso Ngam and Lo Shue Tin, and below Lo Shue Tin.
N12a and N12b	Kowloon Route (Kowloon City to Sham Chun: Kowloon City to Yuen Chau Kok ferry pier Sub-Section: Tai Wai Alternative Route)	九龍逕(九龍寨城至深圳: 九龍寨城至圓洲角碼頭分段: 大圍分徑)	Kowloon City in Kowloon and Sha Tin in New Territories	9,379	B	Plan E-N12a and N12b	This is also another alternative line of the Kowloon Route from Kowloon City to Yuen Chau Kok. From Sha Tin Pass this footpath branches off the main footpath to the west, crossed Kowloon Pass, and dropped down to Kak Tin village, and on to Tin Sam village, and Tai Wai village. From Tai Wai the footpath crossed the mountains north of Tai Wai, past Wong Chuk Yeung Village, to Tai Po Pass. This line of the footpath was mostly used by villagers from Tai Wai and the Tin Sam Valley, and by travellers wishing to avoid the ferry-fee for the Lok Lo Ha ferry. Substantial original sections of this footpath survive, both between Kak Tin and Sha Tin Pass, and between Tai Wai and Tai Po Pass. This footpath is today known as the Kowloon Old Footpath or west route of Sze Hung Old Footpath. During the reign of Emperor Kangxi (康熙) (1661-1722), a lookout post was established on the summit of Beacon Hill, with a beacon which was to be lit if attaching ships were sighted ⁽¹⁾ .

(1) William, Martin. Hong Kong Pathfinder, Hong Kong: Asia 2000 Limited, 2005: 97-100.

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N13	Kowloon Route (Kowloon City to Sham Chun: Yuen Chau Kok ferry pier to Tai Po Market sub-section)	九龍徑(九龍寨城至深圳: 圓洲角碼頭至大埔墟分段)	Between Sha Tin and Tai Po in New Territories	5,492	B	Plan E-N13	From the Yuen Chau Kok Ferry-pier (a well-built stone pier with three or four ferries operated from here), travellers took a sampan ferry across Tide Cove to Lok Lo Ha village. As the name of this village suggests, Lok Lo Ha was “where the road came down”: the path ran from Lok Lo Ha through the Fo Tan Valley, through the south-westernmost part of the Tai Po Kau Nature Reserve, over Tai Po Pass, and so to Tai Po Market through Ho Lek Pui village, Lai Chi Shan village, and Wan Tau Kok. Much of this route survives, but mostly either concreted over or else improved by AFCD: the section immediately north of Sha Tin Pass, and most of the section between the Fo Tan Valley and Lai Chi Shan survive, however, and in these areas the path is still recognisable. This footpath is also known as the Sha Tai Old Footpath. Legend has it that this route allows horse ride and it was a major local route between Shatin and Tai Po villagers. There are direction stones along this route ⁽¹⁾ .
N14	Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section)	九龍寨城至沙頭角路徑(壘涌至沙頭角分段)	North District in New Territories	4,777	B	Plan E-N14	From Ang Chung the footpath went steeply up to Wu Kau Tang Village, and then steeply up again to Ah Ma Wat Village. From Ah Ma Wat the footpath drops down to Kuk Po Village on the shores of Starling Inlet, from whence a further ferry carried the traffic to Sha Tau Kok. Almost the whole of this footpath survives in its original form, together with an ancient bridge near Wu Kau Tang. This footpath is today known as the Ma Tang Old Footpath.

(1) 蕭國建，2007，《大埔風物志（2007再版增訂）》，香港：大埔區議會，42頁。

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N15	Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section: Luk Keng Alternative Route)	九龍寨城至沙頭角路徑(罌涌至沙頭角分段: 鹿頸分徑)	North District in New Territories	4,388	B	Plan E-N15	From Ang Chung there is an alternative route ran from the Ang Chung ferry-pier, past Bride's Pool to Luk Keng, and round the head of Sha Tau Kok Harbour to Sha Tau Kok via Shek Chung Au. This avoided the second ferry crossing, but was rather longer. Substantial sections of this footpath survive in the Bride's Pool area, together with the ancient stone bridge there. This footpath is today called the Luk Chung Old Footpath.
N16a	Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section: Sha Lo Tung Alternative Route)	九龍寨城至沙頭角路徑(罌涌至沙頭角分段: 沙螺洞分徑)	North District in New Territories	7,291	B	Plan E-N16a	This footpath is today called the Tai Fan Old Footpath because hikers usually walk it from Tai Po to Lau Shui Heung, and then on to Fanling, but originally travellers on the path usually went to Sha Tau Kok. Review of 1898, 1902 and 1903 maps cannot identify the route. This footpath partly overlapped with the Wilson Trail Section 8.
N16b	Kowloon City to Sha Tau Kok Route (Fung Yuen Sub-Section)	九龍寨城至沙頭角路徑(鳳園分段)	North District in New Territories	8,205	B	Plan E-N16b	This is a longer route which went along the coast from Tai Po to Fung Yuen (鳳園) village, and then climbed steeply up to Sha Lo Tung village, Ping Shan Chai and then to Hok Tau Wai to Ma Mei Ha. This footpath is today known as the Fung Ma Old Footpath (鳳馬古道), which is a major local route between Tai Po and Ta Kwu Leng villages and Sha Tau Kok area. There is direction stone at Sha Lo Tung village ⁽¹⁾ .

(1) 蕭國建，《大埔風物志（2007再版增訂）》，香港：大埔區議會，2007，43頁。

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N17	Ferry Route from Kowloon City to Hang Hau and Sai Kung	九龍寨城往坑口及西貢之渡輪路徑	Kowloon & New Territories	2,117	B	Plan E-N17	There was a ferry from Kowloon City to Hang Hau. From Hang Hau a short climb over the pass brought travellers to Silverstrand Beach, where there was another ferry pier. From this pier another ferry carried travellers to Ma Lam Wat, at the end of the Ta Ho Tun Peninsula, from where it was an easy walk to Sai Kung ⁽¹⁾ . This route also carried most of the traffic from Sai Kung to Hong Kong Island, by way of a ferry from Hang Hau to Sai Wan Ho on Hong Kong Island. This route, while easier, was expensive. The old footpath along the Ta Ho Tun Peninsula from Ma Lam Wat to Tsiu Hang survives.
N18	Kowloon City to Hang Hau Route	九龍寨城至坑口路徑	Kowloon & New Territories	4,173	B	Plan E-N18	Sections of the original path survive between Tseng Lan Shue and Tseung Kwan O. From Hang Hau there were footpaths to the villages on the Clearwater Bay Peninsula: some original sections survive, towards the end of the Peninsula in particular.
N19	Po Tung Road Route (Kowloon City to Tap Mun; Sai Kung to Tan Ka Wan Sub-Section)	普通道路徑(九龍寨城至塔門; 西貢至蛋家灣分段)	Kowloon & New Territories	6,263	B	Plan E-N19	This crosses the hills and drops down to the coast at Chek Keng Village, and then goes along the coast to Tan Ka Wan, which was the other landing-place for travelers to Tap Mun. Almost the whole of this footpath survives in its original form.
N20	Sai Kung Market to Tai Po Route	西貢市至大埔路徑	Kowloon & New Territories	7,509	B	Plan E-N20	There is a direction stone at Tai Che (大嶺) village consider to have historic value ⁽²⁾ . This footpath is near A8 listed by AMO. Similar routing marked as “Chinese roads about 4'-0” wide” in 1902 map.

(1) P. H. Hase, personal oral communication.

(2) 司馬龍, 《新界滄桑話鄉情》, (香港:三聯書店(香港)有限公司, 1990), 99-100頁. Guy Sanderson Shirra, “Trail No. 1-The old main road from Tai Wai, Shatin to Sai Kung” in Ancient Trails to Sai Kung- Walks to Sai Kung along Hong Kong’s ancient Chinese Boulder Trackways”, dated 10 February 2009; [Information on line]; available from <https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGYmYXVsdGRvbwFpbmxbob25na29uZ2JvdWxkZXJ0cmFia3dheXN8Z3g6NDQ4M2FhZDY1N2YyYmJlZg; internet>.

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N21	Sai Kung Market to Tai Po Alternative Route	西貢市至大埔路分徑	Kowloon & New Territories	7,128	B	Plan E-N21	The section of this footpath through Nam A to the summit of the pass survives ⁽¹⁾ and commonly known as the Wo Liu Old Footpath (禾寮古道) ⁽²⁾ . Similar routing marked as “footpath” and “Chinese path” can be found in 1902 and 1903 Maps respectively. It is near MacLehose Trail Section 4. Presence of stone bridge and concreted over boulder path ⁽³⁾ ; Wo Liu village with Li Ancestral Hall.
N22	Side Path Between Kuk Po and Lai Chi Wo Village	谷埔與荔枝窩村支路	Between Tai Po and North District, New Territories	2,697	C	Plan E-N22	This route is regarded as a minor route of Kowloon City to Sha Tau Kok Route (Yuen Chau Kok ferry pier to Sha Tau Kok Sub-Section). It is today known as the Lai Kuk Old Footpath. According to hikers’ information, there is a plaque at Fan Shui Au recorded road repair work dated 1902, direction stone and a clan grave along the route that are possibly with historic value ⁽⁴⁾ .
N23	Kowloon City to Sha Tau Kok Route (Side-Path to Sam A)	九龍寨城至沙頭角路徑(往三桠支路)	North District, New Territories	840	C	Plan E-N23	From Wu Kau Tang a branch path runs east through Sheung Miu Tin Village to the coast at Sam A Village. This was mostly a village access path, connecting Sam A with the main footpath, but some traffic from the Crooked Harbour Islands came this way as well. Almost the entire footpath survives in its original form and is today known as the Miu Sam Old Footpath.

(1) [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/TitChiShan#5583202267079490690>; internet; Personal map marked by Mr Guy Shirra.

(2) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535657935706146130>; internet.

(3) Site visit with Mr Guy Shirra.

(4) Personal communication with Mr Chan Yat Fong and Chan Sik Yan.

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
N24 and N25	Lin Ma Hang to Ping Yeung Route	蓮麻坑至平洋路徑	Lin Ma Hang to Ping Yeung	3,343	C	Plan E-N24 and N25	This is a minor route connecting Lin Ma Hang village with the Loi Tung Route near Ping Yeung village. Most of this footpath was destroyed by construction of the NENT landfill at Wo Keng Shan. It is today known as Lin Wo Old Footpath (蓮禾古道). Sections of this original surface survive near Lin Ma Hang village. (see Plan N24) Other side paths in the area leading to Tong To village were identified near Ngong Tong (昂塘) during the <i>NENT Landfill Extension EIA Study</i> in 2007 (see Plan N25) ⁽¹⁾ . This footpath is today known as Tong To Old Footpath (塘肚古道).
N26	Hoi Ha to Yung Shue O Route	海下至榕樹澳	Hoi Ha to Yung Shue O	7,412	C	Plan E-N26	This old footpath connects between Sai Kung North Yue and Kei Ling Ha. It starts from Hoi Ha to Nam Shan Tung and then to She Shek Au down to Sham Chung and Yung Shue O ⁽²⁾ . The route then runs along the coast to Kei Ling Ha.
N27	Ko Tong to Yung Shue O Route	高塘至榕樹澳	Ko Tong to Yung Shue O	3,515	C	Plan E-N27	An alternative route of N26. From Ko Tong to Cheung Sheung through Au Mun to Yung Shue Ha and then along the coast to Kei Ling Ha ⁽³⁾ . Review of 1898, 1902 and 1903 map identified no such routing. The routing is identified based on current map.

(1) It is a popular hiking route to visit Man Wo Old Footpath (萬禾古道), Tong To Old Footpath and Shui Ngau Tso Old Footpath (水牛槽古道) consecutively. [Information on line]; available from http://www.pbsehk.com/RickyWu/WKS/IMG_3238; internet.

(2) 蕭國建, 《大埔風物志 (2007再版增訂)》, 香港: 大埔區議會, 2007, 44頁。

(3) 蕭國建, 《大埔風物志 (2007再版增訂)》, 香港: 大埔區議會, 2007, 44頁。

Site Code	Name ^(a)	Chinese Name	Location	Approximate Total Length of Footpath (m)	Category ^(b)	1:5000 Survey Plans Showing Rough Alignment (Indicative Only) in Annex E	Brief Description
H1	Tai Long Wan Village to Chai Wan Route	大浪灣村至柴灣路徑	Between Tai Long Wan Village and Chai Wan on Hong Kong Island	1,056	C	Plan E-H1	<p>This section of footpath between Big Wave Bay and the Pottinger Gap (this section is part of the Hong Kong Trail (Section 8) between To Tei Wan and Tai Long Wan today) is the surviving section of pre-British footpath and has been improved in places.</p> <p>There may be some boulder sections surviving along this route nowadays. It was an old footpath connecting Shek O and Shek O Peninsula villages with the North Shore in the past.</p>
L1	Tung Chung to Fan Lau Route	東涌至分流路徑	Lantau Island	3,870	B	Plan E-L1	<p>Most of this footpath between Tung Chung and Ngong Ping survives. Parts of this route are today known as Fat Mun Old Footpath, and Cho Kai Old Footpath.</p>
L2	South Shore Route (Shek Pik to Tai O Sub-Section)	南岸路徑(石壁至大澳分段)	Shek Pik to Tai O	3,327	C	Plan E-L2	<p>The only possible surviving section is immediately north-west of Shek Pik Reservoir. This footpath from Shek Pik village rose steeply up to the pass, and then down to Tai O through Keung Shan (靚山) village. Parts of this section of the footpath may still survive.</p>

Note: (a) A – Major route; B – Through route; C – Minor route

Table 4.3 Inventory of Potential Old Footpath (Minor Routes) Identified by Hikers

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O1	Tai Shui Tseng to Ngong Ping Old Footpath	大水井至昂平古道	Yes ⁽¹⁾ / Sai Kung	Tai Shui Tseng to Ngong Ping	<ul style="list-style-type: none"> Boulders path observed by hikers ⁽²⁾ Presence of Qing dynasty grave at Ngong Ping ⁽³⁾ 	<ul style="list-style-type: none"> Along the Ma On Shan Country Trail Similar routing marked as “footpath” in 1902 map. The routing identified from 1898 and 1902 maps respectively are not the same. For the route identified from 1902 map, boulder path survives between Mau Ping and Tai Shui Tseng (大水井) ⁽⁴⁾.
O2	Wong Shue Old Footpath	黃鼠古道 ⁽⁵⁾	Yes ⁽⁶⁾ / Shatin	From Wong Nai Tau (黃泥頭) village to Lo Shue Tin, Mau Tso Ngam and Fu Yung Pei (芙蓉泌) villages. Also known as Tai Au Ha Old Footpath (大坳下古道). The section from Fa Sum Hang (花心坑) to Lo Shue Tin is called Fa Shue Old Footpath (花鼠古道) ⁽⁷⁾ .	<ul style="list-style-type: none"> Boulders surface observed from photographic record ⁽⁸⁾ Wong Nai Tau village Lo Shue Tin village ruins Mau Tso Ngam village Fu Yung Pei 	<ul style="list-style-type: none"> Adjacent geological feature include Lo Shue Tin Hang (老鼠田坑) ⁽⁹⁾ Similar routing along Ma Lai Hau Hang (馬麗口坑) exists in both 1898 map and marked as “footpath” in 1902 map.

(1) Stokes, Edward. *Exploring Hong Kong's Countryside*, Hong Kong : Hong Kong Tourist Association and Agriculture and Fisheries Department, 1999:98 and personal communication with hikers.

(2) Stokes, Edward. *Exploring Hong Kong's Countryside*, Hong Kong : Hong Kong Tourist Association and Agriculture and Fisheries Department, 1999:98 and personal communication with hikers.

(3) Personal communication with Mr Chan Sik Yan.

(4) Site visit with Mr Guy Shirra.

(5) [Information on line]; available from <https://picasaweb.google.com/104962368397144093305/DLCmH#5715671704656394770>; internet.

(6) [Information on line]; available from <https://picasaweb.google.com/102312999601117783653/OMwPcK#5715650346509089586> and http://www.fotop.net/Albert/Albert806/20110623_G_internet.

(7) [Information on line]; available from <https://picasaweb.google.com/116519418917506063845/20120303#571557777658846770>; internet.

(8) [Information on line]; available from <https://picasaweb.google.com/102312999601117783653/OMwPcK#5715640783775527154>; internet.

(9) [Information on line]; available from <http://www.hiking.com.hk/discus/messages/2123/8677.html?1045842979>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O3	Shek Lung Tsai Old Footpath	石壘仔古道 ⁽¹⁾	Nil/ Shatin	Locates at Shatin connects to Shek Lung Tsai (石壘仔)village.	<ul style="list-style-type: none"> Shek Lung Tsai village ruins of Ng clan⁽²⁾ Boulders surface observed from photographic record⁽³⁾ Nearby villages: Mui Tsz Lam, Mau Ping 	<ul style="list-style-type: none"> Near A8 (see <i>Table 4.1</i>); Adjacent geological features include: Shek Lung Tsai rocky bush land (石壘仔石林); and Shek Lung Tsai Stream (石壘仔坑)
O4	Wong Chuk Yeung Old Footpath/ Ngau Liu Old Footpath	黃竹洋古道 ⁽⁴⁾ / 牛寮古道 ⁽⁵⁾	Yes ⁽⁶⁾ / Sai Kung	Connects between Kei Ling Ha Lo Wai (企嶺下老圍), Wong Chuk Yeung village and Ngau Liu (牛寮).	<ul style="list-style-type: none"> Wong Chuk Yeung village ruins⁽⁷⁾ Presence of boulders⁽⁸⁾ Earth shrine of Wong Chuk Yeung village and Sam Tak School (三德學校) built in 1961⁽⁹⁾ Kei Ling Ha Lo Wai Boulders surface observed from photographic record and through discussion with hiker⁽¹⁰⁾ 	<ul style="list-style-type: none"> Similar routing marked as “footpath” and “Chinese path” can be found in 1902 Map and 1903 Map respectively. Near MacLehose Trail Section 4

(1) [Information on line]; available from <http://paper.wenweipo.com/2008/04/15/OT0804150027.htm>; internet.

(2) [Information on line]; available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=158; internet.

(3) [Information on line]; available from <http://paper.wenweipo.com/2008/04/15/OT0804150027.htm>; internet.

(4) [Information on line]; available from <http://www.hkhikers.com/Wong%20Chuk%20Yeung.htm>; internet.

(5) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535660942721250498>; internet.

(6) Personal map marked by Mr Guy Shirra; and [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/TitChiShan#5583202267079490690>; internet.

(7) Tai (戴) Clan established the village during the reign of Qianlong. The village was named as Wong Chuk Yeung, which literally means “sea of yellow bamboo”, as the village was surrounded by yellow bamboo. As the location of Wong Chuk Yeung village, Au Pui Wan (拗背灣), Shan Mei (山尾) and Ho Lek Pui are in proximity, they have close relationship. [Information on line]; available from http://shatin.hk/page.php?main_cat=2&sub_cat=24&id=129; internet

(8) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535660942721250498>; internet.

(9) [Information on line]; available from <http://www.hkhikers.com/Wong%20Chuk%20Yeung.htm>; internet.

(10) [Information on line]; available from <http://www.hkhikers.com/Wong%20Chuk%20Yeung.htm>; internet; and personal discussion with Mr Guy Shirra.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footprint	Remarks
O5	Tai Po Tsai to Mau Tin Old Footpath	大埔仔至苗田古道	Yes (1)/Sai Kung	Coastal route between Mau Tin (苗田) to Tai Po Tsai (大埔仔)	<ul style="list-style-type: none"> Boulders path observed by hiker. ⁽²⁾ Tai Po Tsai village 	<ul style="list-style-type: none"> Similar routing marked as “footpath” and “Chinese path” can be found in 1902 Map and 1903 Map respectively.
O6	Wong Chuk Shan Old Footpath	黃竹山古道 ⁽³⁾	Nil/ Sai Kung	Locates at Sai Kung connects to Wong Chuk Shan village.	<ul style="list-style-type: none"> Wong Chuk Shan village ruins with Ng clan ancestral hall Boulders surface observed from photographic record ⁽⁴⁾ 	<ul style="list-style-type: none"> Adjacent to A9 (see <i>Table 4.1</i>) which is also known as Buffalo Hill and West Buffalo Hill Old Footpath ⁽⁵⁾ Adjacent geological feature include Wong Chuk Hang Streams (黃竹坑澗) ⁽⁶⁾
O7	Tai No Old Footpath	大腦古道 ⁽⁷⁾	Yes ⁽⁸⁾ / Sai Kung and Shatin	Locates at Ma On Shan connects to Tai No village between Shek Nga Pui (石芽背) (Heather Pass) and Kai Ham (界咸)	<ul style="list-style-type: none"> Tai No (大腦) village ruins Boulders surface observed from photographic record ⁽⁹⁾ 	<ul style="list-style-type: none"> Near A9 (see <i>Table 4.1</i>); Adjacent geological feature include Tai No Stream (大腦石澗). Similar routing marked as “Chinese roads about 4'-0” wide” in 1902 Map.
O8	Tai Che to Ho Chung Old	大輦至蠔涌古 道 ⁽¹⁰⁾	Yes ⁽¹⁾ /	Connects from Tai Che at Siu Lek Yuen to Shek Nga Pui, and then to	<ul style="list-style-type: none"> Boulders surface observed from photographic record ⁽²⁾ 	<ul style="list-style-type: none"> Part of the route overlapped with A1 and connects to A9 (see <i>Table 4.1</i>).

(1) Personal discussion with Mr Guy Shirra.

(2) Personal discussion with Mr Guy Shirra.

(3) [Information on line]; available from <https://picasaweb.google.com/118365887969578288437/091218#5416563512417393378>; internet.

(4) [Information on line]; available from <https://picasaweb.google.com/118365887969578288437/091218#5416563512417393378>; internet.

(5) [Information on line]; available from <http://www.phomon.com/ckl/westbuffalohill-2.html>; internet.

(6) [Information on line]; available from <http://www.hiking.com.hk/discus/messages/2123/33520.html?1311871126>; internet.

(7) [Information on line]; available from <https://picasaweb.google.com/118365887969578288437/091218#5416565127123553634>; <http://www.fotop.net/victorlee/20051001?page=4>; internet; 吳耀陵,《香港 九龍 新界旅行手冊1951》,香港:華僑日報,1951:100-105。

(8) Personal communication with Mr Guy Shirra and Mr Chan Sik Yan.

(9) [Information on line]; available from <https://picasaweb.google.com/118365887969578288437/091218#5416565127123553634>; <http://www.fotop.net/victorlee/20051001?page=4>; internet.

(10) 吳耀陵,《香港 九龍 新界旅行手冊1951》,香港:華僑日報,1951:100-105。

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
	Footpath		Sai Kung and Shatin	Tai No, and then to Kai Ham, and then to Man Wo (蠻窩), and then to Ngau Pui Wo (牛背窩), and then to Kau Tsin Uk (較剪屋) and ends at Ho Chung	<ul style="list-style-type: none"> Stone wall Ancestral hall Stone grinder Tai Che village Kai Ham village Tai No Sheung Yeung village Tai No village Man Wo village Kau Tsin Uk village 	<p>Part of the south route of Mau Ping Old Footpath.</p> <ul style="list-style-type: none"> May overlap with O7. Similar routing between Tai Che and Shek Nga Pui exists in 1898 historic map and similar routing from Shek Nga Pui to Kai Ham to Tai Lam Wu and connects to A1 exists in 1902 map marked as "Chinese roads about 4'-0" wide" in 1902 map.
O9	Wong Keng Tsai Old Footpath	黃京仔 / 黃農仔古道 ⁽³⁾	Yes ⁽⁴⁾ / Sai Kung	Connects to Wong Keng Tsai (黃農仔) village between A1 and Tseng Lan Shue village.	<ul style="list-style-type: none"> Wong Keng Tsai boundary stone (黃農仔界石)⁽⁶⁾ Wong Keng Tsai village Tseng Lan Shue village Boulders surface observed from photographic record⁽⁶⁾ 	<ul style="list-style-type: none"> Near A1 (see <i>Table 4.1</i>) Adjacent geological feature include Wong Keng Tsai Stream (黃農仔坑)⁽⁷⁾ Similar routing cannot be found in 1898 and 1902 historic maps

(1)	[Information on line]; available from https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbm9ob25na29uZ2JvdWxkZXI0cmFja3dheXN8Z3g6NTUxYWYxNzQxYjE3M2Q4Ng; internet .					
(2)	[Information on line]; available from https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbm9ob25na29uZ2JvdWxkZXI0cmFja3dheXN8Z3g6NTUxYWYxNzQxYjE3M2Q4Ng; internet .					
(3)	[Information on line]; available from https://picasaweb.google.com/skyhorse1979.n/28310#; https://picasaweb.google.com/108112083603054396862/SAVqAE#; internet .					
(4)	[Information on line]; available from http://www.phasehk.com/RickyWu/14/001_200605077full=1; internet .					
(5)	[Information on line]; available from https://picasaweb.google.com/skyhorse1979.n/28310#5453651288346628050; internet .					
(6)	[Information on line]; available from https://picasaweb.google.com/skyhorse1979.n/28310#5453651288346628050 and https://picasaweb.google.com/skyhorse1979.n/28310#; https://picasaweb.google.com/108112083603054396862/SAVqAE#; internet .					
(7)	[Information on line]; available from http://www.fotop.net/Albert/Albert343?page=2; internet .					

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O10	Little Hawaii Footpath	小夏威夷徑 ⁽¹⁾	Yes ⁽²⁾ / Sai Kung	Connects between Tseung Kwan O village and Tseng Lan Shue	<ul style="list-style-type: none">Bridge inscription of Ching Ping Bridge (清平橋) dated back to Guangxu (光緒) reign⁽³⁾Tseung Kwan O village damAdjacent geological feature include: Little Hawaii Waterfall (小夏威夷瀑布), Tseng Kwan O stream (將軍澳石澗) and Yau Yue valley stream (魷魚坑澗谷)⁽⁴⁾Similar routing exists in both 1898 map and marked as “Chinese roads about 4’-0” wide” in 1902 map.	<ul style="list-style-type: none">Near A1 (see <i>Table 4.1</i>) and connects to Yau Yue Wan Old FootpathModernized footpath and abandoned damAdjacent geological feature include: Little Hawaii Waterfall (小夏威夷瀑布), Tseng Kwan O stream (將軍澳石澗) and Yau Yue valley stream (魷魚坑澗谷)⁽⁴⁾Similar routing exists in both 1898 map and marked as “Chinese roads about 4’-0” wide” in 1902 map.
O11	Yau Yue Wan Old Footpath	魷魚灣古道 ⁽⁵⁾	Yes ⁽⁶⁾ / Sai Kung	Connects between Yau Yue Wan (魷魚灣) village and Tai Po Tsai (大埔仔) village	<ul style="list-style-type: none">Tang clan boundary stone (鄧府山界)Yau Yue Wan village ruinsTai Po Tsai villageBoulders surface observed from photographic record⁽⁷⁾	<ul style="list-style-type: none">Similar routing exists in 1898 map and marked as “Chinese roads about 4’-0” wide” in 1902 map.

(1) [Information on line]; available from <http://www.hkhikers.com/Little%20Hawaii.htm> and <http://www.hike.hk/load.jsp?route=hawaii&page=1>; internet.

(2) [Information on line]; available from <http://www.hike.hk/load.jsp?route=hawaii&page=1> and <http://www.hkhikers.com/images/Little%20Hawaii/Little%20Hawaii%2003.JPG>; internet.

(3) [Information on line]; available from <http://www.hkhikers.com/images/Little%20Hawaii/Little%20Hawaii%2009.JPG>; internet.

(4) [Information on line]; available from <http://www.wildconqueror.com/web/outdoor812/LittleHawaii.htm>; internet.

(5) [Information on line]; available from <https://plus.google.com/photos/112060179279958382426/albums/5701599545483793505?banner=pwa>; internet.

(6) [Information on line]; available from <http://i69.photobucket.com/albums/i72/yuhyahmap/01cko.jpg>; internet.

(7) [Information on line]; available from <https://plus.google.com/photos/112060179279958382426/albums/5701599845326939602?banner=pwa>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O12	Ngong Wo Old Footpath	昂窩古道 (1)	Yes (2) / Sai Kung	Connects to Ngong Wo (昂窩) village from Tit Chi Shan (鐵失山).	<ul style="list-style-type: none"> Ngong Wo Village ruins with Lau Ancestral Hall (rebuilt in 1985) Boulders surface observed from photographic record (3) 	<ul style="list-style-type: none"> Near MacLehose Trail Section 4 The area is not covered in 1902 map. Similar routing cannot be found in 1903 map.
O13	Nam Wai Old Footpath	南圍古道 (4)	Nil/ Sai Kung	Connects between Pik Shui San Tsuen (碧水新村) and Nam Wai (南圍)	<ul style="list-style-type: none"> Pik Shui San Tsuen Nam Wai Boulders surface observed from photographic record (5) 	
O14	Shek Hang Old Footpath	石坑古道 (6)	Nil/ Sai Kung	Connects between Shek Hang Wai (石坑圍) and Shek Hang Au (石坑凹)	<ul style="list-style-type: none"> Shek Hang Wai village Boulders surface observed from photographic record (7) 	<ul style="list-style-type: none"> Near MacLehose Trail Section 3, Kai Kong Shan (雞公山) and connects to Wong Mo Ying Old Footpath (黃毛應古道) Adjacent geological feature include Shek Hang (石坑)

(1) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535661845847654610>; internet.

(2) [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/TitChiShan#5583202267079490690>; internet.

(3) [Information on line]; available from <https://picasaweb.google.com/107211697341687360587/20101104#5535661845847654610>; internet.

(4) [Information on line]; available from <https://plus.google.com/photos/112060179279958382426/albums/5701599545483793505?banner=pwa>; internet; and McGarrity, Peter. "In the Footsteps of Tigers" in *Explore Sai Kung Magazine*, Vol. 5, Issue 3, April 2009: 3-4.

(5) [Information on line]; available from <https://plus.google.com/photos/112060179279958382426/albums/5701599545483793505/5701600816377987298?banner=pwa>; internet.

(6) [Information on line]; available from <https://picasaweb.google.com/eddytk65/SRQXwC#5347136982051737746>; <http://www.triptale.com/tip/11704>; internet.

(7) [Information on line]; available from <http://www.triptale.com/pic/11704/576991/#pid-576987>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O15	Wong Mo Ying Old Footpath	黃毛應古道 ⁽¹⁾	Nil/ Sai Kung	Connects from Kai Kung Shan to Wong Mo Ying (黃毛應) village and then to Tai Mong (大網) valley	<ul style="list-style-type: none"> Wong Mo Ying Village ruins, Wong Mo Ying Church Boulders surface observed from photographic record⁽²⁾ 	<ul style="list-style-type: none"> Near MacLehose Trail Section 3, Kai Kong Shan (雞公山) and connects from Shek Hang Old Footpath to Ngong Wo Old Footpath.
O16	Pak Tam Au - Tai Che Leng Old Footpath	北潭坳-大輦嶺古道 ⁽³⁾	Yes ⁽⁴⁾ / Sai Kung	Connects between Pak Tam Au (北潭坳) and Tai Che Leng Tun (大輦嶺)	<ul style="list-style-type: none"> Boulders surface observed from photographic record⁽⁵⁾. 	<ul style="list-style-type: none"> Currently part of Pak Tam Country Trail. Similar routing cannot be found in 1898 and 1902 historic maps
O17	Yung Pak Corridor Old Footpath	榕北走廊古道 ⁽⁶⁾	Nil/ Sai Kung	From Tsak Yue Wu (鯽魚湖) at Pak Tam Chung to Pak Tam, and then to Yung Shue O village, and then to Shui Lo Wo (水浪窩) and then end at Kei Ling Ha (企嶺下)	<ul style="list-style-type: none"> Tsak Yue Wu village Yung Shue O village Pak Tam village Shui Long Wo village Kei Ling Ha Lo Wai There was a ferry at Yung Shue O connects to Tai Po 	<ul style="list-style-type: none"> Considered as a short cut route from Sai Kung to Kei Leng.
O18	She Tau village Old Footpath	蛇頭村古道 ⁽⁷⁾	Nil/ Sai Kung	Starts from She Tau (蛇頭) village to Ping Tun (坪墩)	<ul style="list-style-type: none"> She Tau village Ping Tun village 	<ul style="list-style-type: none"> Connects to Yung Pak Corridor Old Footpath

(1) [Information on line]; available from <http://travel.sina.com.hk/news/14/5/1/5124/1.html>; internet.

(2) [Information on line]; available from <http://travel.sina.com.hk/news/14/5/1/5124/1.html>; internet.

(3) [Information on line]; available from http://www.hkwalking.com/eng/trail_list/country_trail/Pak_Tam_Country_Trail/Route_Map.htm; internet.

(4) [Information on line]; available from http://www.hkwalking.com/eng/trail_list/country_trail/Pak_Tam_Country_Trail/Route_Map.htm; internet.

(5) [Information on line]; available from http://www.hkwalking.com/eng/trail_list/country_trail/Pak_Tam_Country_Trail/Route_Map.htm; internet.

(6) [Information on line]; available from http://www.hkwalking.com/eng/trail_list/country_trail/Pak_Tam_Country_Trail/Route_Map.htm; internet.

(7) [Information on line]; available from <https://picasaweb.google.com/100618001796978245075/24102010#553222794900394482>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O19	Yung Tai Old Footpath	榕大古道 ⁽¹⁾	Nil/ Sai Kung	Connects between Yung Shue O village and villages at O Tau, Tai Wan, Nam A and Shan Liu (山寮)	<ul style="list-style-type: none"> Yung Shue O village Tai Wan village Nam A village O Tau village Shan Liu village There was a ferry at Yung Shue O connects to Tai Po 	
O20	Yuen Ng Fan Old Footpath	元五墳古道 ⁽²⁾	Nil/ Sai Kung	From Sheung Yiu village to Yuen Ng Fan (元五墳) via Hei Tsz Wan (起子灣) and Sheung Yiu Country Trail	<ul style="list-style-type: none"> Sheung Yiu village 	<ul style="list-style-type: none"> Connects to Sheung Yiu Country Trail
O21	Hoi Lai Old Footpath	海荔枝古道 ⁽³⁾	Nil/ Sai Kung	Connects between Hoi Ha Wan (海下灣) and Lai Chi Chong (荔枝莊) village via Nam Shan Tung (南山洞)	<ul style="list-style-type: none"> Lai Chi Chong Hoi Ha village and Kiln Pak Sha O village 	
O22	Nam Ma Old Footpath	南馬古道 ⁽⁴⁾	Nil/ North District	From Nam Chung Kwai Tau Leng (南涌龜頭嶺) to Ma Mei Ha(馬尾下)	<ul style="list-style-type: none"> Nam Chung villages, Ma Mei Ha village Presence of boulders path sections 	<ul style="list-style-type: none"> Partly along the Nam Chung Country trail Similar route cannot be found in both 1898 and 1903 maps and such area is not covered by 1902 map.

(1) [Information on line]; available from <https://plus.google.com/photos/113899391233216738248/albums/5648458233359618513?banner=pwa>; internet.

(2) [Information on line]; available from http://travel.hkheadline.com/travel/travel_attraction.asp?contid=6427; internet.

(3) [Information on line]; available from http://travel.hkheadline.com/travel/travel_attraction.asp?contid=6427; internet.

(4) [Information on line]; available from <http://www.singtao.com/archive/fullstory.asp?andor=or&year1=2010&month1=11&day1=20&year2=2010&month2=11&day2=20&category=all&id=20101120m06&keyword1=&keyword2=>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O23	Hong Kau Old Footpath	紅磡古道 ⁽¹⁾	Nil/ North District	From Hong Shek Mun (紅石門) to Tai Kau, Siu Kau in Plover Cove Reservoir (淡水湖大潭小潭)	Boulders path observed by hiker ⁽²⁾ .	• Similar routing cannot be found in 1898 map and such area is not covered by 1902/1903 maps.
O24	Shui Ngau Tso Old Footpath/ Shek Shui Old Footpath	水牛槽古道/ 石水古道 ⁽³⁾	Yes ⁽⁴⁾ / North District	Shui Ngau Tso area near the Shui Ngau Tso Stream	• Boulders surface observed from photographic record ⁽⁵⁾	• Similar routing cannot be found in 1898 and 1902 historic maps
O25	Man Wo Old Footpath	萬禾古道 ⁽⁶⁾	Yes ⁽⁷⁾ / North District	Connects between Man Uk Pin and Wo Keng Shan (禾徑山)	• Man Uk Pin village • Wo Keng Shan • Terraces ruins ⁽⁸⁾	• Similar routing cannot be found in 1898 and 1902 historic maps
O26	Ping Che Temple Footpath	坪輦廟徑 ⁽⁹⁾	Yes ⁽¹⁰⁾ / North District	The current Wo Keng Shan Road was the alignment of the Temple Path	• Man Uk Pin village • Cheung Shan Monastery ⁽¹¹⁾	• Legend has it that it was an ancient courier route (古驛道) ⁽¹²⁾ . • Similar routing cannot be found in 1898 and 1902 historic maps

(1) [Information on line]; available from <http://www.singtao.com/archive/fullstory.asp?andor=or&year1=2010&month1=11&day1=20&year2=2010&month2=11&day2=20&category=all&id=20101120m06&keyword1=&keyword2=>; internet.

(2) Personal discussion with Mr Chan Sik Yan.

(3) [Information on line]; available from <http://www.fotop.net/RickyWu/WKS?page=3>; <https://picasaweb.google.com/116687247222863101322/FEcguC#>; internet.

(4) [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/HungFaLeng#5593627827188734930>; internet.

(5) [Information on line]; available from <http://www.fotop.net/RickyWu/WKS?page=3>; <https://picasaweb.google.com/116687247222863101322/FEcguC#>; internet.

(6) [Information on line]; available from <http://www.pbsehk.com/RickyWu/WKS?page=1>; internet.

(7) [Information on line]; available from http://www.pbsehk.com/RickyWu/WKS/IMG_3238?full=1; internet.

(8) [Information on line]; available from http://www.pbsehk.com/RickyWu/WKS/IMG_3260A; internet.

(9) [Information on line]; available from <http://lifestyle.sina.com.hk/news/5/2/1/43842/1.html>; internet.

(10) [Information on line]; available from http://www.fotop.net/Albert/Albert749/20110224_1; <http://www.hkfaa.org.hk/ne/01.htm>; internet.

(11) [Information on line]; available from http://www.heritage.gov.hk/tc/buildings/monuments_66.htm; internet.

(12) [Information on line]; available from <http://lifestyle.sina.com.hk/news/5/2/1/43842/1.html>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O27	Wan Shui Old Footpath	雲水古道 ⁽¹⁾	Yes ⁽²⁾ / North District	Connects between Lau Shui Heung village and Wan Shan Ha Tsuen (雲山下村)	<ul style="list-style-type: none"> Boulders surface observed from photographic record ⁽³⁾ Wan Shan Ha Tsuen village ruins, kerbstones, terraces ruins ⁽⁴⁾ 	<ul style="list-style-type: none"> Currently part of Lau Shui Heung Country Trail Adjacent geological feature include Wan Shan Ha Hang (雲山下坑) ⁽⁵⁾ It partly overlapped with A6 (see Table 4.1). Except A6 route is found in 1898 historic map, similar routing cannot be found in both 1898 and 1902 historic maps.
O28	Lai Chi Wo - So Lo Pun Old Footpath – Coastal Route	荔枝窩-鎖羅盤古道-沿岸路線 ⁽⁶⁾	Yes ⁽⁷⁾ / North District	Connects between Lai Chi Wo village and So Lo Pun (鎖羅盤) village along the coast which pass through Kau Lo Tau (九顯頭) and Shan O (山塢).	<ul style="list-style-type: none"> Lai Chi Wo village So Lo Pun village ruins Boulders surface was observed ⁽⁸⁾ Direction stone (問路石) 	<ul style="list-style-type: none"> Similar routing cannot be found in both 1898 and 1902 historic maps

- (1) [Information on line]; available from <http://www.tripntale.com/pic/20720/921451/#pid-921451>; <http://news.sina.com.hk/cgi-bin/nw/show.cgi/23/1/1/468808/1.html>; internet.
- (2) [Information on line]; available from http://www.hkwalkers.net/eng/trail_list/country_trail/Lau_Shui_Heung_country_trail/Route_Map.htm; internet.
- (3) [Information on line]; available from <http://www.tripntale.com/pic/20720/921451/#pid-921452>; internet.
- (4) [Information on line]; available from <http://news.sina.com.hk/cgi-bin/nw/show.cgi/23/1/1/468808/1.html>; internet.
- (5) [Information on line]; available from <http://www.careaction.org.hk/issue34/SaiOi.htm>; internet.
- (6) [Information on line]; available from <http://www.hkcca.org.hk/ne/04.htm>; internet.
- (7) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.
- (8) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O29	Lai Chi Wo - So Lo Pun village Old Footpath	荔枝窩-鎖羅盤古道 ⁽¹⁾	Yes ⁽²⁾ / North District	Connects between Lai Chi Wo village and So Lo Pun village via Lo Fu Shek Teng (老虎石頂) ⁽³⁾	<ul style="list-style-type: none"> Lai Chi Wo village So Lo Pun village 	<ul style="list-style-type: none"> It is reported that a section from Lai Chi Wo to Lo Fu Shek Teng had been blocked for years that the entrance is difficult to identify Similar routing cannot be found in both 1898 and 1902 historic maps
O30	Kuk So Old Footpath	谷鎖古道 ⁽⁴⁾	Yes ⁽⁵⁾ / North District	From So Lo Pun village to Tsim Kong Tung Au (尖光峒坳) to Kuk Po village	<ul style="list-style-type: none"> So Lo Pun village Kuk Po village 	<ul style="list-style-type: none"> The route may be blocked by the existing landfill site Similar routing cannot be found in both 1898 and 1902 historic maps
O31	So Lo Pun - Yung Shue Au Old Footpath	鎖羅盤-榕樹凹古道 ⁽⁷⁾	Yes ⁽⁶⁾ / North District	Connects between So Lo Pun village and Yung Shue Au village.	<ul style="list-style-type: none"> So Lo Pun village Yung Shue Au village 	<ul style="list-style-type: none"> Similar routing cannot be found in both 1898 and 1902 historic maps
O32	Mo To Hang- Ngau Shi Wu Old Footpath	磨刀坑-牛屎湖古道 ⁽⁷⁾	Yes ⁽⁸⁾ / North District	From western Ngau Shi Wu (牛屎湖) village to Mo To Hang (磨刀坑)	<ul style="list-style-type: none"> Ngau Shi Wu village 	<ul style="list-style-type: none"> Similar routing cannot be found in both 1898 and 1902 historic maps

(1) [Information on line]; available from <http://www.hkcca.org.hk/ne/04.htm>; internet.

(2) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.

(3) [Information on line]; available from <http://www.wildconqueror.com/web/outdoor812/LoFuShek.htm>; internet.

(4) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; <http://www.careaction.org.hk/archive/issue15/hill-3.htm>; <http://www.hkhikers.com/So%20Lo%20Pun.htm>; internet.

(5) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.

(6) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.

(7) [Information on line]; available from <http://www.hkcca.org.hk/ne/05.htm>; internet.

(8) [Information on line]; available from <http://www.hkcca.org.hk/ne/03.htm>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O33	Lai Tau Shek Old Footpath /“Pretty Woman Looking at a Mirror” Old Footpath	犁頭石古道 ⁽¹⁾ /美女照鏡古道 ⁽²⁾	Yes ⁽³⁾ / North District	South ridge of Tiu Tang Lung (吊燈籠) hill, near to the peak known as “Pretty Woman Looking at a Mirror” (美女照鏡). It connects between Kau Tam Tso (九擔租), Lai Tau Shek (犁頭石) and Sam A Wan (三桠灣)	<ul style="list-style-type: none"> Kau Tam Tso village Lai Tau Shek village Boulder path exists at Tiu Tang Lung near Lai Tau Shek⁽⁴⁾ 	<ul style="list-style-type: none"> The place where the footpath locates is locally known as Dragon’s Laughter (笑天龍) It connects to A Ma Wat (阿媽笏) to Wu Kau Tang Old Footpath Similar routing cannot be found in both 1898 and 1902 historic maps
O34	Ngau Shi Wu-Sam A Old Footpath	牛屎湖-三桠古道 ⁽⁵⁾	Yes ⁽⁶⁾ / North District	Connects between Ngau Shi Wu village and Sam A village via the Wang Pai Au (橫排坳) southwestern of Ngau Shi Wu or via Ngau Shi Wu Au	<ul style="list-style-type: none"> Sam A village Ngau Shi Wu village 	<ul style="list-style-type: none"> Similar routing cannot be found in both 1898 and 1902 historic maps
O35	Kop Tong – Mui Tsz Lam Old Footpath	蛤塘-梅子林古道 ⁽⁷⁾	Yes ⁽⁸⁾ / North District	Connects between Mui Tsz Lam village (north district) and Kop Tong (蛤塘) village	<ul style="list-style-type: none"> Kop Tong village Mui Tsz Lam village (north district) 	<ul style="list-style-type: none"> Similar routing cannot be found in both 1898 and 1902 historic maps

(1) [Information on line]; available from http://www.lcsd.gov.hk/healthy/hiking/b5/road_old1.php; internet.

(2) [Information on line]; available from <http://www.careaction.org.hk/archive/issue20/kan-shan-han-wa.htm>; internet.

(3) [Information on line]; available from http://www.lcsd.gov.hk/healthy/hiking/b5/road_old1.php; <http://www.hkfaa.org.hk/ne/07.htm>; internet.

(4) Personal communication with Chan Yat Fong.

(5) [Information on line]; available from <http://www.hkfaa.org.hk/ne/05.htm>; internet.

(6) [Information on line]; available from <http://www.hkfaa.org.hk/ne/03.htm>; internet.

(7) [Information on line]; available from <http://www.hkfaa.org.hk/ne/04.htm>; internet.

(8) [Information on line]; available from <http://www.hkfaa.org.hk/ne/03.htm>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O36	Lai Chi Wo - Kop Tong Old Footpath	荔枝窩-蛤塘古道 ⁽¹⁾	Yes ⁽²⁾ / North District	Connects between Lai Chi Wo village and Kop Tong village	<ul style="list-style-type: none"> Lai Chi Wo village Kop Tong village 	<ul style="list-style-type: none"> Currently a concrete path⁽³⁾ Similar routing cannot be found in both 1898 and 1902 historic maps
O37	Sam Tam Lo -Luk Keng Old Footpath	三擔蘿-鹿頸古道 ⁽⁴⁾	Yes ⁽⁵⁾ / North District	From Sam Tam Lo, through the Pat Sin Leng and Wang Leng corridor to Ho Lek Pui of Luk Keng, also known as Blue House ⁽⁶⁾	<ul style="list-style-type: none"> Ho Lek Pui village ruins⁽⁷⁾ Villages at Luk Keng Villages at Wu Kau Tang 	<ul style="list-style-type: none"> Only the section at Ho Lek Pui (also known as Blue House Corridor (藍屋走廊)) survives⁽⁸⁾ One of the nine paths for communication with Wu Kau Tang villages Similar route exists in 1898 historic map
O38	Lai Chi Wo - Mui Tsz Lam Old Footpath	荔枝窩-梅子林古道 ⁽⁹⁾	Yes ⁽¹⁰⁾ / North District	Connects between Lai Chi Wo village and Mui Tsz Lam village	<ul style="list-style-type: none"> Lai Chi Wo village Mui Tsz Lam village 	<ul style="list-style-type: none"> Currently a concrete path⁽¹¹⁾ Similar routing cannot be found in both 1898 and 1902 historic maps

- (1) [Information on line]; available from <http://www.hkfc.org.hk/ne/04.htm>; internet.
- (2) [Information on line]; available from <http://www.hkfc.org.hk/ne/03.htm>; internet.
- (3) [Information on line]; available from <http://www.hkfc.org.hk/ne/04.htm>; internet.
- (4) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (5) [Information on line]; available from <http://www.hkfc.org.hk/ne/07.htm>; internet.
- (6) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (7) Ho Lek Pui villagers have the common surname as Hung (洪), whose ancestors moved to Hong Kong from Changle county (長樂縣) of Guangdong province more than 100 years ago. They first settled at Tei Lung Hau (地龍口), then moved uphill to the current site in order to avoid bandit attack. [Information on line]; available from http://www.shatin.hk/page.php?main_cat=2&sub_cat=24&id=125; internet.
- (8) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (9) [Information on line]; available from <http://www.hkfc.org.hk/ne/04.htm>; internet.
- (10) [Information on line]; available from <http://www.hkfc.org.hk/ne/03.htm>; internet.
- (11) [Information on line]; available from <http://www.hkfc.org.hk/ne/04.htm>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O39	Bride's Pool - Ma Tau Feng Old Footpath	新娘潭-馬頭峰古道 ⁽¹⁾	Yes ⁽²⁾ / North District	From Bride's Pool to Ma Tau Fung (馬頭峰) of Wang Leng (橫嶺)		<ul style="list-style-type: none"> One of the nine paths for communication with Wu Kau Tang villages Similar route cannot be found in both 1898 and 1902 historic maps
O40	Bride's Pool - Nam Chung Old Footpath	新娘潭-南涌古道 ⁽³⁾	Yes ⁽⁴⁾ / North District	From southwest of Bride's Pool to the hilly area north of Pak Sin Leng (八仙嶺). There are four to five alternative routes near Yiu Si stream (繞絲溪) and will then joint together down to Nam Chung. As an alternative, the route could pass through the ruins at Sheung Tsat Muk Kiu and Ha Tsat Muk Kiu		<ul style="list-style-type: none"> Part of this route overlap with the A7 (see <i>Table 4.1</i>) One of the nine paths for communication with Wu Kau Tang villages Part of the route may overlap with N15 (see <i>Table 4.2</i>) Similar route cannot be found in both 1898 and 1902 historic maps
O41	Wu Kau Tang - Ma Tau Feng Old Footpath	烏蛟騰-馬頭峰古道 ⁽⁵⁾	Yes ⁽⁶⁾ / North District	From a stone bridge at the entrance of Wu Kau Tang up the hill to Ma Tau Feng		<ul style="list-style-type: none"> One of the nine paths for communication with Wu Kau Tang villages Similar route cannot be found in both 1898 and 1902 historic maps

- (1) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (2) [Information on line]; available from <http://www.hkfc.org.hk/ne/07.htm>; internet.
- (3) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (4) [Information on line]; available from <http://www.hkfc.org.hk/ne/07.htm>; internet.
- (5) [Information on line]; available from <http://www.hkfc.org.hk/ne/06.htm>; internet.
- (6) [Information on line]; available from <http://www.hkfc.org.hk/ne/07.htm>; internet.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O42	Wu Kau Tang - Sam A Wan Old Footpath	烏蛟騰-三桠灣古道	Yes ⁽¹⁾ / North District	From east of Wu Kau Tang, pass through Kau Tam Tso · Sheung Miu Tin and Ha Miu Tin (下苗田) to Sam A Wan.	<ul style="list-style-type: none"> Villages in Wu Kau Tang Kau Tam Tso village Sheung Miu Tin village Ha Miu Tin village 	<ul style="list-style-type: none"> One of the nine paths for communication with Wu Kau Tang villages The section between Miu Tin and Sam A overlapped with the N23 (see <i>Table 4.2</i>) which is known as Miu Sam Old Footpath Similar route cannot be found in both 1898 and 1902 historic maps.
O43	Wu Kau Tang - Fan Kei Tok Old Footpath	烏蛟騰至芬箕托古道 ⁽²⁾	Yes ⁽³⁾ / North District	From the stream mouth at the back of the villages and follow the east side of the stream upslope towards Fan Kei Tok (芬箕托)	<ul style="list-style-type: none"> Leng Pui (嶺背), Lo Wai (老圍), Ho Pui, Sam Ka Tsuen (三家村), San Uk Tsuen (新屋村) and Tin Sam. 	<ul style="list-style-type: none"> One of the nine paths for communication with Wu Kau Tang villages Similar route cannot be found in both 1898 and 1902 historic maps.
O44	Tai Pak Old Footpath	大北古道 ⁽⁴⁾	Yes ⁽⁵⁾ / North District	From Tai Mong Tsai (大網仔) via Lui Tai Shek (雷打石) and Pak Tam Village (北潭村), then passing Tsak Yue Wu (鯽魚湖), towards Pak Tam Chong(北潭涌)	<ul style="list-style-type: none"> Boulder path evidenced by hiker⁽⁶⁾ 	<ul style="list-style-type: none"> Similar route cannot be found in 1898 and 1903 maps and not covered by 1902 map.

(1) [Information on line]; available from <http://www.hkfea.org.hk/ne/07.htm>; internet.

(2) [Information on line]; available from <http://www.hkfea.org.hk/ne/06.htm>; internet.

(3) [Information on line]; available from <http://www.hkfea.org.hk/ne/07.htm>; internet.

(4) [Information on line]; available from <http://www.singtao.com/archive/fullstory.asp?andor=or&year1=2010&month1=11&day1=20&year2=2010&month2=11&day2=20&category=all&id=20101120m06&keyword1=&keyword2=>; internet.

(5) Personal communication with Mr Chan Sik Yan.

(6) Personal communication with Mr Chan Yat Fong.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O45	Yin Ngam Old Footpath	燕岩古道 ⁽¹⁾	Yes ⁽²⁾ / Tai Po	From San Uk Ka (新屋家) to Yuen Tun Ha (元墩下) to Yin Ngam (燕岩), then to Ma Kong (Mountain with 588m high), to Siu Om Shan and Lung A Pai.	<ul style="list-style-type: none"> Yuen Tun Ha Village Road Repair Inscription (元墩吓村修路碑誌)⁽³⁾ 	<ul style="list-style-type: none"> Similar route between Yuen Tun Ha and San Uk Ka exists on 1898 map and marked as "footpath" in 1902 map
O46	Lin Om Old Footpath	蓮菴古道 ⁽⁴⁾	Yes ⁽⁵⁾ / Tai Po	Connects between Lin Au village and Tai Om (大菴) village	<ul style="list-style-type: none"> Lin Au village Tai Om village 	<ul style="list-style-type: none"> Concreted footpath connects to another footpath to Sheung Tin Liu Ha (上田寮下) village, this section of footpath is called Lin Tin Old Footpath (蓮田古道) Similar route cannot be found in both 1898 and 1902 historic maps
O47	She Lin Old Footpath	社蓮古道 ⁽⁶⁾	Yes / Tai Po	A path branch from Route N5b at She Shan village to Lin Au village.	<ul style="list-style-type: none"> A mutilated granite slabs built bridge may be found in west of She Shan village. It was reported that one abutment of this bridge is pierced by a channel to carry irrigation water at a higher level than the existing stream⁽⁷⁾. 	<ul style="list-style-type: none"> Similar route marked as "footpath" can be found in 1902 map

(1) [Information on line]; available from <http://www.phomon.com/ckli/yinngam.html>; http://www.oasistrek.com/yin_ngam.php; internet.

(2) [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/MaKong#5577949936064691938>; internet; and personal communication with Mr Chan Sik Yan.

(3) [Information on line]; available from <https://picasaweb.google.com/101942899609187006308/MaKong#5577949817665532050>; internet.

(4) [Information on line]; available from <http://www.spherewell.com/1/hiking/hk-hiking-map-2d/118.html>; <http://www.hkhikers.com/Lin%20Au%20loop.htm>; <https://picasaweb.google.com/101942899609187006308/LinAu#>; internet.

(5) [Information on line]; available from <http://www.spherewell.com/1/hiking/hk-hiking-map-2d/118.html>; <http://www.hkhikers.com/Lin%20Au%20loop.htm>; internet.

(6) 梁榮亨,《香港市郊探勝》,(香港:友聲,2004),54頁.

(7) Spry, Nigel. "Trackways" in *Hong Kong Archaeology Society Journal*, Vol. 12, 1986-1988: 169-172.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O48	Tin Tsing Old Footpath	田青古道 ⁽¹⁾	Nil/ Tuen Mun	Connects between Tin Fu Tsai and Tsing Lung Tau. It passes through Yuen Tun and Kat Hing Bridge ⁽²⁾	<ul style="list-style-type: none"> Tin Fu Tsai village Kat Hing Bridge 	<ul style="list-style-type: none"> May overlap with part of the N8 (see Table 4.2)
O49	Fa Long Old Footpath	花朗古道 ⁽³⁾	Nil/ Tuen Mun	From Lung Kwu Tang to Fa Heung Lo village site (花香爐村遺址), to Yuk Nga Kok (月牙谷) to Leung King Au (良景坳) of Tuen Mun	<ul style="list-style-type: none"> Fa Heung Lo village Lung Kwu Tang Nam Long village Lung Kwu Tang Pak Long village 	<ul style="list-style-type: none"> Seriously destroyed route ⁽⁴⁾.
O50	Tai Yeung Old Footpath	大楊古道 ⁽⁵⁾	Nil/ Tuen Mun	From Tai Shui Hang to Leung Tin Au then to Yeung Siu Hang (楊小坑) village	<ul style="list-style-type: none"> Yeung Siu Hang village 	<ul style="list-style-type: none"> Ground surface of the hill area is heavily eroded Tai Shui Hang and Nim Wan becomes a landfill area
O51	Luk Wu Old Footpath	鹿湖古道 ⁽⁶⁾	Yes ⁽⁷⁾ / Lantau Island	From Sham Wat Road (深屈路) via Yin Hing Monastery (延慶寺) through Luk Wu valley to Ling Yan Monastery (靈隱寺) to Tai O Road		<ul style="list-style-type: none"> Similar routing is not found on 1898 historic map According to hiker's information, there was boulder path in the 1950s to 1960s⁽⁸⁾

(1) [Information on line]; available from http://travel.hkheadline.com/travel/travel_attraction.asp?contid=6427; internet.

(2) [Information on line]; available from http://www.oasisstrekk.com/tai_lam.php; internet.

(3) [Information on line]; available from <http://www.hktraveler.com/photo/125a.asp>; http://www.oasisstrekk.com/castle_peak_basin.php and <http://www.phomon.com/ckli/moonvalley.html>; internet.

(4) Personal communication with Mr Chan Yat Fong.

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(6) [Information on line]; available from http://www.hkheadline.com/home/home_content.asp?contid=84809&srctype=g; internet.

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(8) Personal communication with Mr Chan Sik Yan.

Site Code	Name	Chinese Name	Map Reference /Location	Routing Description	Physical Indicators of Potential old footpath	Remarks
O52	Nam Shan Old Footpath	南山古道 ⁽¹⁾	Yes ⁽²⁾ / Lantau Island	From Luk Tei Tong (鹿地塘) to Nam Shan (南山)	Boulders surface observed from photographic record ⁽³⁾ and by hikers ⁽⁴⁾ ;	<ul style="list-style-type: none"> The route is an old village route with interlocked stones ⁽⁵⁾.
O53	Wong Lung Hang Old Footpath	黃龍坑古道	Yes ⁽⁶⁾ / Lantau Island	From Yi Tung Shan to Wong Lung Hang (黃龍坑)	Boulders surface observed by hiker ⁽⁷⁾ .	<ul style="list-style-type: none"> Along the Wong Lung Hang Country Trail ⁽⁸⁾
O54	Tei Tong Tsai Old Footpath	地塘仔古道	Yes ⁽⁹⁾ / Lantau Island	From Tung Chung Road to Tei Tong Tsai.	Boulders surface observed by hiker ⁽¹⁰⁾ .	<ul style="list-style-type: none"> Along the Tei Tong Tsai Country Trail⁽¹¹⁾

(1) 彭楊超等著，《離島系列-梅窩》，香港：郊野公園之友會：天地圖書有限公司，2010:32.

(2) Stokes, Edward. *Exploring Hong Kong's Countryside*, Hong Kong : Hong Kong Tourist Association and Agriculture and Fisheries Department, 1999:70-75.

(3) [Information on line]; available from <http://www.weibum.com/blog/?p=2872>; internet.

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(7) Personal communication with Chan Sik Yan.

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(9) Personal communication with Chan Sik Yan.

(10) Personal communication with Chan Sik Yan.

(11) Personal communication with Chan Sik Yan.

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According to the internationally recognised charters and guidelines on cultural or heritage routes, the term “cultural route” is defined as “any route of communication which is physically delimited and is also characterised by having its own specific dynamic and historic functionality to serve a specific and well-determined purpose”. In principle, it should be composed of tangible elements of which the cultural significance comes from exchanges and a multi-dimensional dialogue across countries or regions, and that illustrate the interaction of movement, along the route, in space and time. In local context, the “old footpaths” are defined as any footpath built before British colonisation (i.e. before 1898 on the New Territories, 1859 on Old British Kowloon and 1841 on Hong Kong Island); and especially any such footpath still retaining its original character (i.e. with a cobbled, or boulder or mud surface).

Hong Kong, especially the New Territories, was criss-crossed by a network of footpaths when the British leased the New Territories in 1898. Instead of being situated in rough woods, many of the old footpaths passed through heavily populated agricultural land, and were well-used. These footpaths were designed for pedestrian traffic (i.e. by foot) for the purposes of carrying goods from place to place. In case of large quantities of goods to be carried, coolies had to be used. Owing to the nature of pedestrian traffic, rather than follow contours, footpaths tended to go straight up mountainsides, often in long sets of steps, with width ranging from three to five feet. They were usually unsurfaced or poorly surfaced and thus wore out easily, which made them slippery and unsafe. In such case, field-stones or boulders would be put down onto the surface to provide a better footing. Under some circumstances, either the path would be repaired, or an alternative route would be opened. Depending on the size of streams or rivers, travellers would have to choose to cross the streams or rivers by wading through a ford, using stepping-stones or narrow stone bridges, or taking ferries which would carry people across the river for a fee.

Old footpaths have been classified into three categories in the Study, which are *major routes* that carry through traffic to major centres, *through routes* linking market towns, and *minor routes* of local importance that link a village with its neighbour, or a village with its fields, or some site of local significance.

In addition to the fourteen Items recorded by AMO to be studied in details in the next task, a maximum of six trails will be selected from the inventory of old footpaths in Hong Kong in consultation with the Government Representatives for basic recording. It is recommended that the following six trails be selected for field survey.

- N1a, N1b, N1c and N2 – They are classified as major routes with highest social and cultural significance and therefore recommended for field

survey. Given the length of the routes, they are considered as four footpaths.

- N4a, N4b, N5a, N5b, N10, N11, N12a, N12b and N13 are classified as through routes. They are considered part of the routes recorded in *Xin'an Gazetteer*. N4a, N4b belongs to Kam Tin Route, N5a and N5b belongs to Kwun Yam Route and N10, N11, N12a, N12b and N13 belongs to Kowloon route. Therefore, it is recommended that either one of them is selected for field survey. Among these routes, it is recommended that **N10** is selected for field survey as based on the desk-top study and the analysis of historic maps and current maps, the intactness of Kam Tin route and Kwun Yam Route is relatively lower than Kowloon Route. In addition, this may be the route mentioned in *Xin'an Gazetteer* that was constructed in 1792 with funding source from local donations. N11, N12a and N12b are alternative routes of N10 and the intactness of N13 should be lower than N10.
- **O8** – Significant number of minor routes have been identified by hikers or adventurers as listed in *Table 4.3*. O8 is recommended for a field survey because of the following reasons:
 - i) The hiking route is provided by hikers which provide valid information for Study Team to follow on site;
 - ii) Photographic records from hikers indicate the presence of boulder paved section of the route;
 - iii) Photographic record with other physical indicators support the footpath is of potential historic significance such as villages, stone built walls and the route connects to a number of old villages;
 - iv) This old footpath is located in close proximity to A1 and A9 listed by AMO; and
 - v) Similar routing can be found from historic maps.

The priorities for field survey of these six routes are recommended as follow:

- N1b
- O8
- N1a
- N1c
- N2
- N10

In case any of the above is found not feasible, alternative routes are also prioritized as below:

- H1
- N5b/N6/N12b/N13/N16a/N16b
- N7
- N11/N12a/N20/N21

- N14/N15

Basic recording on the selected footpaths, including names, rough alignments, length, a brief background, and photos of the footpaths will be provided in the next task of the Study. It should be noted that the routing as presented in the Plans of *Annex E* are based on historic maps mapping on current 1:5000 survey maps, the routings as shown in historic maps are considered not very accurate. During field survey, routes around the indicative footpath alignment will be considered to identify the possible routing on site. The presence of boulder paths and granite built bridges are indicators to consider if the routes are the old footpaths.

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根據國際認可之文化遺產憲章及指引，任何溝通路線，只要有一定界限，而同時具備某種活力和歷史功能的特質，以達到一定用途的，便可稱之為“文化路線”。原則上來說，它應包含了物質原素，此原素所帶來的文化重要性來自國與國之間，或地域與地域之間相互的交流和多方面的對話溝通，透過這些文化路線，便會促成在空間和時間上的交流和互動。以本地情況來闡述，“古道”泛指任何在英國殖民時期前所建築的行人徑(亦即1898年前的新界、1859年前的九龍和1841年前的香港島)，特別是任何仍保留原有特色的行人路(即地面鋪有大石塊或泥面小徑)。

1898年，當英國租借新界的時候，香港，尤其是新界，遍佈著無數的行人小徑。大部份這些古道都穿過茂密的農田，當時利用這些古道的人亦很多。這些古道是為行人而設計的，目的是要由一個地方搬運貨物至另一個地方。若搬運大量貨物的話，便需要工人來搬運。由於使用對象為行人，古道不會沿山腰建築，而是傾向直上山頂，通常是延綿的長石級，寬三至五尺。由於古道一般沒有鋪設地面，或鋪得不理想，所以易遭磨蝕，導致古道路面容易滑倒及不安全。此時，石塊或石頭便會疊放在路面上，方便行走。有時古道會被維修，有時則會另闢新路。視乎溪流或河流的大小，行人需要選擇徒腳過河、或使用踏腳石、窄小的石橋、或乘坐收費的小輪過河。

在此次文獻研究中，古道被分為三個類別，分別是貫通主要中心的主要路徑、連接市集和市鎮的貫通路徑，和連接村與村、或村與田之間，對當地村民來說才比較重要的次要路徑。

除了由古物古蹟辦事處所記錄的十四條古石徑須於下一階段詳細研究之外，諮詢過政府代表後會另外抽選最多六條古道作簡單的記錄。建議選擇以下六條古道為調查對象。

- N1a、N1b、N1c及N2：它們為最具社會及文化價值的主要路徑，建議進行田野調查。按各路線的長度，可視為一共四條路徑。
- N4a、N4b、N5a、N5b、N10、N11、N12、N13屬於貫通路徑，它們是記載於新安縣志的路徑的部份路段。N4a、N4b屬於錦田徑；N5a、N5b屬於觀音徑；N10、N11、N12、N13則屬於九龍徑，因此建議選擇其中一條作調查。根據對歷史地圖及現有地圖的研究及分析，錦田徑及觀音徑的完好性較九龍徑低，N11及N12實為N10的替代路線，N13的完好性又比N10低，因此建議選擇N10為調查目標。
- O8—表4.3中列出多條由行山人士或探險者發現的次要路徑，建議對其中的O8進行調查，原因如下：
 - i) 行山人士已辨別出步行路線，為調查小組提供有效的資料在田野跟進；
 - ii) 行山人士的照片記錄顯示該路徑存在石砌路段；

- iii) 照片記錄了該路徑的其他實物遺存，如村落、石牆及連接其他古村的路徑，這顯示該路徑可能具歷史價值；
- iv) 此路徑鄰近古物古蹟辦事處所列的古道A1及A9；及
- v) 歷史地圖上記錄了相近的路徑。

實地調查該六條古道的優先次序如下：

- N1b
- O8
- N1a
- N1c
- N2
- N10

如在實地調查期間發現以上的路徑並不可尋，將調查其他的路徑，選擇的優先次序如下：

- H1
- N5b/N6/N12b/N13/N16a/N16b
- N7
- N11/N12a/N20/N21
- N14/N15

選出的六條古道會被簡單記錄，古道的名字、粗略路線、長度、簡要背景和照片會於下一階段的研究提交。應注意附錄E中所示之路線是把歷史地圖及現有1:5000測量圖疊加後所得的大約路段，準確性不高。在實地調查時，這些路線周邊的所有路徑都被列入考慮範圍，以探求古道的可能位置。同時，石徑及花崗岩所建之石橋都是辨別路徑是否古道的指標。

7.1

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7.6 *HIKING WEB SITE*

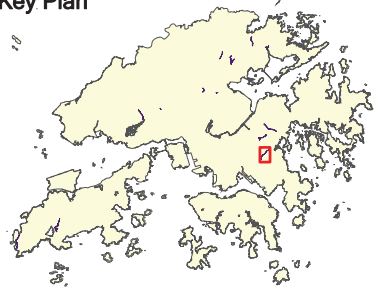
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<http://www.lcsd.gov.hk/healthy/hiking/b5/index.php>; internet.
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<http://www.hike.hk/>; internet.

Annex A

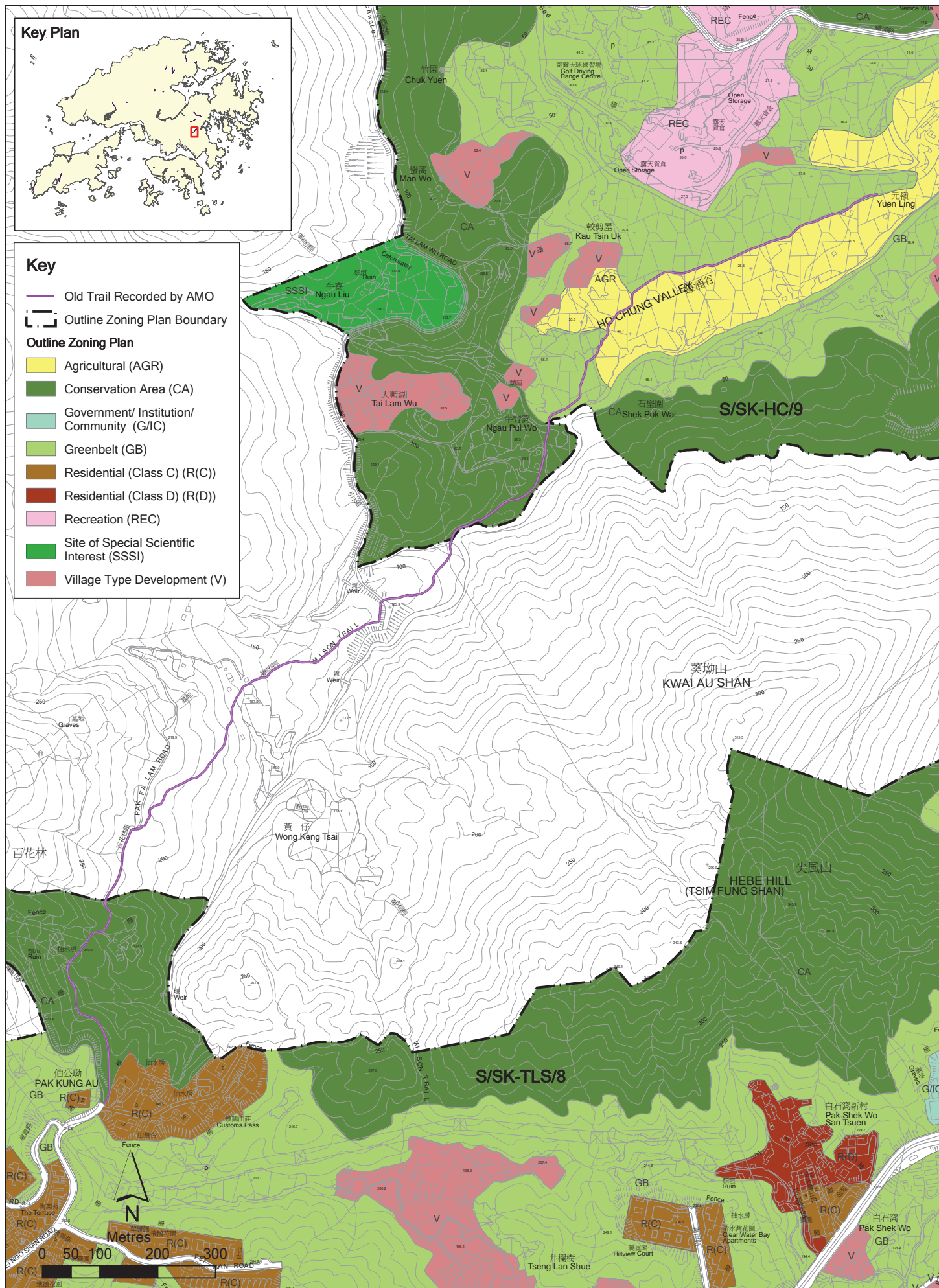
Maps Showing Land Use Zoning of the 14 Trails

Key Plan



Key

- Old Trail Recorded by AMO
- Outline Zoning Plan Boundary
- Outline Zoning Plan**
 - Agricultural (AGR)
 - Conservation Area (CA)
 - Government/ Institution/ Community (G/IC)
 - Greenbelt (GB)
 - Residential (Class C) (R(C))
 - Residential (Class D) (R(D))
 - Recreation (REC)
 - Site of Special Scientific Interest (SSSI)
 - Village Type Development (V)



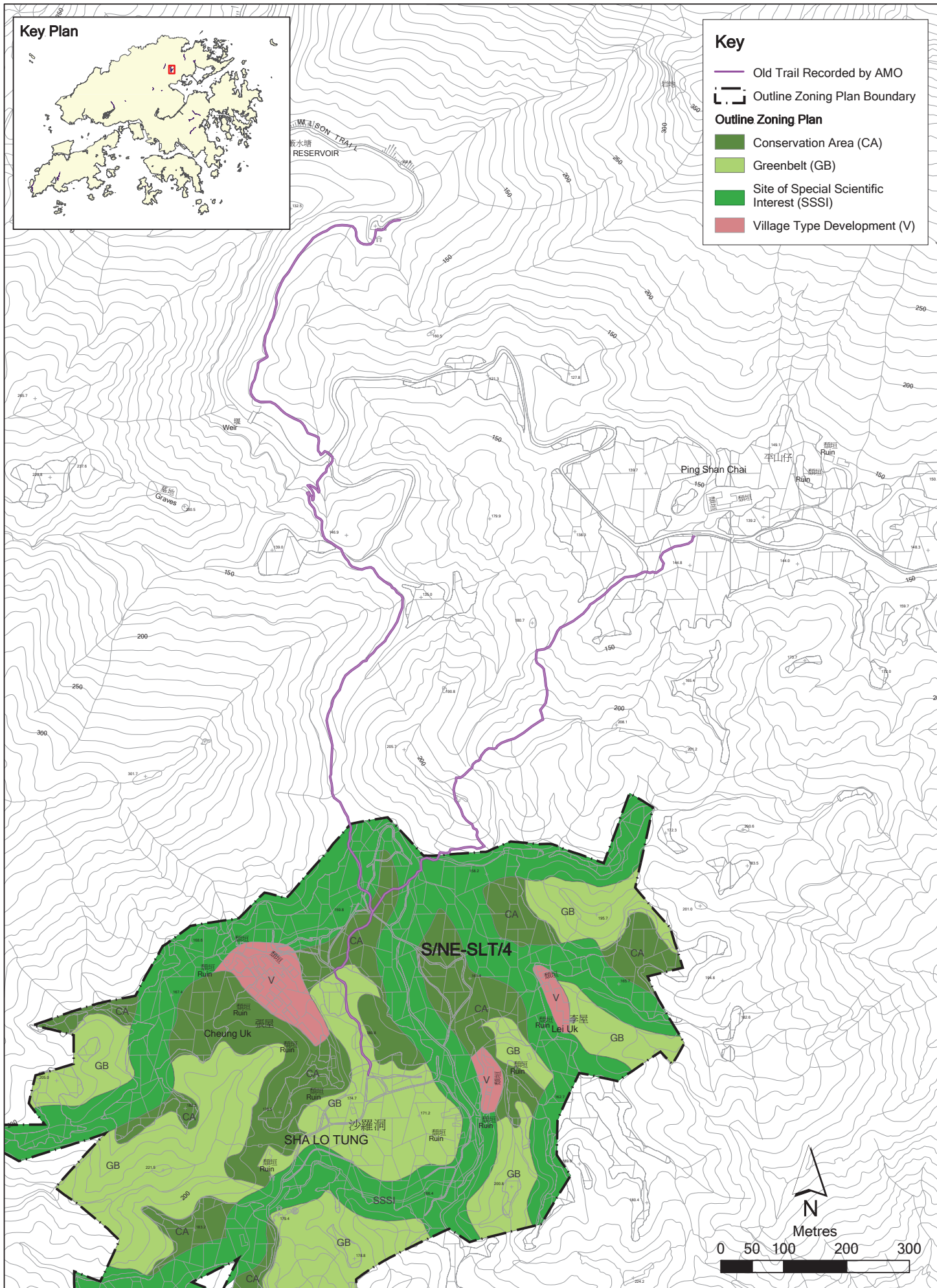
Annex A1

Outline Zoning Plan A1 Ho Chung Trackway

File: 0127814_OZP_A1.mxd
Date: 10/02/2011

Environmental
Resources
Management





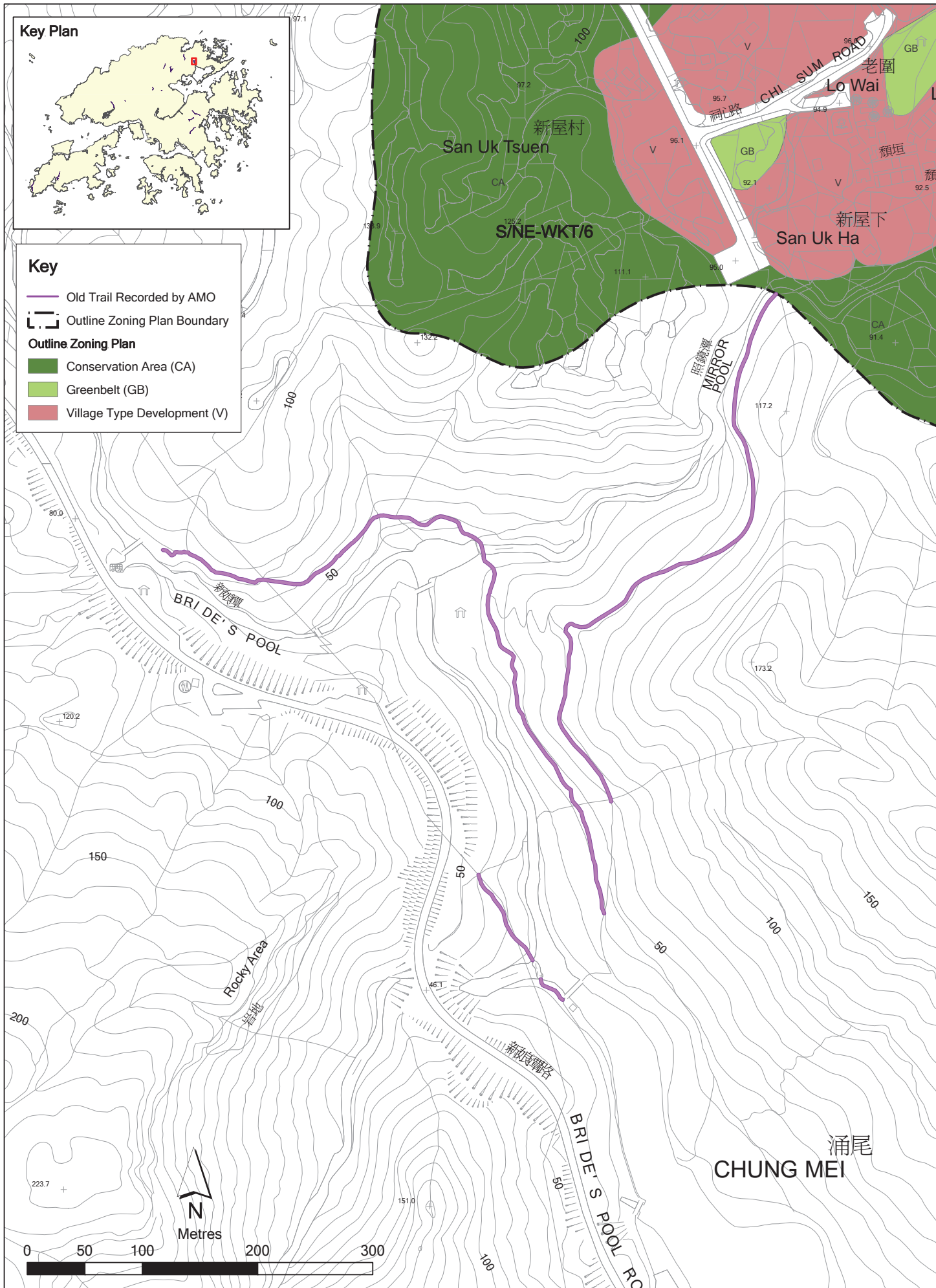
Annex A2

Outline Zoning Plan A2 Hok Tau Reservoir - Cheung Uk Boulder Trackway

File: 0127814_OZP_A2.mxd
Date: 10/02/2011

Environmental
Resources
Management





Index Map



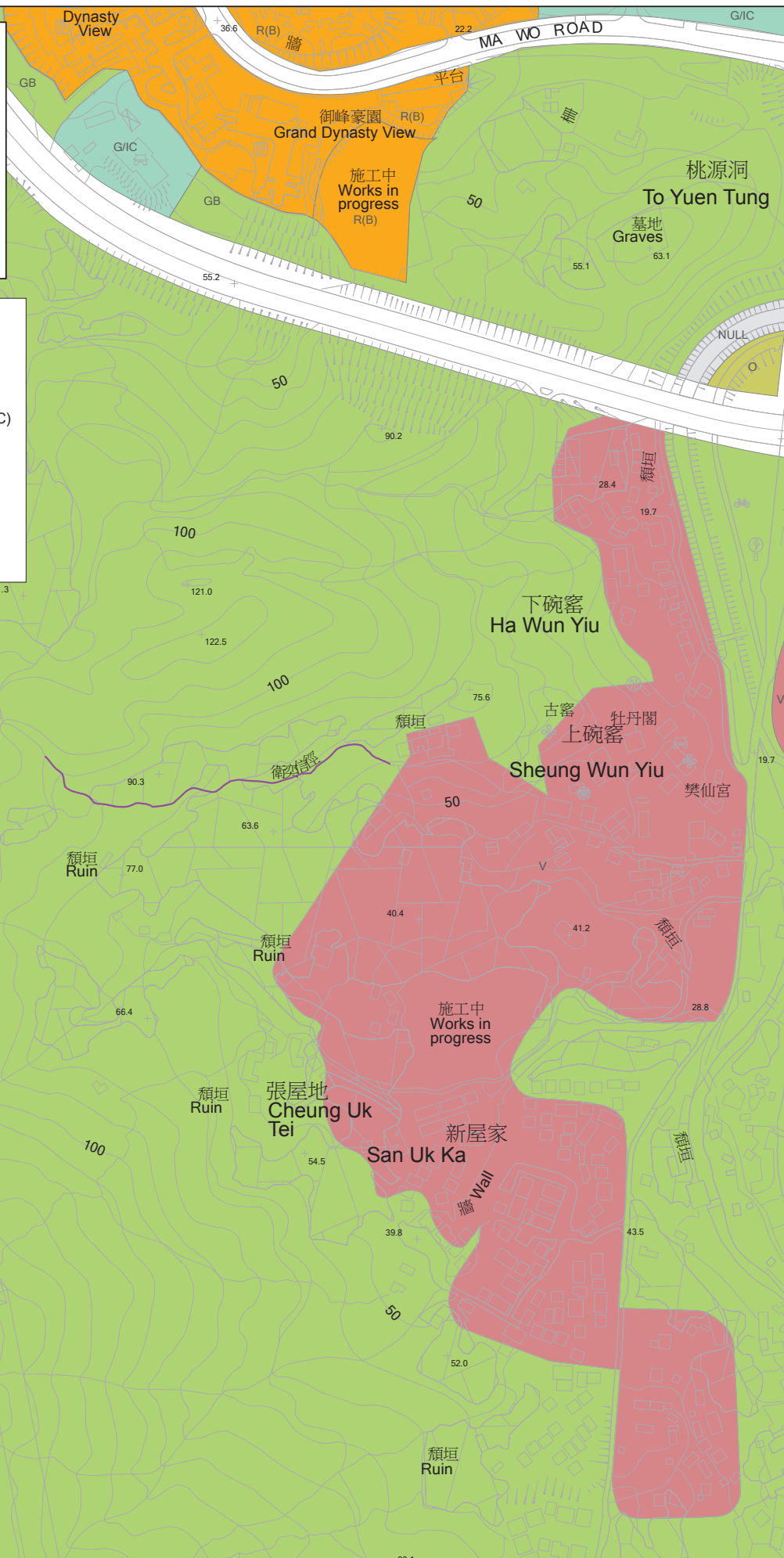
Not to Scale

Key

A5

Outline Zoning Plan

- Government/ Institution/ Community (G/IC)
- Greenbelt (GB)
- Null (NULL)
- Open Space (O)
- Residential (Class B) (R(B))
- Village Type Development (V)



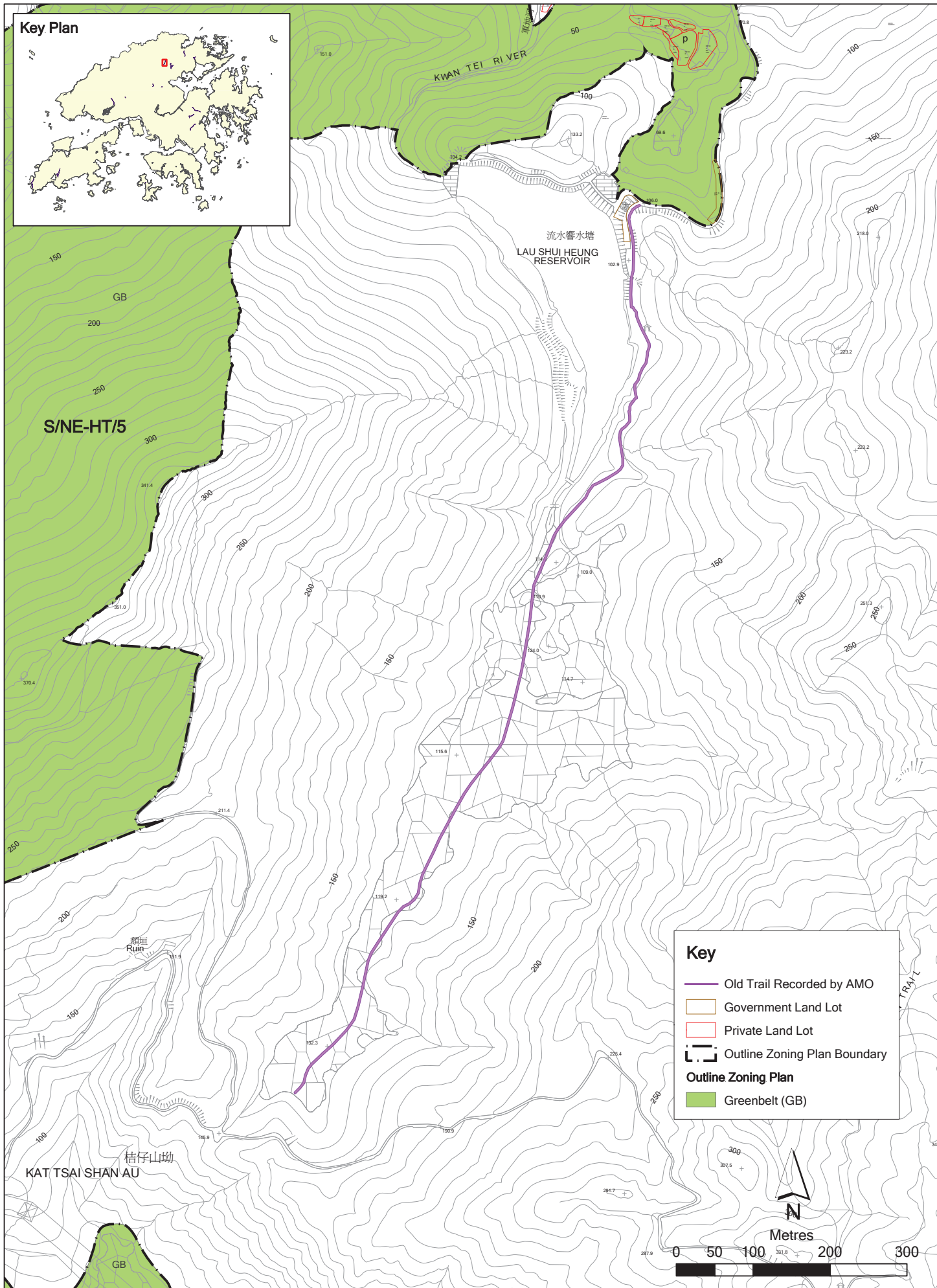
Annex A5

Outline Zoning Plan A5 - Wun Yiu Trackway

File: 0127814_OZP_A5.mxd
Date: 13/04/2011

Environmental
Resources
Management





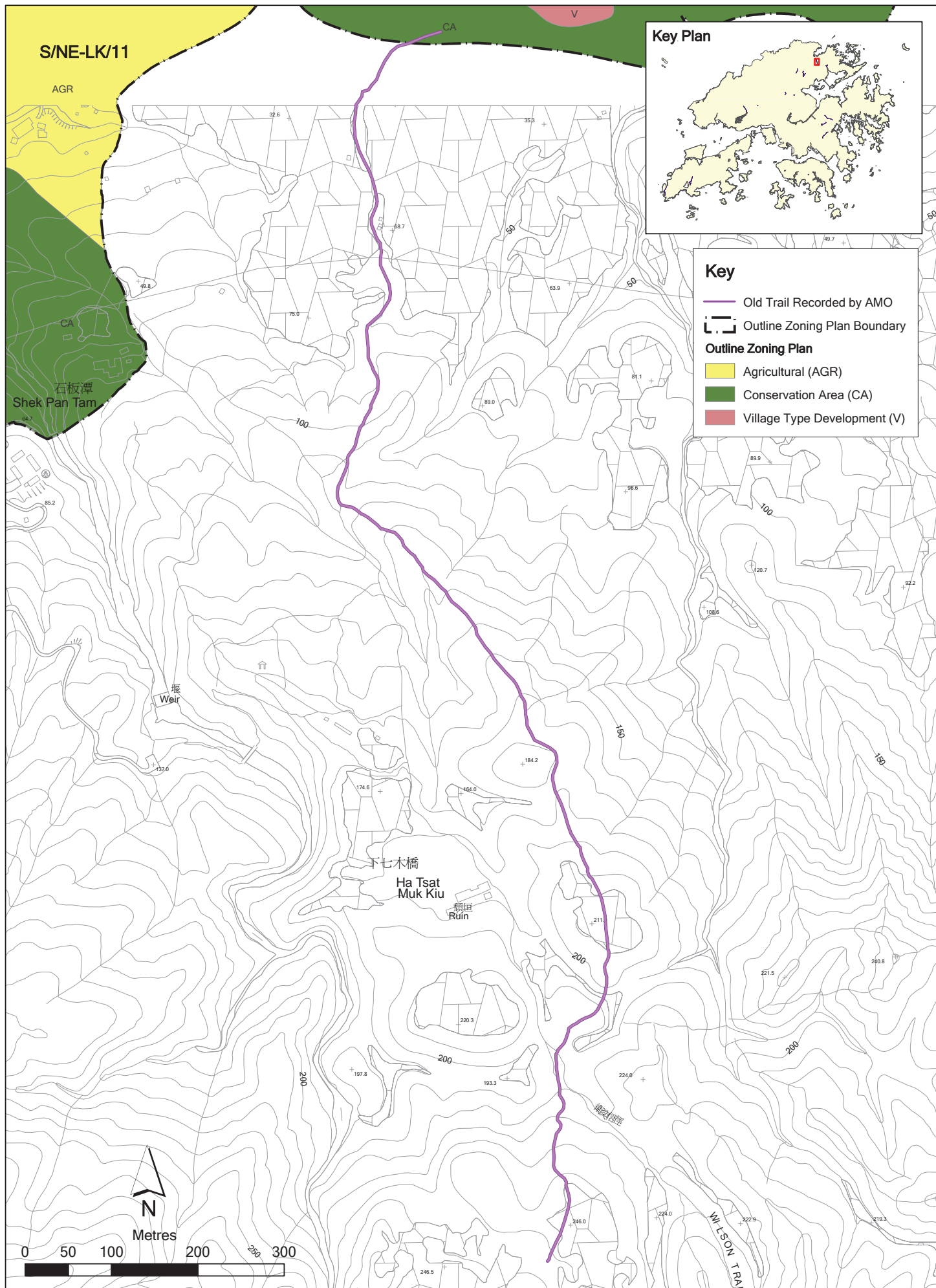
Annex A6

Outline Zoning Plan A6 Lau Shui Heung - Kat Tsai Shan Au Trackway

File: 0127814_OZP_A6.mxd
Date: 09/02/2011

Environmental
Resources
Management





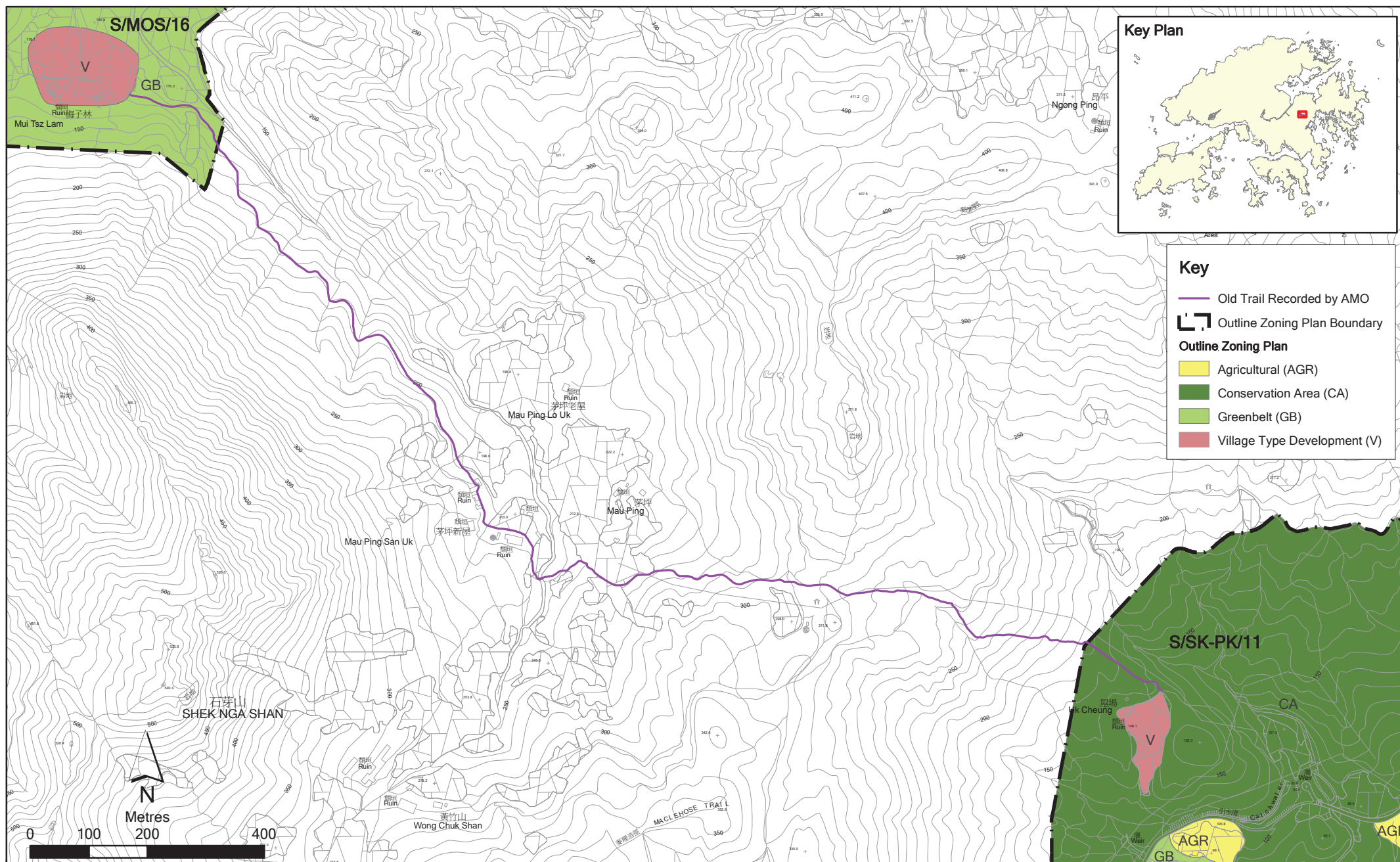
Annex A7

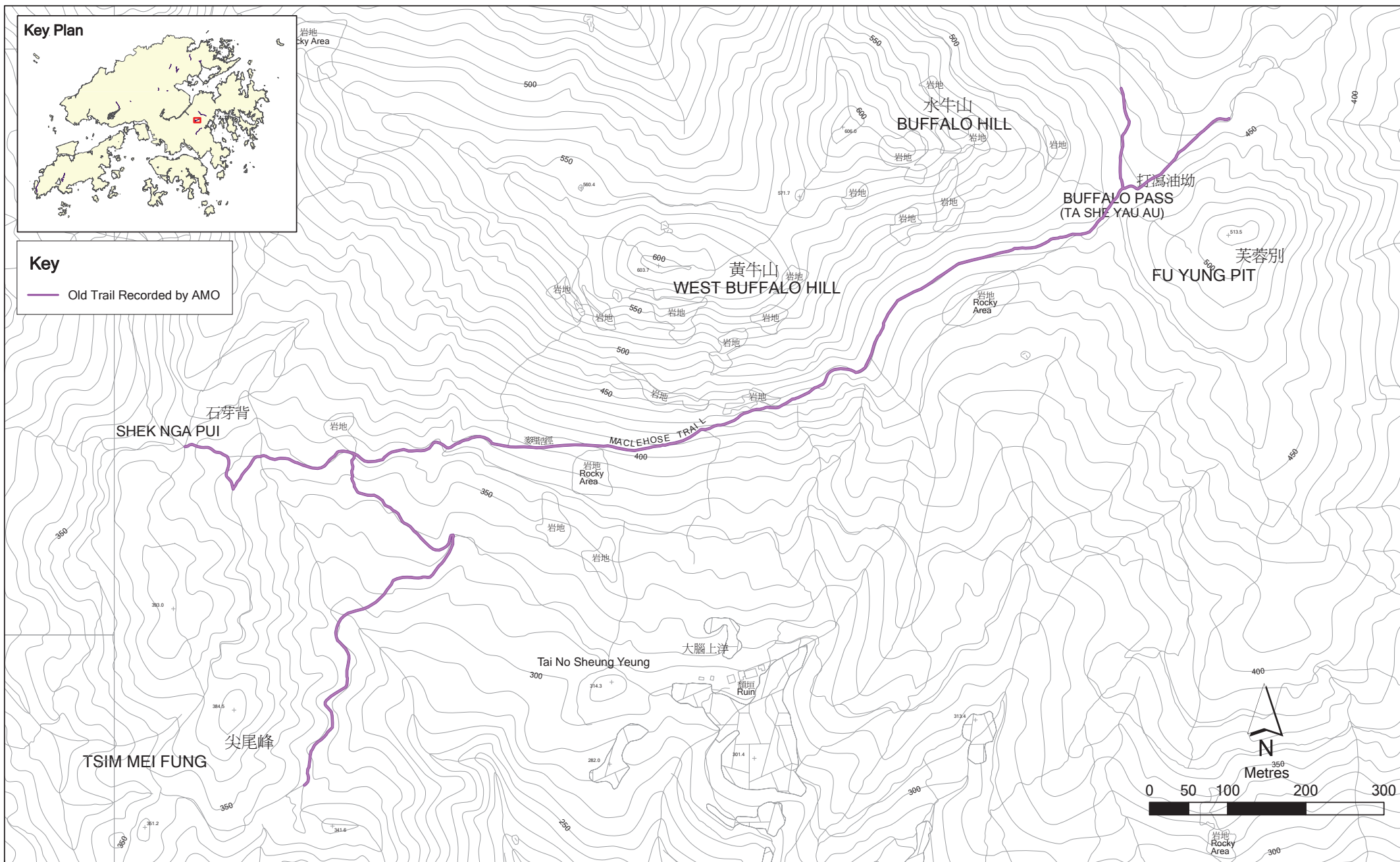
Outline Zoning Plan A7 Luk Keng - Tsat Muk Kiu Boulder Trackway

File: 0127814_OZP_A7.mxd
Date: 10/02/2011

**Environmental
Resources
Management**







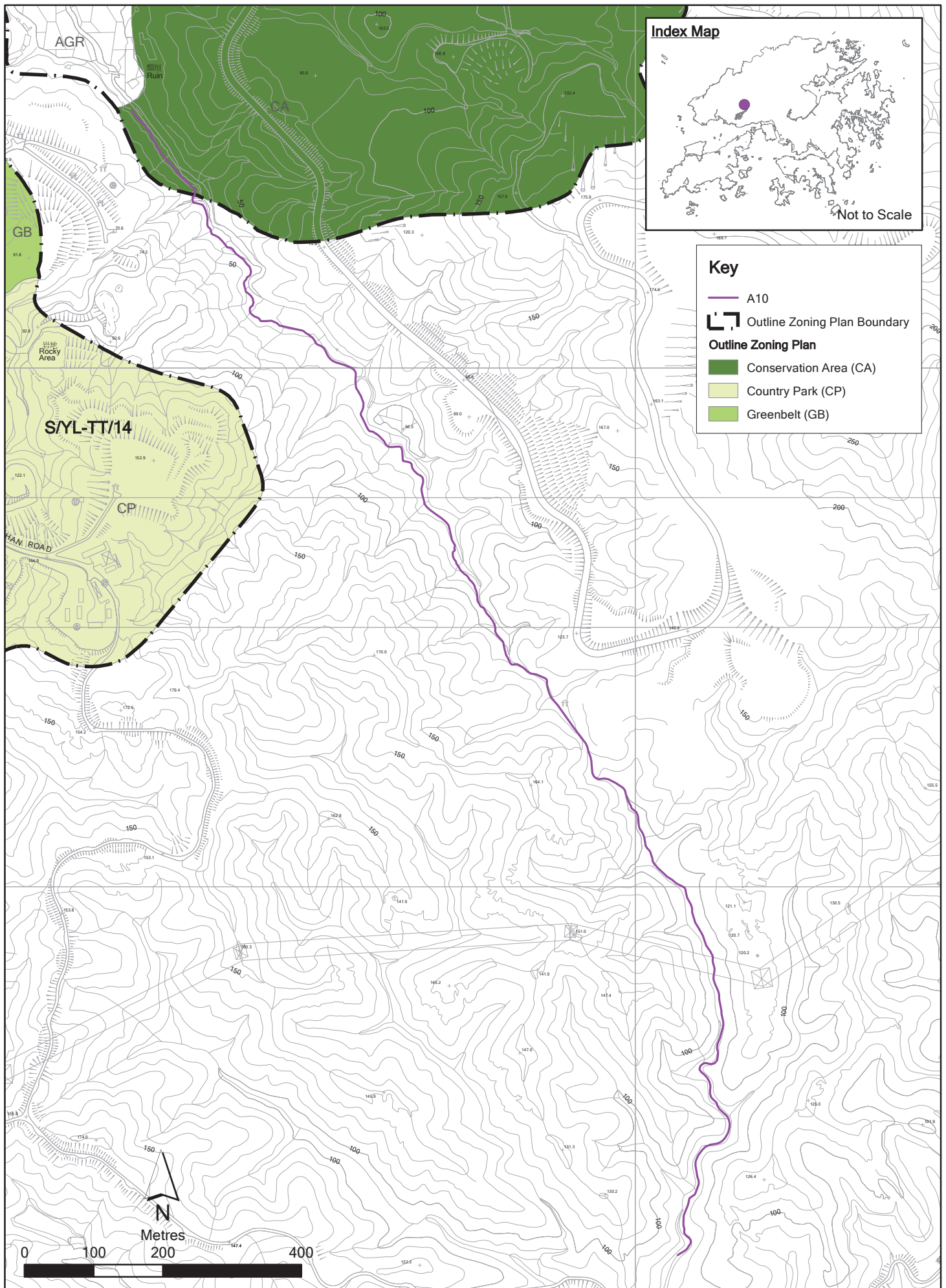
Annex A9

Outline Zoning Plan A9 Shui Ngau Shan Trackway

File: 0127814_OZP_A9.mxd
Date: 10/02/2011

**Environmental
Resources
Management**





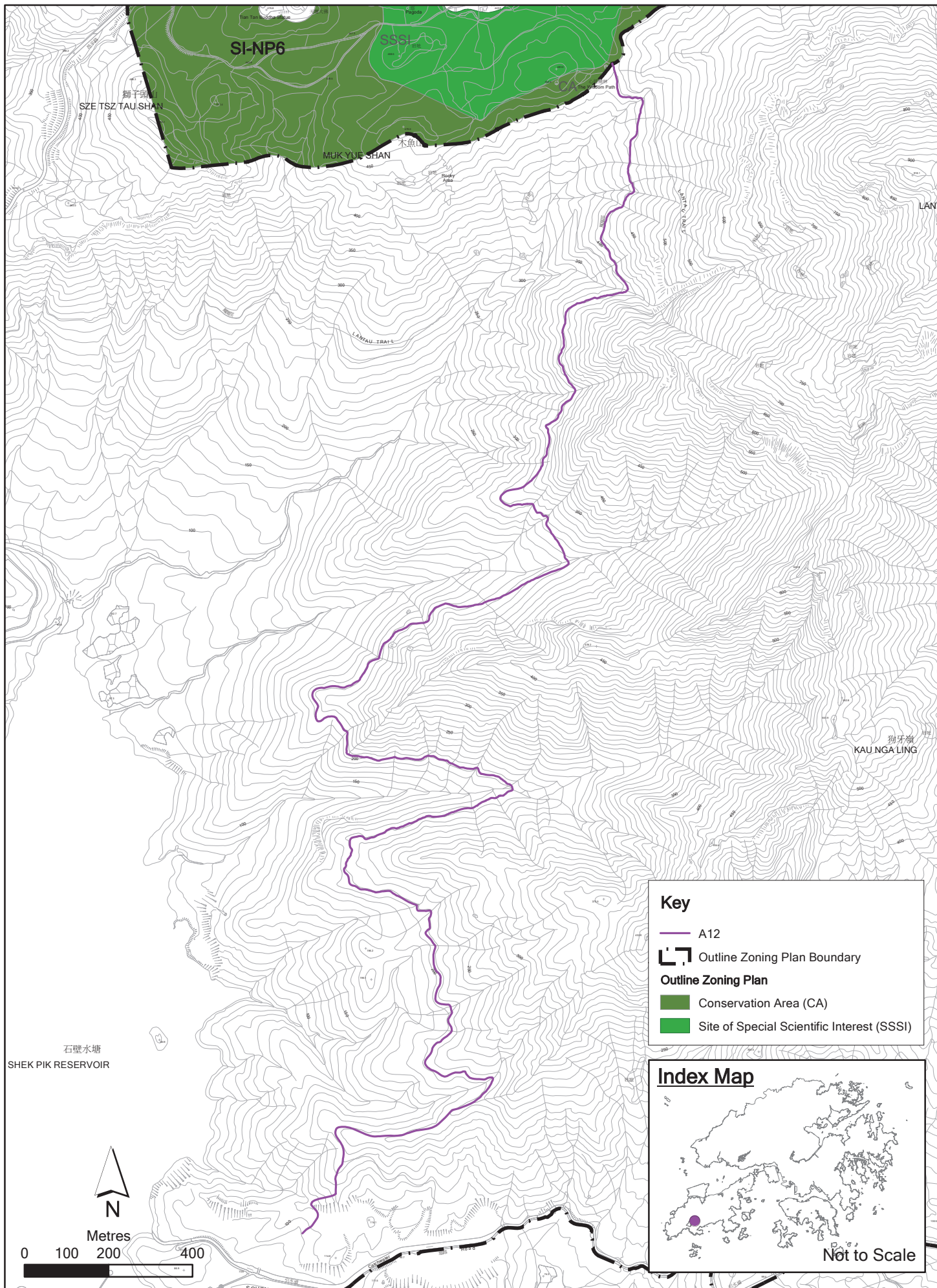
Annex A10

Outline Zoning Plan A10 - Tai Lam Chung – Shap Pat Heung Trackway

File: 0127814_OZP_A10.mxd
Date: 14-Mar-2013

**Environmental
Resources
Management**





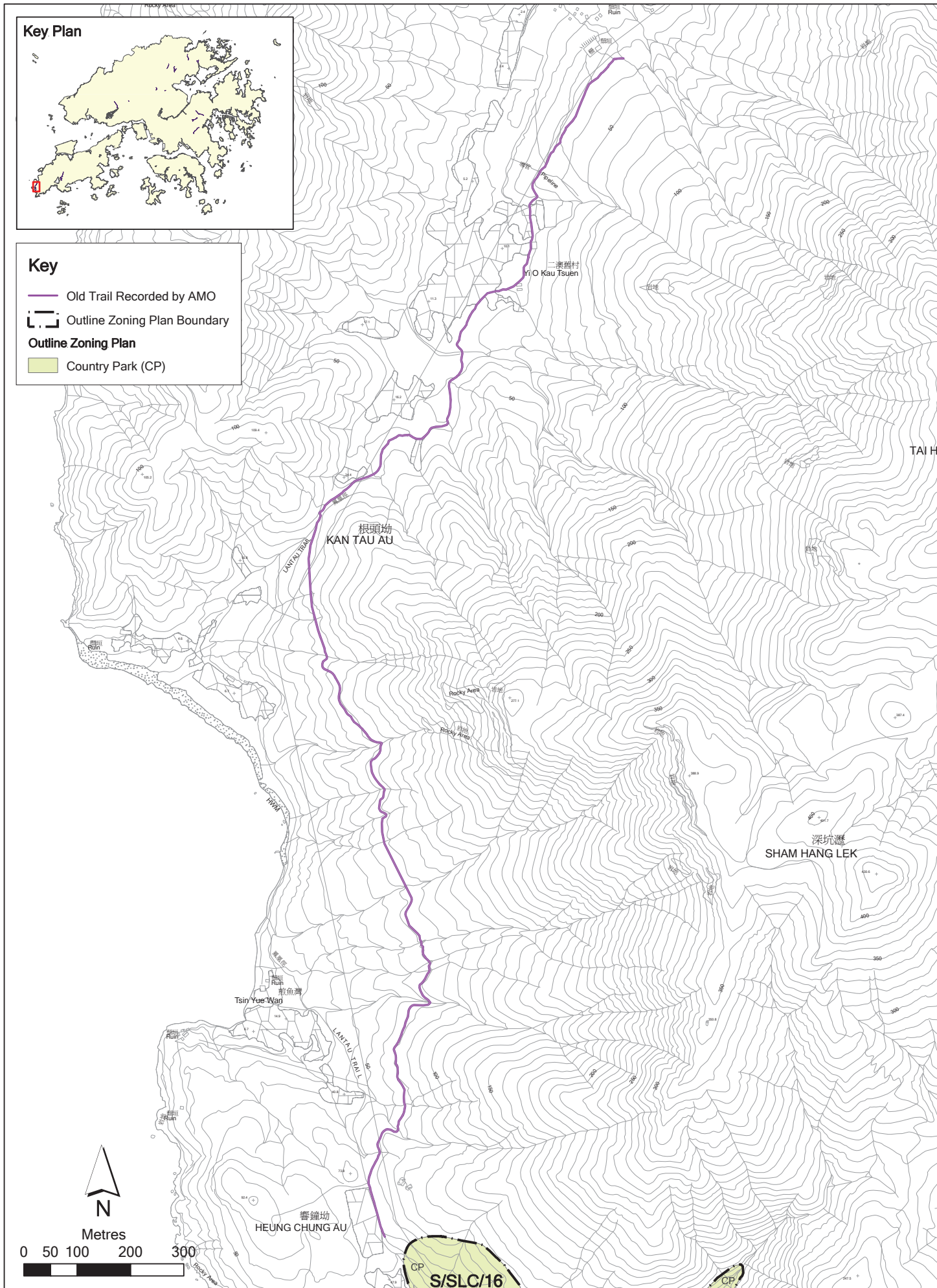
Annex A12

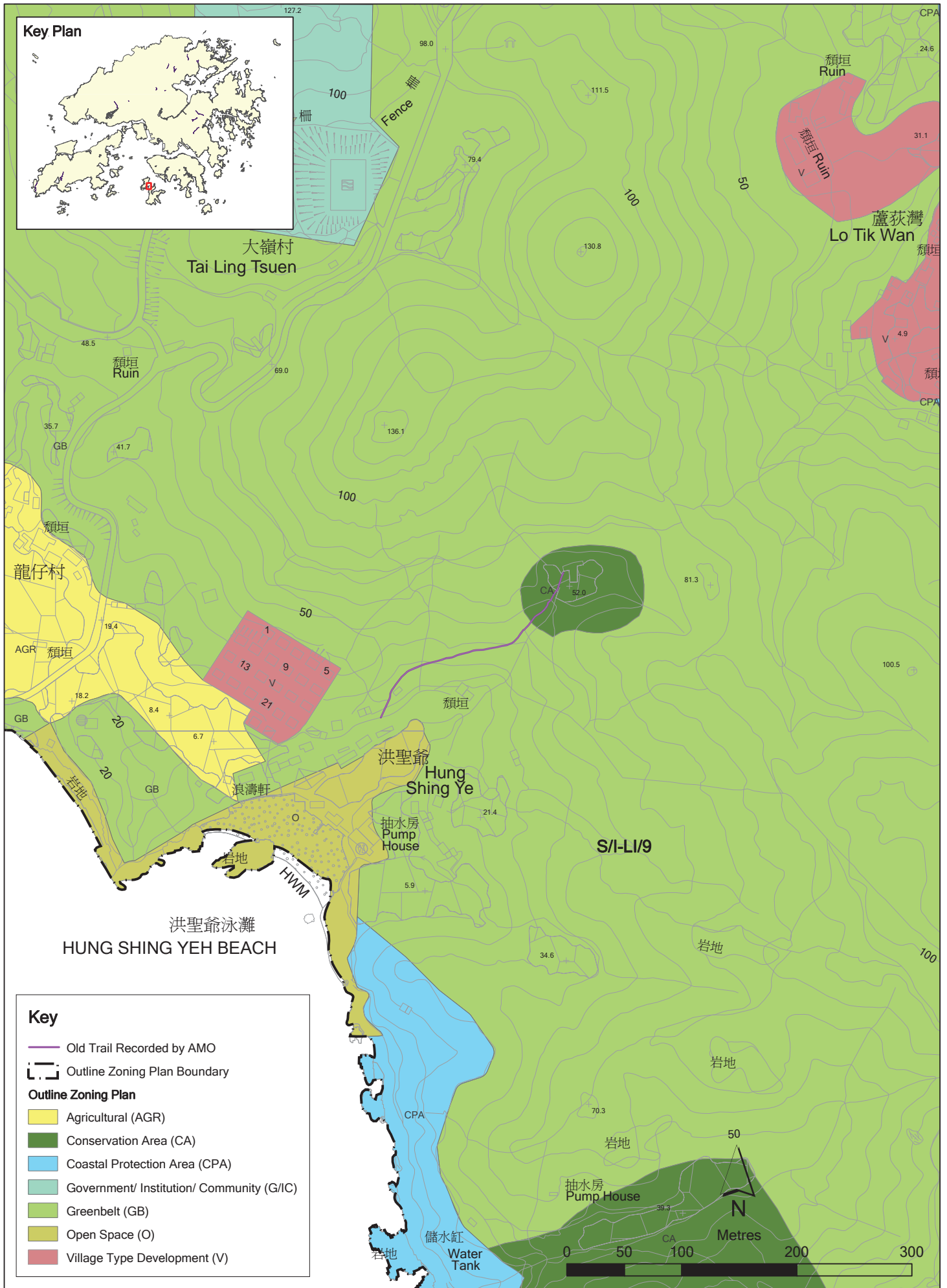
Outline Zoning Plan A12 - Ngong Ping - Shek Pik Trackway

File: T:\GIS\CONTRACT\0127814\Mxd\0127814_OZP_A12.mxd
Date: 24/07/2013

Environmental
Resources
Management







Annex A14

Outline Zoning Plan A14 Hung Shing Ye Trackway

File: 0127814_OZP_A14.mxd
Date: 10/02/2011

Environmental
Resources
Management



Annex B

List of Chinese-English Translations

Glossary of Chinese-English Translations

A Ma Wat	阿媽笏
Aberdeen	香港仔
Aberdeen Tunnel	香港仔隧道
Ah Ma Wat	亞媽笏
ancient courier route	古驛道
Ang Chung (today called Chung Mei)	罌涌 (現稱涌尾)
Assistant Magistrate	巡檢司
Assistant Regional Commander	參將
Au Ha Gap	凹下
Au Pui Wan	坳背灣
Au Tau	凹頭
Bauhinia Garden	紫荊園
Big Wave Bay	大浪灣
Blue House Corridor	藍屋走廊
Boulder Trackways	古石徑
Bride's Pool	新娘潭
Bride's Pool - Ma Tau Feng Old Footpath	新娘潭-馬頭峰古道

Glossary of Chinese-English Translations

Bride's Pool - Nam Chung Old Footpath	新娘潭-南涌古道
Buffalo Hill and West Buffalo Hill Old Footpath	雙牛古道
Canton Road	廣東道
Castle Peak	屯門
Castle Peak Bay	青山灣
Castle Peak Road	青山公路
Cavalry Soldiers	馬兵
Chai Wan	柴灣
Chai Wan Road	柴灣道
Chap Wai Kon	插桅桿
Chapter	卷
Che Kung Temple	車公廟
Chek Keng	赤徑
Chek Mei	赤尾
Cheung	張
Cheung Chau	長洲
Cheung Po Tsai Ancient Trail	張保仔古道

Glossary of Chinese-English Translations

Cheung Shan Monastery	長山古寺
Cheung Shing Old Footpath	長城古道
Ching Ping Bridge	清平橋
Cho Kai Old Footpath	曹溪古道
Chuen Lung	川龍
Chung Hau	涌口
Chung Mei	涌尾
Chung Uk	鐘屋
Clearwater Bay Peninsula	清水灣半島
Cloudy Hill	九龍坑山
Courier Soldiers	舖兵
Crooked Harbour	吉澳海
Customs Pass	稅關道
Deep Bay (also called Shenzhen Bay, Hau Hoi Wan)	后海灣 (又名深圳灣, 深灣)
Deputy County Magistrate	縣丞
Direction Stone	問路石

Glossary of Chinese-English Translations

Dragon's Laughter	笑天龍
Dumbarton Road	東寶庭道
Fa Heung Lo village site	花香爐村遺址
Fa Long Old Footpath	花朗古道
Fa Sum Hang	花心坑
Fa Shue Old Footpath	花鼠古道
Fan Kei Tok	芬箕托
Fan Shui Au	分水凹
Fan Lau	分流
Fanling	粉嶺
Fat Mun Old Footpath	法門古道
Fei Ngoh Po	飛鵝莆
Fo Tan	火炭
Fong Ma Po	放馬莆
Fu Yung Pei	芙蓉泌
Fung Kong	鳳降
Fung Mun Au	風門凹
Fung Yuen	鳳園

Glossary of Chinese-English Translations

Fung Ma Old Footpath	鳳馬古道
Gazetteer	縣志
Grand Canel	京杭大運河
Guangxu	光緒
Ha Miu Tin	下苗田
Ha Tsuen	廈村
Hang Ha Po	坑下莆
Hang Hau	坑口
Happy Valley	跑馬地
Hatton Road	克頓道
Hau Wong Temple	侯王廟
Heather Pass	石芽背
Hei Tsz Wan	起子灣
Heung Kong Wai (Now call Wong Chuk Hang Kau Wai)	香港圍 (古又稱香港村, 現稱黃竹坑舊圍)
High West	西高山
Hillier Street	禧利街
Ho Chung	蠔涌

Glossary of Chinese-English Translations

Ho Lek Pui	河瀝背
Ho Pui	河背
Hoi Ha	海下
Hoi Ha Wan	海下灣
Hoi Lai Old Footpath	海荔古道
Hok Tsui	鶴咀
Hok Yuen	鶴園
Hong Kong Granite	花石
Hong Lok Yuen	康樂園
Hui Wing-hing	許永興
Hung Fa Ngan	紅花顏
Hung Hom	紅磡
Hung Shui Kiu	洪水橋
Hung Tso Tin	紅棗田
Inverness Road	延文禮士道
Kai Ham	界咸
Kai Kong Shan	雞公山
Kak Ngan Long	隔岸朗

Glossary of Chinese-English Translations

Kak Tin	隔田
Kam Shan Country Park	金山郊野公園
Kam Tin	錦田
Kam Tin Route	錦田徑
Kam Tin Shi	錦田市
Kap Lung	甲龍
Kap Lung Old Footpath	甲龍古道
Kat Hing Bridge	吉慶橋
Kat Tsai Au	桔仔凹
Kau Lo Tau	九嶺頭
Kau Shan Old Footpath	九沙古道
Kau Tam Tso	九擔租
Kau Tsuin Uk	較剪屋
Kei Ling Ha	企嶺下
Kei Ling Ha Lo Wai	企嶺下老圍
Kei Ling Ha Tree Walk	企嶺下樹木研習徑
Keng Hau	徑口

Glossary of Chinese-English Translations

Keung Shan	羌山
Kim Hau	鉗口
Kop Tong	蛤塘
Kop Tong – Mui Tsz Lam Old Footpath	蛤塘-梅子林古道
Kowloon City	九龍寨城
Kowloon Old Footpath	九龍古道
Kowloon Pass	九龍坳
Kowloon Peak	飛鵝山
Kowloon Reservoir	九龍水塘
Kowloon Route	九龍徑
Kowloon Tong	九龍塘
Kowloon Tsai Park	九龍仔公園
Kuk Po	穀埔/谷埔
Kuk So Old Footpath	谷鎖古道
Kwai Chung	葵涌
Kwan Tai Lo	裙帶路
Kwan Tei	軍地

Glossary of Chinese-English Translations

Kwun Fu Shan	官富山
Kwun Lo Ha	官路下
Kwun Tong	官塘
Kwun Yam Shan Old Footpath	觀音古道
Kwun Yam River (now called Lam Tsuen River)	觀音河 (現稱林村河)
Kwun Yam Route	觀音徑
Kwun Yam Shan	觀音山
Lai Chi Chong	荔枝莊
Lai Chi Shan	荔枝山
Lai Chi Wo	荔枝窩
Lai Chi Wo - Kop Tong Old Footpath	荔枝窩-蛤塘古道
Lai Chi Wo - Mui Tsz Lam Old Footpath	荔枝窩-梅子林古道
Lai Chi Wo - So Lo Pun Old Footpath	荔枝窩-鎖羅盤古道
Lai Chi Wo - So Lo Pun Old Footpath – Coastal Route	荔枝窩-鎖羅盤古道-沿岸路線

Glossary of Chinese-English Translations

Lai Kuk Old Footpath	荔谷古道
Lai Tau Shek	犁頭石
Lai Tau Shek Old Footpath	犁頭石古道, 又名美女照鏡古道
Lai Tung Route	黎峒逕
Lam Kam Road	林錦公路
Lam Tsuen	林村
Lam Tsuen Au	林村凹
Lau Shui Heung	流水響
<i>Law of People's Republic of China on the Protection of Cultural Relics</i>	中華人民共和國文物護法
Leadmine Pass	鉛礦凹
Lee Tat Bridge Inscriptions	利達橋碑
Leng Pui	嶺背
Leung King Au	良景坳
Linear or Serial Cultural Heritages	線性文化遺產
Li	里

Glossary of Chinese-English Translations

Lin Au	蓮澳
Lin Ma Hang	蓮麻坑
Lin Om Old Footpath	蓮菴古道
Lin Tin Old Footpath	蓮田古道
Lin Wo Old Footpath	蓮禾古道
Ling Pei	嶺皮
Ling Wan Nunnery	凌雲寺
Ling Yan Monastery	靈隱寺
Lion Rock	獅子山
Little Hawaii Waterfall	小夏威夷瀑布
Little Hawaii Footpath	小夏威夷徑
Lo Fu Shek Teng	老虎石頂
Lo Hon Monastery	羅漢寺
Lo Shue Tin	老鼠田
Lo Shue Tin Hang	老鼠田坑
Lo Wai	老圍
Lo Wu	羅湖
Loi Tung/Lai Tung	萊洞

Glossary of Chinese-English Translations

Lok Lo Ha	落路下
Luk Keng	鹿頸
Luk Chung Old Footpath	鹿涌古道
Luk Wu Old Footpath	鹿湖古道
Lung Fu Shan	龍虎山
Lung Shan	龍山
Ma Lai Hau Hang	馬麗口坑
Ma Lam Wat	麻籃笏
Ma Tai Tung Old Footpath	馬蹄洞古道
Ma Tang Old Footpath	媽騰古道
Ma Tau Fung	馬頭峰
Ma Tei	麻地
Ma Tseuk Ling	麻雀嶺
Ma Tso Lung	馬草隴
Ma Wan	馬灣
Mai Po	米莆
Man Uk Pin	萬屋邊

Glossary of Chinese-English Translations

Man Wo	蠻窩
Man Wo Old Footpath	萬禾古道
Mau Ping	茅坪
Mau Ping Old Footpath	茅坪古道
Mau Tso Ngam	茂草岩
Mirs Bay	大鵬灣
Miu Sam Old Footpath	苗三古道
Mo To Hang	磨刀坑
Mo To Hang-Ngau Shi Wu Old Footpath	磨刀坑---牛屎湖古道
Mok Ka	莫家
Mongkok	旺
Mong To Au	望度凹
Mong Tseng	輞井
Mount Collinson	哥連臣山
Mountain <i>Tam</i>	山擔
Mui Shue Hang	梅樹杭
Mui Tsz Lam	梅子林

Glossary of Chinese-English Translations

Mui Wo	梅窩
Nai Chung	泥涌
Nam A	南丫
Nam Chung	南涌
Nam Hang Pai Old Footpath	南坑排古道
Nam Sham Old Footpath	南深古道
Nam Shan Tung	南山洞
Nam Tau (now called Nan Tou)	南頭
Nam Wai	南圍
Nam Wai Old Footpath	南圍 古道
Nga Tsin Wai	衙前圍
Ngau Au	牛凹
Ngau Chi Wan	牛池灣
Ngau Kwu Long	牛牯塢
Ngau Liu	牛寮
Ngau Liu Old Footpath	牛寮 古道
Ngau Pui Wo	牛背窩

Glossary of Chinese-English Translations

Ngau Shi Wu	牛屎湖
Ngau Shi Wu-Sam A Old Footpath	牛屎湖-三桠古道
Ngau Tam Mei	牛潭尾
Ngong Ping	昂平
Ngong Tong	昂塘
Ngong Wo	昂窩
Ngong Wo Old Footpath	昂窩 古道
O Tau	澳頭
Old Peak Road	舊山頂道
Old Trails	古道
Pak Heung Temple	八鄉古廟
Pak Kong	北港
Pak Mong	白芒
Pak Ngan Heung	白銀鄉
Pak Sin Leng	八仙嶺
Pak Tai Old Footpath	北大古道
Pak Tam	北潭

Glossary of Chinese-English Translations

Pak Tam Au	北潭坳
Pak Tam Au -Tai Che Leng Old Footpath	北潭坳-大輦嶺古道
Pak Tam Chung	北潭涌
Pat Heung	八鄉
Pat Tsz Wo	拔子窩
Peking Road	北京道
Peng Chau	平洲
Pik Shui San Tsuen	碧水新村
Pin Mo Bridge	便母橋
Ping Che	坪輦
Ping Che Temple Footpath	坪輦廟徑
Ping Shan	屏山
Ping Tun	坪墩
Ping Yeung	平陽
Piper's Hill	琵琶山
Po Lam Monastery	寶林寺
Po Lo Che	波蘿輦

Glossary of Chinese-English Translations

Po Tung Road	普通道
Pok Liu	博寮
Pokfulam	薄扶林
Pottinger Peak	砵甸乍山
"Pretty Woman Looking at a Mirror"	美女照鏡
"Pretty Woman Looking at a Mirror" Old Footpath	美女照鏡古道, 又名犁頭石古道
Qianlong Old Footpath	乾隆古道
Quarry Bay	鰂魚涌
Road Repair Inscriptions	修路碑記
Route (in <i>Xin'an Gazetteer</i>)	逕
Sai Kung	西貢
Sai Kung Market	西貢街市
Sai Kung Road	西貢道
Sai Sha Old Footpath	西沙古道
Sai Sha Road	西沙路
Sai Wan Ho	西灣河
Sam A	三桠

Glossary of Chinese-English Translations

Sam A Wan	三桠灣
Sam Ka Tsuen	三家村
Sam Tak School	三德學校
Sam Tam Lo - Luk Keng Old Footpath	三擔蘿-鹿頸古道
San Tin	新田
San Uk Ka	新屋家
San Uk Tsuen	新屋村
San Wai Tsai	新圍仔
Sha Kok Mei	沙角尾
Sha Kong Miu	沙江廟
Sha Lo Tung	沙螺洞
Sha Lo Wan	沙螺灣
Sha Tin	沙田
Sha Tin Pass	沙田坳
Sha Tai Old Footpath	沙大古道
Sha Tin Wai	沙田圍
Sha Tau Kok	沙頭角
Sham Chun (now	深圳

Glossary of Chinese-English Translations

Shenzhen)	
Sham Chun River	深圳河
Sham Chung	深涌
Sham Shui Po	深水埗
Sham Tseng	深井
Sham Tsing Old Footpath	深清古道
Sham Wat Road	深屈路
Sham Yuen Old Footpath	深元古道
Shan Liu	山寮
Shan Mei	山尾
Shap Sz Heung	十四鄉
Shau Kei Wan	筲箕灣
She Hau	蛇口
She Lin Old Footpath	社蓮古道
She Shan	社山
She Tau	蛇頭
She Tau village Old Footpath	蛇頭村古道
Shek Chung Au	石涌凹

Glossary of Chinese-English Translations

Shek Ha	石下
Shek Hang	石坑
Shek Hang Au	石坑凹
Shek Hang Old Footpath	石坑古道
Shek Hang Wai	石坑圍
Shek Kwu Lung	石古壟
Shek Lau Po	石榴埔
Shek Lung Tsai	石壟仔
Shek Lung Tsai Old Footpath	石壟仔古道
Shek Lung Tsai rocky bushland	石壟仔石林
Shek Lung Tsai Stream	石壟仔坑
Shek Mun Kap	石門甲
Shek Nga Pui	石芽背
Shek O	石澳
Shek Pik	石壁
Shek Pik Reservoir	石壁水塘
Shek Shui Old Footpath	石水古道

Glossary of Chinese-English Translations

Shek Tong Tsui	石塘咀
Sheung Fa Shan	上花山
Sheung Ha Tsat Muk Kiu	上下七木橋
Sheung Miu Tin	上苗田
Sheung Shui	上水
Sheung Tat Bridge Inscriptions	上達橋碑
Sheung Tin Liu Ha	上田寮下
Sheung Tsuen	上村
Sheung Wun Yiu	上碗窩
Sheung Yue River	雙魚河
Shing Mun	城門
Shing Mun Country Park	城門郊野公園
Shing Mun Reservoir	城門水塘
Shing Tai Old Footpath	城大古道
Shing Woo Road	成和道
Shui Ngau Tso Old Footpath	水牛槽古道
Shui Lo Wo	水浪窩

Glossary of Chinese-English Translations

Shui Tau Tsuen	水頭村
Shui Tsan Tin	水盞田
Silvermine Bay	銀礦灣
Silverstrand Beach	銀線灣
Silk Road-Oasis Road	沙漠路線
Siu Lek Yuen	小瀝源
Smugglers Pass	走私坳
Smugglers Ridge	孖指徑
So Kun Wat	掃管笏
So Lo Pun	鎖羅盤
So Lo Pun - Yung Shue Au Old Footpath	鎖羅盤-榕樹凹古道
Stanley	赤柱
Starling Inlet	沙頭角海
Sung Wong Toi Hill	聖山
Sze Hung Old Footpah	獅紅古道
Ta Ho Tun	打蠔墩
Ta Kwu Ling	打鼓嶺
Ta Tit Yan	打鐵炭

Glossary of Chinese-English Translations

Tai	戴
Tai Au Ha Old Footpath	大坳下古道
Tai Che	大嶺
Tai Hang	泰亨
Tai Ho	大蠔
Tai Kau	大滘
Tai Kek	大𨋖
Tai Kok Tsui	大角嘴
Tai Lam Chung	大欖涌
Tai Lam Chung Reservoir	大欖涌水塘
Tai Kam Old Footpath	大錦古道
Tai Yuen Old Footpath	大元古道
Tai Lam Wu	大藍湖
Tai Long	大朗
Tai Mo Shan	大帽山
Tai Mong	大網
Tai No	大腦

Glossary of Chinese-English Translations

Tai No Old Footpah	大腦古道
Tai No Stream	大腦石澗
Tai O	大澳
Tai Om	大菴
Tai Pang	大鵬
Tai Po	大埔(古稱大步)
Tai Fan Old Footpath	大粉古道
Tai Po Kau Nature Reserve	大埔滘自然護理區
Tai Po Pass	大埔凹
Tai Po Road	大埔道
Tai Po Route	大步徑
Tai Po Market	大埔墟
Tai Po Tau	大埔頭 (古稱大步頭)
Tai Po Tsai	大埔仔
Tai Shui Hang	大水坑
Tai Tam Tuk	大潭篤
Tai Tan	大灘

Glossary of Chinese-English Translations

Tai Tong	大棠
Tai Tong Nature Trail	大棠自然教育徑
Tai Wai	大圍
Tai Wan	大環
Tai Yeung Old Footpath	大楊古道
Tam	擔
Tam Shui	淡水
Tam Shui Hang	担水坑
Tan Ka Wan	蛋家灣
Tang	鄧
Tang clan boundary stone	鄧府山界
Tap Mun	塔門
Tei Tong Tsai	地塘仔
Thai Monastery (Wat Mekthumvanaram)	香港太和泰國寺
Tide Cove	沙田海
Tin Fu Tsai	田夫仔
Tin Ma Court	天馬苑

Glossary of Chinese-English Translations

Tin Sam	田心
Tin Sham Old Footpath	田深古道
Tin Tsing Old Footpath	田青古道
Tit Chi Shan	鐵矢山
Tiu Tang Lung	吊燈籠
To Kwa Wan	土瓜灣
Tolo Harbour	吐露港
Tolo Highway	吐露港公路
Tong Sheung	塘上
Tong To	塘肚
Tong To Old Footpath	塘肚古道
Traditional Path	西貢古道
Tregunter Path	地利根德里
Tsak Yue Wu	鯽魚湖
Tsap Wai Kon	插桅杆
Tsat To Kiu	七道橋
Tseng Lan Shue	井欄樹

Glossary of Chinese-English Translations

Tseung Kwan O	將軍澳
Tseng Kwan O stream	將軍澳石澗
Tsim Foh-sang	詹伙生
Tsim Kong Tung Au	尖光峒坳
Tsim Pei Tsui	尖鼻咀
Tsim Sha Tsui	尖沙嘴
Tsim Sha Wai	尖沙圍
Tsing Fai Tong	清快塘
Tsiu Keng	蕉徑
Tso Kung Tam	曹公潭
Tsuen Kam Au	荃錦凹
Tsuen Tai Old Footpath	荃大古道
Tsuen Wan	荃灣
Tsz Sha Old Footpath	慈沙古道
Tsz Wan Old Footpath	慈雲古道
Yuen Tsuen Ancient Trail	元荃古道
Tung Chung	東涌
Tung Kwun	東莞

Glossary of Chinese-English Translations

Tung Mui Old Footpath	東梅古道
Tung O Old Footpath	東澳古道
Tung Tau	東頭
Uk Cheung	屋場
Uk Tau	屋頭
Village Road	山村道
Wai Chow	惠州
Wai Tau	圍頭
Wanchai Gap	灣仔峽
Wan Ha	灣下
Wan Shan Ha Hang	雲山下坑
Wan Shan Ha Tsuen	雲山下村
Wan Shui Old Footpath	雲水古道
Wan Tau Kok	運頭角
Wang Chau	橫洲
Wang Leng	橫嶺
Wang Leng Tau	橫嶺頭
Wang Lo	橫路

Glossary of Chinese-English Translations

Wang Pai Au	橫排坳
Wang Shan Keuk Sheung Tsuen and Ha Tsuen	橫山腳上下村
Wang Toi Shan	橫台山
Wang Tsat old footpath	橫七古道
Wing Wo Street	永和街
Wo Hang	禾坑
Wo Keng Shan	禾徑山
Wo Liu	禾寮
Wo Liu Old Footpath	禾寮古道
Wong Chuk Hang Streams	黃竹坑澗
Wong Chuk Shan	黃竹山
Wong Chuk Shan Old Footpath	黃竹山古道
Wong Chuk Yeung	黃竹洋
Wong Chuk Yeung Old Footpath	黃竹洋古道
Wong Keng Tei	黃麋地
Wong Keng Tsai	黃麋仔

Glossary of Chinese-English Translations

Wong Keng Tsai boundary stone	黃麋仔界石
Wong Keng Tsai Old Footpath	黃京仔 / 黃麋仔古道
Wong Keng Tsai Stream	黃麋仔坑
Wong Kong	橫岡
Wong Mo Ying Old Footpath	黃毛應古道
Wong Nai Chung	黃泥涌
Wong Nai Chung Gap	黃泥涌峽
Wong Nai Tau	黃泥頭
Wong Shue Old Footpath	黃鼠古道
Wu Kai Sha	烏溪沙
Wu Kau Tang	烏蛟騰
Ma Tang Old Footpath	媽騰古道
Wu Chung Old Footpath	烏涌古道
Wu Kau Tang- Fan Kei Tok Old Footpath	烏蛟騰-芬箕托古道
Wu Kau Tang- Ma Tau Feng Old Footpath	烏蛟騰-馬頭峰古道

Glossary of Chinese-English Translations

Wu Kau Tang- Sam A Wan Old Footpath	烏蛟騰-三桠灣古道
Wun Yiu	碗窑
Xin'an County	新安縣
<i>Xin'an Gazetteer</i>	新安縣志
<i>Xun</i>	汛
Yau Ma Tei	油麻地
Yau Yue valley stream	魷魚坑澗谷
Yau Yue Wan	魷魚灣
Yau Yue Wan Old Footpath	魷魚灣古道
Yeung Siu Hang	楊小坑
Yi O	二澳

Glossary of Chinese-English Translations

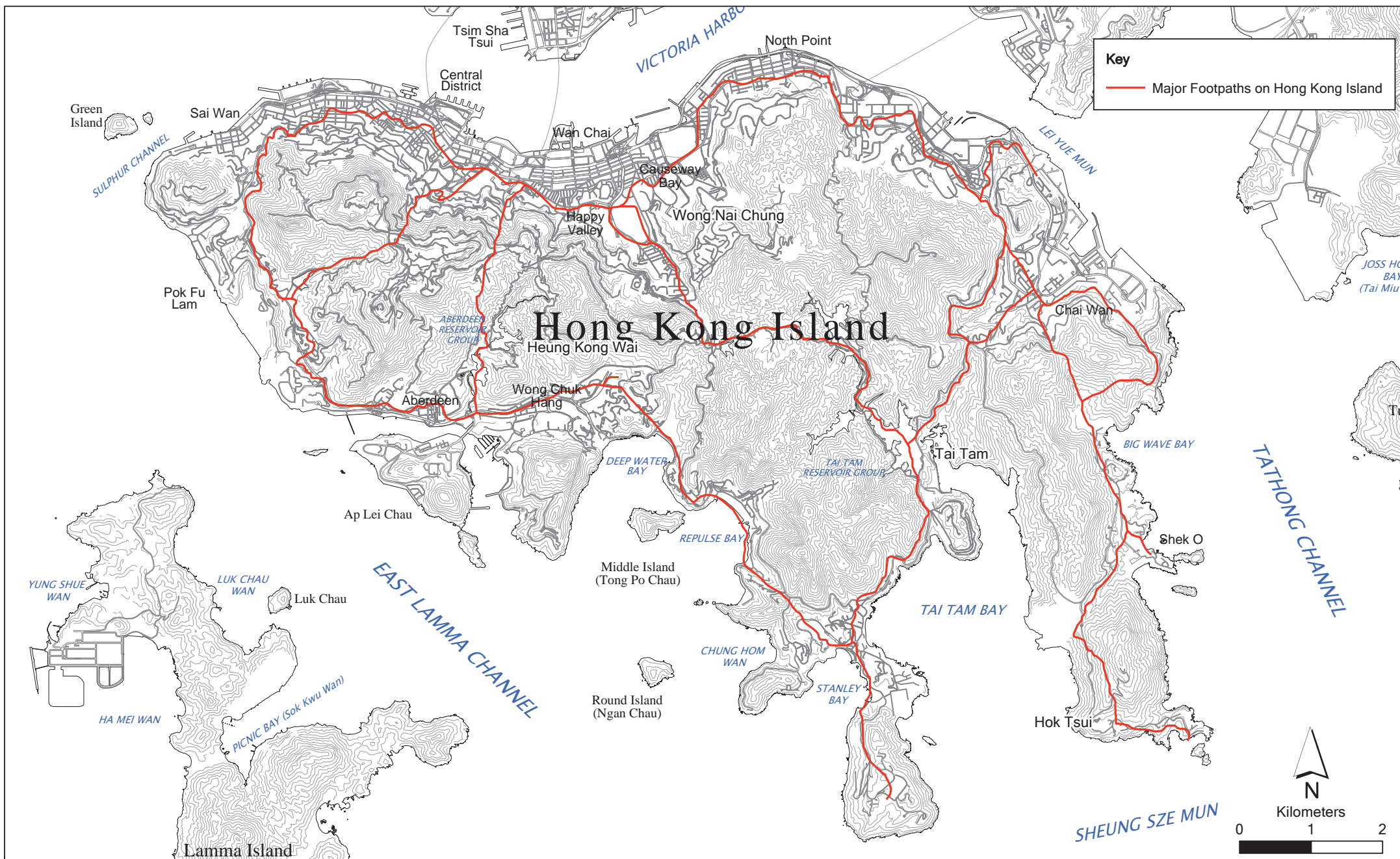
Yim Tin	鹽田
Yin Hing Monastery	延慶寺
Yin Ngam	燕岩
Yin Ngam Old Footpath	燕岩古道
Ying Pun Ha	營盤下
Yiu Si stream	繞絲溪
Yuen	袁
Yuen Chau Kok	圓洲角
Yuen Long	元朗
Yuen Long River (Also called Yuen Long Creek, Shan Pui River)	元朗河 (又名山貝河)
Yuen Ng Fan	元五墳

Glossary of Chinese-English Translations

Yuen Ng Fan Old Footpath	元五墳古道
Yuen Tsing Old Footpath	圓清古道
Yuen Tsuen Ancient Trial	元荃古道
Yuen Tun Ha	元墩下
Yuen Tun Ha Village Road Repair Inscription	元墩吓村修路碑記
Yuk Nga Kok	月牙谷
Yung Tai Old Footpath	榕大古道
Yung Pak Corridor Old Footpath	榕北走廊古道
Yung Shue O	榕樹澳

Annex D

Mapping of 1898, 1902 and 1904 Old Maps on the Current Survey Maps



Plan D1

1845 Route Mapping on the Current Survey Maps - Hong Kong Island

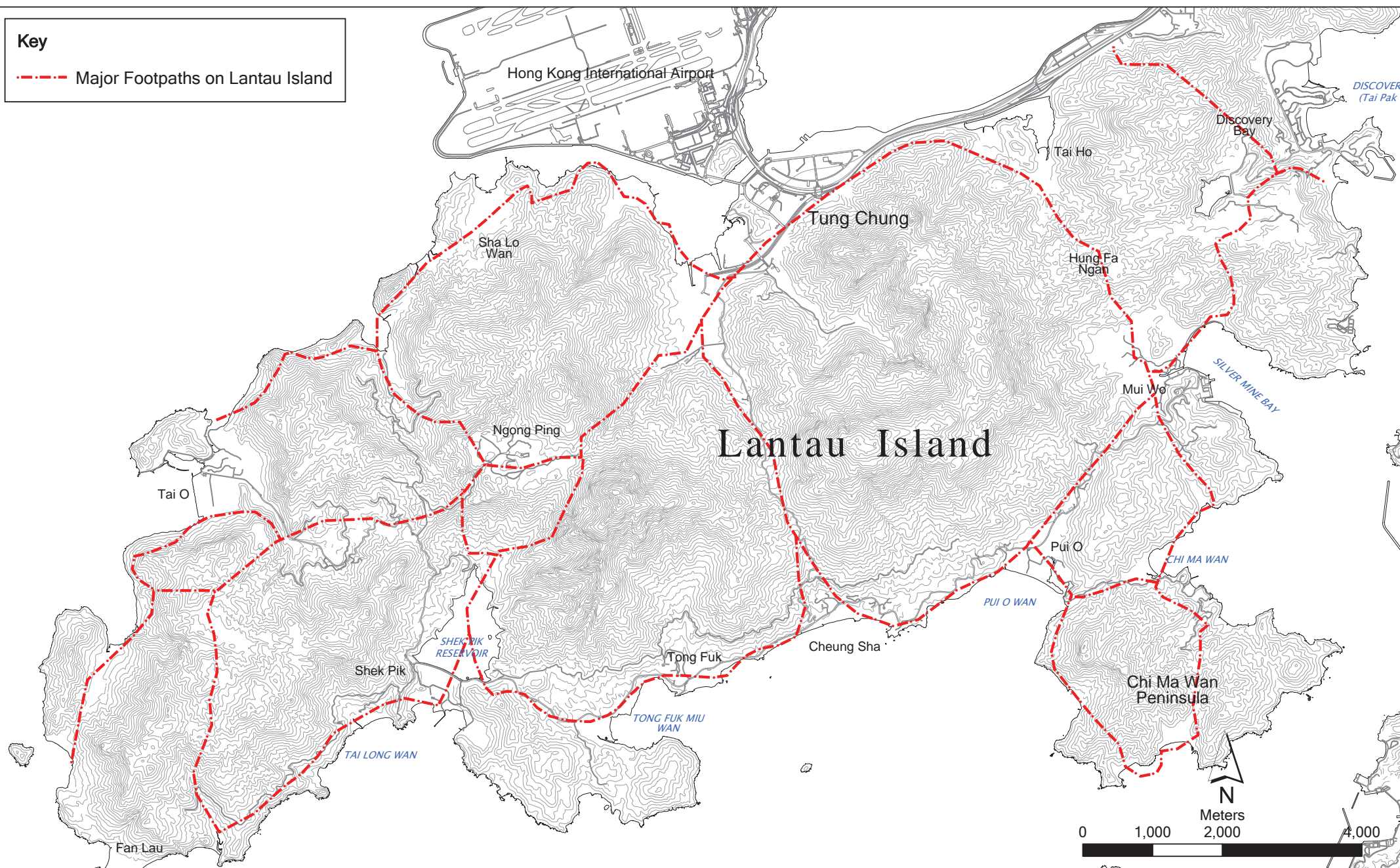
File: 0127814_HKIsland-redraw.mxd
Date: 21/10/2011

Environmental
Resources
Management



Key

----- Major Footpaths on Lantau Island



Plan D2

1898 Route Mapping on the Current Survey Maps - Lantau Island

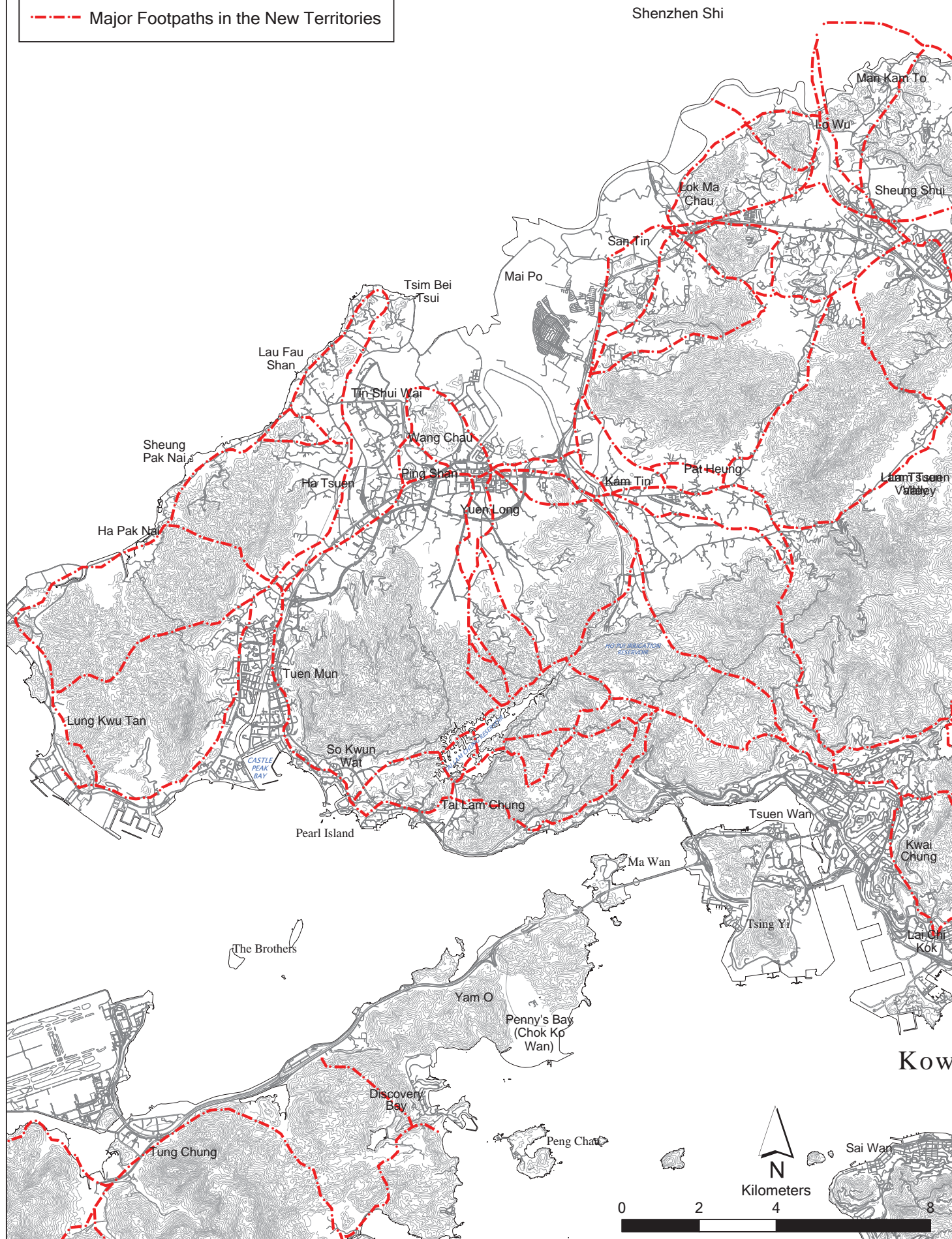
File: 0127814_Map of HK_Lantau.mxd
Date: 05/08/2011

Environmental
Resources
Management



Key

----- Major Footpaths in the New Territories



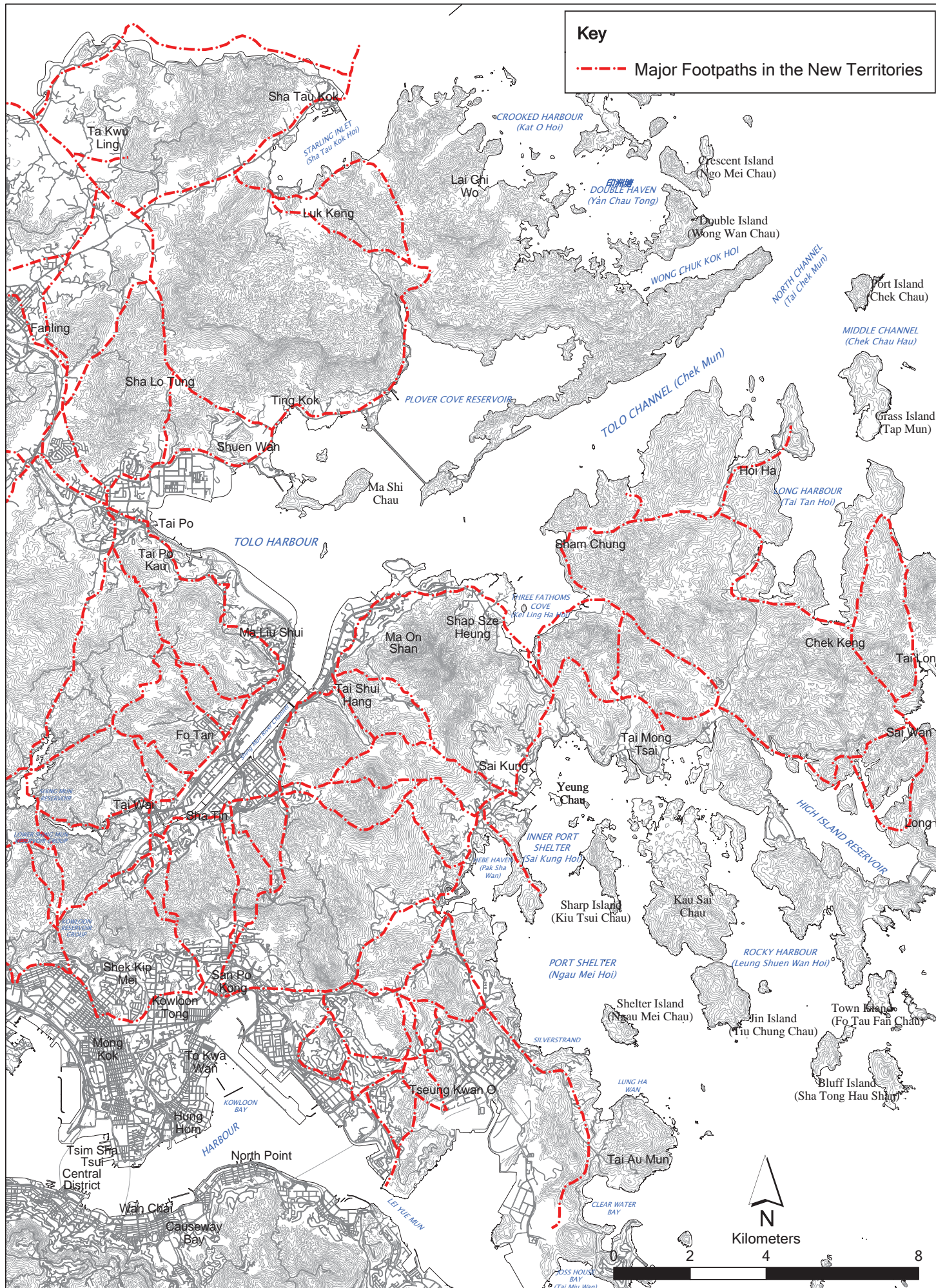
Plan D3

1898 Route Mapping on the Current Survey Maps - New Territories (Sheet 1 of 2)

File: 0127814_Map of HK_NT1.mxd
Date: 05/08/2011

Environmental
Resources
Management





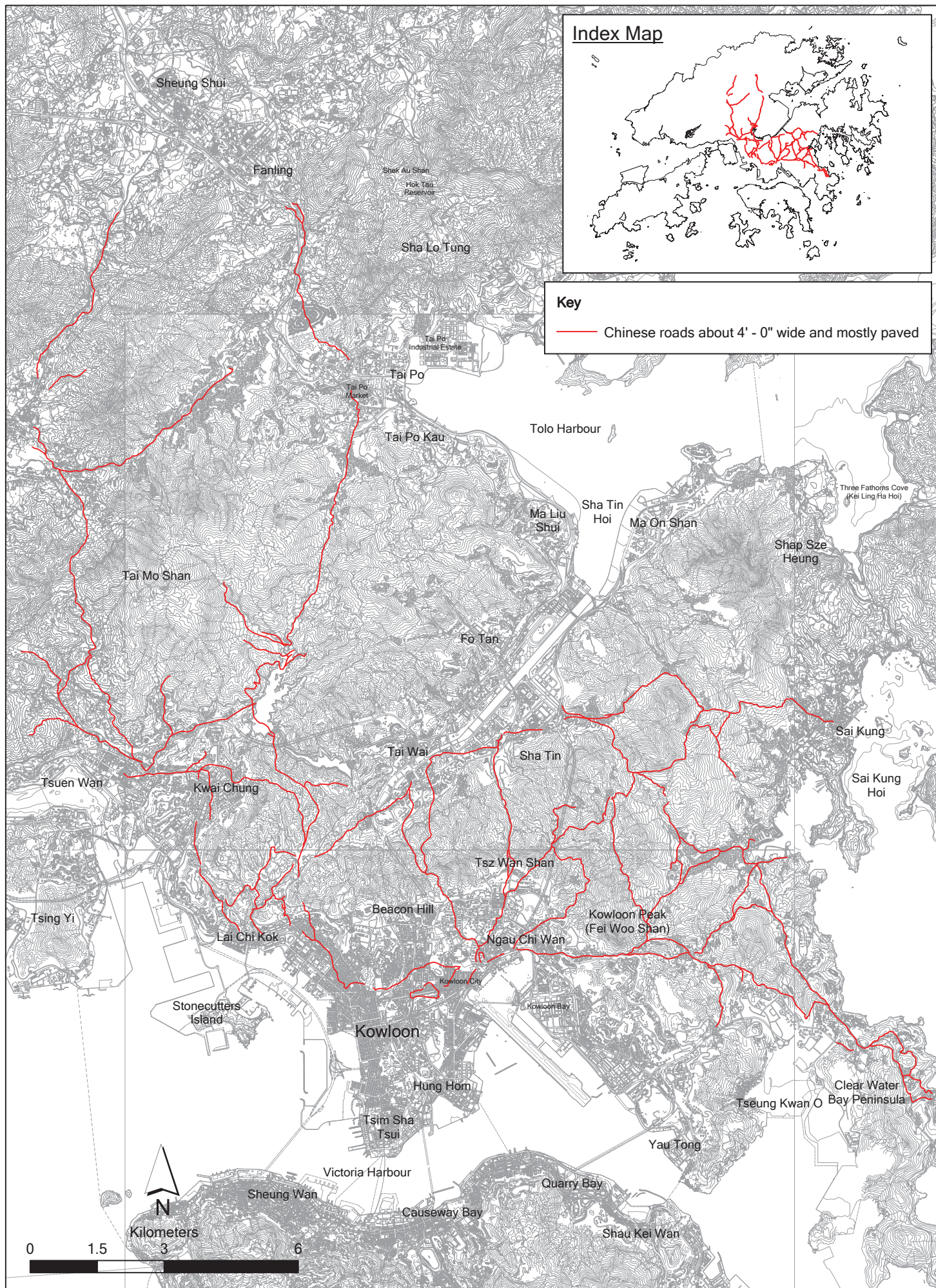
Plan D4

1898 Route Mapping on the Current Survey Maps - New Territories (Sheet 2 of 2)

File: 0127814_Map of HK_NT2.mxd
Date: 05/08/2011

**Environmental
Resources
Management**





Plan D5

1902 Route Mapping on the Current Survey Maps

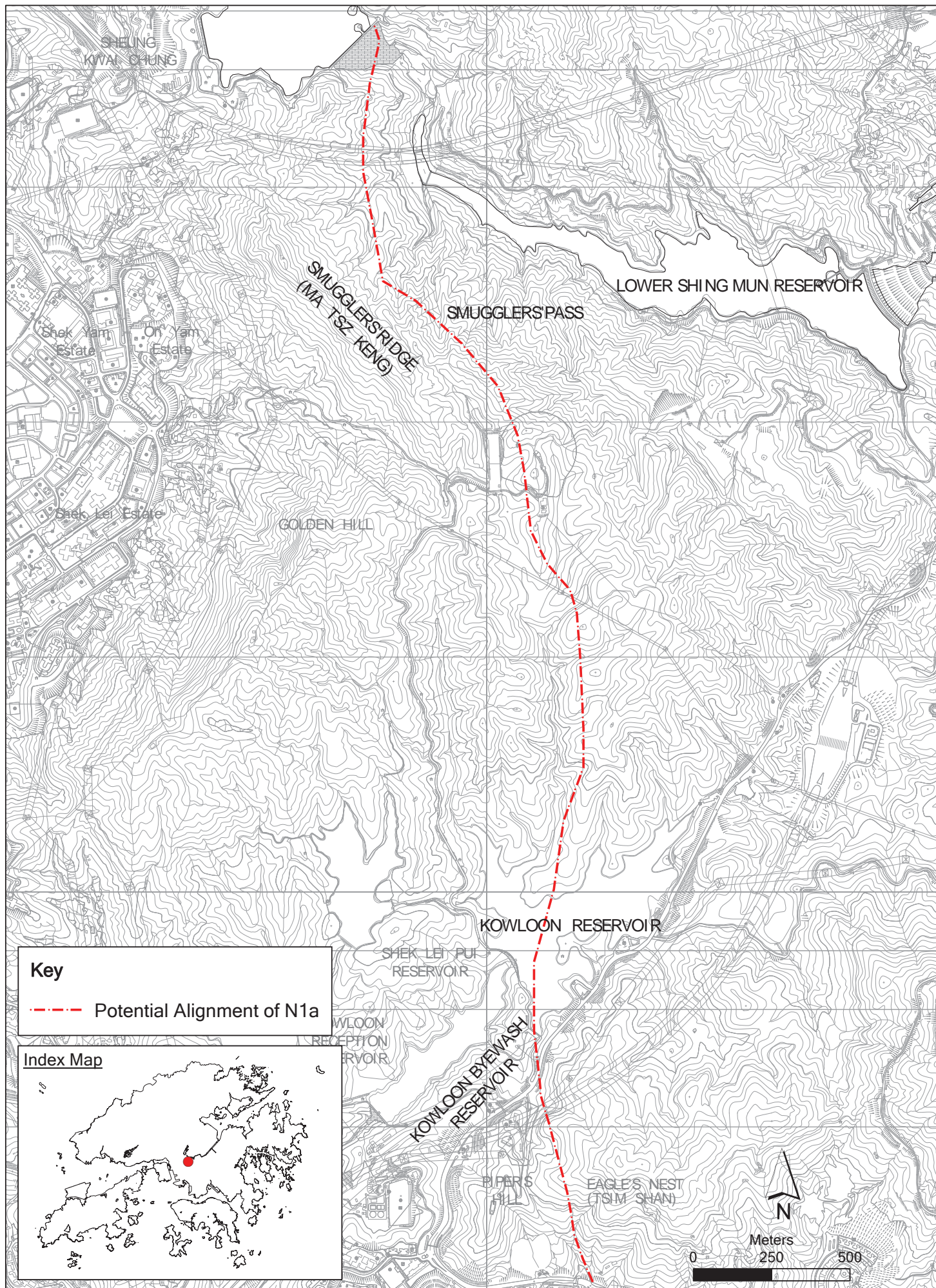
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Date: 05/08/2011

Environmental
Resources
Management

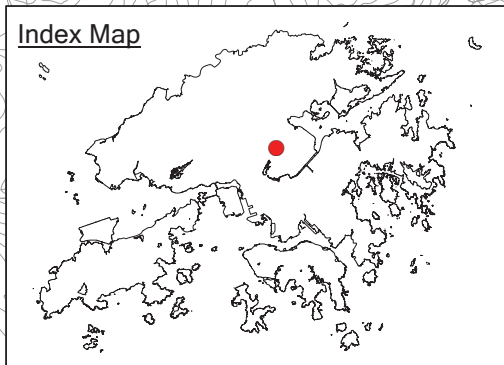


Annex E

1:5000 Map Showing
Potential Surviving Old
Footpaths in Hong Kong

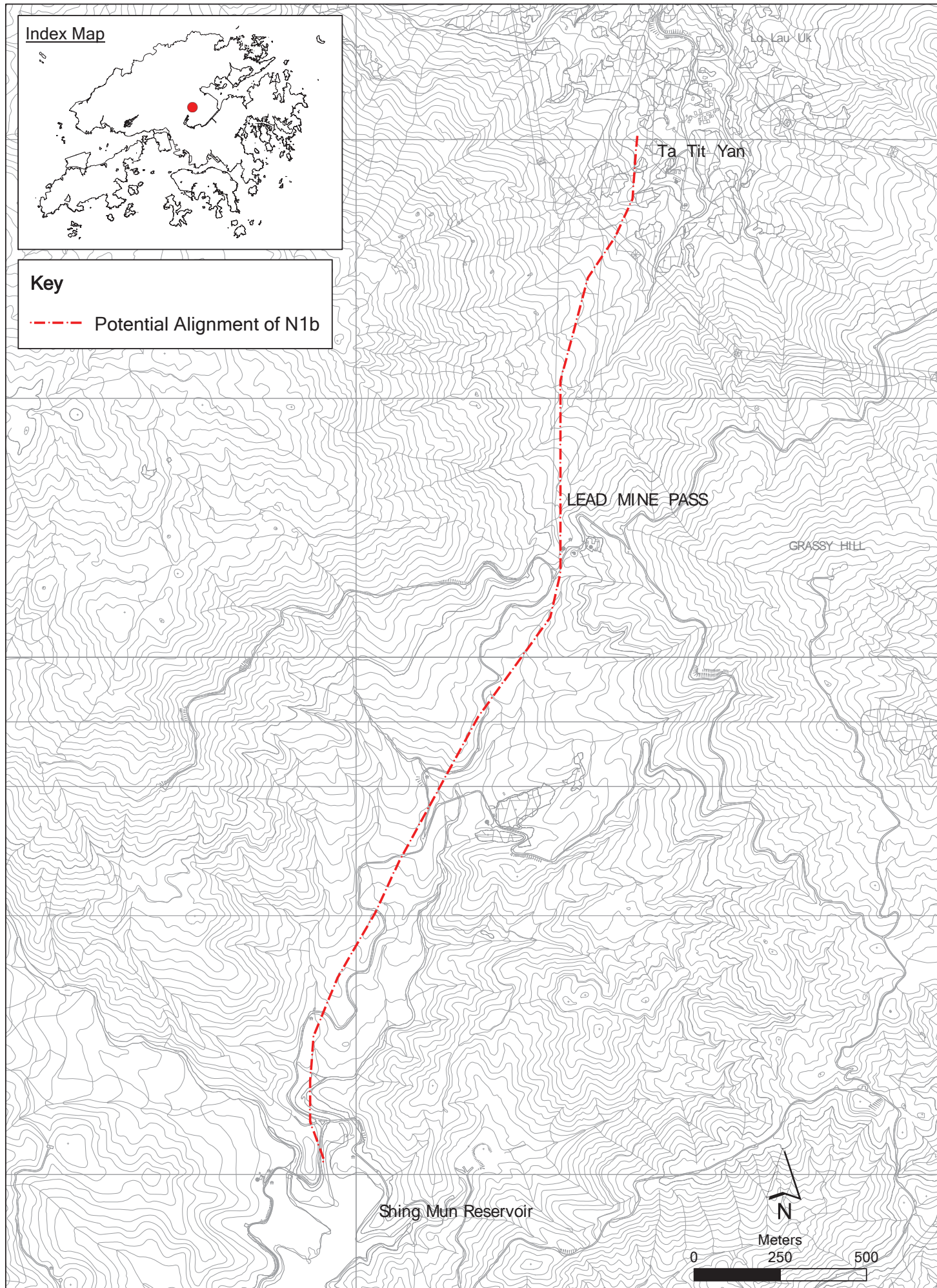


Index Map



Key

--- Potential Alignment of N1b



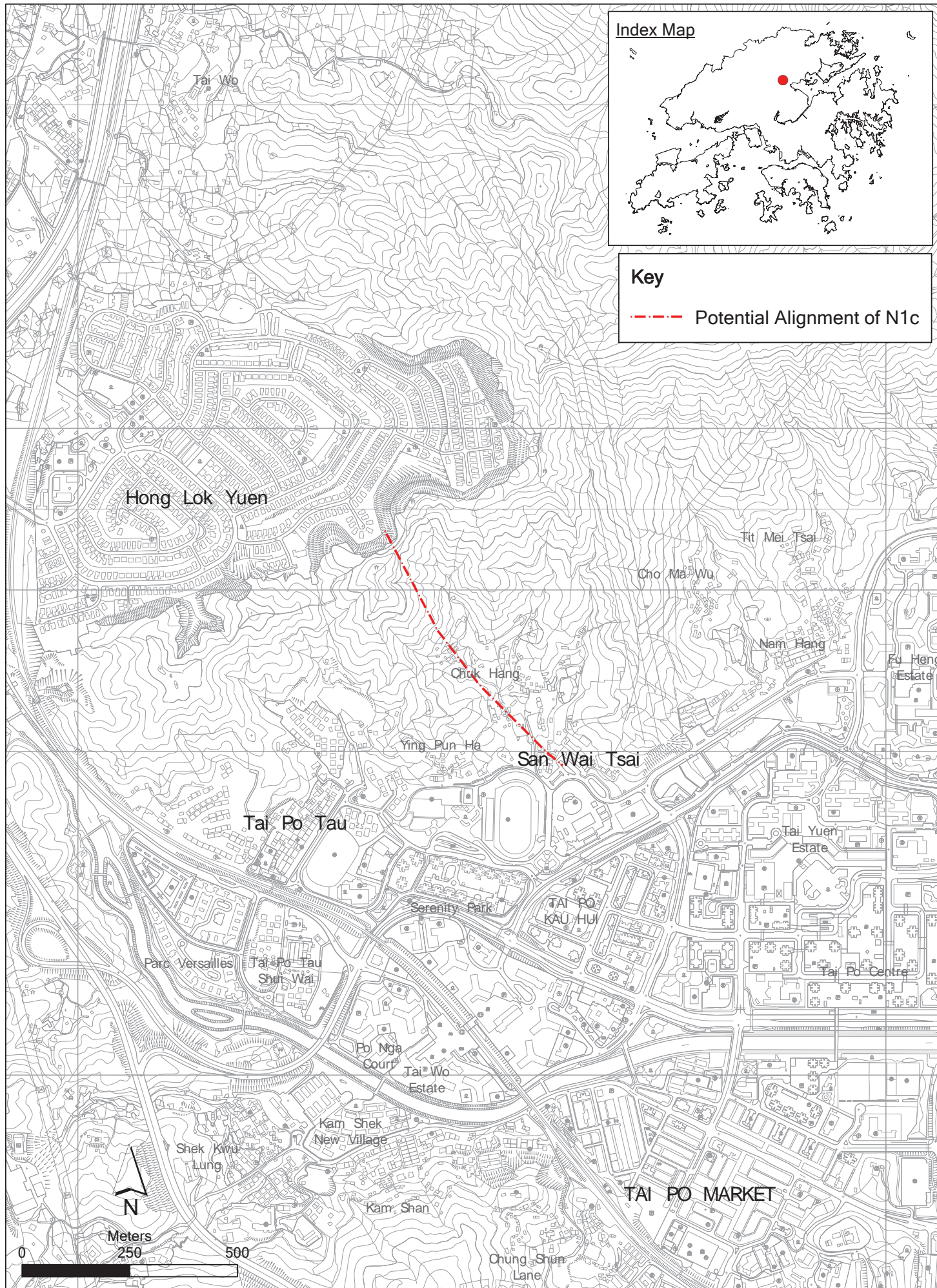
Plan E-N1b

1:5000 Survey Plan for N1b
Tai Po Route (Kowloon City to Sham Chun:
Shing Mun to Tai Po Market Sub-Section)

File: Additional Trail
Updated Oct 2011\0127814_N1b.mxd
Date: 14/03/2012

Environmental
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Plan E-N1c

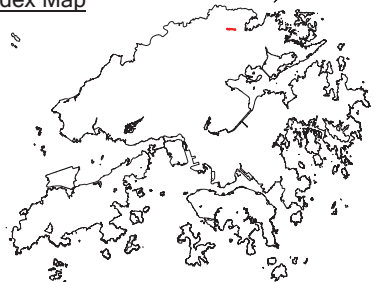
1:5000 Survey Plan for N1c
Tai Po Route (Kowloon City to Sham Chun:
Tai Po Market to Shum Chun Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N1c.mxd
Date: 12/10/2011

Environmental
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Management

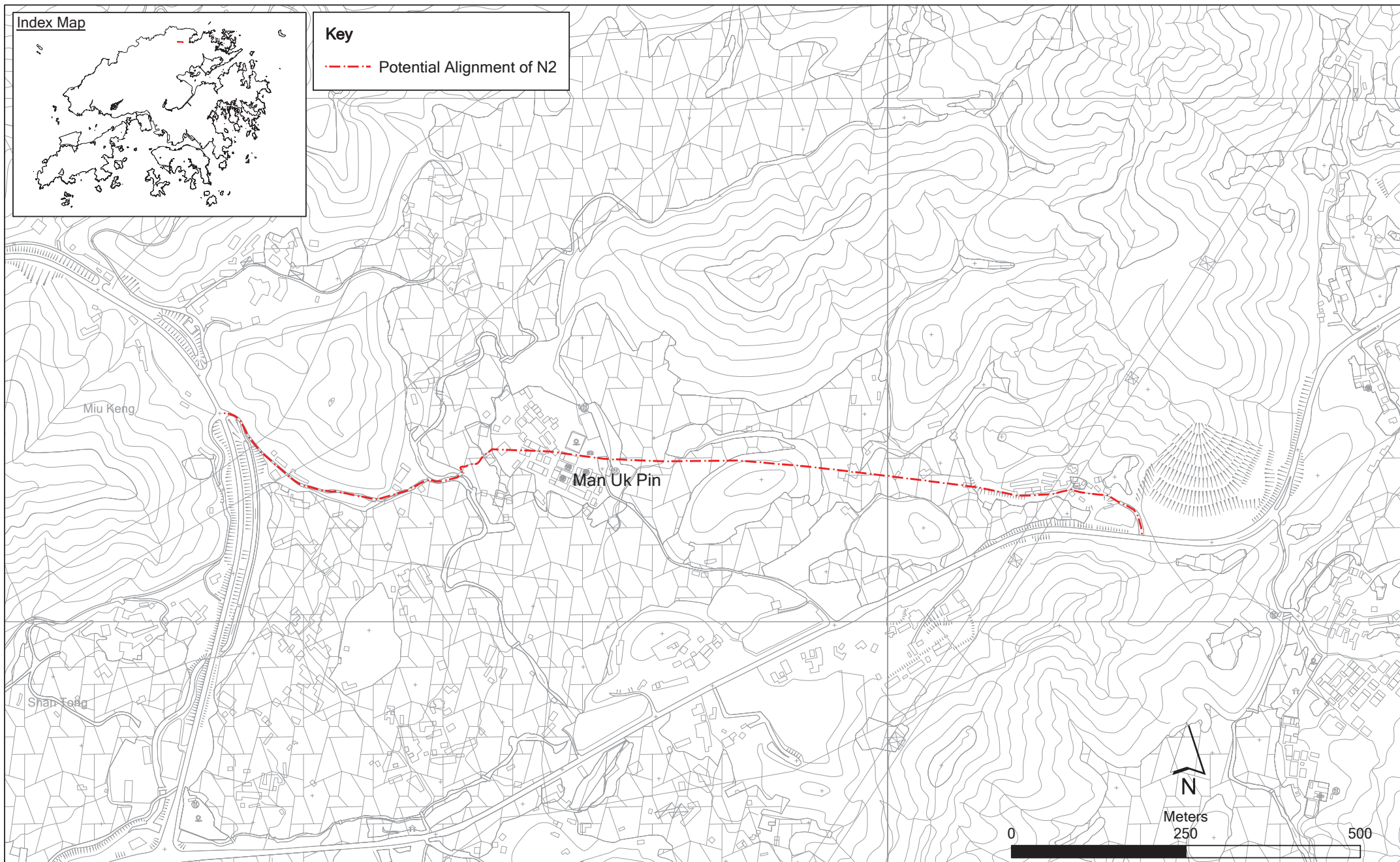


Index Map



Key

--- Potential Alignment of N2



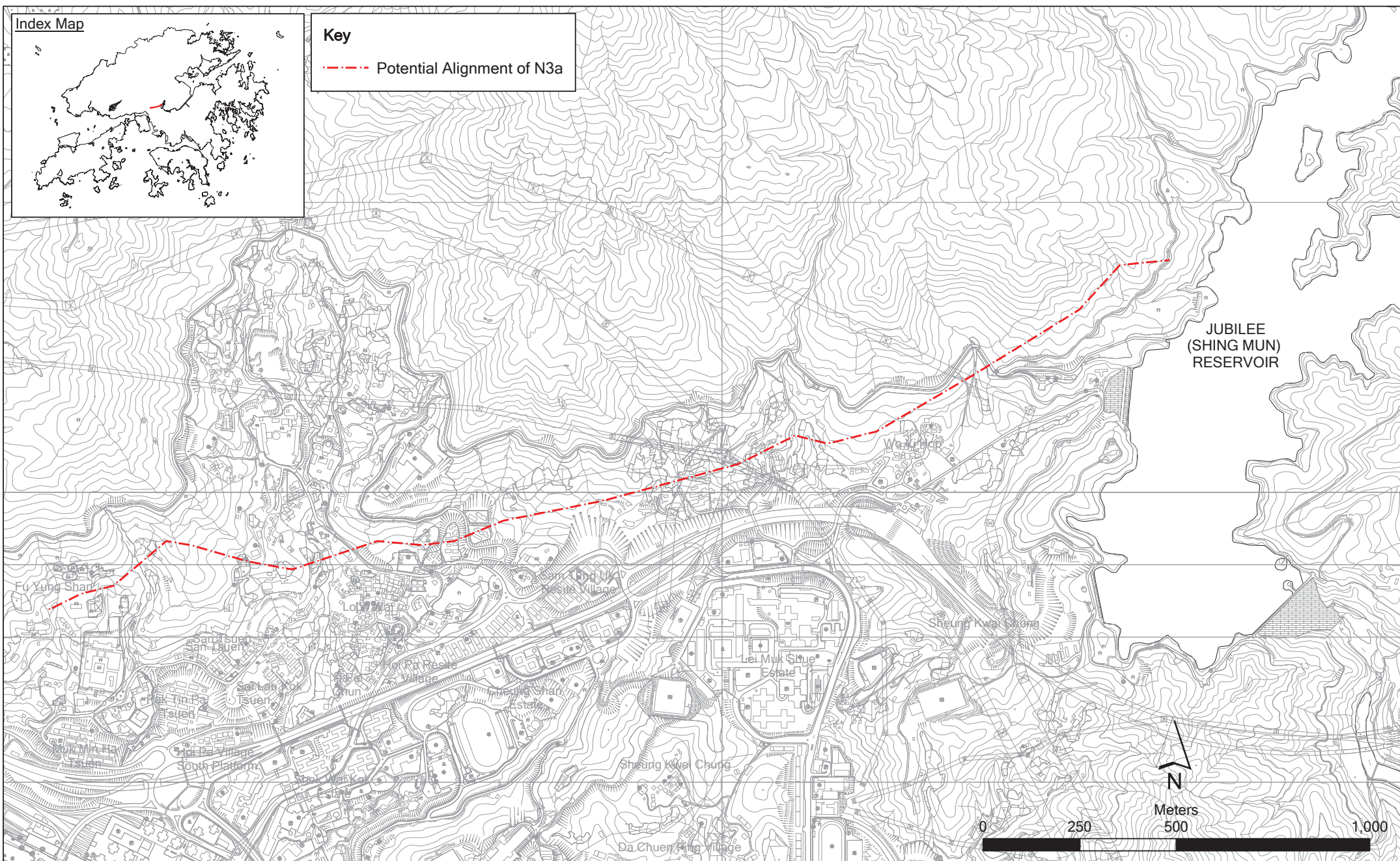
Plan E-N2

File: Additional Trail Updated Oct 2011\
0127814_N2.mxd
Date: 14/03/2012

1:5000 Survey Plan for N2
Lai Tung Route (Sha Tau Kok to Sham Chun)

Environmental
Resources
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Plan E-N3a

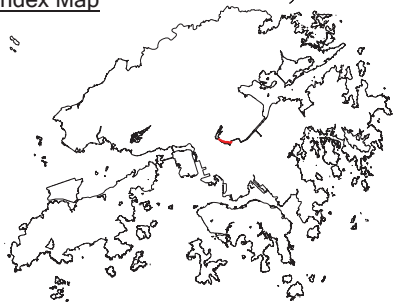
1:5000 Survey Plan for N3a
Tai Po Route Side Path (Tsuen Wan to Sha Tin)

File: Additional Trail Updated Oct 2011\
0127814_N3a.mxd
Date: 14/03/2012

Environmental Resources Management

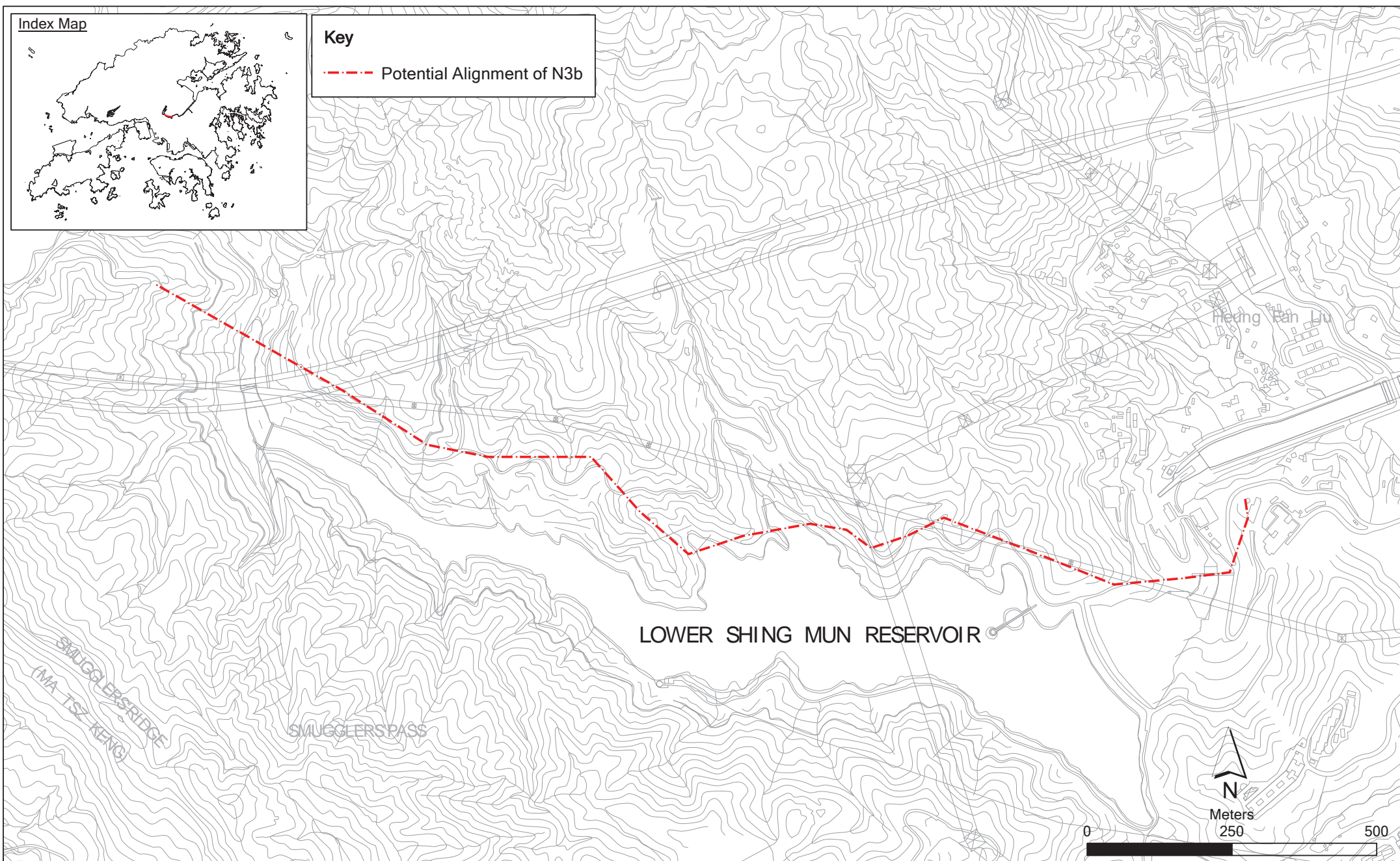


Index Map



Key

--- Potential Alignment of N3b



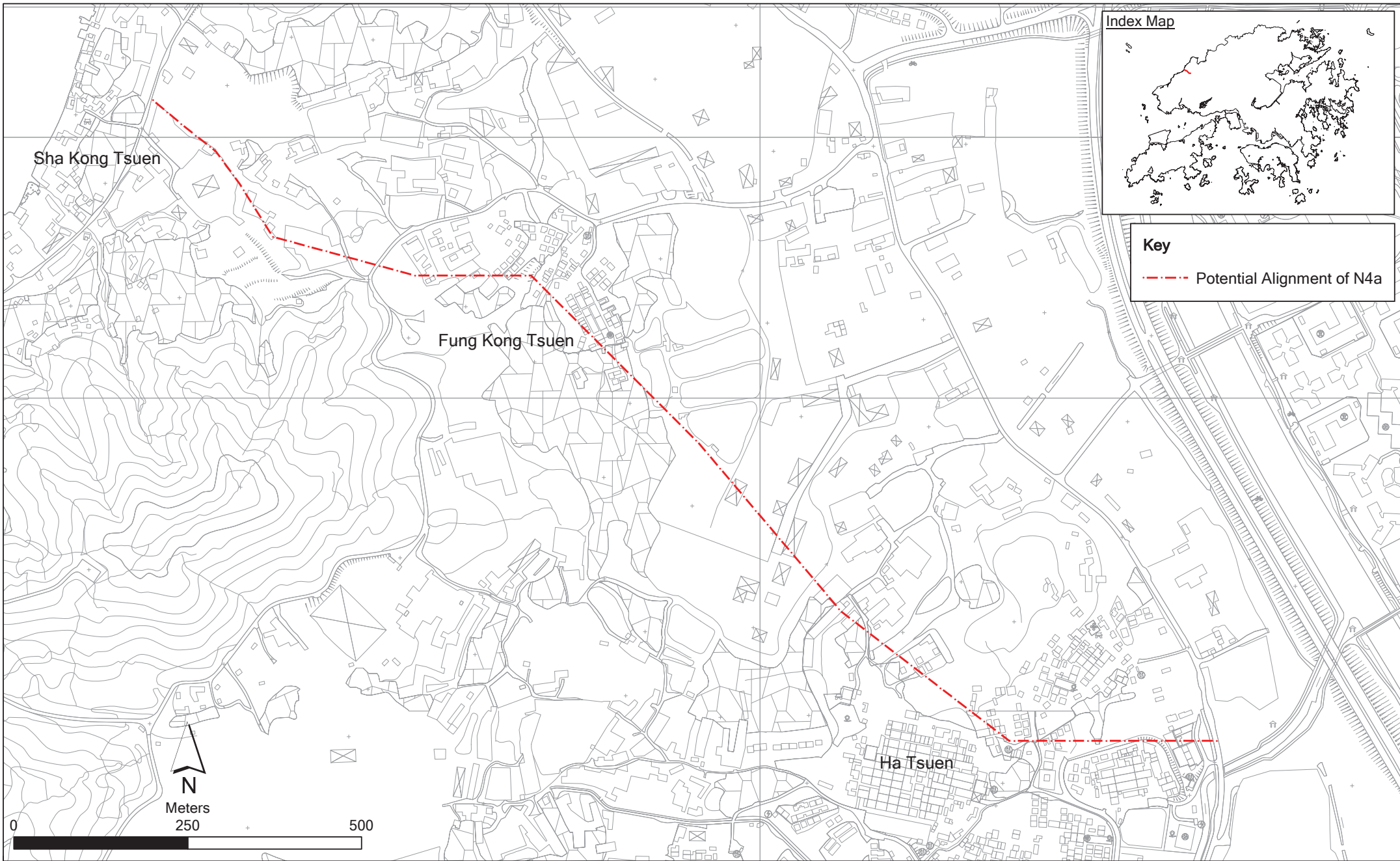
Plan E-N3b

1:5000 Survey Plan for N3b
Tai Po Route Side Path (Tsuen Wan to Sha Tin)

File: Additional Trail Updated Oct 2011\0127814_N3b.mxd
Date: 14/03/2012

Environmental
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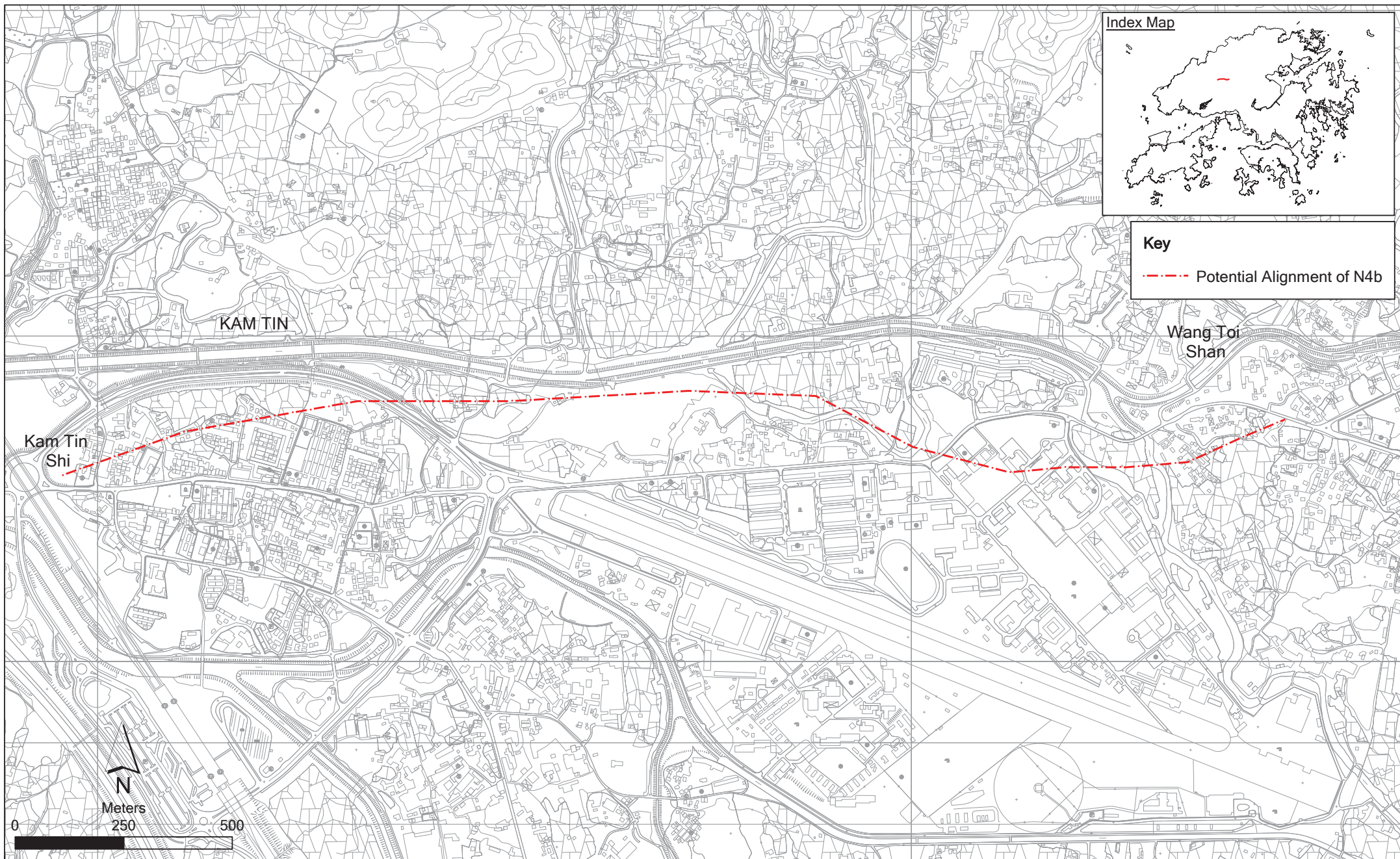
Plan E-N4a

File: Additional Trail Updated Oct 2011\
0127814_N4a.mxd
Date: 14/03/2012

1:5000 Survey Plan for N4a
Kam Tin Route (Sha Kong Miu to Wang Toi Shan)

Environmental
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Management





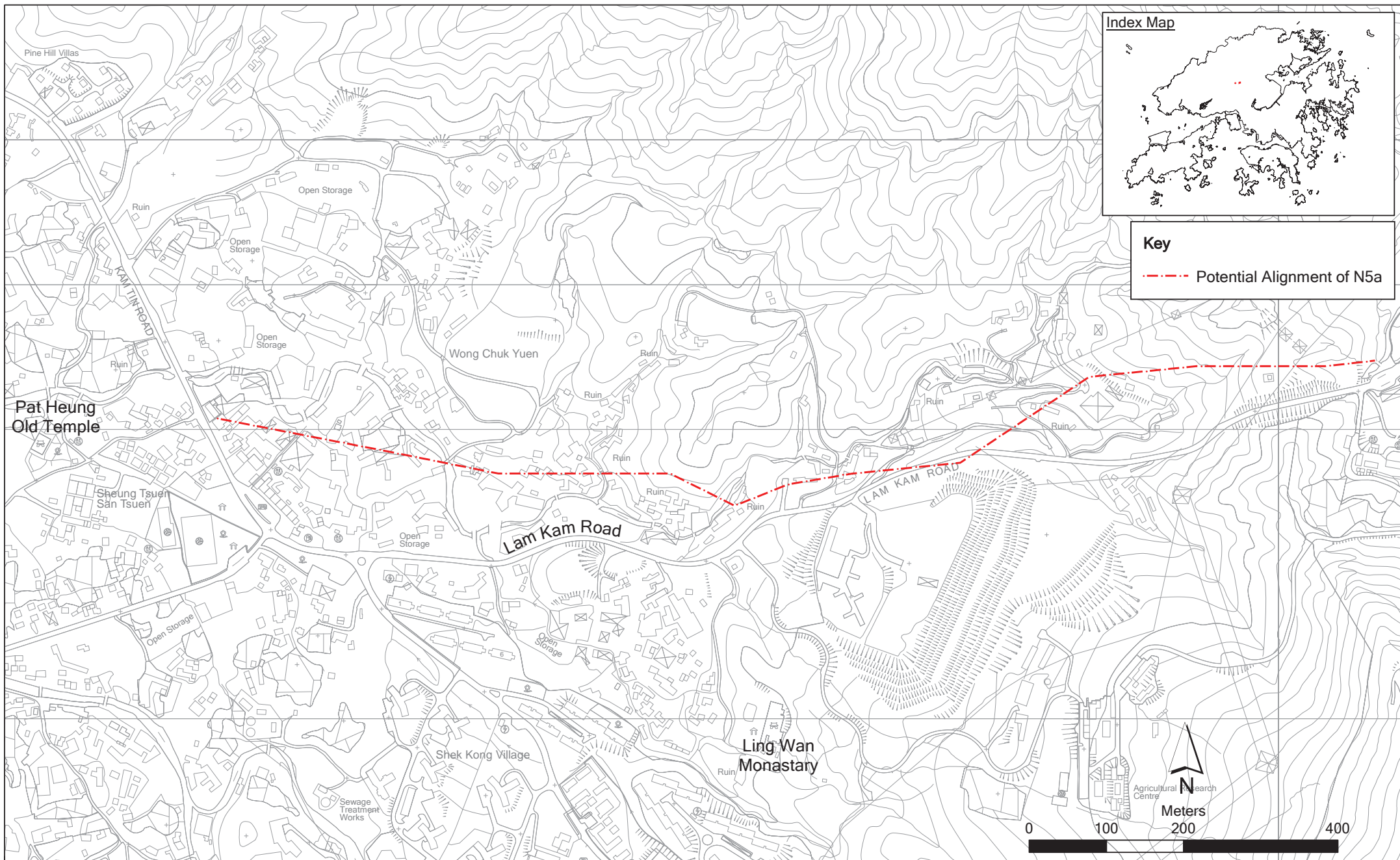
Plan E-N4b

1:5000 Survey Plan for N4b
Kam Tin Route (Sha Kong Miu to Wang Toi Shan)

File: Additional Trail Updated Oct 2011\
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Date: 14/03/2012

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Plan E-N5a

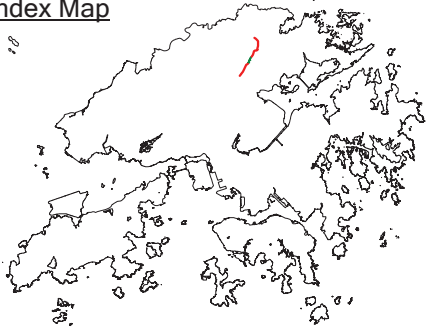
1:5000 Survey Plan for N5a
Kwun Yam Route (Wang Toi Shan to Tai Po Market: Wang Toi Shan to Lam Tsuen Sub-Section)

File: Additional Trail Updated Oct 2011\
0127814_N5a.mxd
Date: 14/03/2012

Environmental
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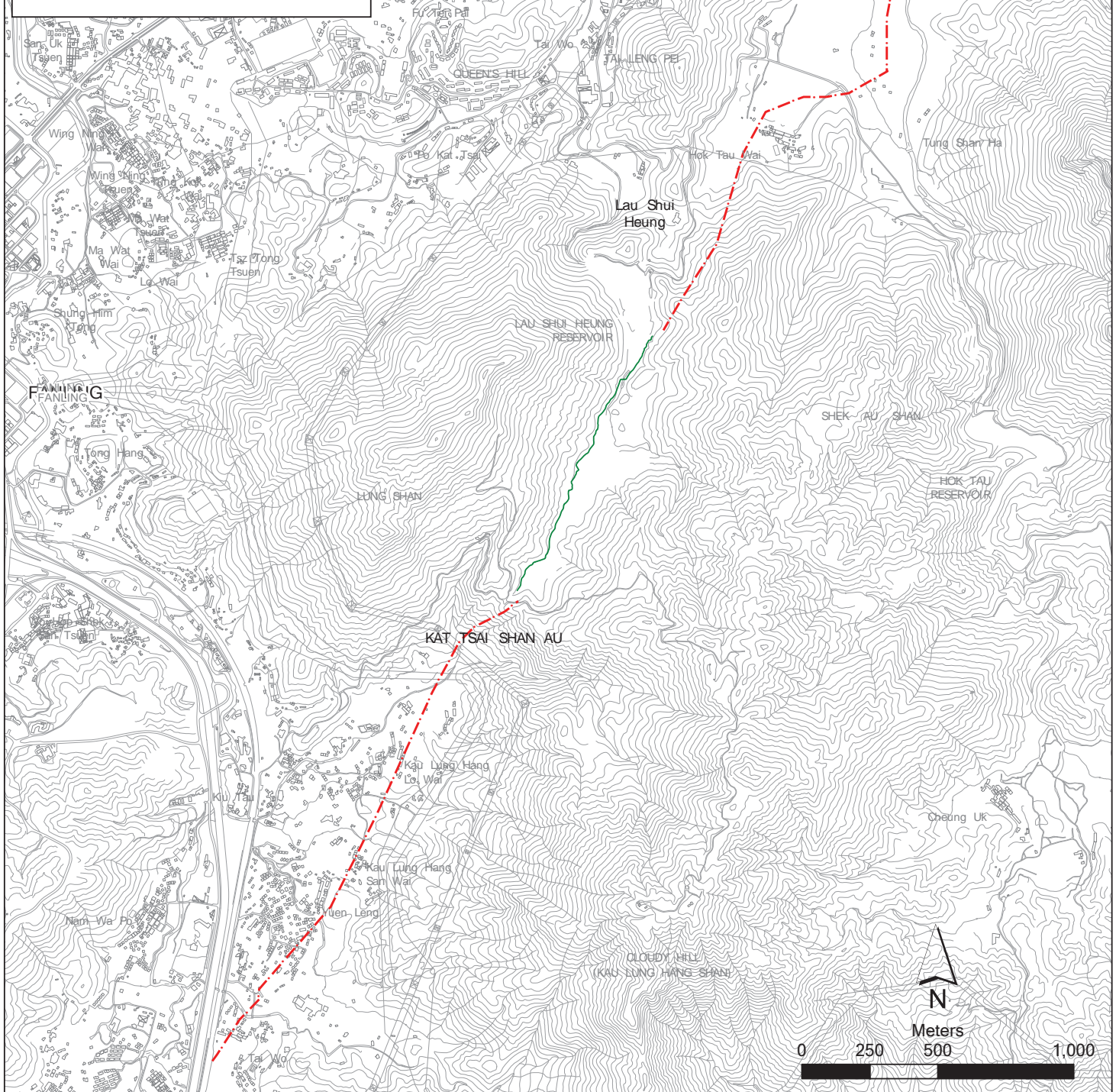


Index Map



Key

- Potential Alignment of N6
- AMO Recorded Section



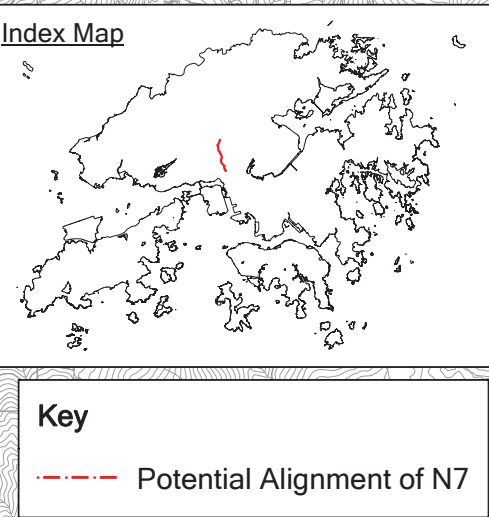
Plan E-N6

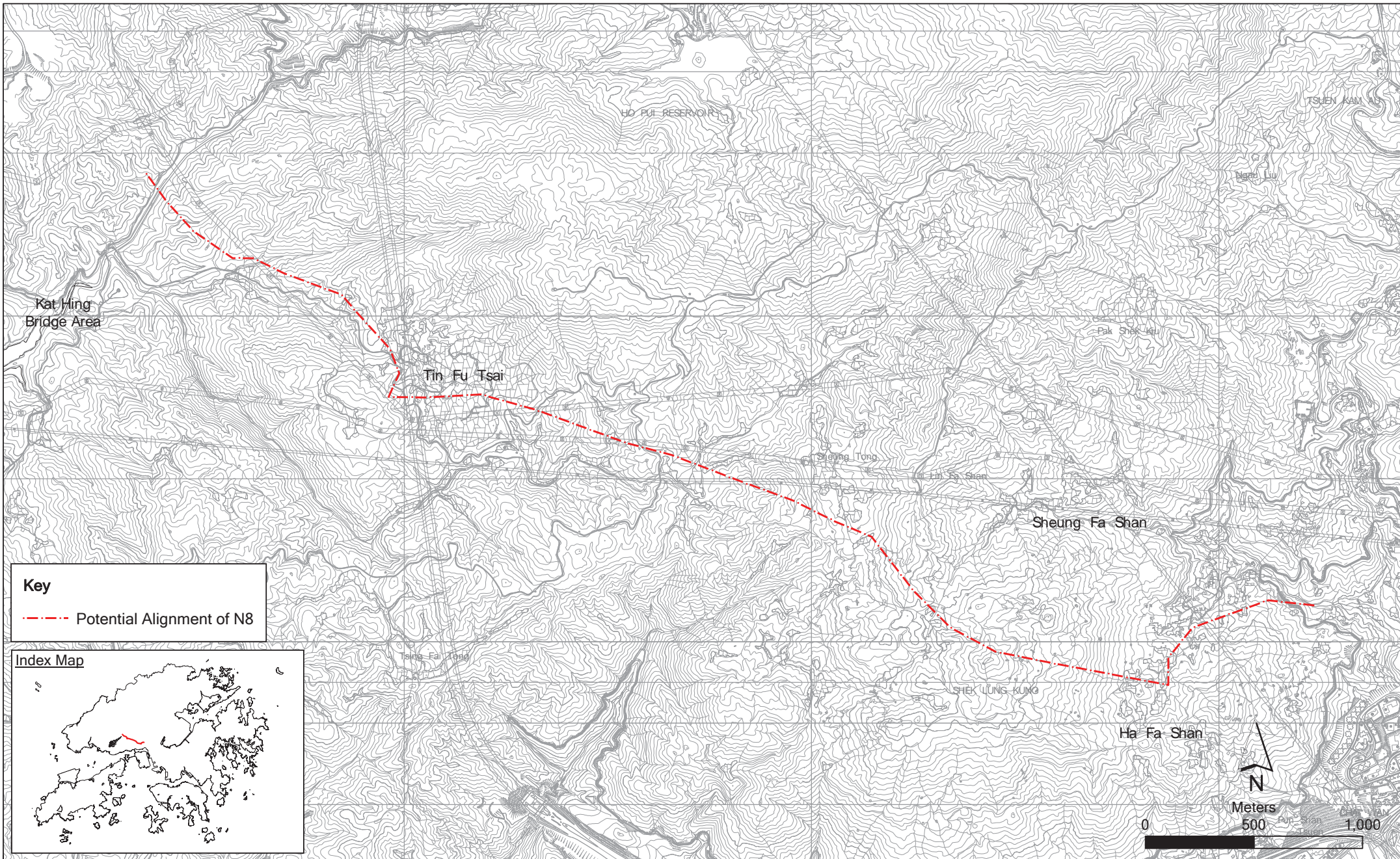
1:5000 Survey Plan for N6
Lam Tsuen to Sha Tau Kok Route
(Tai Hang village to Sha Tau Kok Sub-Section)

File: Additional Trail
Updated Oct 2011\
0127814_N6.mxd
Date: 15/03/2012

Environmental
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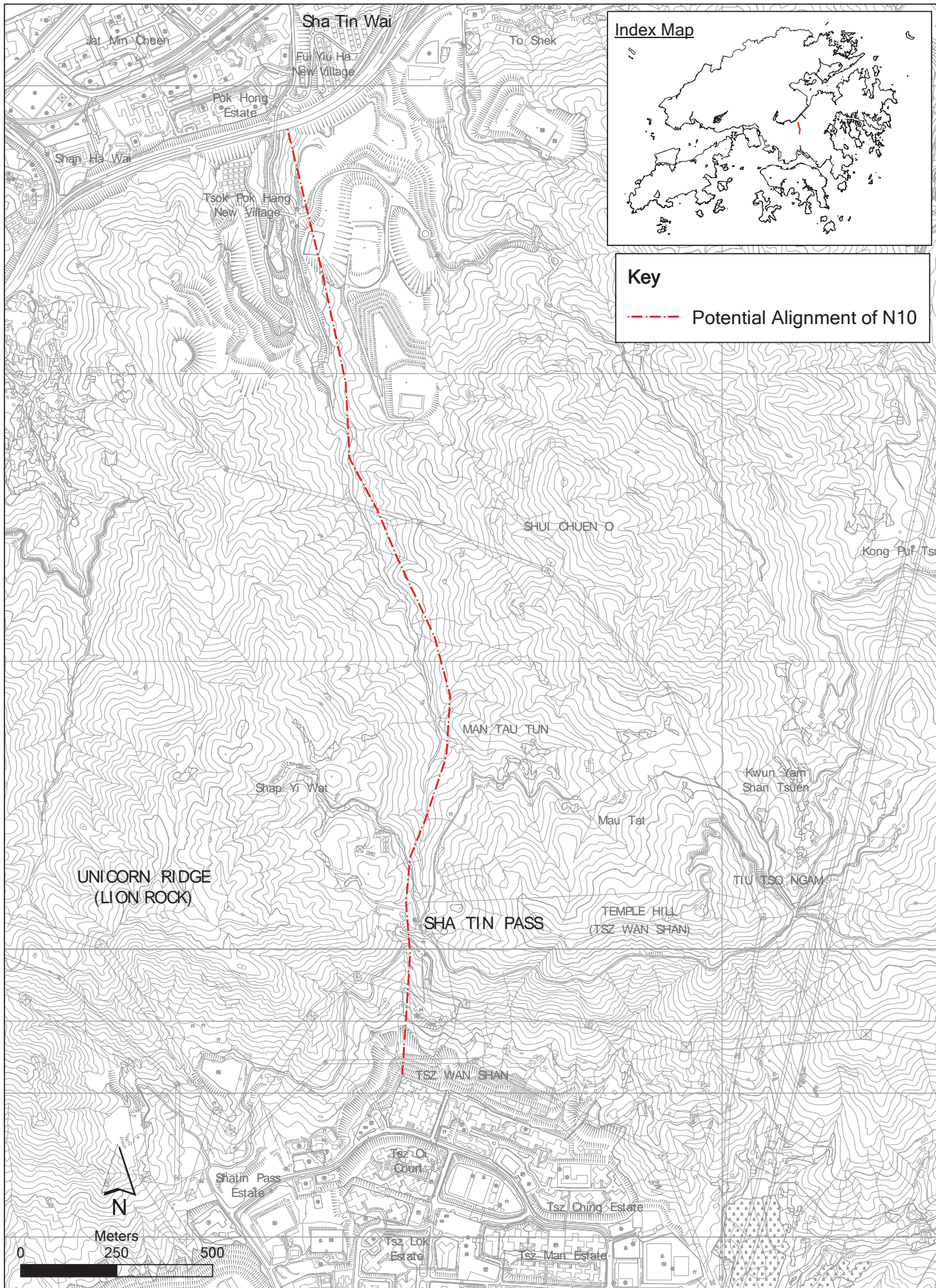
Plan E-N8

1:5000 Survey Plan for N8
Sha Kong Miu to Kowloon City Route (Yuen Long to Tsuen Wan Sub-Section)

File: Additional Trail Updated Oct 2011\
0127814_N8.mxd
Date: 15/03/2012

Environmental
Resources
Management





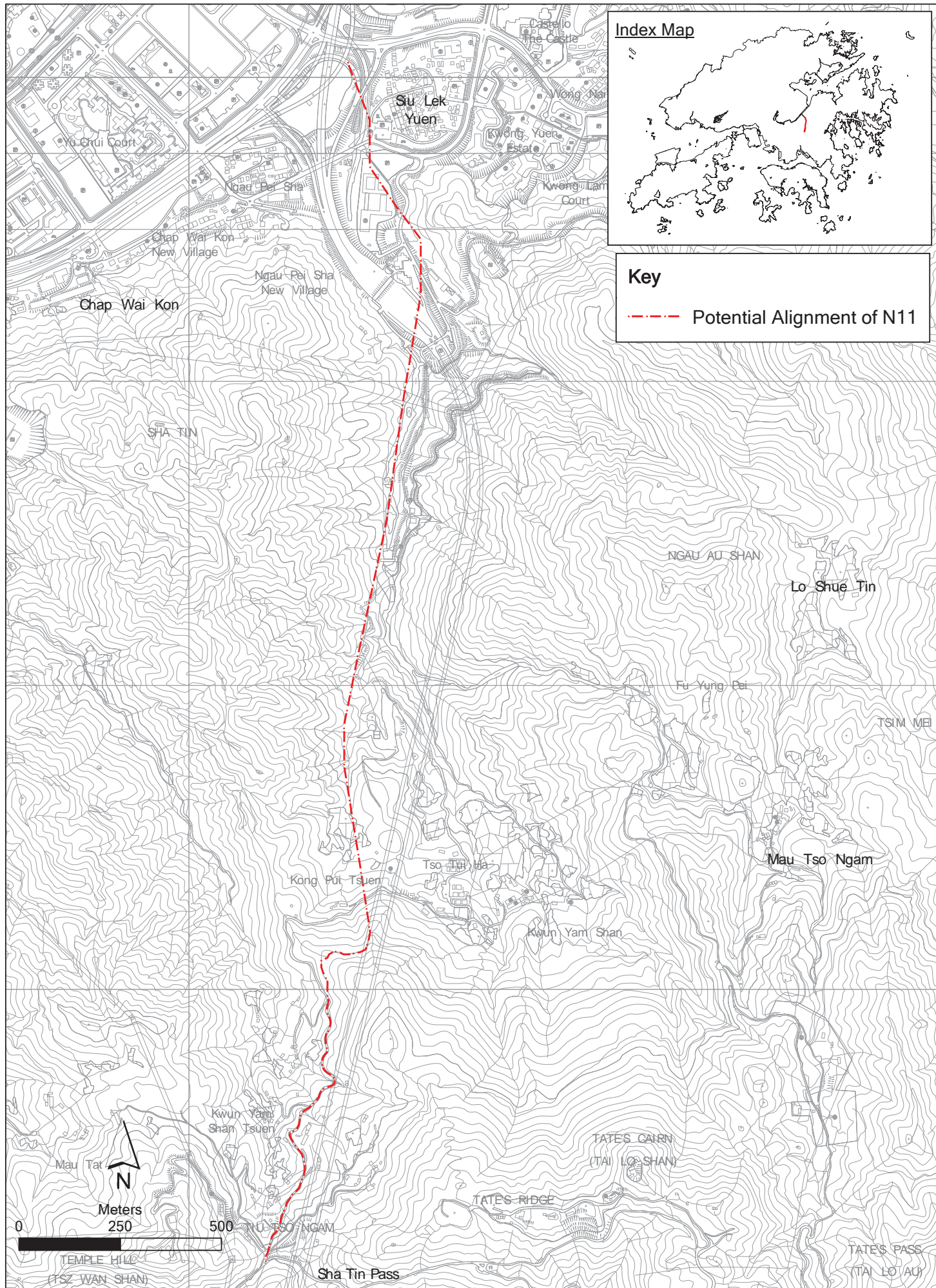
Plan E-N10

1:5000 Survey Plan for N10
Kowloon Route (Kowloon City to Sham Chun:
Kowloon City to Yuen Chau Kok ferry pier Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N10.mxd
Date: 15/03/2012

Environmental
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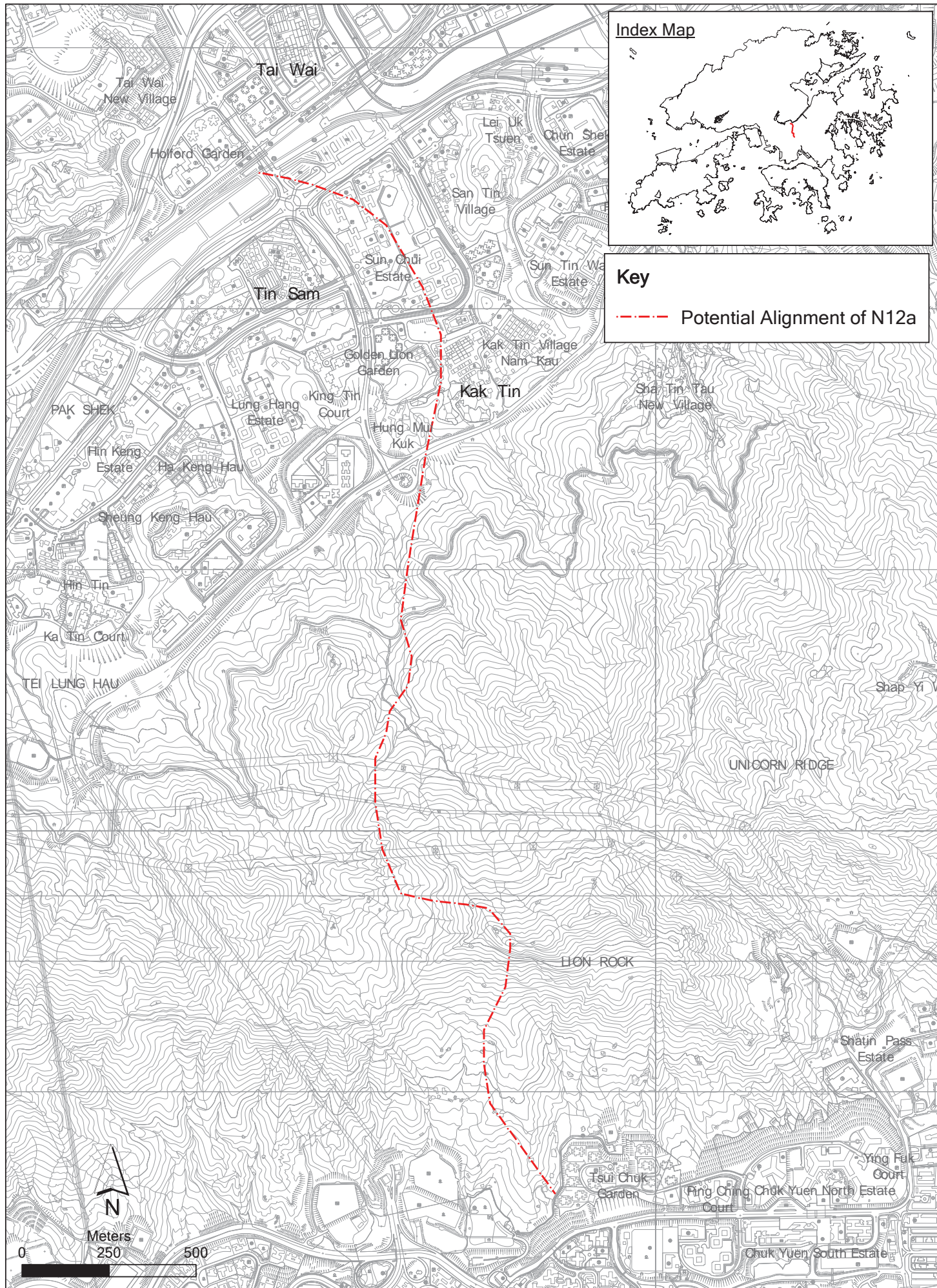
Plan E-N11

1:5000 Survey Plan for N11
Kowloon Route (Kowloon City to Sham Chun:
Kowloon City to Yuen Chau Kok ferry pier Sub-Section:
Siu Lek Yuen Alternative Route)

File: Additional Trail
Updated Oct 2011/
0127814_N11.mxd
Date: 15/03/2012

**Environmental
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Plan E-N12a

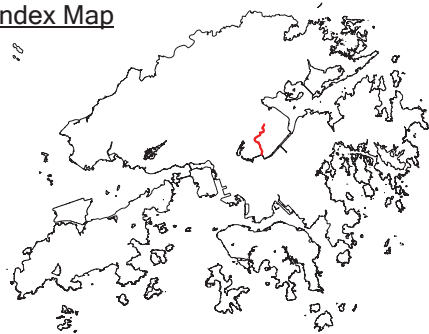
1:5000 Survey Plan for N12a
Kowloon Route (Kowloon City to Sham Chun:
Kowloon City to Yuen Chau Kok ferry pier Sub-Section:
Tai Wai Alternative Route)

File: Additional Trail
Updated Oct 2011/
0127814_N12a.mxd
Date: 15/03/2012

**Environmental
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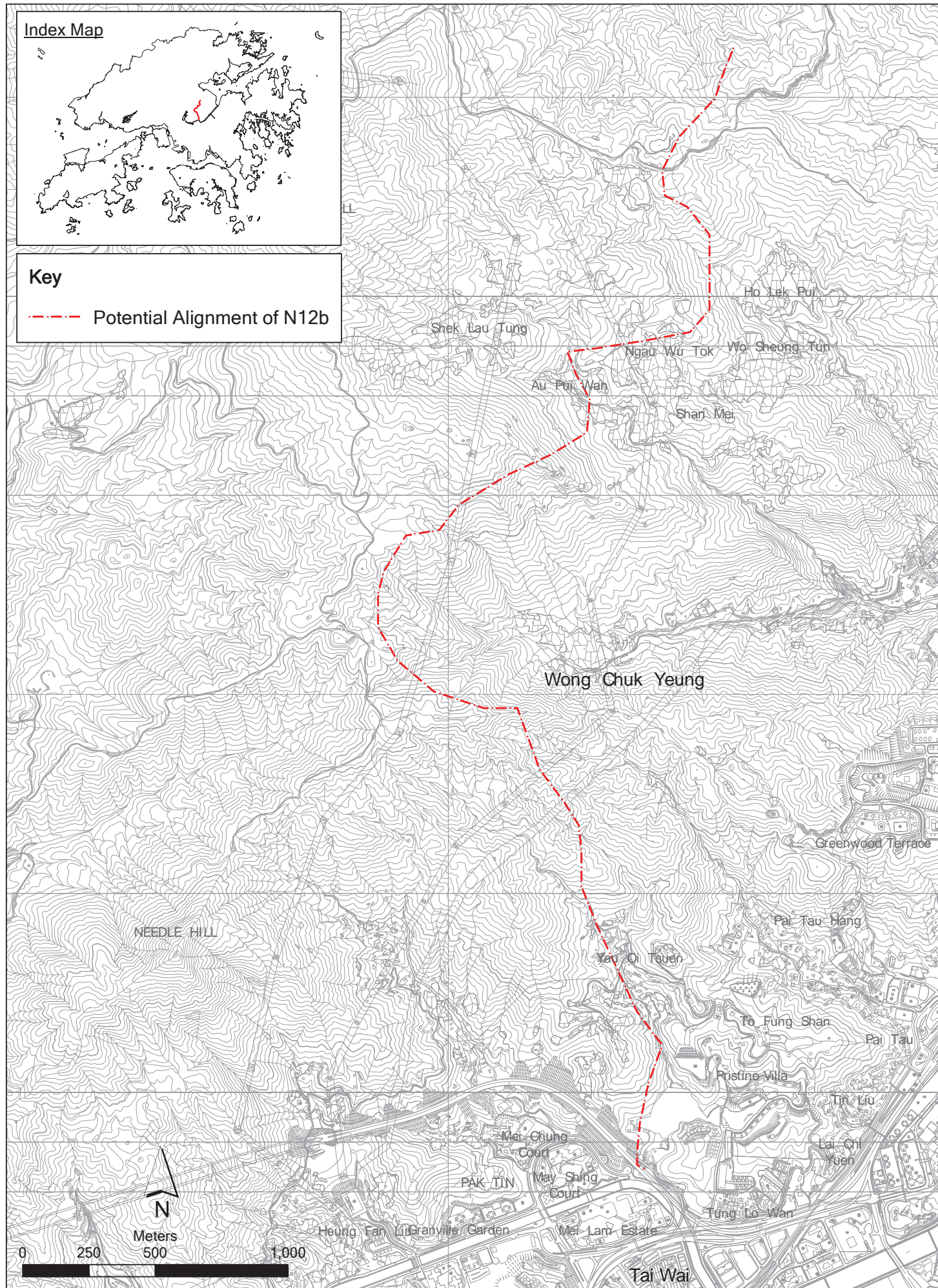


Index Map



Key

----- Potential Alignment of N12b



Plan E-N12b

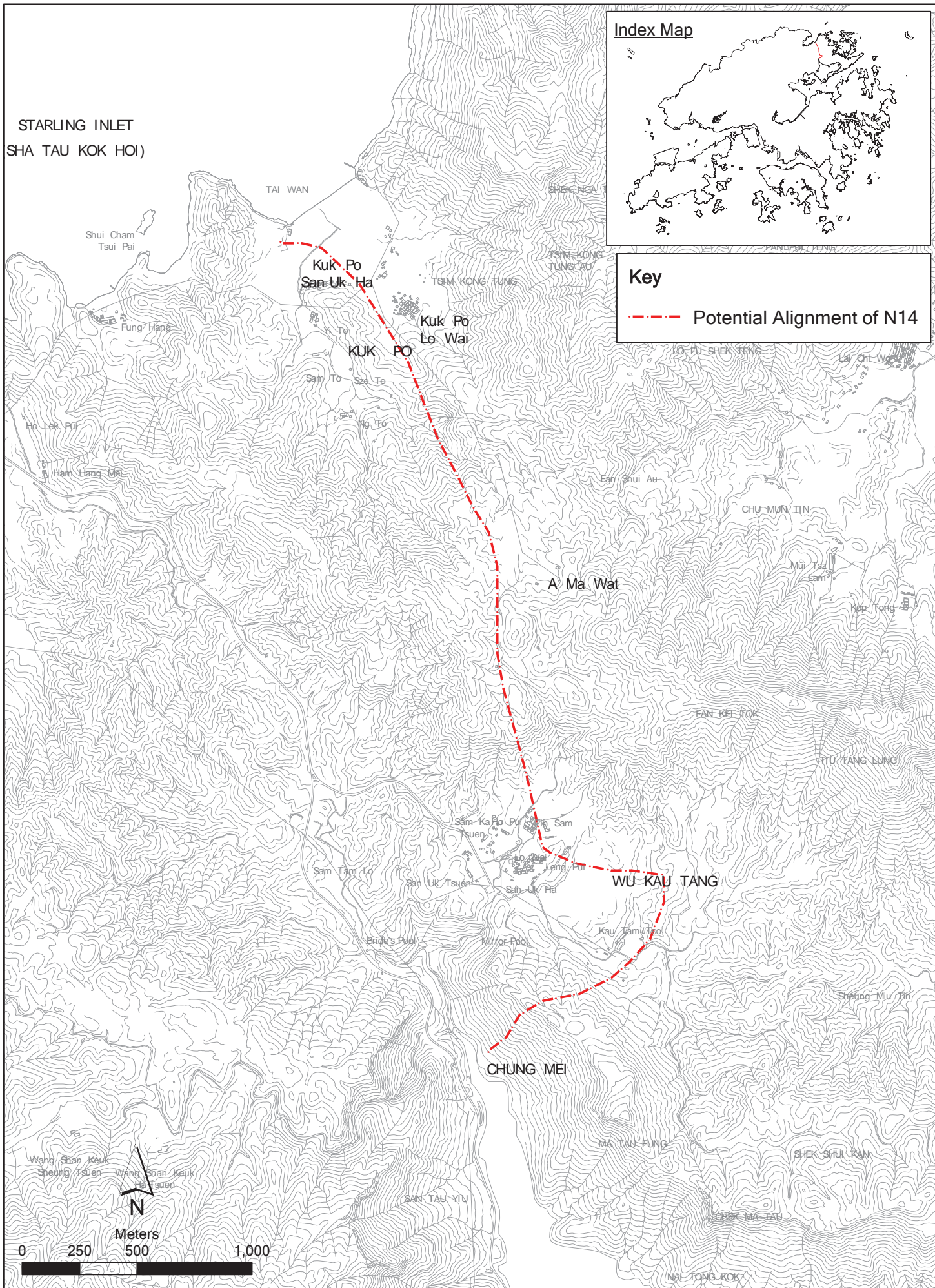
1:5000 Survey Plan for N12b

Kowloon Route (Kowloon City to Sham Chun:
Kowloon City to Yuen Chau Kok ferry pier Sub-Section:
Tai Wai Alternative Route)

File: Additional Trail
Updated Oct 2011\ 0127814_N12b.mxd
Date: 15/03/2012

Environmental
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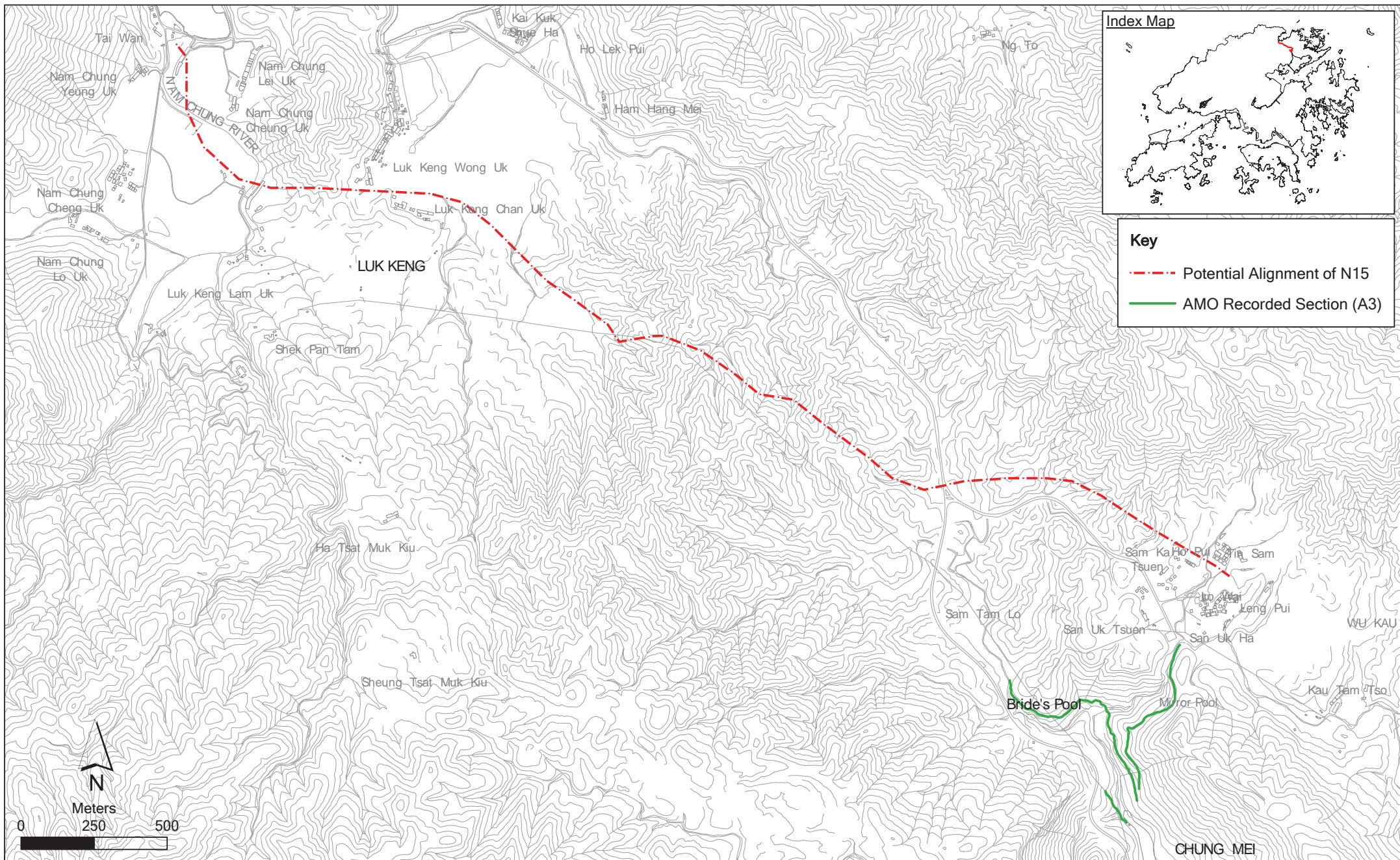
Plan E-N14

1:5000 Survey Plan for N14
Kowloon City to Sha Tau Kok Route
(Ang Chung to Sha Tau Kok Sub-Section)

File: Additional Trail
Updated Oct 2011/
0127814_N14.mxd
Date: 15/03/2012

Environmental
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Plan E-N15

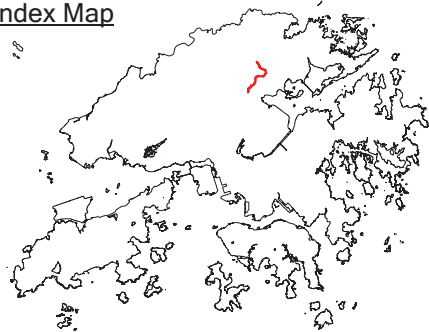
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Updated Oct 2011
0127814_N15.mxd
Date: 15/03/2012

1:5000 Survey Plan for N15
Kowloon City to Sha Tau Kok Route (Ang Chung to Sha Tau Kok Sub-Section: Luk Keng Alternative Route)

**Environmental
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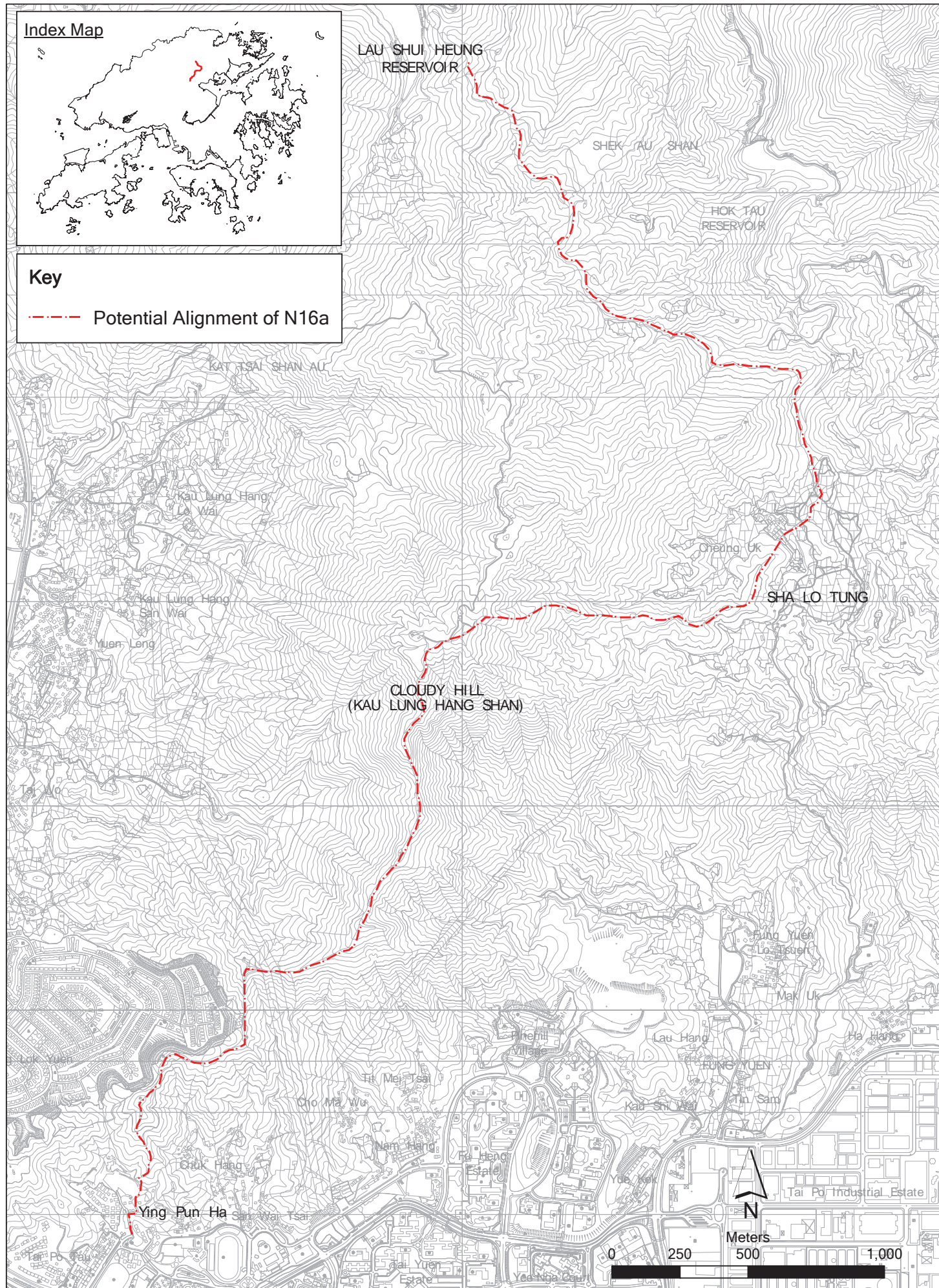


Index Map



Key

--- Potential Alignment of N16a



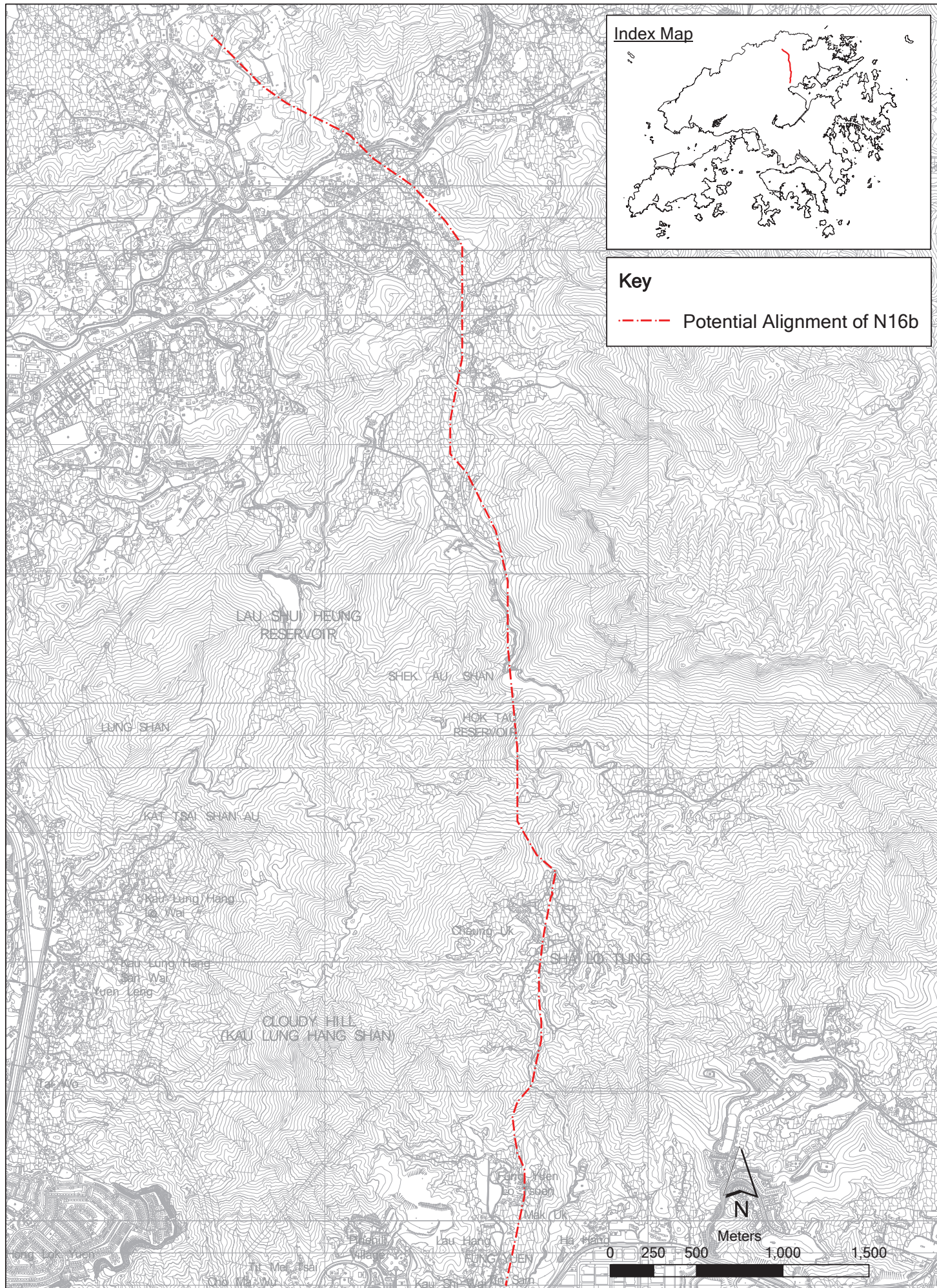
Plan E-N16a

1:5000 Survey Plan for N16a
Kowloon City to Sha Tau Kok Route
(Ang Chung to Sha Tau Kok Sub-Section:
Sha Lo Tung Alternative Route)

File: Additional Trail Updated Sep2012
I0127814_N16a.mxd
Date: 26-Sep-12

Environmental
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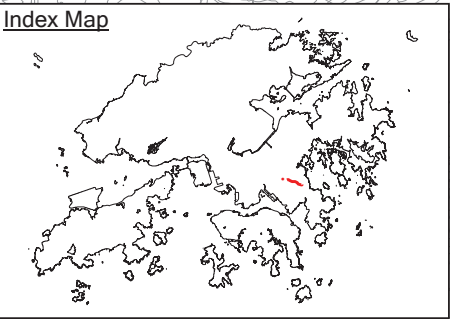
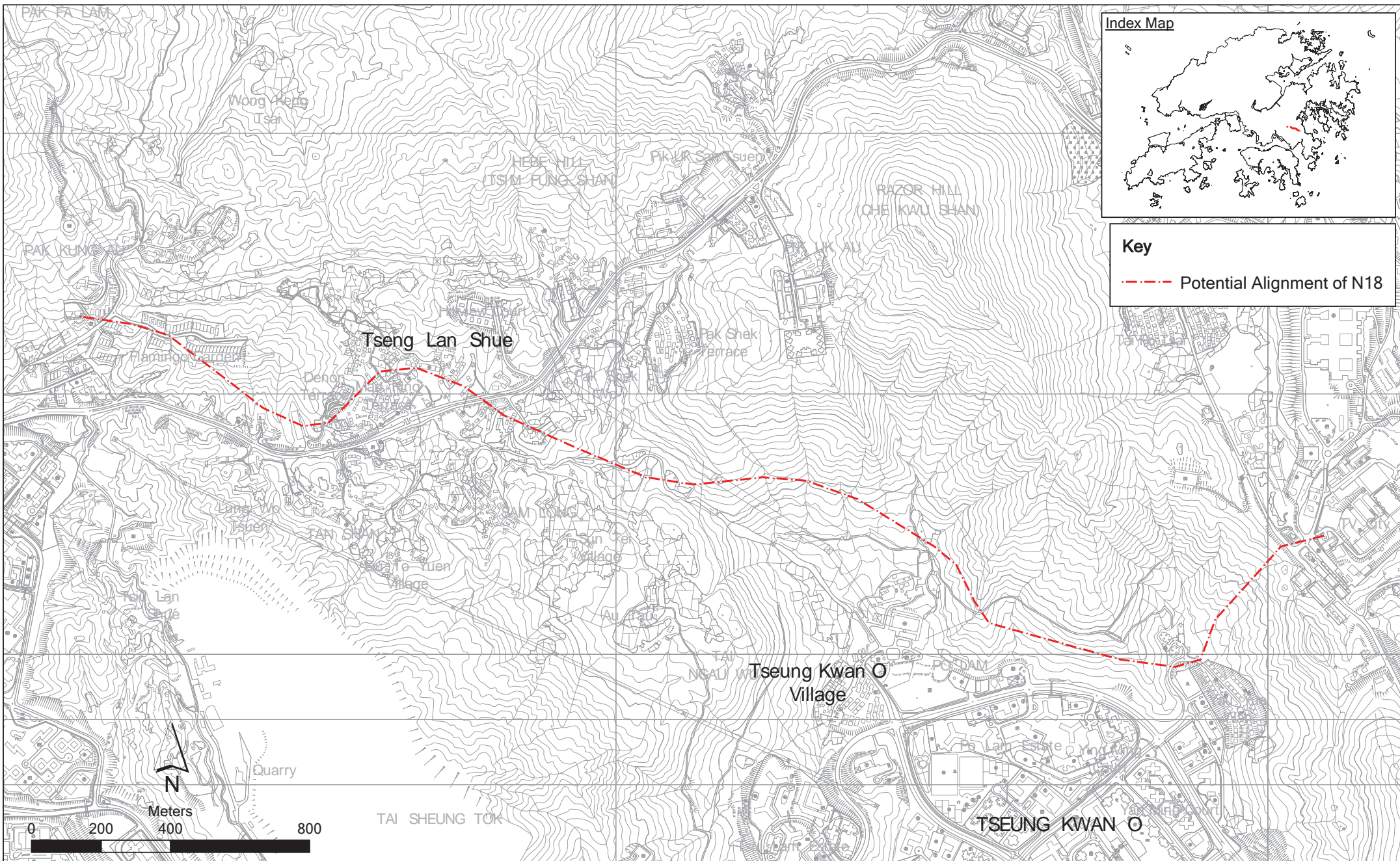
Plan E-N16b

1:5000 Survey Plan for N16b
Kowloon City to Sha Tau Kok Route
(Fung Yuen Sub-Section)

File: Additional Trail Updated Sep2012
I0127814_N16b.mxd
Date: 26-Sep-12

Environmental
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Key

--- Potential Alignment of N18

Plan E-N18

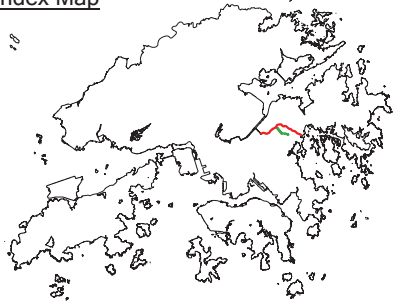
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0127814_N18.mxd
Date: 15/03/2012

1:5000 Survey Plan for N18
Kowloon City to Hang Hau Route

Environmental
Resources
Management

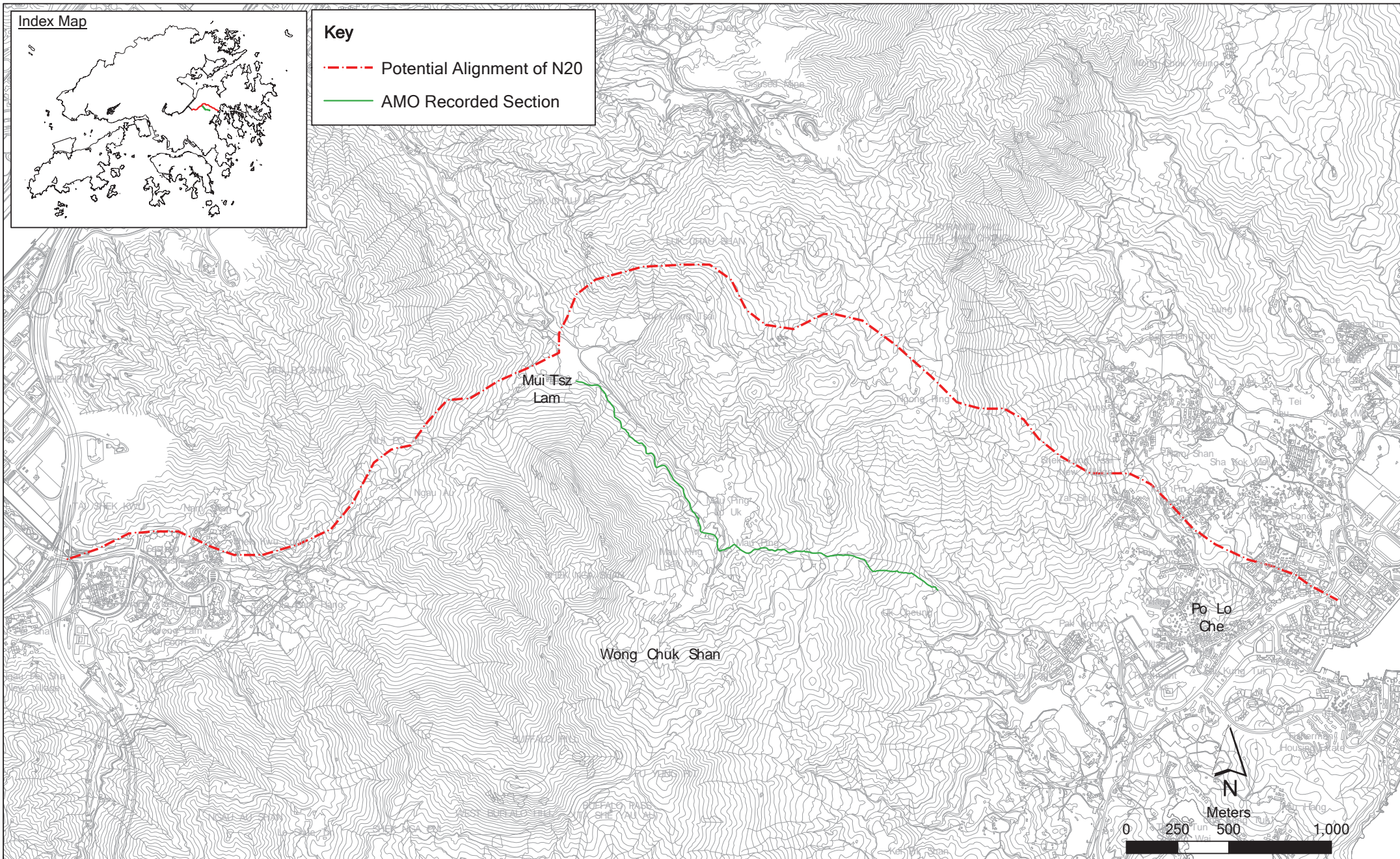


Index Map



Key

- Potential Alignment of N20
- AMO Recorded Section



Plan E-N20

1:5000 Survey Plan for N20
Sai Kung Market to Tai Po Route

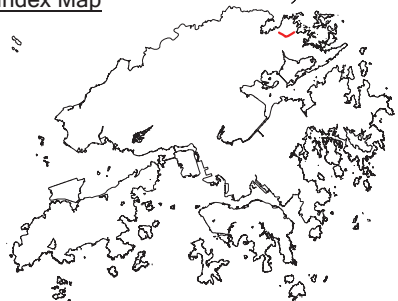
File: Additional Trail Updated Oct 2011\0127814_N20.mxd
Date: 11/10/2011

Environmental
Resources
Management



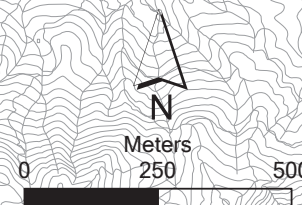
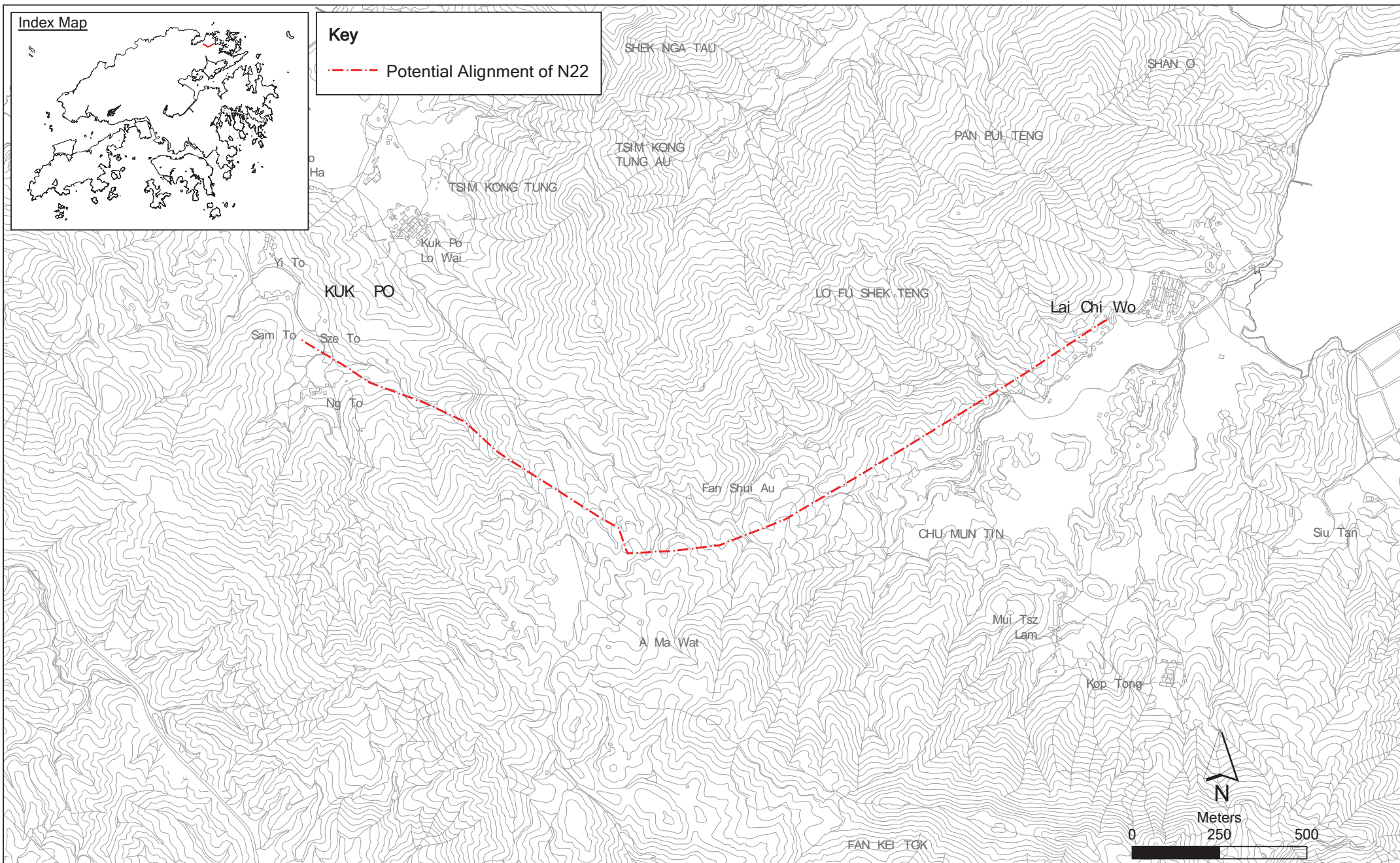


Index Map



Key

--- Potential Alignment of N22



Plan E-N22

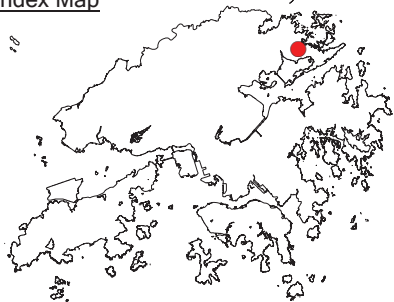
1:5000 Survey Plan for N22
Side Path Between Kuk Po and Lai Chi Wo Village

File: Additional Trail Updated Oct 2011\
0127814_N22.mxd
Date: 15/03/2012

Environmental
Resources
Management



Index Map



Key

--- Potential Alignment of N23

WU KAU TANG

Lai Tau Shek

Sam A Chung

Sheung Miu Tin

Ha Miu Tin

TAU FUNG

SHEK SHUI KAN



Meters
250

0 500

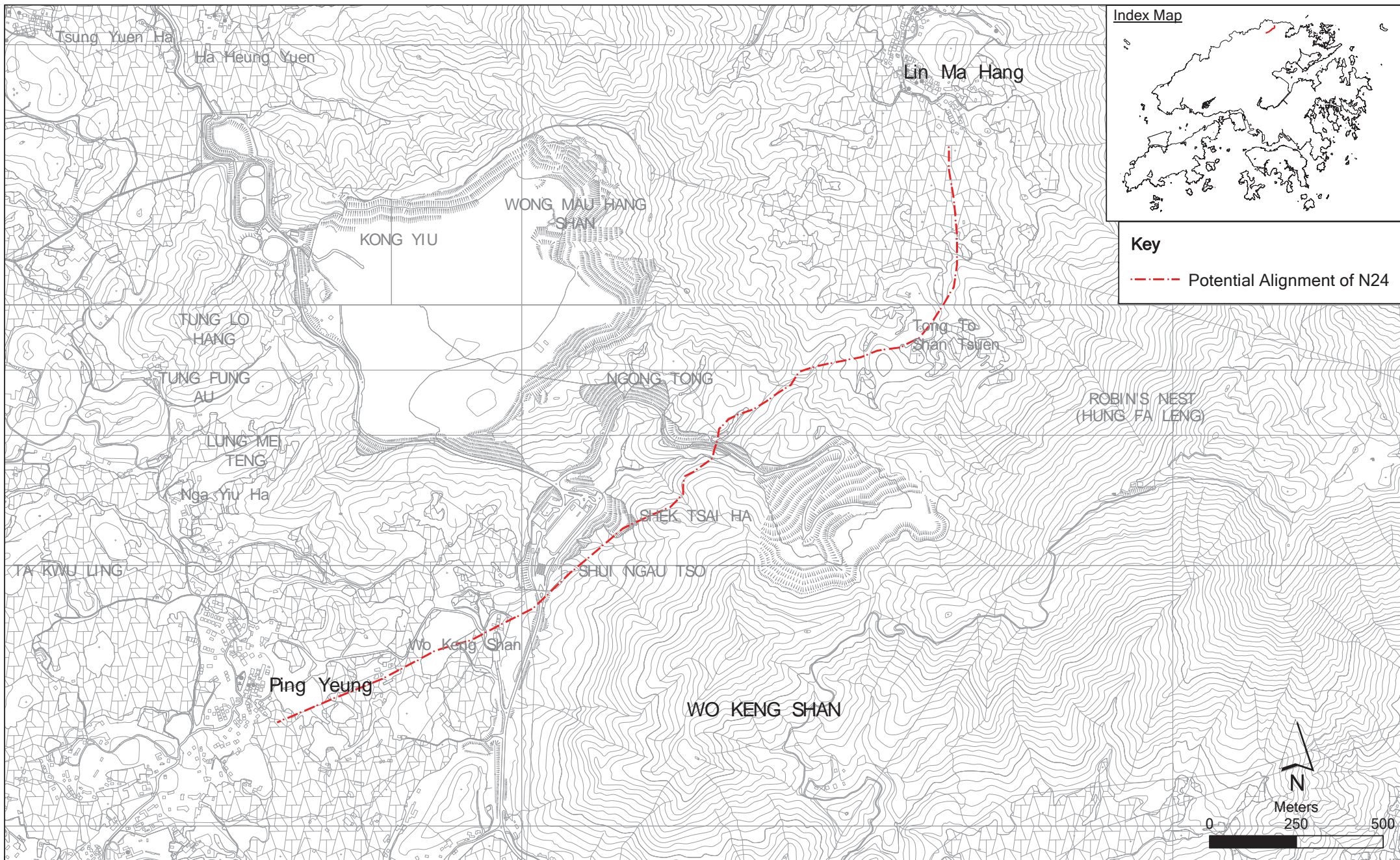
Plan E-N23

1:5000 Survey Plan for N23
Kowloon City to Sha Tau Kok Route (Side-Path to Sam A)

File: Additional Trail Updated Oct 2011\
0127814_N23.mxd
Date: 15/03/2012

**Environmental
Resources
Management**





Plan E-N24

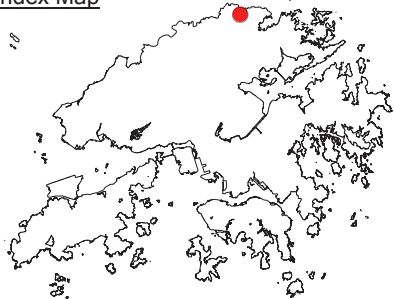
1:5000 Survey Plan for N24
Lin Ma Hang to Ping Yeung Route

File: Additional Trail Updated Oct 2011\
0127814_N24.mxd
Date: 15/03/2012

Environmental
Resources
Management

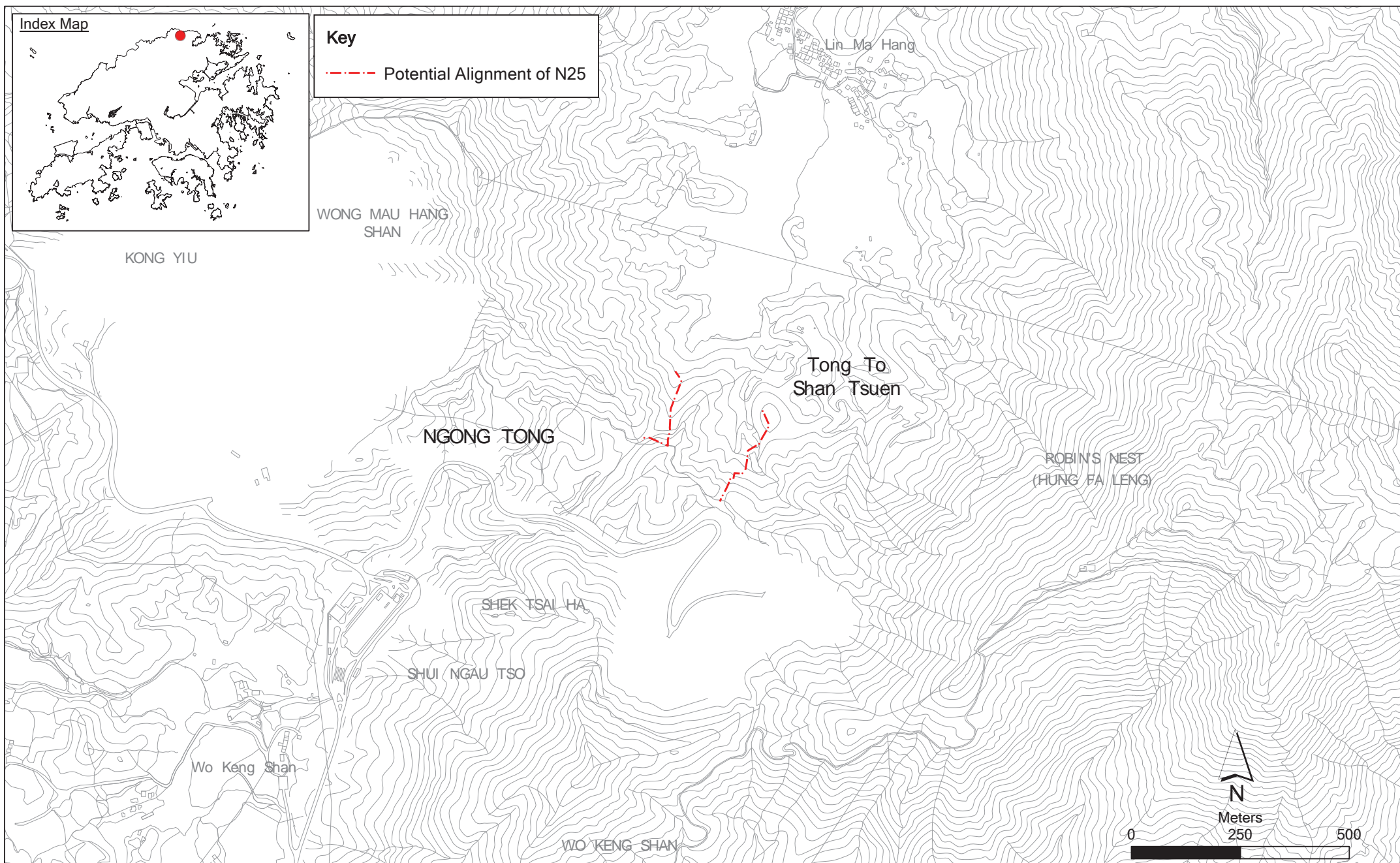


Index Map



Key

--- Potential Alignment of N25



Plan E-N25

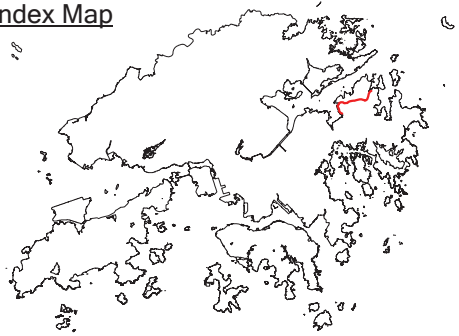
1:5000 Survey Plan for N25
Lin Ma Hang to Ping Yeung Route

File: Additional Trail Updated Oct 2011\
0127814_N25.mxd
Date: 15/03/2012

Environmental
Resources
Management

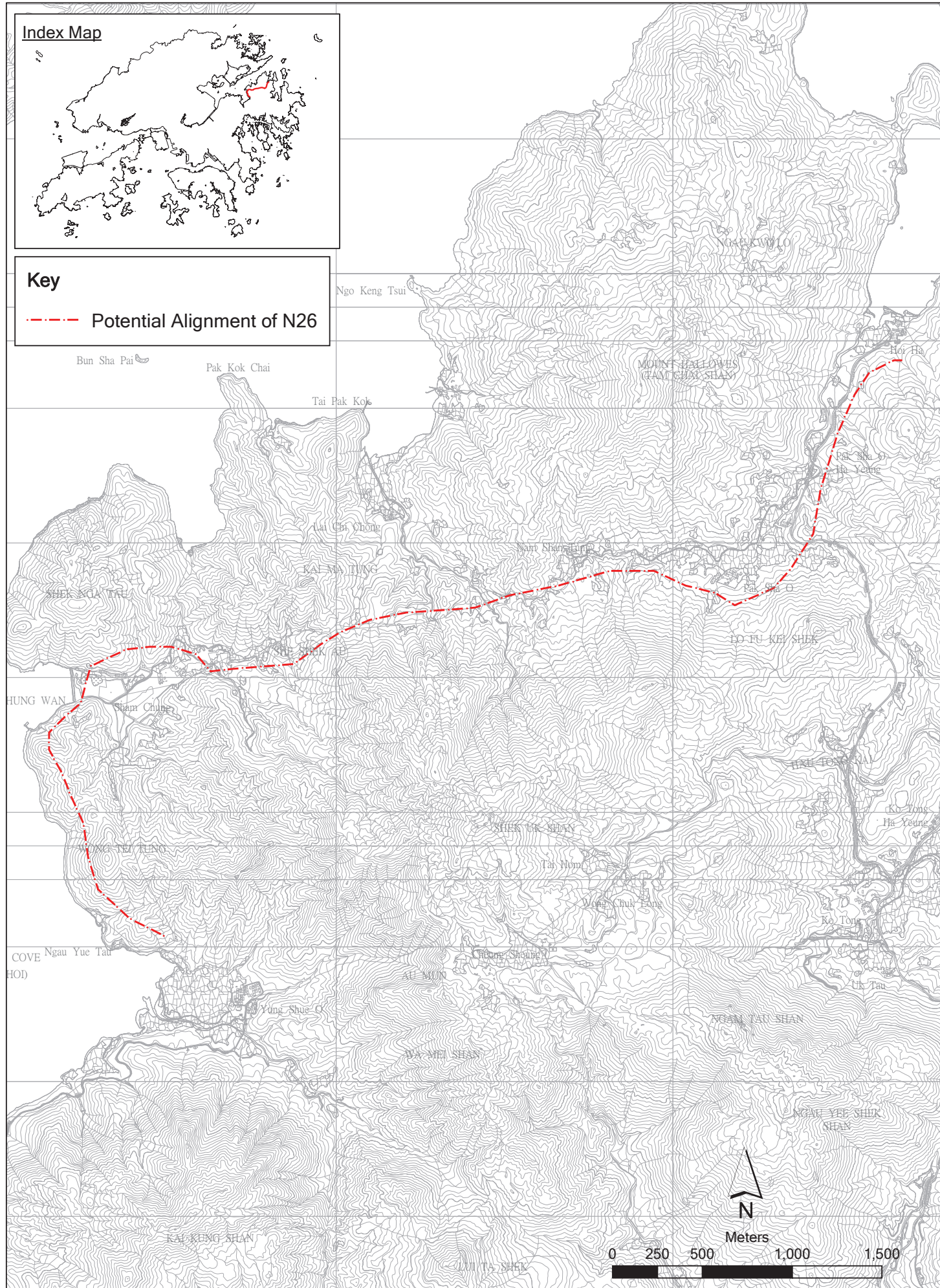


Index Map



Key

--- Potential Alignment of N26



Plan E-N26

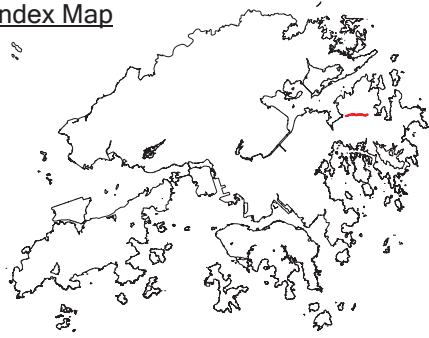
1:5000 Survey Plan for N26
Hoi Ha to Yung Shue O Route

File: Additional Trail Updated Sep2012
I0127814_N26.mxd
Date: 26-Sep-12

Environmental
Resources
Management

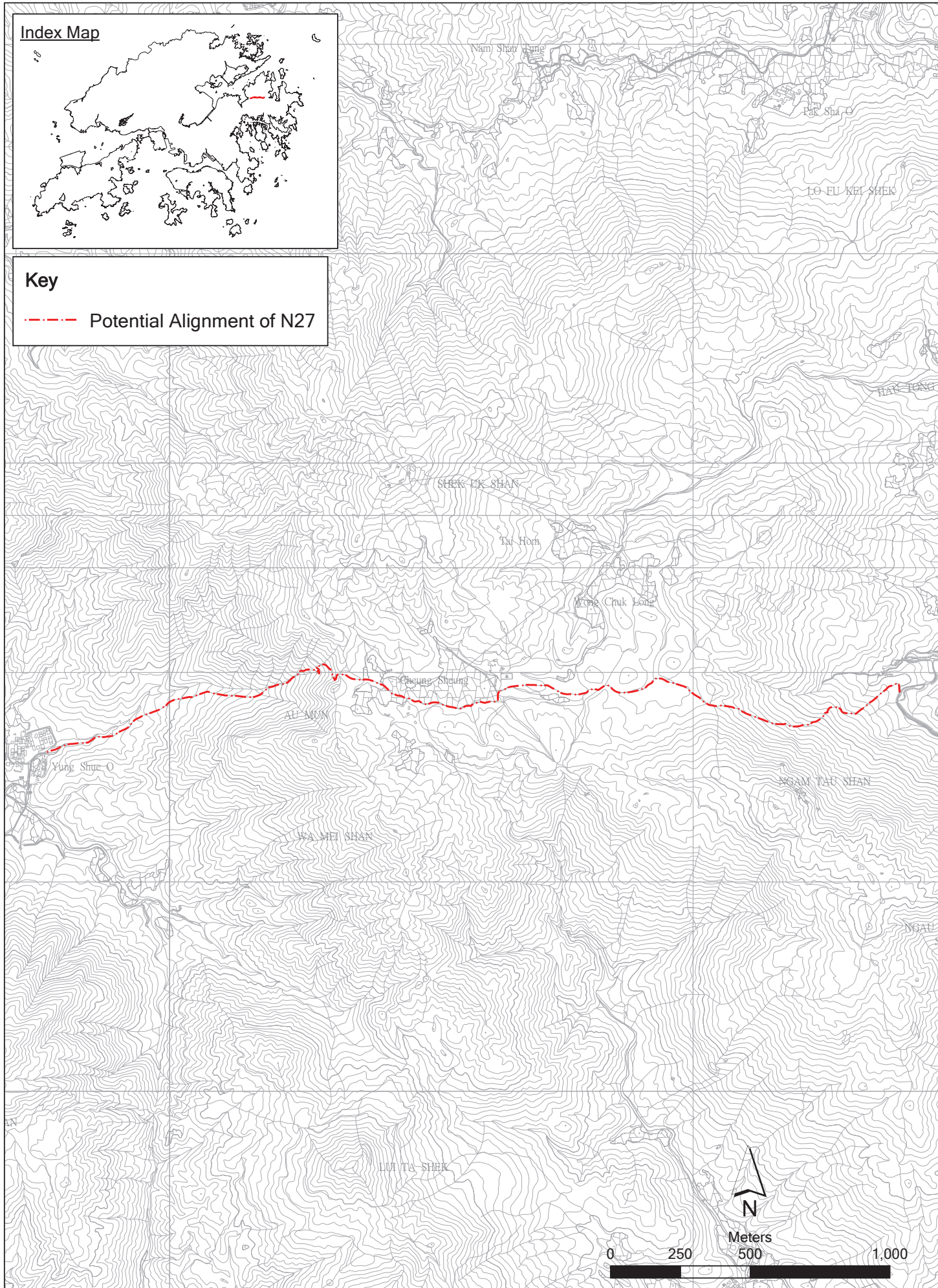


Index Map



Key

--- Potential Alignment of N27



Plan E-N27

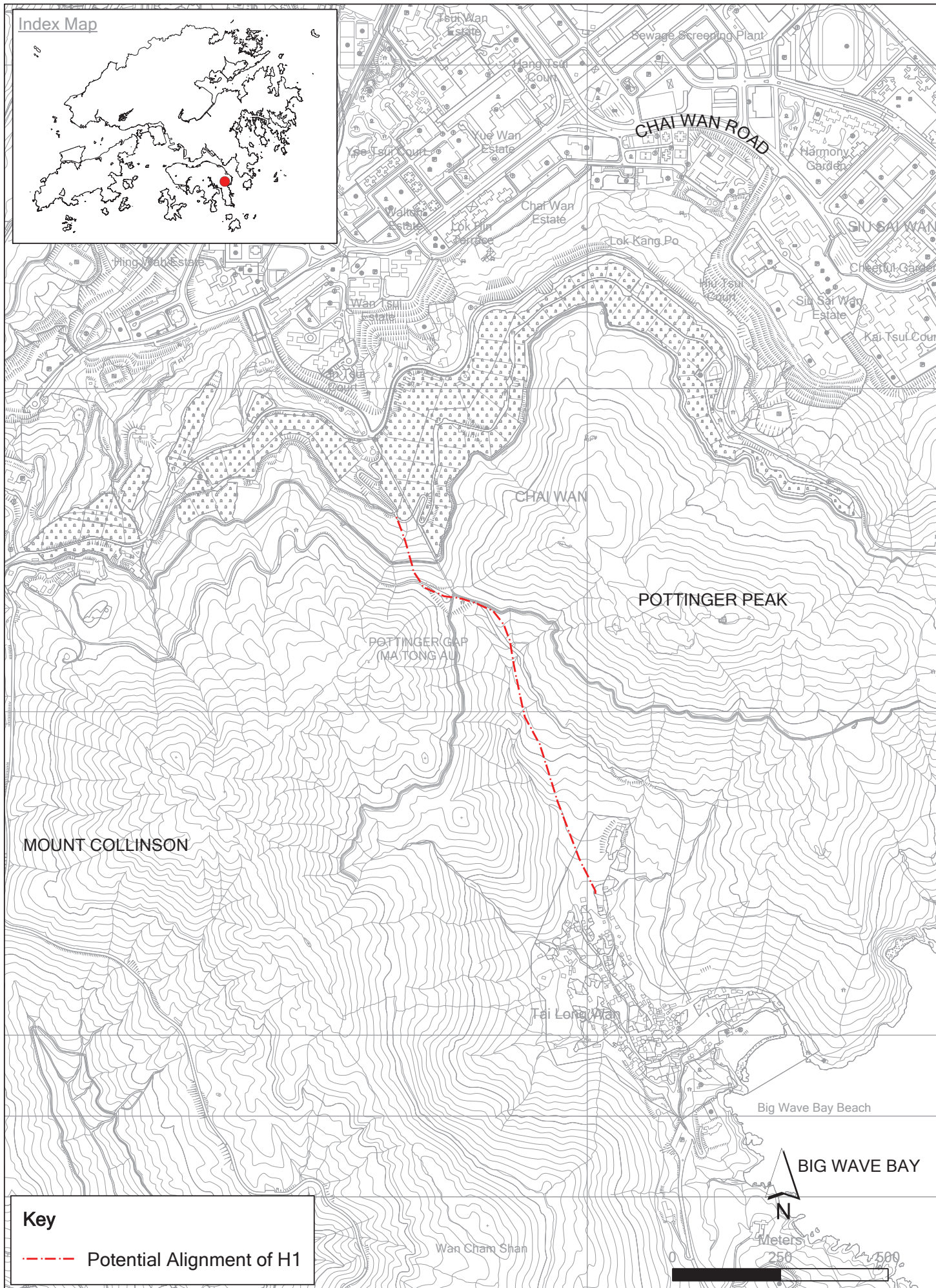
1:5000 Survey Plan for N27
Ko Tong to Yung Shue O Route

File: Additional Trail Updated Sep2012
I0127814_N27.mxd
Date: 26-Sep-12

Environmental
Resources
Management



Index Map



Plan E-H1

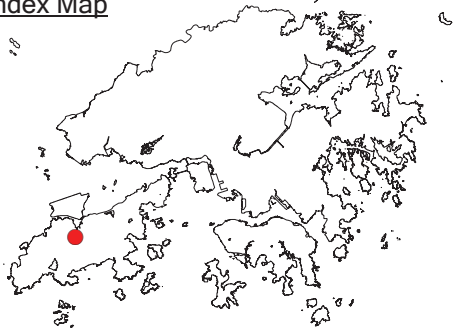
1:5000 Survey Plan for H1
Tai Long Wan Village to Chai Wan Route

File: Additional Trail Updated Oct 2011\
0127814_H1.mxd
Date: 15/03/2012

Environmental
Resources
Management

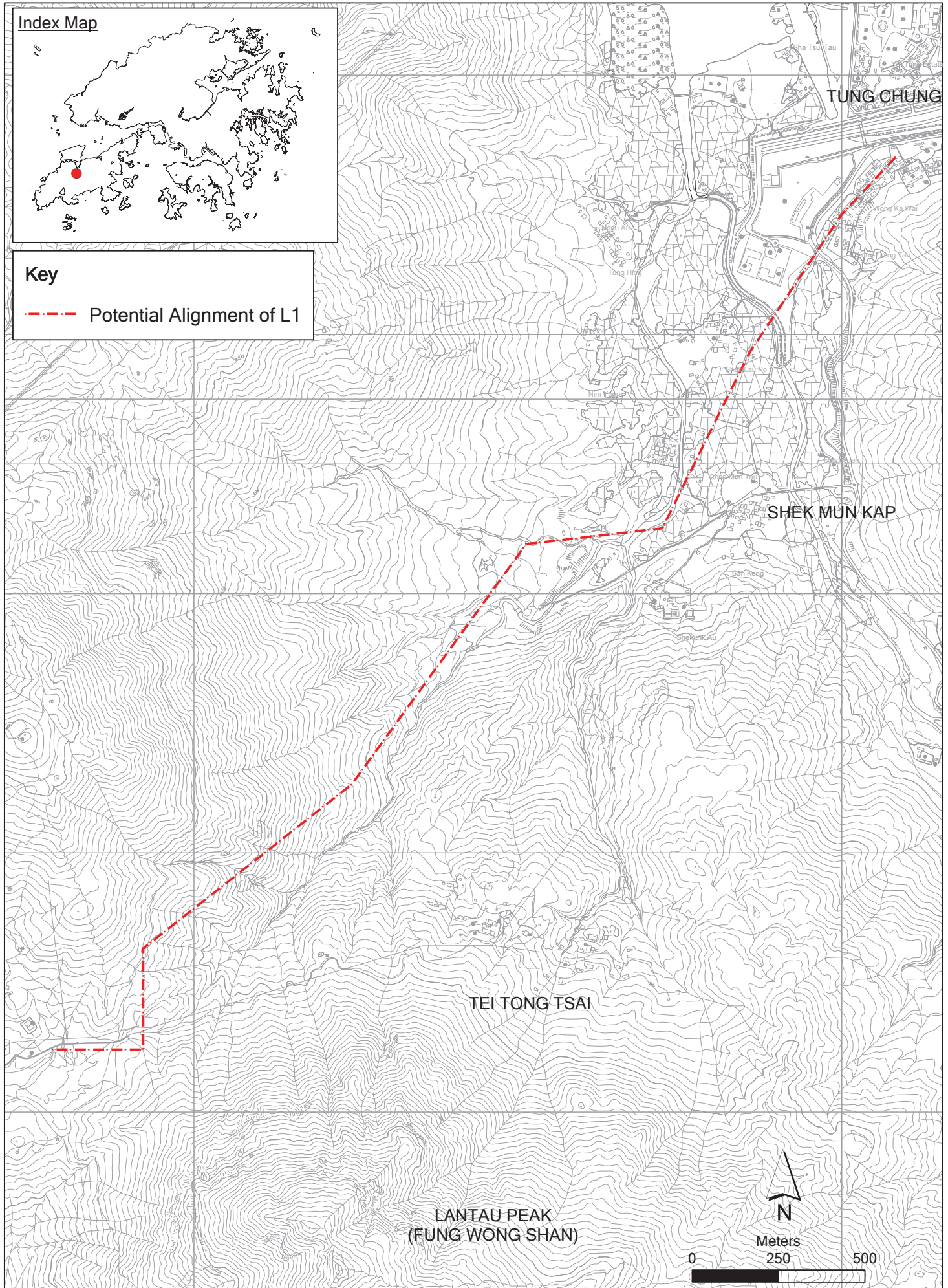


Index Map



Key

--- Potential Alignment of L1



Plan E-L1

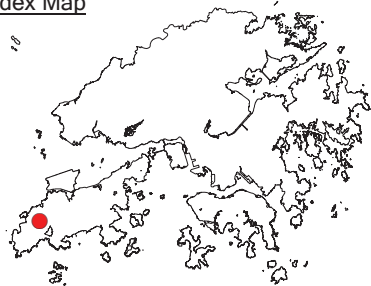
1:5000 Survey Plan for L1
Tung Chung to Fan Lau Route

File: Additional Trail Updated
Oct 2011\0127814_Lantau_1.mxd
Date: 15/03/2012

Environmental
Resources
Management

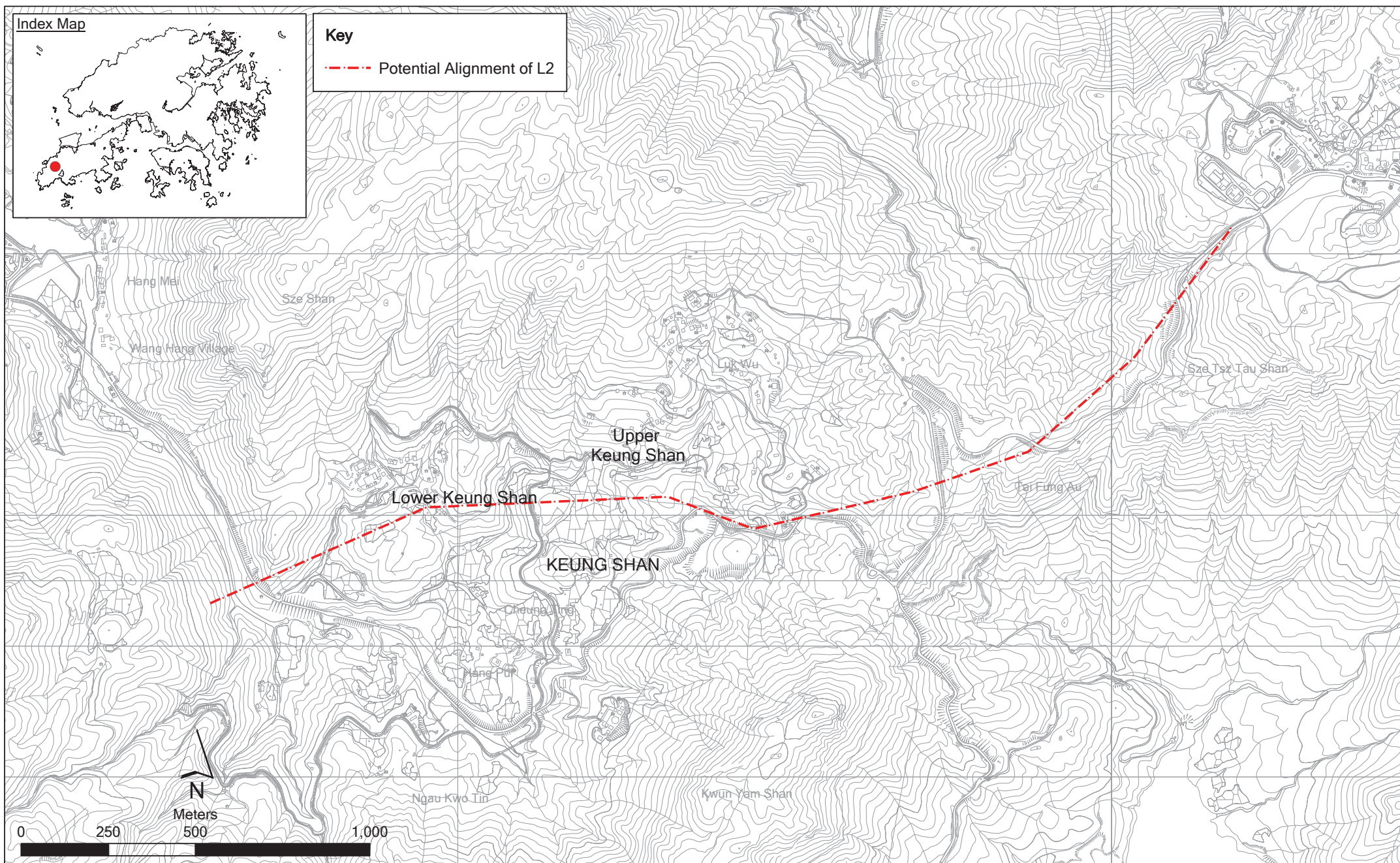


Index Map



Key

--- Potential Alignment of L2



Plan E-L2

1:5000 Survey Plan for L2
South Shore Route (Shek Pik to Tai O Sub-Section)

File: Additional Trail Updated Oct 2011
V0127814_Lantau_2.mxd
Date: 15/03/2012

Environmental
Resources
Management

