

外国語要旨

Industrialization and the boat people in Hong Kong

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The major objective of this study is to discuss the industrialization process in Hong Kong, focusing especially on one major source of societal change in the communities of the boat people: their move onshore during the 1950-70s.

It is well known that most of the boat people in Hong Kong moved ashore during a few decades after 1950, the period referred to as the “Hong Kong rapid industrialization”, but the process of their migration and resettlement has not been studied in depth. Kani Hiroaki is one of the scholars who did research on the process of boat people’s resettlement. In his book based on fieldwork, he argued that the boat people voluntarily moved ashore without any persuasion or coercion by the Hong Kong Government. On the contrary, the newspapers, existing in Hong Kong then, such as *The Star* reported that the Government planned to move the boat people ashore. Did the boat people move ashore without any Government’s persuasion, or were there strong initiative by the part of the Government? This study reconsiders the moving process of the boat people, with special attention paid to the resettlement policy of the Government. The main materials used are documents held in the Hong Kong Public Record Office. They have been drawn to disclose the basic attitudes of the Government. Furthermore the author had interviewed people from communities of the boat people, in order to develop an objective understanding of the policy.

This thesis is divided into five chapters. Chapter 1 reveals methods of the 1961 Marine census. The main issues to be addressed in this chapter are as follows: first, the methods of the census are analyzed to show that the Government prepared for conducting the precise census, and the Marine Department officers and the Census commissioners did play active roles in carrying out the census for more than one year. Second, due to the fact that the Government willingly took the census, it can be said that the Government needed accurate statistics because it would provide the basic information in making policies such as social welfare service. From chapter 2 to chapter 4, I will reconsider the moving process of the boat people through case studies in Yau Ma Tei in Kowloon and Tsuen Wan in the New Territories (Chapter 2), Yuen Chau Tsai in the New Territories (Chapter 3) and Sam Mun Tsai in the New Territories (Chapter 4). In these chapters I will discuss these three matters: (i) the initiators and the purposes behind the policy, (ii) the process of the resettlement, and (iii) the changes in the boat people’s lives after the resettlement. As for (i), case studies on the boat people’s resettlement show that the Government took the initiative to resettle the boat people in Crown Land. In particular, officers of Resettlement Department, the commissioners of New Territories, and District Officers, played active roles in carrying out the resettlement policy. In order to

promote rapid industrialization, the Government needed to improve the increasingly congested state of the Colony's typhoon shelters and anchorages for workboats, to reclaim the seashore for building coastal industrial zones and to construct Plover Cove reservoir for industrial water. Regarding (ii), the Government tried to put the boat people under the effective administration system through the resettlement policy. Concerning (iii), each family joined the Society after moving ashore. This Society, which was organized by Government officers, would collect rents, and deal with all the matters pertaining to the maintenance and operation of a new house. From this we can see that a kind of residents' association for self-government was to be formed by the boat people after their migration. These three findings show that the resettlement of the boat people can be regarded as a part of the industrialization and urbanization process of Hong Kong, in which the Government tried to extend its control over the whole population in its territory. Chapter 5 explores whether the boat people wanted to move ashore or stay on board. It is true that some fishermen rejected offers to move ashore, but most of the boat people agreed to settle on land although they had to wait 7 to 8 years before they got a house on land.

In conclusion, the part of the Government took strong initiative to move the boat people ashore, which was one of the major causes of societal change in their communities during the period of Hong Kong industrialization.