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Kaohsiung Launches Taiwan's First Light Rail Service

◎English translation: Peng Hsin-yi ◎Photo by Pao Chung-hui

Kaohsiung is Taiwan's first city to construct a light rail system. The fast, comfortable and environmentally friendly trains will run on an electric system, so are very quiet and have zero emissions. They have also been designed to effectively recycle the electricity they use and therefore will consume minimal energy. There are no cable lines, as it operates on a NVC System (Non Visual Catenary), leaving Kaohsiung's beautiful skyline undisturbed. Each train has the capacity to carry 250 passengers with 60 seats and room for 186 standing passengers. The trains are 34 meters (37 yards) in length and will pull 5 cars each. The carriages will have four doors, which open at 1.3 meters (4.26 feet), straight onto the platform, making it wheelchair friendly and easily accessible for all passengers.

Light rail construction will cost

approximately 16.5 billion TWD (539,105,938 USD) and run 22.1 km (17.3 miles) around the city. The project has been organized into two stages and will include 36 stations. Stage one, will run 8.7 km (5.4 miles) along Kaishuan and Yisin Roads. It will transport passengers to various landmarks such as the Dream Mall, Kaohsiung Exhibition Center (in the Asia New Bay Area), the Maritime Cultural & Popular Music Center, the Kaohsiung Main Public Library, Kaohsiung Port Terminal and Pier-2 Art Center. Stage two, will run 13.4 km (8.32 miles), commencing in 2017, construction will be synchronized with that of Kaohsiung's Underground Railway. These projects are scheduled for completion in 2019. The light rail will intersect with both Red and Orange MRT (Mass Rapid Transit) lines and comprehensively integrate all of Kaohsiung's transportation systems. It will also include connections with the high speed rail, TSR



陳菊市長視察輕軌
Mayor Chen Chu's inspection

trains and bus routes, providing residents a more convenient and comprehensive transportation network.

The light rail's first test run took place on November 9, 2014, with public service commencement scheduled for the end of next year. During the test, Mayor Chen Chu boarded the train at station C2 and was excited about the

success of this important milestone. She hopes all tests will be expedited quickly and all safety measures are in place before the light rail begins its regular service. She believes Kaohsiung's monumental public transportation systems will provide the residents a greater quality of life.



100%低地板車廂
Doors open at platform level

台灣首輛輕軌列車 從高雄出發

◎文/黃大維
◎攝影/鮑忠曜

輕軌由於具有快速、舒適、無污染、低噪音、能源消耗低等特性，因此有著「綠色運具」的美名，高雄更是

全台第一個建構輕軌的城市，高雄輕軌列車自11月9日起展開上線測試，預計明年底試營運，逐步實現民眾乘輕軌、賞遊高雄街景的願望。結合現有捷運紅、橘二線，與之呈十字型基礎路網相交之內環線，透過整合二大捷運系統構成交通路網，並配合高鐵、台鐵、公車等轉運站與轉乘設施規劃，提供民眾更完善的市區交通網路。

高雄環狀輕軌路線全長約22.1公里，總工程經費約165億元，設置36座候車站，輕軌列車全長約34米長、採用5節車廂之編組，車廂間走道連通，約可搭載250人（座位64人、立位186人），分兩階段建置，現正進行的是第一階段長8.7公里，路線沿著凱旋路、一心路、夢時代、亞洲新灣區的高雄展覽館、流行音樂文化中心、新圖書館、旅運中心、駁二

藝術特區等多樣化的生活據點規劃。第二階段長度13.4公里，配合2017年市區鐵路地下化完工時程，預定於2019年全線完工通車。

高雄環狀輕軌是全亞洲首條全線採用無架空線系統的輕軌，其優點為去除破壞景觀的電車線，保留完整美麗開闊的天際線，更可有效回收煞車電力再使用，節省能源消耗；高雄輕軌並採用100%低地板的車廂設計，車門入口處地板與月台齊平，提供無障礙乘車環境，方便乘客上下車，列車每側設置四扇出入口，每扇門開啟淨寬1.3米，方便乘客快速進出。再者輕軌運輸車輛採電力驅動系統，並無廢氣排放，不會增加都會區空氣污染。

市長陳菊11月9日出席C2車站啟動輕軌靜態測試時，表示這是輕軌建設重要的里程碑，陳市長期勉團隊在輕軌營運前加速完成所有檢測與後續千項的線上動態測試，儘早確認系統安全無虞，期盼跨時代的公共運具如期誕生，承載高雄進步幸福，運轉下個百年風華。



高雄輕軌
Kaohsiung's electric light rail system

歡迎
加入!!



高雄不思議FB粉絲團



高雄市政府LINE

Dashu Old Railroad Bridge Relives its Glory

◎English translation: Lin Fang-ju ◎Photos by Pao Chung-hui

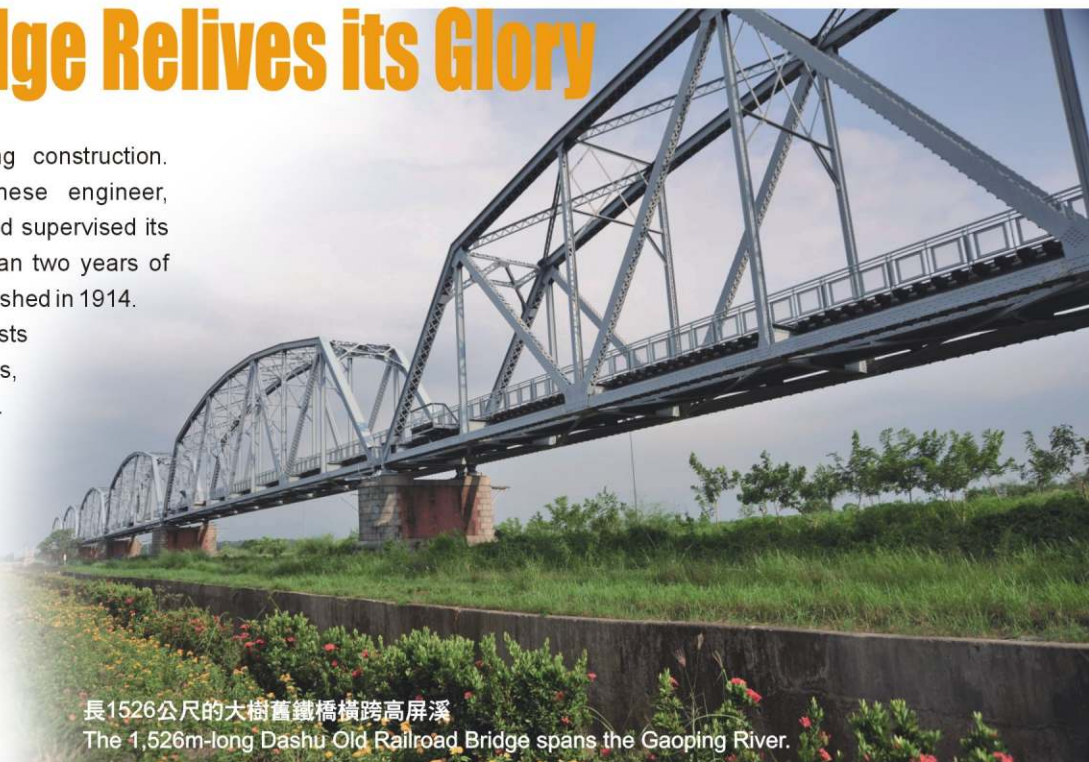
This year is the 100th anniversary of the completion of Dashu Old Railroad Bridge, a 1,526m-long bridge across the Gaoping River. Dubbed "the first long bridge in the Orient," the bridge was the first modern transportation connection between what is now Kaohsiung City and Pingtung County. Trains stopped using the bridge in 1987, but in light of its significance in the history of transportation in Taiwan, and its place in the hearts of local people, Kaohsiung City Government requested permission from the Ministry of Culture – which oversees the bridge because of its status as a relic – to reuse the old bridge. A 307m-long pedestrian path was built on the bridge, and it opened to the public in September 2014. This path has turned the long-closed bridge into Kaohsiung's first aerial lookout. Its uniqueness has made it one of the city's top attractions.

The old bridge was built during the Japanese colonial era to meet logistical demands. Sugar and other raw materials had to be moved between Kaohsiung and Pingtung. Because the bridge was erected over Taiwan's broadest river, flood prevention was a

major challenge during construction. Iida Toyozu, a Japanese engineer, designed the bridge and supervised its building. After more than two years of work, the bridge was finished in 1914.

The old bridge consists of 24 sets of steel trusses, each 11.73m long. There were also 23 bridge piers made of granite and red bricks. These piers are about 9.5m high, and linked by arches to support the bridge. The steel trusses rusted over time, and have been replaced with trusses manufactured by Taiwan Railways Administration. However, the bridge still looks like it did decades ago.

Strict regulations limit the ways in which nationally-recognized historic sites can be renovated. Such work must not damage the original structure in any manner, and the original appearance must be left intact. Lee Yung-chi, the architect in charge of the restoration project, built an elevator at the abutment



長1526公尺的大樹舊鐵橋橫跨高屏溪
The 1,526m-long Dashu Old Railroad Bridge spans the Gaoping River.

base to enhance accessibility. Boardwalks link the elevator and the bridge. A pedestrian path has been built on the eastern end of the bridge, over the wooden sleepers. The path is wide enough for wheelchairs. At the western end, the sleepers remain unchanged. Visitors can look up or down from the railroad to enjoy different views. The exposed wooden sleepers also enhance the site's historic atmosphere. Lee says he thinks the greatest success of the renovation project are the accessibility features. "Keep in mind the old railroad bridge has a maximum capacity of 150 people," he reminds those planning to visit, adding that if you are going to walk on the wooden sleepers, wearing flat shoes is advisable.

Revamping the old bridge has turned it into an aerial pedestrian path. Standing on the bridge, visitors can appreciate the beauty of the bridge's architecture,

舊鐵橋南面是廣達120公頃的濕地公園
The view south takes in the 120-hectare wetland park.



and enjoy views southward over the 120-hectare Dashu Old Railway Bridge Wetland Park. It is an excellent place to watch migrating birds between October and March. The spectacular sunsets every afternoon are enhanced by the trains which whistle by on the newer bridge a short distance to the north. This old bridge is both a glorious relic, and also a magnificent new attraction.

Opening hours:
9am-6pm (until 5pm October to March)



遊客可從橋上鳥瞰景致
Visitors appreciate aerial views from the bridge.

適安全。透過舊鐵橋再利用計畫，遊客漫步空中步道，不僅能體會優雅細長的橋桁空間，南面可鳥瞰廣達120公頃的大樹濕地公園，特別是每年10月至3月可見成群的候鳥飛越，下午4點多又是另一番落日景觀，北面則見火車呼嘯而過，頂著唯一一座列入國家級古蹟的橋樑光環，走過百年，越來越精彩！

舊鐵橋開放時間：
9:00~18:00
(10月至3月開放時間為9:00~17:00)



今年是舊鐵橋通車100週年
This year is the 100th anniversary of the bridge's completion.

百年大樹舊鐵橋 越來越精彩

◎文／侯雅婷 ◎攝影／鮑忠曜

今年是大樹舊鐵橋通車啟用100週年，這座屹立於高屏溪的鐵橋全長1526公尺，彼時為串連高雄與屏東間第一條交通運輸要道，曾被譽為「東洋第一長橋」；輝煌的過往止於1987年停駛除役。它在交通運輸史上的貢獻及民眾對它的特殊情感，任其閒置殊為可惜，為了彰顯舊鐵橋的歷史文化意涵，高雄市政府向文化部申請舊鐵橋古蹟再利用，於橋體上設307公尺的天空步道，今(2014)年9月啟用，睽違27年的舊鐵橋化身為高雄首座空中鐵道景觀步道，獨一無二的鐵橋景觀號召力十足，是高

雄最具人氣的景點之一。

舊鐵橋築於日治時期，最初為了軍事需要與運送製糖等原料物資，亟須將原有高雄路段鐵路延伸至屏東，由於跨台灣流域面積最廣的高屏溪，得克服防洪問題，因此難度極高，由日人飯田豐二負責設計監造，歷時2年多，終於1914年通車。

舊鐵橋由24組鋼桁架組成，鋼桁架高11.73公尺，橋墩由23座清水紅磚和花崗石混砌而成，高約9.5公尺，採橢圓形設計以減少水流衝擊。由於原有鋼樑鏽蝕日益嚴重，現今所見鋼桁架已不是原來建材，1964年起逐步全數抽換為台鐵自製鋼桁架，但



使用「夾具」方式固定於橋的本體
Clamps were used to fix the original structure.

仍維持舊有原貌。

國定古蹟改造工程限制嚴謹，不得以任何形式破壞本體，且需保留古蹟原始樣貌。負責此案規劃的李永祺建築師於橋台基座設置電梯，提供無障礙的友善環境，從電梯至管制門鋪設木棧道，進入鐵橋後，鐵道東側採「夾具」方式固定，再利用設施所需之結構橫樑，於枕木上裝置景觀步道，其寬度足夠讓使用輪椅人士通行，而西側則保留枕木原貌，讓參觀遊客可以細細體驗鐵橋仰視與俯視的不同風景，裸露的枕木呈現其歷史特質和美感。當被問起改造最滿意的地方，李永祺表示，藉由電梯和鋪設鐵橋步道等設置，讓行動不便的民眾也可前來舊鐵橋遊玩，他貼心地提醒遊客，舊鐵橋載重上限為150人，此外，著平底鞋漫步於木棧道較舒

Kaohsiung's Prospering Yachting Industry creates Argo Yacht Club

◎English translation: Wendy Wei Chang

◎Photos courtesy of Jhang Jian Ying-hao, Pao Chung-hui, Argo Yacht Club

Kaohsiung is Taiwan's premiere, yacht manufacturing city. The city is known for its customized yachts and has established a world-class yacht manufacturing sector. Since Taiwan is surrounded by the sea, Taiwan is perfectly located for developing the industry. The government has also worked hard to increase various sectors within the industry. Some of these developments include increasing the local area for yacht manufacturing, making the market more conducive for domestic consumers, to allowing companies to own and manage private harbors and provide dockings for yachts within the Port of Kaohsiung.

In May 2014, Kaohsiung hosted Taiwan's first International Boat Show. Its great success demonstrated Taiwan's growth in yacht manufacturing industry and the strides it is making, in encouraging growth in the domestic market. In 2010, a law was amended that would allow local people to purchase and own private yachts. With this amendment, it is hoped that the domestic yachting market will increase and more people in Taiwan will have the opportunity to enjoy domestically constructed yachts.

With an increasing sector of yacht owners, Argo Yacht Club has decided on Kaohsiung as its headquarters. Argo Yacht Club provides an assortment of services. It provides members with six rental yachts they can rent out to go fishing, host small parties, use for business trips or long-distance vacation cruising. Therefore, members can enjoy the world of yachting without the prerequisite of having their own. Argo Yacht Club is also responsible for yacht docking and maintenance. The club can also assist in hiring captains, crew, yacht managers and assistants for managing travel needs. They can also



亞果遊艇俱樂部員工
The professional staff at Argo Yacht Club



釣魚遊艇
Fishing yacht

assist prospective yacht owners in locating the right Taiwanese yacht manufacturers to develop their dream yachts. Horizon Yacht not only assists in providing clients the finest of new yachts but also provides technical support for all members' yachts.

Argo Yacht Club was funded by Horizon Yachts (the world's fifth largest customized luxury yacht manufacturer) and Man Strong (one of the Taiwan's largest human resource companies) and is the first of its kind in Taiwan. President of the Argo Yacht Club, Ho Yu-Ling explained another incentive for opening the club in Kaohsiung is that it enjoys good weather for at least 10

months of the year; very conducive for developing a yacht tourism sector. Members enjoy a high caliber of qualified staff, many of which are graduates of National Kaohsiung Marine University. Staff is required to love the ocean and know how to swim. They must have both a lifeguard certification and a pleasure craft boating license. The captains of the club's yachts are retired Marine colonels. The club is expecting to soon recruit more than 200 members.

The yachting industry now not only includes an advanced manufacturing sector but also sales and recreational services.

Taiwan's first boat exhibition also assisted in expanding the industry and furthered the city in becoming a primary yacht sales destination, in Asia. Like many international yachting harbors, yachts always dock at piers near the city's center. The yachting industry will increase the economy with the establishment of more hotels, department stores and restaurants in the harbor area.



遊艇停泊於22號碼頭
Yacht docking at Pier-22

高雄遊艇產業百花爭妍 催生亞果遊艇俱樂部

◎文／侯雅婷 ◎照片提供／張簡英豪、鮑忠暉、亞果遊艇俱樂部

高雄為台灣遊艇製造業重鎮，以「客製化」遊艇見長，確立世界級製船實力，四面環海的台灣擁有絕佳地理條件發展遊艇休閒產業，過去囿於法令禁止私人擁有遊艇，2010年法令修訂私人可購買遊艇，創造「亞果遊艇俱樂部」發展契機。高雄1年長達10個月的好天氣，對於發展遊艇觀光產業助益

良多，於是「亞果遊艇俱樂部」選擇落腳高雄，實現遨遊四海蒼穹的海洋夢。

台灣遊艇內需市場，從遊艇製造業到消費終端的客戶之間有段很長的路，隨著法令鬆綁，國人乘遊艇親近海洋的夢

想漸露曙光。民間率先投入於高雄港碼頭興建遊艇基礎設施，比如私人遊艇碼頭，備妥遊艇停泊船位；今年5月，高雄迎來首屆台灣國際遊艇展，成功聚焦台灣遊艇製造實力，業者莫不企盼，有朝一日，台灣製作的遊艇能讓更多國人使用。

於是「亞果」把台灣遊艇製造業半世紀以來的成果，呈現在消費終端的顧客面前。亞果以遊艇長度決定可服務的會員人數，預計募集200位會員，提供包括釣魚、小型聚會、商務或長途航行等6艘不同功能的遊艇租賃，讓初次接觸的會員不致負擔購買遊艇的龐大支出，且後續船隻停泊和維修保養等也由亞果一手包辦，還安排船長、水手、遊艇管家

和秘書等專業團隊提供隨船服務，確保顧客享有安全愜意的旅程。

頂著台灣第一家遊艇俱樂部，亞果由全球第五大客製化豪華遊艇製造商「嘉鴻遊艇」與台灣人力資源前五大的「萬通人力集團」合資成立。由嘉鴻遊艇作為技術後盾，談起亞果員工，董事長侯佑霖稱讚，工作伙伴素質極佳，亞果工作人員都必須熱愛海洋、會游泳，同時擁有水上救生執照和動力小艇執照，網羅不少畢業於國立高雄海洋科技大學學生，至於船長則是聘請海軍退役的上校擔任，藉由訓練有素的工作人員與會員交流分享航海經驗。

遊艇產業除了前端遊艇製造業，尚包括擴大展示銷售和休憩等。高雄遊艇製造業成績有目共睹，舉辦首屆遊艇展後，展現成熟度高的遊艇產業聚落，朝著亞洲遊艇展示銷售中心前進。借鏡國際知名的遊艇港，遊艇碼頭皆位於近市中心位置，龐大的消費力可望吸引遊艇碼頭周圍齊聚飯店、百貨和餐飲業，厚植產業實力。



舒適的客廳空間
Yacht's comfortable living quarters



停泊遊艇
Docking the yacht

A Master of Folk Culture: Jhuang Bi-fei's Handmade Fishing Nets

◎English translation: Peng Hsin-yi ◎Photos by Pao Chung-hui

Cijin is one of Kaohsiung's most popular tourist attractions. Its charming ocean scenery and fresh, delicious seafood never fail to satisfy visitors. But there is another, quieter side of Cijin worth exploring. There are artisans on the island who still make fishing nets and boat propellers by hand. When they work, no detail is neglected.

This is where one can see how ocean traditions have taken root in Taiwan's Maritime Capital.

Mr. Jhuang Bi-fei, a fishing net artisan, was born and raised in Cijin. Now 82, he has lived and worked all his life in Cijin. He was a seaman like his father, and when he turned 58, he retired from the seas. However, he did not retire the skill of making fishing nets



編織手法有如變魔術一般
Jhuang's practiced hands work their magic



莊碧飛樂於分享編織的秘訣

Jhuang is always happy to demonstrate his netmaking skills.

莊碧飛 常民文化的編織之美

◎文／侯雅婷

◎攝影／鮑忠輝

旗津是著名觀光勝地，以迷人的海色風光和生猛海味料理名聞遐邇；當地應運而生的海洋產業靜靜地體現深刻動人的在地文化，比如編織魚網和手製船用螺旋槳等，細膩的工藝，讓人窺見屬於海洋傳統的文化魅力。

82歲的莊碧飛是旗津織漁網的職人，自幼在旗津長大，承襲父親討海的職業。58歲那年，他卸下跑船生涯，伴隨他退休後的是半輩子討海生涯練就編織漁網的功力。他在自家門前編著包覆玻璃甕的網子，編織手法俐落靈活，只消一會兒功夫，一格格的編織圖成形，有時應付客人訂單，更多時候是打發時間；幾步之遙，對街望去是泊靠船隻的中洲漁港，熟識的漁民在對面修補著上回出海勾破的漁網，與莊碧飛編織網子正相映成趣，造就一幅閒適的漁村風光。

莊碧飛說編漁網這活現在沒人要做囉，他談起50年前，編織魚網的工作多由婦人擔任，當時他跑船為生，為了提升

he had acquired during his years working on boats. After "retirement" he started making nets for carrying glass jars. The steps by his front door became his new workplace, and in his practiced hands a roll of nylon twine became a grid, and then a net. He sometimes makes nets to order, but often makes them just to pass time. Across the street, just a few steps away from his house, is Jhongzhou Fishing Harbor. On the dock, fishermen patch up nets torn during a recent voyage. It is a precious moment in a fishing town, tranquility utterly undisturbed.

Mr. Jhuang says these days no one wants to learn how to make nets. He explains that fifty years ago, net-making was considered a woman's job, but since he worked on a fishing boat, he learned to do it so a voyage would not be cut short by a broken net. He started to experiment with different ways in order to improve his skills, and finally figured out a way to produce the most effective net. Now retired from the open sea, the years he he

漁獲量，他摸索著編織技術，每回出海，總反覆打量著漁網是否仍可再改進，自行編織出使用效能最佳的漁網，在當時奠定深厚編織功力。他現在將編織漁網的功夫，運用到補漁的用具乃至生活器皿，偶有熟識漁民委託他製作道具，大從防漁船碰撞墊，小至一根撈魚的網子，他總悉心為使用者設想，致力提升產品實用、耐用度和美觀，不管是玻璃絲還是尼龍繩編織的網子，充滿規律和韻律的美感，並將日後維修問題也納入考量。

談起手中編織包覆玻璃甕的網子，莊碧飛說當初怕玻璃甕破裂，興起編網子保護甕仔的想法。若說這只尼龍繩編織的精美網子是莊碧飛畢生功力集大成，可是一點也不為過，他的朋友偶然看見這只網子



莊碧飛
Jhuang Bi-fei

spent perfecting his net-making skills are not wasted. He started by making smaller nets which have various practical everyday uses. Sometimes he accepts commissions from his friends in the fishing industry, from big pieces like a boat's bumper to small items like a hand-held net. Whether he works with glass fiber or simple nylon strands, he always starts with a design that suits the user's needs, and makes a product that is practical, durable and attractive. No detail is too small; he even considers how much future maintenance will be required. He works at a steady rhythm, and the product is delivered once he is satisfied with it.

As Mr. Jhuang makes a net for carrying a glass jar, he says the idea came to him randomly one day. He simply thought the jar would be safer if

carried in a net, and this kind of item has become his signature work. One of his friends saw this kind of net and asked Mr. Jhuang to make another, and then he started to receive orders left and right. To date, he has made about fifty. Even with something as small as a net for holding a jar, he gives his best. With the enthusiasm of a true artist, he demonstrates how to use single knots and double knots in intervals to crochet the twine into a net. He has to calculate carefully to ensure the space between each line is even, so the net is pleasing to the eyes. The most challenging part is tying up the bottom. Each knot has to be tied with care and in the correct order. Even though what Mr. Jhuang makes these days are insignificant household

items, he never cuts corners. With pride, he says his nets are far superior to machine-made equivalents.

Looking at Mr. Jhuang's work, one can not help but feeling a bit sad, knowing that this skill, and the beauty of meticulously handmade crafts, will be no more when he is gone. Right now, in the presence of a living, breathing folk-arts museum, we can still have our breaths taken away by the unparalleled beauty of simple things.



捕蝦道具
Shrimp-catching equipment

不馬虎，他頗自豪的說，他製作的網子是機器所不能比擬的。

端視莊碧飛的作品，其工藝技術、做工嚴謹和手作美感，讓人彷彿置身於庶民博物館般，儘管這項技藝即將失傳，但無比精彩的作品，總讓人讚嘆不已。

央求他代為編製，意外開起了玻璃甕網子的通路，至今約莫編製了50個。他熱心的解說著如何運用單結和雙結於尼龍繩編織出包裹玻璃甕的網子，透過計算著固定的間隔，使每格網子呈現整齊美感，底部的收尾更是考驗編織功力，每個環節都紮紮實實、井然有序的捆綁起。儘管莊碧飛製作的是常民生活中的日常小物，但從



莊碧飛作品著重細節
Jhuang's attention to detail is obvious.



撈魚的網子
Handheld fishing nets



Handmade Boat Propellers: Close to Perfection

◎English translation: Peng Hsin-yi

◎Photos by Chen Bo-han

Kaohsiung is Taiwan's leader in terms of maritime industries. Businesses which serve shipping and fisheries prosper in the city. Among them are three manufacturers in Cijin District which produce handmade boat-propellers, mainly for fishing vessels. Handmade boat-propellers are popular because of their good quality, and also because there is potential for customization. Sizes range from small (weighing 35 kg) to very heavy (up to 1.2 tonnes). Offshore-fishing boat owners are the most loyal customers.

Boat-propeller makers must work in a high-temperature environment, and this deters a lot of people from taking up the trade. However, thanks to the high quality of such propellers, demand is consistent. Mr. Lin Jhe-cyuan, the owner of Jhe Cyuan Industrial Service, has been making high-quality propellers since boat-propeller manufacturing began in Taiwan. He shared his story of how he mastered boat propeller manufacturing and earned his reputation.

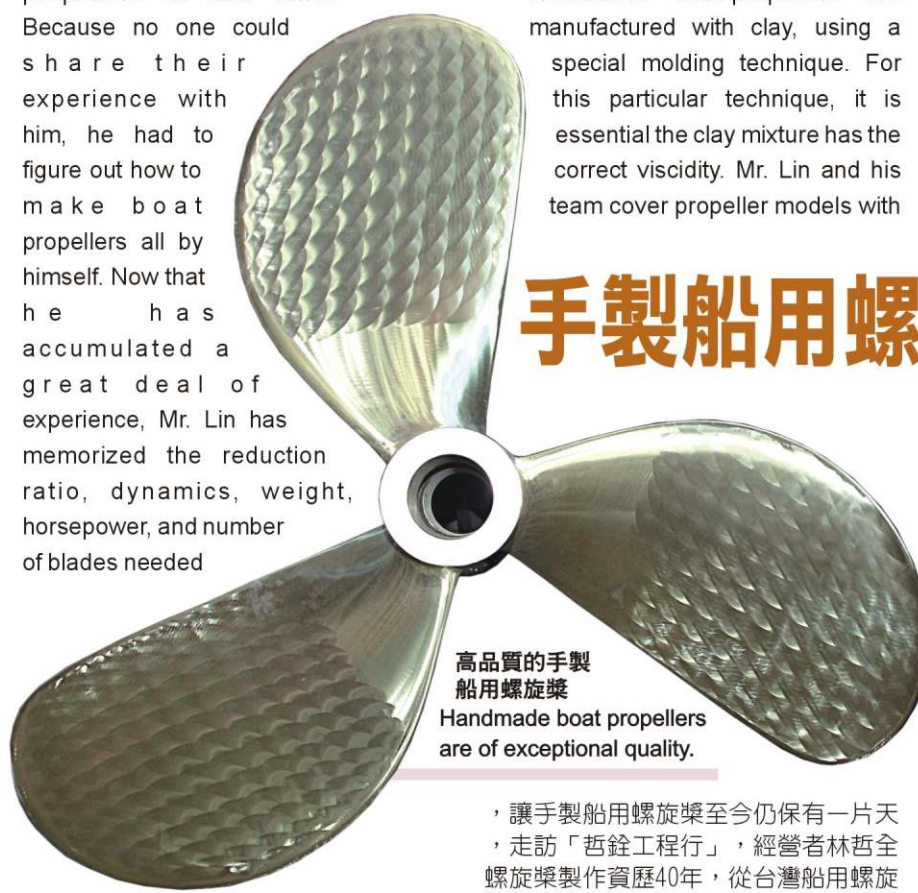
When Mr. Lin was 15 years old, he started an apprenticeship in a warehouse. Mr. Lin recalled that Taiwan had just started to manufacture propellers at that time.

Because no one could share their experience with him, he had to figure out how to make boat propellers all by himself. Now that he has accumulated a great deal of experience, Mr. Lin has memorized the reduction ratio, dynamics, weight, horsepower, and number of blades needed



for propellers used by certain types of boats. Mr. Lin's professionalism is second to none. Ten years ago, Mr. Lin started his own business after raising enough funds to go it alone. Mr. Lin says that manufacturing boat-propellers requires technique, labor, and patience. One has to be very detail-oriented. Boat propellers are critical because they can affect the success of a fishing expedition.

Handmade boat-propellers are manufactured with clay, using a special molding technique. For this particular technique, it is essential the clay mixture has the correct viscosity. Mr. Lin and his team cover propeller models with



高品質的手製船用螺旋槳
Handmade boat propellers are of exceptional quality.

高雄為台灣漁業重鎮，海洋關聯產業蓬勃發展，其中手製船用螺旋槳製造業在旗津區中洲聚集3家，主要提供漁船使用，由於質、量俱佳，且可客製化，小至35公斤、大至1.2噸皆可承作，國內近海漁船船主是最忠誠的擁護者。儘管炙熱辛苦的工作環境讓不少人打退堂鼓，但憑藉擲地有聲的好品質

，讓手製船用螺旋槳至今仍保有一片天，走訪「哲銓工程行」，經營者林哲全螺旋槳製作資歷40年，從台灣船用螺旋槳製造業起步迄今，堅守本行也守護品質，聽他娓娓道來如何無師自通，打下一片江山。

林哲全15歲就至五金製造廠當學徒，他談起，那時正值台灣五金產業剛開始試著製作船用螺旋槳，少了經驗傳承、全憑自行摸索，時日一久，從船型配備的減速比、動力、重量和馬力，需要搭



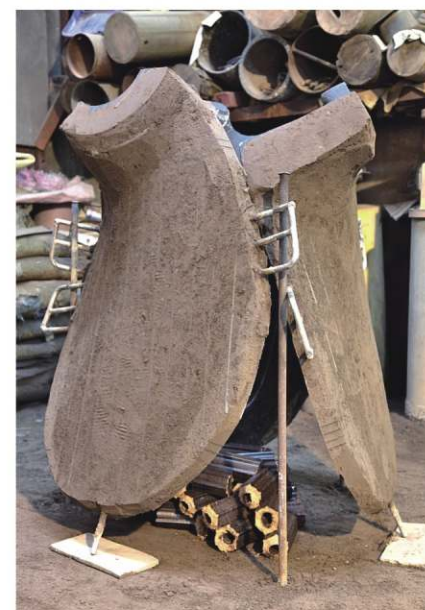
手製船用螺旋槳講求許多技術

Tremendous skill is needed to create handmade boat-propellers.

the clay mixture to shape the blades, and to make the upper and lower parts for each blade. The clay molds will be smoothed by a scraper. If there are any bumps on the molds, the team needs to further polish it. Mr. Lin says they have to be meticulous because seawater can cause cracks on propellers. If the cracks are serious, the propellers' performance will be impaired. The team then uses charcoal briquette to heat the mold, and prepare bronze or aluminum alloys which are melted and poured in. The team has to pay careful attention to the temperature because different materials have different melting points, ranging from 1,100°C to 1,600°C. The molten metal has to fill the mold within 15 to 20 minutes. Otherwise, the mold will crack as it cools, due to the wetness of the clay mixture.

When asked about differences between handmade boat-propellers and those manufactured by computer-controlled processes, Mr. Lin answers that computers can achieve a level of accuracy that human beings cannot, but

handmade propellers can be customized based on boat specifications to better meet clients' needs. Boat-propeller manufacturers always engrave designs on propeller blades for decoration, thereby displaying confidence in their work.



模具下方架原子炭用於加熱

The mold is heated with charcoal briquettes.

手製船用螺旋槳 品質盡善盡美

◎文／侯雅婷
◎攝影／陳柏翰

配幾片葉子的螺旋槳都瞭然於心，紮實的基本功自不在話下，直至10年前，累積所需資金後，方才跨出創業這步。林哲全說，這行講求技術、勞力和耐心，一點也馬虎不得，螺旋槳的品質優劣關乎出海捕魚作業能否順利進行，不可不慎。

手製船用螺旋槳使用黏土「翻砂」製成，光這拌土就是門學問，得將土的黏性調和得恰到好處，覆蓋著螺旋槳模型並順著葉片塑出弧度，製出每片葉子的上、下模型，接著再以刮刀刮得無比平滑，察覺到有一丁點不平整，都得重新修過。林哲全指出，這般挑剔是因為船一旦下海，海水是最嚴苛的測試者，沖刷後就會出現裂痕，嚴重的話會影響到船行進間螺旋槳的性能表現。之後下方再堆疊原子炭燒成模型，這期間得備妥要灌注於模型內的青銅或是鋁合金，熔銅的節奏也得精準掌控，每批物料因材質差異，導致熔點有所不同，其熔化溫度為1100度至1600度，並得在15至20分鐘內將熔成的液體原料灌入模型內，由於模型下方的土散發濕氣，倘若等模型

變冷才注入，模具就會有龜裂風險。

當被問及手製與電腦生產船用螺旋槳的差異，林哲全表示，使用電腦的精準度是手工所不能及的，然而手製可依著船的需求和狀況，客製化服務更貼近使用者需求。螺旋槳完成前，每家業者都會於螺旋槳葉片上刻上圖騰，襯得葉片更美麗，在自信之作刻上獨門印記，這是屬於職人的驕傲。



用刮刀塑出滑順的模具

Using a scraper to smooth a clay mold

Cishan Ice Factory: Birthplace of Crystal-clear Ice

◎English translation: Peng Hsin-yi

◎Photos by Pao Chung-hui

Located in one of the 18 brick buildings on Cishan's Old Street, the unassuming façade of Cishan Ice Factory easily escapes the attention of those passing by. Having been in business for 85 years, the factory today produces ice using the exact same method as when it was established in 1929. Manager Mr. Wu Gui-jhong says the ice business does not make large profits, and most of the earnings come during the busy summer season. The income is enough to keep the factory running through the slow winter months while supporting his family. The old ice factory has a strong reputation for quality and service. Consequently, it enjoys the patronage of local fishmongers, restaurants, and caterers.

Back when Cishan Ice Factory was first established, it was considered a fashionable business. Cishan was a transportation hub connecting the coast to the mountainous interior. Refrigeration was not as commonplace as today, so ice blocks were a necessity for those who wanted to keep their food and beverages chilled when traveling to mountain areas. When the railroad was extended to connect Cishan to what is now Kaohsiung's Dashu district, the ice business went as far as the railroad reached. It was the heyday of the ice business. Mr. Wu says that, back then, almost every fishing port had a nearby ice factory. Today only a few of them remain, and the only reason they produce ice is to keep fish fresh.

Stepping into the ice factory, one sees



吳桂忠拖著重達144公斤的冰塊
Wu Gui-jhong pulls an ice block weighing 144kg



人工控制大冰箱
The factory's manually-controlled gigantic refrigerator

rows and rows of ice tanks covered by wooden planks. Mr. Wu says this gigantic refrigerator is manually controlled; there is a grid of ammonia tubes running in the saltwater base beneath the tanks, and a motor pump keeps the saltwater in circulation so as to distribute the coldness evenly. The temperature of the whole ice tank area is kept between -7 degrees Celsius and -13 degrees Celsius (19.4 to 8.6 degrees Fahrenheit). It should not go lower, otherwise the ice blocks will crack. The water is extracted from 40 meters (43 yards) underground, and poured into the tanks from the top. Underground water produces cleaner ice with greater hardness and density, which means the blocks melt more slowly. During the production process, an air tube pumps air slowly into the ice to create the distinctive crystalline look. An ice block starts to form from the edge and slowly

forms in the center. That is when the air tube is pulled out, leaving a white column in the middle where the water did not have any air pumped into it.

The factory has 103 tanks, each of which produces a block weighing 144 kg (317 lbs). It takes three days to make a batch of ice. The ice tanks are pulled out by a machine and turned around by a pulley, so the ice slides out while the



歷時3天冰槽才能結冰
It takes three days to make one batch of ice.

tank stays in place. The ice block is then slid to the ground floor via a ramp. There, the gigantic blocks of ice are cut into smaller sizes. Mr. Wu secures each chunk with a giant clamp and moves it into a refrigerated storage area. The ice factory's design is so precise it is hard not to be impressed by the wisdom of those who designed it several decades ago.

Ice-making is hard work, Mr. Wu says, and his work environment is an ice box 10 degrees Celsius below zero (14 degrees Fahrenheit). He has to go in and out frequently, as on a hot day his job is to transport these gigantic ice blocks to his customers, regardless whether they need it to chill some food or preserve a whole boatload of fish. However, Mr. Wu loves his job. He has vowed to watch over a factory older than he is, and maintain impeccable quality. Cishan has numerous traditional industries still in existence, passed down by ancestors in much the same way as the ice factory. Local artisans demonstrate their appreciation of the past, their persistent quest for quality keeping such traditions alive for future generations.

旗山製冰廠 產製晶瑩剔透的冰塊

◎文／侯雅婷
◎攝影／鮑忠曜

創立於1929年的「旗山製冰廠」隱身於熙來攘往的旗山老街上，是當時旗山老街上18棟磚造建築之一，規劃為專門製冰使用，迄今持續營業，且沿用85年前的傳統古法製冰；經營者吳桂忠表示，製冰是小本生意，夏日營收彌補冬天虧損，足夠養家活口；論品質、服務，老冰廠樣樣出色，當地市場魚販、餐廳或外燴辦桌業者都有忠誠愛用者。

旗山製冰廠成立之際為高雄的新興事業，由於旗山為通往山區門戶，過去農業社會在冰箱尚未普及的年代，冰塊屬於民生必需品，要到山區的人，會至冰廠採購冰塊以保存食物和涼飲；那時旗山築有鐵路通往大樹區，製冰版圖隨之延伸，不難想見製冰業大好光景。吳桂忠談起，彼時台灣鄰近海港或漁港都設有製冰廠，現在部份漁港雖保有製冰廠，但生產用途僅停留在魚肉保鮮階段。

踏進旗山製冰廠冰庫，只見一格格製冰槽上方蓋著木片。吳桂忠表示，製冰廠採用人工控制這個大冰箱，利用馬

達使製冰槽底部的鹽水循環，鹽水裏裝置阿摩尼亞管，整個冰槽的平均溫度為零下7度，最低不超過零下13度，否則冰塊會裂開，透過這樣的裝置於上方製冰槽注入水，使用地下40米的地下水，再透過打氣管將空氣打進去，使冰塊呈現透明狀，水質較乾淨，且硬度、密度都較高，融化速度較慢；整塊大冰塊會從外方先結冰，唯獨打氣管抽離時，無法打氣的部份會呈現白色，其餘有打氣的部份都呈現透明狀。冰廠有103個製冰槽，每個冰槽產製重達144公斤的冰塊，歷時3天方能完成，製出的冰塊呈現美麗的清透樣貌。再用機械裝置將冰槽取出，之後把冰筒置於滾動的輪軸，冰筒會被扣住，然而冰塊會順著冰塊坡道滑至1樓；接著便切割冰塊，再用大夾子拖住冰塊，儲存於坡道旁的冰箱。冰廠精準的設計，讓製冰的流程更加順暢而實用，讓人不禁佩服先人智慧。

吳桂忠說製冰是門粗重的工作，他得在冰箱零下10度的溫度與外頭進出，於大熱天裏奔波運送冰塊至客戶手上，不



取出冰槽
Pulling out ice tanks



切割冰塊
Cutting the ice block

管客戶購買冰塊是要冰鎮飲料還是保存魚貨，吳桂忠用品質守護這家走過逾一甲子的製冰廠。在旗山，產業和技藝傳承在不同角落不斷上演，不啻是一份對先人的感懷，更是一份堅持美好品質的職人精神。

The Kaohsiung Main Public Library: A Cultural Landmark

◎English translation: Lin Yi-chun
◎Photo by Huang Ching-wen

Port of Kaohsiung has been part of a major shipping gateway for 150 years and has brought a great deal of prosperity to the city. For several years, Kaohsiung City Government has been focused on developing the city's harbor area. One of these major development initiatives has been the "Asia's New Bay Area" which has brought about a series of new architectural wonders. These include four major public buildings and the first stage of the light-rail system. The Kaohsiung Main Public Library is the second of the four public buildings to have been completed. The 10 billion NT Dollar building opened its doors on November 13th of this year and is situated on 19834.2 square meters. The Kaohsiung City Government's goal is to nourish residents with great reading material and educational resources.

Mr. Shih Chun-fu is the Director of the Kaohsiung Public Library. He applauds the City Government's initiatives, particularly the book and fund raising campaign, called "Give a Million Books", which began in January 2013. The campaign has enjoyed an enthusiastic response from local residents, including generous donations from the business sector. It has raised over 500 million NTD to date and has contributed to the

purchase of over seven-hundred thousand books. Each floor has its own outstanding characteristics. Mr. Shih says he feels the most unique being the "International Picture Book Centre", which was brought about by generous contributions from major Taiwanese bookstore chains such as Eslite and Kinokuniya Books. This collection includes one-hundred ten thousand picture books, from five continents. The library also offers various sections designed with resources for specific social groups, such as immigrants and senior citizens. There will also be a specialized section for the visually impaired, offering books available in Braille and audio. On the third floor, there are one thousand periodicals and

ten thousand electronic books.

Shih is appreciative of each donation, "They have been like drops of water, that have come together to form a vast ocean of support". He feels the donations have greatly assisted Kaohsiung City Government in achieving their goals for the Kaohsiung Main Public Library. He emphasizes the library has something for everyone and believes all ages will enjoy its unique space. "The library has been constructed with the philosophy of:



architecture within the trees and trees within the architecture". With such an abundance of books, citizens are encouraged to come out, enjoy the library and the books it has to offer. It is expected the Kaohsiung Main Public Library will become an important new cultural landmark in the city.

高雄市立圖書館總館 城市的新文化地標

◎文／侯雅婷 ◎攝影／黃敬文

高雄川流不息的貨櫃船從水路開啟了高雄繁榮，奠定高雄成為台灣重要門戶；開港150年後，高市府著眼打造高雄成為國際港灣城市，在港灣啟動「亞洲新灣區」計畫，由4項關鍵公共建設和行經其中的環狀輕軌第一階段構築而成。其中甫於今(2014)年11月13日啟用的高雄市立圖書館總館，為第二項完工的公共建設，釋出佔地6千坪、市值100多億的土地，興建這棟知識殿堂。面對下一波城市競爭力，高雄盼

以閱讀和教育滋養市民。

高雄市立圖書館館長施純福表示，市政府從2013年1月，發起「募書百萬冊」捐款買書活動，獲得民眾、新住民乃至企業各界熱烈響應，迄今已募得民間資金5億元，成就新圖書館總館現有藏書70萬冊，使其更見深度和厚度。施純福談起，新圖書館總館最大藏書特色為建構「國際繪本中心」，透過國內知名書店如：誠品書店和紀伊國書店等協助，從五大洲搜集11萬冊繪本。此外，規劃包括高雄、新住民和銀髮族不同主題的書籍，更為視障朋友設置點字書和有

聲書專區，3樓提供1千種期刊，還有電子書1萬冊供民眾借閱，每個樓層都精彩可期。

施純福談起，每筆募得捐款都代表一份支持市府完成建設新圖書館總館的力量，涓滴成河回饋給城市。他再三強調，這是棟為所有人打造的圖書館，包括小朋友到年長者，讀者置身於建築物皆可感受「館中有樹、樹中有館」的閱讀空間，再加上藏書豐富，好到讓人沒理由不上圖書館、沒理由不來借書！期盼圖書館總館能成為高雄海洋城市的文化新地標。

Pastor Calbert G. Latham

◎English translation: Wendy Wei Chang
◎Photo by Hou Ya-ting

Pastor Calbert G. Latham comes from Saint Vincent. Fifteen years ago, Pastor Latham came to Taiwan to preach. He then met Ms. Siao Han-yu and the two fell into love. However, Ms. Siao's family did not approve of her marrying a man of African descent, so the heart broken Pastor returned to Saint Vincent, with the belief that perhaps he and Ms. Siao were just not meant to be. Ms. Siao however, had plans of her own and flew to Saint Vincent where they married shortly thereafter. Pastor Latham says his wife travelling to Saint Vincent to save their relationship, was probably the most adventurous thing she had ever done. After they were married, the couple moved back to Taiwan. The couple's love story was recently published in a local newspaper. The shy pastor stated humorously, that he and his wife have become famous because of it!

After the couple married, Pastor Latham worked as a volunteer preacher for eight years. Two years ago, Pastor Latham was relocated to Kaohsiung to become the English speaking Pastor for Kaohsiung's Seventh-Day Adventist Church. Currently, there are



approximately twenty English speaking members that attend the church. He also preaches to thirty members at a church in the Nanzih Export Processing Zone. The English speaking church members come from all over the world. "It feels like a mini UN", says Pastor Latham. The job of a Pastor is more than just that of a preacher, sometimes he must serve as a spiritual or marriage counsellor and at other times he is asked to just go to the homes of sick church members and their families to pray for them. Pastor Latham is always

willing to serve the church.

Pastor Latham says that the weather in Kaohsiung is similar to Saint Vincent's. He has also become very familiar with Taiwanese culture. In Saint Vincent he would eat a lot of root and stem vegetables, so he misses the food from home. In Taiwan he cooks a lot of taro and his favorite, and Taiwanese roasted sweet potatoes are his favorite.

The Pastor and his wife have two children and when he is not working, he

takes them for walks or to play badminton in the park. The children attend a local Taiwanese school and therefore speak fluent Chinese. At home, they speak English, as Saint Vincent is an English speaking country. Pastor Latham hopes the children will also get to know the values and culture of his home country. Sometimes, he takes the children to Saint Vincent to have the opportunity to experience life there and visit family and friends.

來自聖文森的旭日牧師

◎文・攝影／侯雅婷

攤開報紙看見自己和太太蕭涵予的愛情故事披露在媒體上，聖文森籍基督教牧師旭日(Calbert G. Latham)有些難為情的幽自己一默說，看來我們出名啦！15年前，Calbert到台灣傳教，結識台灣籍的蕭涵予，但2人的愛情卻因為女方家人不放心將女兒嫁給非洲裔的Calbert，他黯然返回聖文森，心想也許這不是命中注定的緣份，沒想到蕭涵予竟獨自一人飛到聖文森嫁給Calbert，Calbert說太太個性冷靜，挽救2人的愛情，這大概是太太這輩子做過最冒險的事了。倆人在婚後返台定居，Calbert持續8年擔任傳教志工，2年前，高雄「復臨安息日會」沒有牧師牧養，於是被奉派到高雄擔任牧師，負責英文傳教。

Calbert負責的高雄教會英文傳教超過20位教友，他也會至楠梓加工區教會英文傳教，服務超過30位教友，教友們來自世界各地，每回聚會都有如小型聯

合國。他談起他的工作有如教友們的心靈醫師一般，有些重病患者會請他上門祈禱，或是幫民眾解決家庭紛爭，他隨時都得做好服務教友的準備。

Calbert說台灣海島型的氣候與聖文森相似，讓他感覺有如家鄉的生活環境，他也早已習慣台灣文化，因為在家鄉常吃根莖類植物，當他想念家鄉味道時，他自己會下廚烹煮芋頭之類的食物，台式烤蕃薯尤其是他的最愛。Calbert談起，空閒時會帶孩子們到戶外走走，到公園打羽毛球或者是散步。

由於Calbert的孩子擁有聖文森和台灣兩種文化背景，Calbert說目前2個孩子在台接受教育，因為平日課堂和生活上都已置身中文環境，所以他在家時會用英文與孩子們交談，讓他們嫻熟使用英文，這也是聖文森的官方語言。重視文化傳統的Calbert也會帶著孩子們返回聖文森探訪親友，讓孩子們有更多機會接觸聖文森文化。

The Four Taro Brothers of Jiasian

©English translation: Peng Hsin-yi

©Photos by Lin Yu-en

Jiasian is famous for its agricultural products and taros are top of the list. The Jiasian taro has a silky texture that remains springy after it's cooked. Its delicate fragrance has a lingering effect that is best savored slowly. Many bakeries in Jiasian have developed various taro pastries which the people have come to love. In 2013, four bakeries came together to create the "Four Taro Brothers of Jiasian" gift set. Each bakery combined its best quality taro and top-notch pastries, to contribute to a collaborative product. It has certainly become one of the most popular products in the area.

The "Four Taro Brothers of Jiasian" includes the Walnut White Jade Taro Puff from "Tongshuai", the Egg Taro Puff from "Sanguanwang", the Original Pure Taro Puff from "Taro King" and the Whole Wheat Mochi Taro Puff from "Diyijia". All four agreed to make the pastries with recipes and methods that had been passed down by their fathers and grandfathers. They could only use natural ingredients and the highest grade taro. No additives such as coloring and flavoring agents could be included in the recipe. The pastries were filed with pure diced taro, cooked in a double boiler and enhanced only with sugar. The four bakeries were dedicated to providing their customers with the finest quality taro products.

Each of the four pastries has their own charm. The Walnut White Jade Taro Puff features a creamy taro and walnut filling. The walnuts release fragrant oils, with the flavors integrating and



當地生產的美味芋頭製成許多產品
Delicacies are developed from various agricultural produce which are grown locally



芋頭四兄弟芋餅
The Four Taro Brothers pastries



各自演繹芋頭獨特口味
Each pastry has a unique flavor

complimenting each other. The Egg Taro Puff and the Original Pure Taro Puff are both traditional flavors. The filling is made from salt cured duck egg yolk and combined within the taro filling. Generations of patrons have enjoyed the delicious combination of the salty egg yolk with the sweet taro filling. The Original Pure Taro is made solely of taro and does not need any additional embellishments. Lastly, the Whole Wheat Mochi Taro



芋頭四兄弟禮盒可嚐到不同口味的芋餅
The taro pastry, collaborative gift box

Puff is made of a whole wheat flour shell, with mocha in the center.

Once customers sample the "Four Taro Brothers of Jiasian", they get hooked and highly recommend the delicious pastries. Profits have been significant and are being reinvested in building partnerships with contracted taro farmers and sponsorships for school events schools such as Jiasian Elementary and Jiasian Junior High.

Mr. Chen Jhing-jhong, owner of Tongshuai Taro Ice, decided against centralizing his kitchen because of the many older employees that work in his bakery. He realizes the bakery is not just responsible for the livelihood of his family but also for those

who work for him. In order to maintain a long tradition, does not only mean maintaining the flavors, but also assisting with the welfare of the neighborhood.

The business was originally located at the entrance of the Nanheng Route, however when the route was undergoing reparations, the business suffered a setback. However, the "Four Taro Brothers of Jiasian" were able to turn around the sluggish sales. Now, people not only come to see the area but also to purchase the products. This has enabled local businesses to develop better products and revitalize the local economy. Who would have imagined this little taro pastries were to become the hero in revitalizing local business!

Reservation require for: "Four Taro Brothers of Jiasian"
Phone: (07)675-2818

純芋兩款屬古早味芋餅，蛋黃芋泥使用芋泥餡料包裹住4分之1顆鴨蛋，加上，兩者口感出奇的協調；原味純芋彰顯100%芋頭內餡淡淡的芋香和綿密紮實的口感，一種簡單迷人的好味道；胚芽麻糬芋餅以小麥胚芽桿成餅皮，與芋泥餡包裹麻糬，呈現三種層次細膩口感。

「芋頭四兄弟」因為好吃，回客率頗高，很受顧客好評；其盈餘用於製作芋頭、支付甲仙國中、小活動使用經費等。統帥芋冰城老闆陳敬忠談起，老餅店裏有許多老員工，所以不設置中央廚房，他說經營餅店不僅養活自己的家庭，也讓員工的家庭能繼續下去。傳承道地甲仙芋餅的好滋味之餘，也延續關懷在地的人情味。

甲仙過去地處南橫公路入口，觀光旅遊發達繁榮了甲仙，當地芋頭生意風光一時，囿於南橫公路尚未修復完成，商圈生意不復以往，但「芋頭四兄弟」品牌讓外界再度聚焦甲仙最優質的芋頭糕點，也激勵當地業者推出更棒的產品。活絡商圈，這次甲仙用芋頭糕餅打頭陣！

甲仙「芋頭四兄弟」購買資訊：
電話：(07)6752818 (須預訂)

甲仙芋頭四兄弟 芋餅香誘人

◎文／侯雅婷 ◎攝影／林育恩

甲仙芋頭遠近馳名，其質地綿密且帶有QQ口感，烹煮後，芋頭淡淡的香氣唇齒留香，越咀嚼越有一番滋味，當地芋餅店紛紛開發出各式的芋頭伴手禮，讓人想吃芋頭就想到甲仙。去(2013)年4間當地老字號的芋冰芋餅店：統帥、三冠王、甲仙第一家和小奇芋，首度攜手推出「芋頭四兄弟」芋餅禮盒，殷實的製餅功力和純正的芋頭點心，讓消費者一吃上癮！



甲仙芋頭
Jiasian taros

「芋頭四兄弟」芋餅禮盒有4種口味，每家店各自製作一款芋餅，分別為：「統帥」的核桃白玉、「三冠王」的蛋黃芋泥、「小奇芋」的原味純芋和「甲仙第一家」的胚芽麻糬等芋餅。為了保障「芋頭四兄弟」品質，大夥建立共識，遵照上一代長輩製餅習慣，僅使用芋頭製成芋泥餡，回歸芋頭原味，因此嚴謹地挑選芋頭，精選又香又Q的芋頭製餅，呈現芋頭原味，摒棄色素和香料，且自個兒桿餅皮、製做芋泥內餡，芋頭內餡所顯的顏色為切塊後的芋頭，隔水加熱、再加糖，食材本身自然轉變的顏色，而非添加色素所呈現的顏色。堅持使用天然芋頭原料，要給消費者最道地的甲仙芋頭特產。

「芋頭四兄弟」4款芋餅各自精彩。核桃白玉芋餅使用芋泥餡包裹著核桃，烘焙時核桃油脂滲出與芋泥結合，很對味！蛋黃芋泥和原味

