



The old Repulse Bay Hotel in 1946. Because of the colony's post war housing shortage, both Kenneth Noble and his successor Tom Fletcher lived here.

of the long voyage from Colombo, and the friendliness of the Canadian crew. He particularly recalled that the engineering staff of the "Ontario", on their shore leave in war torn Hong Kong, put the town clock back into operation. In a city trying to return to normalcy, this was greatly appreciated. In the course of his visit to Canada in 1986, Sir Edward Youde, then Governor of Hong Kong, asked for a copy of the log of the 1945 voyage of "H.M.C.S Ontario". Maurice Copithorne, the Canadian Commissioner in Hong Kong at the time, arranged to have a copy presented to him. It was given to him the day before he left for Peking in 1986, where he died.

In Ottawa, the Department of Trade and Commerce decided to reopen the Commission in Hong Kong and in July 1946, appointed an "Acting Trade Commissioner" to the post. Charles Reid Gallow, a thirty-three year old University of Toronto graduate who had never been in the field before, was ordered to Hong Kong. He was accompanied by his wife and once more, Elvie Arnold. The journey remains fresh in Miss Arnold's memory, these years later. She recalls: "Instructions were that we were to take the first available boat out to the Far East. The ship we were booked on had iron decks and gun emplacements, with four-tiered iron bunk beds and 12 passengers to a cabin. The ship travelled from Vancouver to Tokyo, then Shanghai via a northern route and the fog was so dense, we could not see the sea over the side of the deck. At Shanghai, we were off-loaded and

the ship returned to Vancouver. We had to find local shipping to take us onto Hong Kong. Finally we arrived in Hong Kong, and found Chow King Yee, the former office boy, waiting on the wharf to greet us".

In 1966, Charles Gallow, then Senior Trade Commissioner and recipient of an M.B.E., remembered the voyage from Shanghai to Hong Kong on a small Jardine's coaster. He still could not understand how Chow King Yee could have known of their arrival, and be able to meet them at the docks – with the Trade Commission's files intact. Probably obtaining the information from the Canadian Pacific Steamships agent, he was immediately re-employed.

"Chuck" Gallow had a Herculean task ahead of him. Nothing existed of the pre-war office nor was accommodation available for his wife and Miss Arnold. The Hong Kong and Shanghai Bank Building had been used by the Japanese civil administration and was looted after their surrender. Anything that could be used for fuel, such as doors and floorboards, had been torn up. Anything that could be sold for food, such as pipes and wiring had been removed. Elvie Arnold remembers that the Canadian Pacific manager, Mr. Miller, offered them "desk space" in their office, then in a building on the corner of Pedder Street and Connaught Road. With this, came two desks and three very large and very full mail bags. These had been received from Canada addressed to "the Canadian Trade Commissioner, Hong Kong".