

HEAVENLY WATER CITY  
Touring Scenic Spots Around Suzhou Moat

# 天堂水城

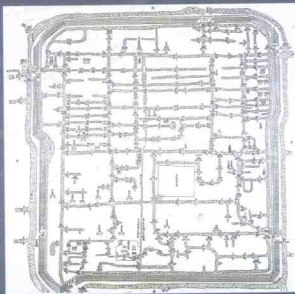
苏 州 护 城 河 览 胜



古吴轩出版社

# 天堂水城

苏州护城河览胜



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## 《序 FOREWORD》



姑苏古郡，天堂水城，集中文化精粹于一体，展黄天才子智慧于三吴，自古即有天下奇观之美称。往事越千年，岁月悠悠，已将几度沧桑融入历史年轮。苏州天景，却非但无因岁月色的更替而失色，反而更以其古朴雄秀的风貌引来举世者的憧憬。

黄鸡催晓，日月如梭。不知不觉间历史的巨轮已跨入21世纪。中华振兴，民安国泰，神州五号遨游长空，中华奋进一日千里。在这时清岁康的大好形势下，中华文明再一次以其磅礴壮丽多姿多采的风韵，成为全世界人们关注的焦点。弘扬中华文明，展示中华科技，激励全国人民热爱祖国的感情，加强与全人类科技、文化的交流，是当前贯彻三个代表重要思想，促进中华精神文明建设向新的高度发展的一个重要任务。《天堂水城—苏州护城河画卷》一书于此出版，无疑是一件有良好现实意义的事。

自去年苏州世界遗产大会之后，苏州的社会声誉不断提高，六百年前被马可波罗誉为“东方威尼斯”的苏州古城，在新世纪中又一次受到普遍的称赞。不久前我的一位美国朋友——美国华夏文化交流促进会主席刘仁康先生到北京，与我畅谈祖国欣欣向荣的大好形势时，还专门提出，请我有时间带他去苏州看一看，他说：“我真想像不出这两座两千多年前的古城，在新的时代里，会以什么样的精神面貌出现。我也真的愿意把一座发出青春光彩的历史古城的新的姿态介绍给美国人民。”我想这这就是一个外国人希望从中国发展建设中吸取经验，希望把人类文明的共同遗产作为促进整个社会文明发展的教材的良好心愿吧。中国需要了解世界，世界也需要了解中国，《天堂水城—苏州护城河画卷》就是一部使世界更好地了解中国，使中国更深入地进入世界的教材。

值得欣慰的是，参加这部书编纂的人，都是一些年逾花甲的老人，他们凭借着对祖国大好河山的无限热爱，凭借着促进中华文明建设的美好心愿，凭借着自己丰富的经验和学识，放弃了退休后退隐清闲的生活，深入到古城天景的每一个角落中去，发掘古城蕴藏的魅力。用自己艰辛的劳动，把古城天景无与伦比的绚丽风采展示给社会，这种精神也是一种美，是蕴藏在古城天景风光里的美，充满文明魅力的美。在感慨之余，我愿意把自己最真诚的感谢献给他们，我当然也殷切地盼望有更多这样的好书问世。要知道，把人类美好的文明成果奉献给更多人们欣赏，就是一种最实际的文明行为。

刘建业

甲申岁末序于北京中华世纪坛

Suzhou, the age-old city, also called *Heavenly water city*, integrated with the elite of Chinese culture and wisdom and genius of Wu land (Wu is name for ancient Suzhou area), has enjoyed the laudatory title of *Marvelous Spectacle under Heaven* since ancient time. The remote years have brought tremendous changes into the history. However, the Moat of Suzhou has not lost its splendor with the time passing by; on the contrary, it draws the worldwide longing for its primitive, simple, grand, and peculiar style and features.

Now it's high time for Chinese to fulfill its nation's rejuvenation and people's happiness. This year the spaceship *Shen Zhou* (means *divine boat* in Chinese) V traveled in the outer space along the orbit, indicating Chinese are advancing at a tremendous pace. Under such thriving and prosperous condition, the Chinese civilization again becomes the focus of attention all over the world by its majestic and splendid, colorful and diversified charms. A significant task for carrying out the *Three Represents* thought and pushing forward the Chinese spiritual culture to a higher level is to promote Chinese civilization, display Chinese excellent heritage, inspire the patriotic affection, and strengthen scientific and cultural exchanges of all mankind. Upon this occasion, the publication of this book, *Heavenly Water City—Touring Scenic Spots of Suzhou Moat*, undoubtedly means a great event with realistic importance.

Since the World Heritage Conference was held in Suzhou last year, the reputation of Suzhou has been increasingly rising. The old Suzhou city, which was praised as *Orient Venice* by Marco Polo some 600 years ago, is widely acclaimed again in the new century. Not long ago, one American friend of mine, Mr. Liu Rentang, the chairman of Sino-US Cultural Exchange Promotion Association, came to Beijing and specially proposed me to accompany him to have a sightseeing of Suzhou, when we were talking about the booming trend of the country. He said, "I can't imagine, in which outlook, the old city with over 2000 years history will show up in this new age. I'd like to introduce the new appearance of the historical city to American people, which is just in its full bloom." I supposed this perhaps was a good wish of a foreigner who was expecting to draw on the experience from China's development, and enabled the common cultural heritage to promote the development of the whole civilization. *Heavenly Water City—Touring Scenic Spots of Suzhou Moat* is such a textbook to make the world better understand China and China better step into the world.

To our admiration, it was those people over sixty who had been participating in the compilation of this book. They entered every corner of the moat to explore the hidden charms of the city, though they may have enjoyed the leisurely life after their retirement, owing to their boundless love for the great land, best wishes for the promotion of Chinese civilization, and their abundant experiences and knowledge. The spirit, of displaying the incomparable florid enchantment of the old city to the public, is also a kind of beauty contained in the most scenery and filled with the civilized charm. Being moved with respect, I'd like to extend them my most sincere gratitude. Of course, I'm eagerly expecting that more such good books could be published. It should be known that the behavior, to offer the fine civilization achievements to more people, is the most practical and civilized behavior.

Liu Jianye

At the end of year 2004

in China Millennium Monument in Beijing



## 《前言 PREFACE》



苏州古城立基植根于美丽富饶的苏南平原。太湖之滨的白河水乡之地，是一座经典的泽国水城。如此古老、宏阔、规整的大水城，在中国乃至世界，绝对罕见珍稀，具有无可比拟的历史地位和科学价值。

公元前五14年，当时雄据一方的吴国君王阖闾，作出了一个重大战略决策——建造阖闾大城。任用能人、奇人伍子胥“相土尝水、象天法地”规划和营造。越数年，大城立。天地悠悠，距今2500余年矣。在此期间，虽经天灾人祸，屡有废兴，但格局未变，原址未动，属春秋之物。

欧洲大陆南部的意大利有个威尼斯水城，其确切兴发时间约在公元451年，晚于苏州建城约1000年。威尼斯人马可·波罗惊异苏州“漂亮得惊人”，与其故乡同为水城，遂称苏州为“东方威尼斯”。

天堂苏州水城，四周围裹着一条宏阔深广、神奇而壮观的护城河，俗称外城河、环城河。这条护城河是整个苏州水城体系的重要组成部分，与整个城池同时建成。护城河呈长方形，全长17.48公里，面宽30~150米，最浅处的水深2.5米。东南西北内侧共筑8座水城门，联接城内三横四直的大小河道通向水脉。外侧有12处进泄口，联接大小25处航道，构成四通八达的航运干线，通太湖，接运河，连长江，达东海。

苏州护城河是古代人工开凿出来的一条巨脉天堑，一条坚固的水关屏障。它犹如一条五色巨龙，紧紧围绕匪夷所思、守护着苏州城垣城池。遥想当年，护城河内，绿浪东西南北水，浩浩荡荡，帆樯林立，船艇竞发。城头旌旗招展，鼓角相闻，水军巡戈，雄奇威武，显现出历史当年的第一流的先进军港。

隋、唐和五代期间，各朝大力发展经济，大兴水利航运，苏州护城河更臻完善，日益凸显出其推动经济繁荣的巨大功能。护城河两岸，市肆鳞比、牙行接踵，百舸争流，万商云集，物畅其流。到了明清，航运文明辉煌，拟造产业崛起，苏州已是繁华商埠，护城河上“八门八口三关六码头”活跃异常。码头相望，敲埠连路，众多商行店铺的沿河一面，皆砌筑埠头和石踏道，船停泊其间，货物上下水极为便捷。苏州护城河成了巨大物流、人流的枢纽，南国最大的商品集散交换和进出口岸的中心，成为全国一周流的商埠。

时至改革开放年代，护城河得到了实实在在的保护和开发，呈现出了别样崭新的前貌。今天的苏州护城河，古代文明和现代文明交相辉映，人文和自然景观双味交融。河内碧波白帆，画桥相望，游船如织，两岸巍峨雅俗，气象万千，风景妩媚。人们游览于护城河上，环绕四周，恰似在吴越春秋以来的历史长河中遨游。人间天堂，苏州水城的旖旎胜景，尽收眼底，一览无遗。

苏州，这个春秋古城，天堂水城，历经漫漫岁月，城址城基不动，原形大格不变，创造了中国和世界独一无二的奇迹；同样神奇的是，苏州护城河千年沧桑，功能变化，然其河体大格，紧紧围裹苏州水城不动不变。此间学者专家指出：“天堂苏州水城历久而不变者，乃河道所环抱也。”历史鉴证：苏州护城河发挥了它的特殊的保护功能，作出了特殊的贡献。苏州护城河护城有千秋之功！

编撰《天堂水城——苏州护城河览胜》，意在正名，意在传承。可以说，长期以来，我们对苏州护城河的认识和宣传，都很不到位。不识护城河真面目，不识春秋遗物，不识宏大瑰宝。苏州护城河，在漫长的历史岁月中，默默地、忠实地守护着苏州的城基城根，对于苏州古城长久、全面持续发展，创造甲富天下的雄州天堂，具有直接的举足轻重的特殊历史作用。

时下，时清岁康，盛筵正开，大环境大气氛显示：新的经济发展机遇期正在到来，大文化大旅游的格局正在形成，苏州护城河必将迎来历史上又一个特殊辉煌时期。我们应以对历史对社会的负责精神，把苏州护城河真正保护好开发好，使之大放异彩，永续荣光。

本书集分编《雄奇天堑》、《曲水良港》、《飞虹画卷》、《典雅风貌》四目，以敬读者。

The old Suzhou city, based on and rooted in the beautiful and rich Southern Jiangsu Plain, is a classical water city. Such an old, majestic and normative big water city is rare in China or even in the world, and has the unparalleled historical status and scientific value.

In 514 B.C., the powerful King of Wu, Helu made a great strategic decision - building Helu Grand City. He appointed the capable and magic Wu Zixu, to analyze the soil texture and water quality and observe the constellation and geomantic omens, to plan and implement the resolution. After several years the Grand City was finished. Now it has been over 2,500 years. During these years, the city, experiencing numbers of natural and human disasters, ups and downs, still remains unchanged with its framework and original location of the Spring and Autumn Period (770B.C.-476B.C.).

In the south of Europe, there is a water city Venice, and its specific time of rising was about 514 A.D., which was approximately 1,000 years later than the building of Suzhou city. When Venetian Marco Polo saw that Suzhou was *surprisingly pretty*, also a water city as his hometown, he named it *Oriental Venice*.



Suzhou is surrounded and wrapped by a wide and deep, magic and spectacular moat, with its local name of *outer city river* or *surrounding city river*. This moat is an inseparable component of the city and water system of Suzhou city, built at the same time with the city itself. The moat is square in shape with 17.48 kilometers in its full length, 30-150 meters in width, 2.5 meters of the minimum depth. At its inner sides in four directions, 8 water city gates were set, linking all rivers of 3-horizontal and 4-vertical directions, wharfs and berths inside the city. 12 water inlets and outlets at the outer sides connecting 25 water courses, constitute the main waterways extending in all directions, connecting Taihu Lake, joining the Grand Canal, linking the Yangtze River and reaching the East Sea.

The moat of Suzhou was a grand project built by ancient manpower, and also a solid water barrier. It is just like a jade dragon, surrounding and wrapping closely and protecting the city. Let's imagine the scene of the remote past: the broad and rolling moat was filled with boats and warships with a forest of masts and sails; on the city gates, the banners and flags were flaunting in the air and the bugle call was heard everywhere; and the navy were cruising with an impressive manner.

During the dynasties of Sui, Tang, and the Five Dynasties, as the imperial courts devoted the major efforts to economic development, so irrigation works and water traffic were rising and flourishing then. The moat of Suzhou was greatly renovated with its increasingly huge impact on the economic boom. Along both banks of the moat: shops and markets were close together in rows; hundreds of cargoes were hustling; a multitude of merchants were flocking for business; commodity flow was busy and smooth. By the time of Ming, Qing Dynasties, the civilization of water traffic reached its golden age and the knitting and weaving industries were growing up. Suzhou had been a prosperous business city, and the 8 gates, 8 passages, 3 passes, 6 wharfs of the moat were extremely active. The numerous ports connected continuously that they could see each other through the short distance between them. Many piers and stone steps were built at the side of firms and shops so that cargoes could moor and it facilitated goods on and off cargoes. The moat of Suzhou became a hub of vast goods and talents flow, the largest center in the southern China for commodity exchange, import and export, and a top-ranking business port in the country.

In the age of reform and opening to the outside world, the moat has been substantially preserved and well developed, showing its unconventional and brand new outlook. The moat of today, reflecting the brilliance of ancient and modern civilization, is magnificent both for human vestige and natural landscape. Seeing from the sky, the river wave is like a strip of white silk; on the moat, picturesque bridges are overlapped and boats are sailing busily; along the moat, with the imposing buildings and unique villas, it presents us the

diversified and enchanting scenery. When traveling on the moat and touring around the city, it feels like traveling in the river of the long history since the Spring and Autumn Period. You can take in all the beautiful scenes of water city, Suzhou, of terrestrial paradise.

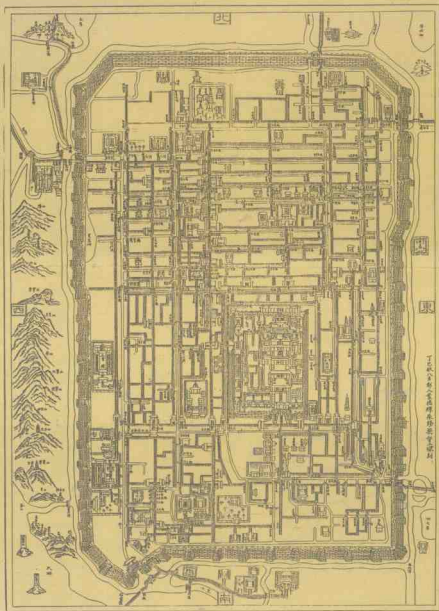
Suzhou, the old city established in the Spring and Autumn Period (770B.C.-476B.C.), a heavenly water city, experienced long years and decades, the location and base of the city remains unmoved; the original shape and main frame remains unchanged; and it creates a unique miracle in China and even in the world. The same magic thing is: the moat of Suzhou has experienced great changes during thousands of years. Though its functions have altered, the main river body and pattern remain unmoved and unchanged, still wrapping closely around the water city of Suzhou. A local scholar ever pointed out, "that the heavenly water city has experienced the long history and remains unchanged, lies in the fact that the moat surrounds the city." The history has witnessed: The moat of Suzhou functions as an important protector and makes its special contribution. The moat has protected Suzhou for thousands of years!

The purpose for compiling this book, *Heavenly Water City - Touring Scenic Spots of Suzhou Moat*, is to correct errors and inherit the tradition. We may say, for a long time, we did not have the correct realization and publicity for the moat: we did not see the real face of the moat; we did not recognize that it was the relics of the Spring and Autumn Period; we even did not know it was grand treasury. The Suzhou moat, with the long history, silently but loyally guarded the base and root of the city. It has had direct, crucial and special historical impact on the lasting, comprehensive and sustainable development of the old Suzhou city, and the building of the *Wealthiest under heaven* and magnificent paradise.

Nowadays, life is peaceful and the economy is prosperous. The overall situation of the country indicates: The new economic development stage is coming; the framework of *large culture and large tourism* is forming, and the moat of Suzhou is bound to have its another splendid era in history. We should take the responsible attitude towards the history and society, and properly develop and preserve the moat of Suzhou and continue its splendor and honor.

The picture collection is presented to the readers in sections of *Grand Moat, Curved Waterways and Fine Ports, Flying and Scenic Bridges, and Elegant Landscape*.

# 平江圖

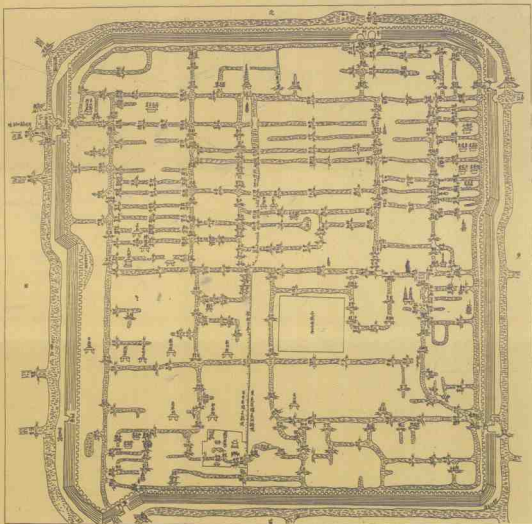


宋《平江圖》 Map of Pingjiang made in Song Dynasty



# 蘇州府 水道總圖

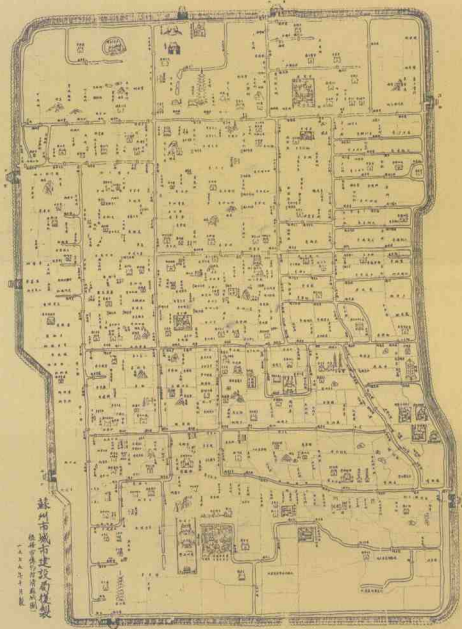
景伯明吳中水利全書



蘇州府城內水道圖說  
蘇城四邊外濶東廣南狹西窄其低窪洩之水所  
共歸也至府城四圍而以一橋爲吏使雨水運通  
就歸浙江形勢險固古人是役之惠良可慨思蘇  
內河流三橫四五之升如堤如障者尚以百計昔  
白而越東島而越北歷唐宋元不涸

明《水道總圖》 General Picture of Watercourses made in Ming Dynasty

蘇城全圖



清《苏城全图》 Complete Map of Suzhou City made in Qing Dynasty

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# 雄奇天塹

GRAND MOAT

苏州水城，苏州护城河，都是历经2500年的春秋时物，其城址河基不变不动，乃国之瑰宝，世之奇迹。

护城河畔，巍城屹立，雄关峻岷，城楼重檐翼角，水陆城门并列，城头马面凸现，城墙、城垣、城根坚固壁立，犹如铜墙铁壁，坚不可摧，威武雄壮。身临其境，似又闻及古战场的咚咚鼓声。

护城河上，水阔天高，浊浪滔滔，气势险要，更有暗流涌动，蛇鱼翻滚，激激石岸，轮驶抛飞。两岸巨石驳岸，时隐时现，迎受着历史潮流的拍打。凭河远眺，天塹、巨壕、关隘尽收眼底。

Suzhou, a watery city, and the moat around it have come through 2500 years since the Spring and Autumn Period (770B.C.-476B.C.). The city and the moat are the treasure of the country, and the miracle of the world due to their ancient remains.

Stand there the Land City Gate And the Water City Gate besides the moat lofty. The castle has been towering with both Gates and strong rampart and firm foundation which like the impregnable fortress never be destroyed. You would hear the sound of war drum from the ancient battle fields if you are personally on the scene.

The wide river with fierce waves flap the rocks both sides and rolling boats shuttle all along. The huge rock bank both sides has been suffering from the historic tidal wave. Overlook on the bank, the moat, the rampart and the City Gate can caught in sight.

雄奇天堑

天堂水城

苏州护城河密胜 Town's scenic spots around Suzhou Moat

2



天堂苏州水城 Heavenly water city—Suzhou

## 苏州古城的水陆城门

苏州水陆城门源于周敬王六年（公元前514年），伍子胥奉吴王阖闾之命构筑大城于江南原野，周围四十七里，辟有水陆城门八座，分别是阊、胥、盘、蛇、娄、匠、平和齐门，当时都是土城；五代后梁龙德二年（公元922年）吴越王钱镠以砖砌苏州城，高二丈四尺，厚二丈五尺，内外有壕（即内外护城河），城墙筑有凸出的“马面”。南宋建炎四年（公元1130年）金兵南侵，城遭破坏，后相继修治。宝祐二年（公元1254年）知府赵汝历增置城头女墙。德祐元年（公元1275年）元军入侵，因蒙古人是游牧部落，马上春秋，随处游猎，不喜筑城设防，故城池悉命夷理。元至正十一年（公元1351年）各地义兵反元，官府为抵抗起义军，又重修苏州城墙，还加厚城墙、加深城壕。张士诚据苏时各城门增置月城，也称瓮城，以利守后。后城壕又被明将徐达、常遇春攻破，明初再次大规模修建。清康熙元年（公元1662年）巡抚韩世琦改筑苏州城墙，高二丈八尺，女墙高八尺。今之砖城乃清初所造。至民国时期，苏州的十座城门其情形大体是：

**盘门** 内城门跨盘门大街（今十全街东首），上有城楼，与今盘门城楼相似，1936年城楼被拆除。水城门与内城门并列，20世纪60年代末新开外城河时，水城门被拆除。瓮城原为半圆形，外城门在安路桥东。

**相门** 在宋初时即被填筑，1936年左右重新开通，并建相门桥。当时因为苏嘉铁路筑成后设立了相门车站。为方便交通，乃重开相门。据老人回忆，相门没有专门再建城楼。相门桥1937年抗日战争时，被日本飞机炸毁，河上只剩下几根桥桩至20世纪50年代末。

**娄门** 水陆城门各有外、中、内三重，陆城内城门上筑有城楼，三重城门之间有空地和阊门，水门三道也有阊门，瓮城将三重水陆城门全部包围，呈长方形。外城、中城及内城上的城楼约在1948年拆除；1958年，内城门和水城门先后又被拆除。

**齐门** 内城门西侧有水城门，门上建有城楼，俗称鼓楼。齐门瓮城为半圆形，外城门外有吊桥。20世纪50年代拆除内城门城楼，20世纪70年代建水闸时拆除水城门。

**平门** 古平门久废，1928年为沟通火车站与市内观前街的交通，新建梅树桥，重辟平门，为两个并列的高大城门洞。平门无城楼，也无水城门，1958年平门被拆除。

**阊门** 从清代乾隆年间的《姑苏繁华图》中可以看出，阊门内城门临阊门大街（今西中市），上有城楼，类似盘门城楼。外城门靠吊桥，瓮城为长方形，瓮城内另有套城，并有南、北两个重样门。南重样门通今南新路，北重样门通北码头。大约是在太平天国战争中，阊门瓮城被毁，剩下内城门与套城。1927年市政筹备处工务局进行建设时将套城拆除，又将原来狭小的旧城门拆除，并于1934年仿金门罗马式建筑改建城门，改建后的阊门共三门，中为车行道，两侧人行道。



苏州古城规划营造大师伍子胥像  
Portrait of Wu Zixu, founder of the ancient Suzhou City



胥潮图 Tide in Xu River

阊门水城门则在内城门北，跨下塘街河，解放初尚  
有木栅门，20世纪50年代拆除，现仅存水城门基  
础。水城门外的石级梁桥聚龙桥，20世纪70年代初  
改成了水闸。

金门 民国时期为沟通观前街与阊门商业区的  
联系，于1921年筑南新桥，1922年开金门，第二年  
即发生了军阀齐燮元和卢永祥的江浙战争，锡及苏  
州。士绅认为开了金门不利，便重又砌设，另在其  
南60米处开辟新阊门。新阊门与景德路对直，似乎  
方便了，但出城后还得拐个弯再上南新桥，加上位  
置和高度皆不相宜，于是1929年动工重新开辟金  
门，1931年竣工，外与南新桥连成直线，内与景德  
路曲线相接，城门系罗马式，也设三门。

胥门 也称老胥门，在万年桥以南。战国中申  
君测知太湖地势高过苏州，为免城内遭泛滥之灾，  
就把胥门水道加以封闭，此后胥门便无水门。胥门  
内城在百花洲，瓮城为梯形，奇怪的是胥门外城门  
不是正面朝西，而是朝南，想必古人大概是想避开  
兵火的直接冲撞吧，这样做似乎安全些，但却给人  
进出带来了很大不便。行人须经穿上街，由内城门  
进瓮城，朝南出外城门，再沿河北上走几百步，然  
后才能上万年桥。

盘门 水陆两门并列，有两道陆门和两道水  
门。两道陆门间为长方形瓮城，陆门上原有城楼，  
毁于抗日战争时期，现城楼是1986年为迎接建城  
2500年时重建。盘门是现存的最完整的古代水陆城  
门，它的存在，为苏州的水陆城门提供了惟一个  
弥足珍贵的实例。



胥门段水城门、城楼、城墙、护城河 Water city gate, gate tower, city wall and moat at Fengmen Gate

## Water and Land City Gates of the Old Suzhou City

The origin of the water and land city gates of Suzhou can be retrospectively to the 6th year of King Jing of Zhou (514 B.C.), when Wu Zixu accepted the command from the King of Wu Kingdom, He Li, to build a grand city in the Jiangnan plain, with the perimeter of 47 li and altogether 8 water and land gates, namely, Changmen Gate, Xumen Gate, Panmen Gate, Shimen Gate, Loumen Gate, Jiangmen Gate, Pingmen Gate and Qimen Gate. At that time the city wall was made of soil. In the 2nd year (922 A.D.) of Longde in the Posterior Liang Dynasty of the Five Dynasties, Qian Miao, the King of State Wuyue ordered to build the city wall of Suzhou with bricks. The wall was 2 zhang and 4 chi (about 8 meters) in height and 2 zhang and 5 chi (about 8.3 meters) in thickness, and with the inner and outer moats and the protrusive 'Horse Face' on it. In the 4th year of Jianyan (1130 A.D.) in Southern Song Dynasty, the army of State Jin from the north invaded and destroyed the city, which was amended for several times afterwards. In the second year of Baoyou (1254 A.D.), the magistrate of Pingjiang (one of old names of Suzhou used in history) District added parapet walls on the city wall. In the first year of Deyou (1275 A.D.), the city was invaded by the army of Yuan, who were nomad rambling on horseback as Mongols and didn't like setting defense by building city wall, at last the whole city



wall was ruined and razed to the ground. In 11th year of Zhiheng in Yuan Dynasty (1351 A.D.), the uprisings from different places revolted against Yuan Dynasty. To resist the uprisings, the authority rebuilt the city wall of Suzhou and thickened the wall and deepened the moat. When Zhang Shicheng stationed in Suzhou, the city gates were added with semi circular enclosures between outer and inner city gates, also called *small town outside the city gate*, in favor of the defense. Later the city was broken by the general Xu Da and Chang Yuchun of Ming dynasty. At the beginning of Ming Dynasty, the wall was again repaired on a large scale. On the first year of Kangxi in Qing Dynasty (1662A.D.), the provincial governor Han Shiqi rebuilt the wall with the height of 2 zhang 8 chi and the parapet height of 8 chi. The brick wall now is inherited from the early Qing Dynasty. By the period of Republic of China (1911A.D.-1949A.D.), the situation of ten city gates of Suzhou were rough as follows:

**Fengmen Gate:** The inner gate crosses over the Fengmen Avenue (now the east end of the Shiqian Street), with the tower which was similar to today's Panmen Gate. In 1936 Fengmen Gate was dismantled. The water gate and inner gate were paralleled. Later the water gate was dismantled when the outer city river was dug in 60's of 20 century. The small town outside the city gate was of semi-round and the outer city gate was at the foot of Anli Bridge.

**Xiangmen Gate:** At the beginning of Song Dynasty, it was blocked and it was re-opened around 1936 and the Xiangmen Bridge was built then. At that time, in order to facilitate the traffic after the Xiangmen railway station was set up when the Su-Jia railway was built, Xiangmen Gate was opened again. As the aged people recalled that no tower was rebuilt for Xiangmen Gate. The Xiangmen Gate Bridge was bombed out

by Japanese plane during Anti-Japanese War in 1937, with several piers left on the river till the end of 50's of 20 century.

**Loumen Gate:** The water and land gates had its respective 3 sub-gates of outer, middle and inner, and a tower was built on the inner land gate. There were open land and sluice gates between the 3 sub gates of land gate. The 3 water sub-gates also had its sluice gates. The small town outside the city gate was surrounding the whole water and land gates and was a rectangle in its shape. The towers on the top of the outer, middle and inner city gates were dismantled about in 1948. The inner city gate and water city gate were dismantled respectively in 1958.

**Qimen Gate:** The inner city gate had a water city gate in its west and the tower built above the gate, which was commonly called *Drum Building*. The small town outside the city gate is of semi-round, and had the hanging bridge outside the outer city gate. In 50's of 20 century the tower was dismantled, and the water city gate was also dismantled when the sluice gate was built in 70's of 20 century.

**Pingmen Gate:** The ancient Pingmen gate had been blocked for long time until 1928 when the Meishu Bridge was built in order to connect the traffic between the railway

station and Guanqian Street. Pingmen Gate was again dredged with two parallel tall gate holes. Pingmen Gate had neither city tower nor water gate, and was dismantled in 1958.

**Changmen Gate:** From the picture of Bustling Suzhou during Qinglong's reign of Qing Dynasty, we can see the inner city gate was facing to the Changmen Gate Avenue (Xizhongshe of today) and had a tower, which was quite similar to that of Panmen Gate. The outer city gate was close to the hanging bridge. The small town outside the city gate was rectangular and was equipped with inner town in its inner part and two Tongzi gates in the north and south. The southern Tongzi Gate is connecting the place now named Nanxin Road, the Northern Tongzi Gate connecting North Wharf. Approximately in the war of the Taiping Heavenly Kingdom (1851A.D.-1864A.D.), the small town outside the city gate was ruined and only the inner city gate and the inner town remained. In 1927 when the Works Bureau of the City Civicism Department processed its construction, the bureau dismantled the accessory city as well as the old narrow city gate. And in 1934 the bureau rebuilt the city gate imitating the Roman style architecture of Jin Gate. The rebuilt Changmen Gate had three paths, the middle path for vehicles and two side paths for pedestrians. The water city gate was to the north of the inner city gate, striding the river of Xiatang Street. It still had the wooden fence shortly after the Liberation, which was later dismantled in 1950s and only its base left. The Julong Bridge of stone step beam, outside the water gate, was rebuilt into a sluice gate at the beginning of 70's of 20th century.

**Jinmen Gate:** In the period of Republic of China, to strengthen the communication of Guanqian Street and the business area of Chang Gate, Nanxin Bridge was built in 1921 and Jinmen Gate was opened in 1922. In the second year the Jiang-Zhe War broke out between the warlords Qi Xieyuan and Lu Yongxiang, which came down to Suzhou. As the gentlemen thought it was ominous to open Jinmen Gate, they blocked it again and opened the new gate, called New Changmen Gate, 60 meters south of the old one. It seemed convenient as the New Changmen Gate was straight to Jingde road. But it was still necessary to turn a corner to reach Nanxin Bridge, plus the improper position and height, so in 1929 the project of re-opening Jinmen Gate started and completed in 1931: The outside gate is straightly connected with Nanxin Bridge; the inner linked Jingde Road in a curve way; the city gate adopted Roman style and also 3 sub-gates were set.

**Xumen Gate:** Also called Old Xumen Gate, is to the south of Wannian Bridge. In the Warring States Period (475B.C.-221B.C.), when Lord Chunshen measured the Taihu Lake and knew its elevation was higher than Suzhou city, then closed the water course of Xumen Gate to avoid the catastrophe of flooding. Xumen Gate had no water gate ever since. The inner town of Xumen Gate was at Baizhuozhou, and its small town outside the city gate was a trapezoid. To people's surprise, the outer city gate was facing to the south instead of the west. It probably was because the ancient wanted to avoid the direct impact of wars. Maybe it was safer doing so but brought inconvenience for passing in and out: Walkers had to pass Xueshi Street, entered the small town outside the city gate from the inner city gate, and walked south out of the outer city gate, then walked hundreds steps north along the river, finally could reach Wannian Bridge.

**Panmen Gate:** The water and land gates were paralleled, and there were two water gates and two land gates. Between the two land gates was a rectangular small town. Formerly the land gate had a tower, which was destroyed in the Anti-Japanese War (1937A.D.-1945A.D.). The tower of today was re-built in 1986 to welcome 2500th anniversary of the establishment of the city. Panmen Gate is the most intact water and land gate preserved from ancient time. It was the only and valuable site example for water and land gates of Suzhou.



雄奇天堑

天堂水城

苏州护城河景观  
Touring Scenic Spots Around Suzhou Moat

6



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