

History and Future of the Beijing-Hangzhou Grand Canal

董文虎等 著

# 京杭大运河的历史与未来



京杭大运河流经京、津、冀、鲁、苏、浙二市四省，沟通海河、黄河、淮河、长江、

钱塘江五大河流，是一条贯通我国南北水运的大动脉。它自公元前486年吴王夫差开凿邗沟始，经历了2500多年的沧桑变迁；它作为“活着的、流动着的人类遗产”，堪称中华文明的瑰宝、世界级古代水运工程；它作为迄今仍奔流在华夏天地上的历史长河，依然发挥着航运、水利、南水北调、生态保护等功能，是一份祖传下来并需倍加保护的宝贵财富。本书以深厚悠久的历史底蕴，多角度地向读者述说大运河的过去与现在，畅想更加美好的未来。



社会科学文献出版社

SOCIAL SCIENCES ACADEMIC PRESS(CHINA)

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图书在版编目 (CIP) 数据

京杭大运河的历史与未来/董文虎等著. - 北京:  
社会科学文献出版社, 2008. 2  
ISBN 978 - 7 - 5097 - 0059 - 4

I. 京... II. 董... III. 大运河 - 概况 - 中国  
IV. K928.42

中国版本图书馆 CIP 数据核字 (2008) 第 013164 号

## 京杭大运河的历史与未来

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出 版 人 / 谢寿光

总 编 辑 / 邹东涛

出 版 者 / 社会科学文献出版社

地 址 / 北京市东城区先晓胡同 10 号

邮政编码 / 100005

网 址 / <http://www.ssap.com.cn>

网站支持 / (010) 65269967

责任部门 / 编辑中心 (010) 65232637

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项目经理 / 宋月华

责任编辑 / 朱希淦

责任校对 / 靳金梅

责任印制 / 盖永东

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总 经 销 / 社会科学文献出版社发行部

(010) 65139961 65139963

经 销 / 各地书店

读者服务 / 市场部 (010) 65285539

排 版 / 北京中文天地文化艺术有限公司

印 刷 / 三河市尚艺印装有限公司

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开 本 / 787 × 1092 毫米 1/16

印 张 / 25

字 数 / 303 千字

版 次 / 2008 年 2 月第 1 版

印 次 / 2008 年 2 月第 1 次印刷

---

书 号 / ISBN 978 - 7 - 5097 - 0059 - 4/K · 0006

定 价 / 59.00 元

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# 《京杭大运河的历史与未来》

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## 序

江苏省副省长 仇 和

2007年4月22日，温家宝总理就进一步发挥京杭大运河水运作用作出重要批示：“要把京杭运河综合治理特别是航道港口等基础设施建设列入议事日程，会同交通、水利、环保等部门以及有关地方，充分论证，抓紧制定规划，并按程序报批，以进一步发挥京杭运河水运作用。”大运河与万里长城齐名，堪称中华古代文明瑰宝中的双子星座，显示古代中国综合国力最高水平的两大世界级人类伟大工程，迄今仍然以其蜿蜒深邃、龙腾虎跃的巨人形象，镶嵌在华夏大地上。作为中华民族优秀物质和非物质文化遗产，她们将与我们的国家和民族一样永世长存！

在长达2500多年的沧桑变迁中，大运河起到了沟通中国南北政治、军事、经济、文化的桥梁和纽带作用。穿越历史的天空，大运河航道不断变迁，各时期名称不一，其功能和作用也随时代变化而斗转星移。公元前486年吴王夫差开凿邗沟，加强了吴国与中原的联系；公元7世纪初，隋朝开凿了以洛阳为中心，西至长安、北到涿郡、南达余杭的南北大运河，开创了唐宋帝国的繁荣；元明清定鼎北京，大运河改线由北京直达

杭州，从此称为京杭大运河。明清大运河的畅通，维系了中国古代王朝的全盛时代。近代中国内外交困，备受侵略与欺凌，大运河随之衰败，黄河以北全线断航。新中国成立以来，大运河得到局部复兴，国家交通部门对济宁以南运河的全面整治改造，形成了今天长达近 900 公里的黄金水道，成为南北货物运输的重要通道，同时也发挥着水利灌溉、防洪抗旱、南水北调、城市用水、生态保护等重要功能。正可谓：国家兴，运河畅；国家衰，运河败。

京杭大运河全长 1794 公里，流经北京、天津、河北、山东、江苏、浙江 6 省市，沟通海河、黄河、淮河、长江和钱塘江 5 大自西向东的天然河流和洪泽湖、太湖等湖泊。作为“活着的、流动着的人类遗产”，大运河彰显了中国古代水利航运工程技术领先于世界的卓越成就，留下了丰富的历史文化遗产，孕育了一座座璀璨明珠般的名城古镇，形成了极具特色的民俗风情和人文景观，积淀了深厚悠久的文化底蕴。运河文化博大精深，包罗芸芸，丰满流华，无愧为中华文化的金山银矿。

江苏是名副其实的“运河大省”：京杭大运河开凿的最早河段在江苏；大运河在江苏的河段最长，里程达 690 公里，占总长度的近 2/5；江苏段运河沿岸人文荟萃，声播远扬，文物胜迹，不胜枚举；江苏运河沿线留下的遗址、遗迹最多，保存最为完好；运河城市多为历史文化名城，江苏境内的世界物质文化遗产和非物质文化遗产、国家重点文物保护单位和国家非物质文化遗产，绝大多数分布在运河沿线；大运河直接将徐文化、汉文化、淮扬文化、吴文化等地方传统文化串联起来，促进了江苏区域文化间的交流与融合；市镇网络经穿纬插，物产聚会，万商云集，充满活力的运河城市经济带正由江南向江北延伸。

江苏拥有得天独厚的水运资源，是全国第一的“水运大省”。境内平原比例大，水域辽阔，集江、河、湖、海于一体，通江达海，为构筑现代水运交通体系提供了优越的天然环境。改革开放以来，江苏水运获得了长足的发展。2006年全社会完成的水运货运量和货物周转量分别为3.28亿吨和2515亿吨公里，分别占全省综合运输量的1/4和2/3。京杭大运河江苏段通航条件较好，常年有10多个省、市的船舶在运河航行，其中苏南运河货运量超过2亿吨，苏北运河货运量达1.48亿吨，成为最繁忙的“黄金水道”。

水运在现代化交通运输体系中将占有越来越重要的地位，特别是其货物运输量大、运输费用低廉、耗能低、污染小、占地少、安全好等比较优势，对于交通运输业落实科学发展观，改变传统的资源投入发展模式，建设循环经济和节约型社会有着重要意义。

呈现在读者面前的研究成果是在江苏交通文化建设系列课题中的拓展性项目研究基础上形成的，由江苏省交通厅航道局组织实施，江苏省社会科学院及部分高等院校相关专家潜心研究。作为通俗性学术著作，作者采取多学科（特别是历史学、地理学、经济学和交通运输经济学等）综合交叉研究的方法，将运河及其沿岸地区变迁置于中国和世界区域发展的大背景下，做了有益的尝试。在此，我对专家们卓有成效的工作表示由衷的敬意，也对为课题策划、组织实施以及本书出版付出辛勤劳动的同志们表示感谢。我也希望以此阶段性成果为新的起点，不断开拓创新，进一步弘扬大运河古代优秀传统文化，增强全民保护大运河的责任意识，大力发展水运事业，促进运河沿岸区域协调发展，为全面达小康、建设新江苏作出更大的贡献。

我曾经长期在运河新兴城市宿迁工作，对迤逦迷人的运河



风光有着深深的眷念：碧波荡漾的骆马湖，绵延数十公里的黄河故道，直冲云霄的意杨所构成的绿色长廊，乾隆行宫古建筑群……特别是对世代生活在项王故里朴实敦厚的人民，怀有深厚的感情。同时，我也深知保护大运河，科学开发和利用大运河，对改变苏北落后面貌的战略意义。当然，对彰显运河独特个性与魅力，弘扬运河内在气韵和力量，抒写运河文化缤纷流华的篇章也十分关注，特欣然作序。

千年运河惠中华，江苏儿女恋运河。只要我们像善待母亲一样，保护好这条曾经给我们带来莫大恩惠的人工水道，大运河的明天就会更加美好，沿岸人民就一定能够得到更大的福祉！

仇和

2007年5月28日

## Preface

Qiu He ( Vice Governor of Jiangsu Province)

On April 22, 2007, Premier Wen Jiabao has made important instructions on further playing the role of waterway of the Beijing-Hangzhou Grand Canal; "We need put in agenda the comprehensive management of Beijing-Hangzhou Canal, especially infrastructure construction such as Waterway and Port, and gather transportation, water conservancy, environmental protection and other departments, and the local government, debate fully, step up the formulation of plans, and submit for approval in accordance with procedures to further play the role of waterway of the Beijing-Hangzhou Grand Canal." The Grand Canal enjoys a status similar to the Great Wall; both could be regarded as the Gemini constellation in Chinese ancient civilization treasures. The two great world-class human projects show the highest level of ancient China's comprehensive national strength, embedded in the vast land of China, so far still winding its deep-sky giant image. As material and non-material cultural heritage of the Chinese people, they will live with our state and nation through perpetual generation!

During the 2500 years of the vicissitudes of life change, the Grand Canal has played a role of a bridge and links, facilitating political, military, economic, and cultural communication between north and south of China. Through the sky of history, Grand Canal Waterway is ever-changing, replacing names in the different period, function and role of which have changed with the times and seasons as well. BC 486, Fuchai, king of Wu, dug trenches of the Han River, strengthened ties between Wu and the Central Plains; in the seventh century, the Sui Dynasty built the North-South Grand Canal with Luoyang as the center, west to Chang'an, north to Zhuojun, south to Yuhang, created the prosperity of the Tang and Song Dynasties Empire; Yuan, Ming and Qing located their capitals in Beijing, the Grand Canal changed its route to go from Beijing to Hangzhou directly, known as the Beijing-Hangzhou Grand Canal ever since. Smoothness of Grand Canal in the Ming and Qing Dynasties sustained heyday era of the ancient Chinese dynasties. Late China is troubled both domestically and abroad, redoubled with invasion and humiliation, ensuing with the decline of Grand Canal; all are unnavigable to the north of the Yellow River. New China has made partial recovery of Grand Canal; the State Department of Transportation has carried on comprehensive rectification of the Grand Canal to south of Jining, formed nearly 900 km of golden waterways today. The Canal become a vital channel for the transport of goods between the South and the North, but also performs irrigation, flood control, anti-drought; South-to-North water diversion, water supply, ecological protection, and other important functions. It is just: the state rises, Canal smooths; the state falls, Canal declines.

Beijing-Hangzhou Grand Canal, full-length 1794 km, flows through six provinces and cities of Beijing, Tianjin, Hebei, Shandong, Jiangsu, Zhejiang, connecting five natural rivers from west to east of Haihe River, Yellow River, Huaihe, Yangtze and Qiantang, and Hongze Lake, Taihu Lake, and other lakes. As "living, mobile human heritage," Grand Canal demonstrates for their achievements that water conservancy and shipping projects in ancient China has led the world in technology, leaving behind a wealth of historical and cultural monuments, given birth to a block of shining pearl-like ancient cities and towns, and formed a very unique customs and natural landscape, and a profound long accumulation of cultural heritage. Canal Culture is extensive and comprehensive of all, full flowing, and well deserved as tribute of golden mountains and silver mines to the Chinese culture.

Jiangsu is truly "a big province of canal": the Reach earliest built of Beijing-Hangzhou Grand Canal is in Jiangsu, the Reach of Grand Canal in Jiangsu has longest mileage of 690 km, nearly two fifths of the total length; along the canal of the Jiangsu, humane ceremony gathered, the fame far broadcast, heritage investigations unaccountable, sites and relics left along the Grand Canal in Jiangsu the largest and most well preserved. Canal cities are mostly historical and cultural city, the vast majority of the world intangible cultural heritage and non-material cultural heritage in Jiangsu, the state's key cultural units to be protected and national non-material cultural heritage, are distributed along the Grand Canal; Grand Canal directly connects Xu culture, Chinese culture, Huaiyang culture, Wu cultural, and other titles of local traditional culture, promoting regional inter-cultural exchanges and integration of

Jiangsu. Municipal networks crossing, millions of goods and merchants gathering, the vibrant canal city economic zone is extended from Jiangnan to Jiangbei.

Jiangsu has unique resources of the waterway, and is “largest province of water transport” in China. Large proportion of the territory is plain and vast waters, combining the river, lake, and sea into integration, providing excellent natural environment to build a modern waterway traffic system. Since reform and opening up, Jiangsu water transportation experienced a considerable development. In 2006 the whole of society completed shipping cargo and cargo turnover of 328 million tons and 251.5 billion ton-kilometers respectively, which accounted a quarter and two thirds respectively for the province integrated transport volume.

Waterway transport system will take increasingly important position in the modernization, in particular it has comparative advantages such as large volume of cargo transport, cheap transport costs, low energy consumption, small pollution, less land use, and good security for the transport, and has an important significance for implementation of the scientific development concept, changing the traditional resource input mode of development and building a circular economy and conservation-oriented society.

The research results showed before readers are formed on the basis of the expansion research project of a series of research on Jiangsu transportation cultural construction organized and implemented by the Jiangsu Provincial Communications Department, painstaking research of some relevant experts from Jiangsu Provincial Academy of Social Sciences and part of universities. As a popular academic works, the



authors took on cross-integrated multidisciplinary approach (especially history, geography, economics and transportation economics, etc.), placed the changes of Canal and the coastal areas at the regional development background of China and the world, and made a useful experiment. Here, I express my heartfelt respect for the fruitful work of experts, but also for the Comrades working hard for the planning, organization and implementation of project and the issue of this book. I also hope that this initial success can serve as a new starting point, constantly blaze new trails, further carry forward the fine tradition of the Grand Canal in ancient culture, improve the people's sense of responsibility to the protection of Grand Canal, vigorously develop the shipping industry, promote coordinated regional development along the canal, and make greater contribution to achieve full well-off and build a new Jiangsu.

I have worked long in new canal cities of Suqian and have deep missed on the meandering and charming scenery of the canal: dancing and sparking water of LuoMa Lake, several kilometers of the old course of the Yellow River stretching, billowed by the poplar green promenade posed into the sky, ancient buildings of Qianlong chateau etc. I have profound feelings of the plain and honest generations of people for living in the Hometown of king Xiang in particular. At the same time, I am also aware that the protection of Grand Canal, scientific development and utilization of Grand Canal, has strategic significance for the change of backwardness of Subei. Of course, I am very concerned about demonstrating the unique character and charm of the canal, promoting the inherent flavor and strength of the canal, and

describing the flow-cultural chapter of the canal, so I wrote the preface happily.

The Millennium Canal benefits China, sons and daughters of Jiangsu Love Canal. As long as we treat her like mother, bless this artificial waterway which has brought us a great favor, the tomorrow of Grand Canal will be even better, and coastal people will certainly be able to achieve much greater well-being!

Qiu He

May 28, 2007

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