



中国广州

海上丝绸之路发祥地

*Guangzhou, China: The Cradle of the
Ancient Maritime Silk Road*

海不扬波

中共广州市委宣传部 主编

*Publicity Department of CPC
Committee of Guangzhou*

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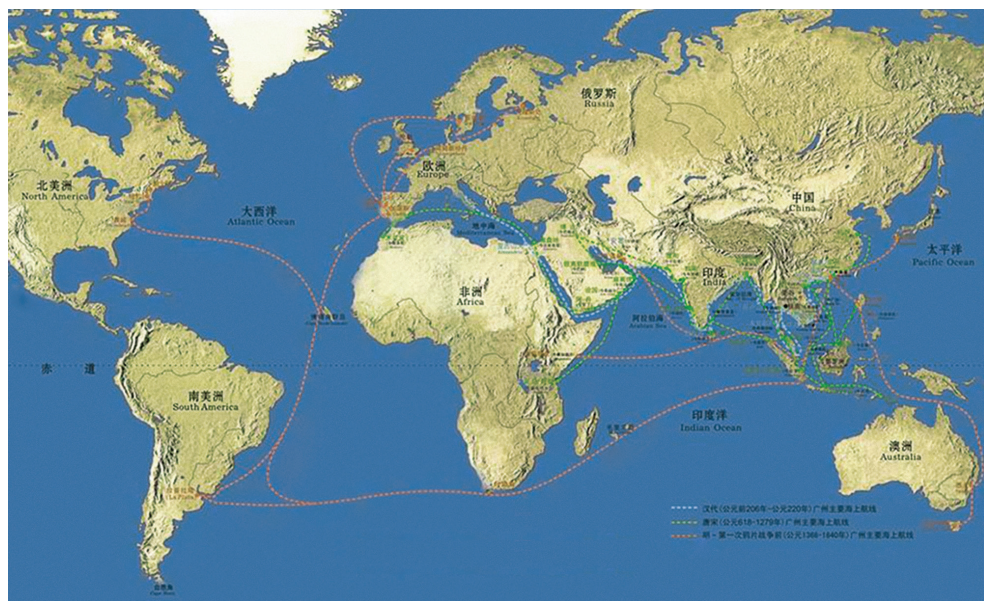


第一章
古代海上丝绸之路发祥地

Chapter One
The Cradle of the Ancient Maritime
Silk Road



一、源远流长的中国海外贸易中心



广州古代海上交通示意图
The Ancient Maritime Traffic Linked to Guangzhou

“丝绸之路”一词，最早出现于德国地理学家李希霍芬1887年出版的《中国亲程旅行记》（第一卷），是指古代中国西北与中亚、西亚、南亚、非洲、欧洲等地之间的陆上贸易通道。大约从公元前2世纪以后，大量的中国丝绸和丝织品皆经此路运往西方，故称“丝绸之路”。通过这条商业通道运往西方的商品还有中国瓷器、香料、茶叶等，所以也有人称之为“瓷器之路”“香料之路”“茶叶之路”。东西方交往还有取道海上者，自中国东南部沿海出发，经南海、马六甲海峡西航，这

I. Historical Portal for Overseas Trade of China

The term Silk Road appeared first in Book I of *China: The Results of My Travels and the Studies Based Thereon*, written in 1887 by Ferdinand von Richthofen, a German geographer. The term was employed to indicate the trade route on land between Northwest China and Central Asia, West Asia, South Asia, Africa, Europe and other places. After the second century B.C.E., Chinese silk and silk woven products were transported in large quantity via this route to the West, hence, the "Silk Road". Also transported along the trading route were Chinese porcelain, spices, tea among other products: hence the name the "Road of Porcelain", "Road of Spices" and "Road of Tea". The exchange between the East and the West also took the route by sea, namely, the Maritime Silk Road: starting from the Southeastern coast of China, via the South China Sea and the Strait of Malacca, sailing west. Another option includes taking the route on land via Yunnan and Myanmar, and then turned west to the sea route, arriving at Southeast Asia, South Asia, West Asia, Africa and Europe.

Over some two thousand years, the ancient Maritime Silk Road extended across some hundred thousand miles, through several different courses of development in the world history. This development can be divided into five stages: the formation stage of the Qin and Han dynasties, growth during the Wei, Jin, Northern and Southern dynasties, flourishing during the Sui and Tang dynasties, reaching its peak during the Song and Yuan dynasties, and undergoing transitions during the Ming and Qing dynasties. Over thousands of years, ships came and went, connecting trade and business, linking human activities and the Maritime Silk Road generated a profound impact on the societies and the economy of the countries along the Road and on China itself.

There are indivisible historical origins between Guangzhou and the ancient Maritime Silk Road. Originally named Panyu, Guangzhou is situated on the Pearl River by the coast of the South China Sea. With the ocean surrounding it to the east, rivers converging on it and mountains embracing it from behind, Guangzhou is an ideal coastal-estuary port, connecting rivers and the sea. Since ancient times,

就是海上丝绸之路。也有经中国云南、缅甸陆上通道，再利用海道西运，抵达东南亚、南亚、西亚、非洲、欧洲等地。

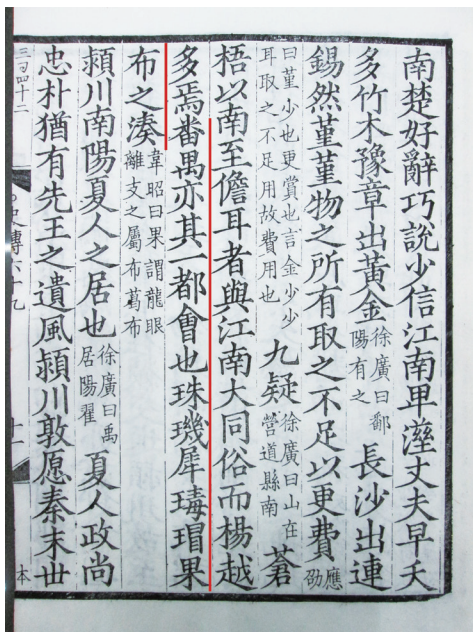
古代海上丝绸之路绵延两千年，横亘数万里，在世界历史上走过了不同的发展历程，大致可划分为五个阶段，即形成于秦汉时期，发展于魏晋南北朝时期，繁荣于隋唐时期，鼎盛于宋元时期，转折于明清时期。千百年来，海上丝绸之路船舶相继、经贸相通、人文相融，对中国和沿线各国社会经济产生了深远影响。

广州与古代海上丝绸之路，有着极为密切的历史渊源。广州，古称“番禺”，位于南海之滨、珠水之畔，大海环其东，众水汇于前，群峰拥于后，是海河交汇的海岸河口型天然良港。自古以来，广州就是岭南地区商贸和文化中心。凭借优越的地理区位条件和深厚的商贸人文底蕴，广州成为古代海上丝绸之路的发祥地，在古代海上丝绸之路史上占有极为重要的地位。

早在四五千年前的新石器时代晚期，居住在沿海地区的南越先人，已掌握了舟楫，从事季节性海洋生产活动。西汉文献《淮南子》提到：“胡人便于马，越人便于舟。”又指出越人的特长是“习于水斗，便于用舟”。从考古材料来看，先秦时期南越人已掌握了一定造船技术和沿海航行的技术。

秦汉时期，岭南的造船业得到了飞跃发展。1975年在广州中山四路发现的秦代造船遗址，船台规模很大，有的可建造载重50~60吨的木船。同时，广州汉墓出土的各式各样的陶船模，说明秦汉时期广州造船业的发展，为开展海外交通和贸易提供了条件。

据文献记载，秦汉时期番禺就已成为中国有名的大都会，岭南的一大港市。当年秦始皇发军进攻岭南，其目的之一就是为了获取岭南的犀角、象齿、翡翠、珠玕等物。由此可知，早在秦始皇统一南越之前，番禺就因集散海外珍异而扬名于世了。司马迁在《史记·货殖列传》中写道：“番禺亦其一都会也，珠玕、犀、玳瑁、果、布之凑。”著名史学家吕思勉指出，司马迁所描述番禺的贸易情境不仅仅指汉代，



《史记·货殖列传》线装版书影
"Biographies of Merchants" in Historical Records