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## MARITIME CHINA REVISITED: Shifting Currents in Qing Maritime Historiography\*

**Ronald C. Po**

London School of Economics / CCK-APC Visiting Scholar, CUHK

### Introduction

In the study of the Qing Empire (1644–1912) during the long eighteenth century, historians have traditionally viewed the dynasty as primarily land-based, with its focus directed toward securing its expansive continental borders, particularly in Central Asia and the northern steppes. The Qing's military campaigns, governance structures, and territorial expansions into regions such as Xinjiang and Tibet have often dominated scholarly discussions. Consequently, the empire's engagement with the maritime world was, until recently, treated as a peripheral concern, largely limited to considerations of southern port cities or the regulation of sea trade, particularly in relation to the European presence in China. However, this image of the Qing as a largely inward-looking, land-centric power has increasingly come under scrutiny in recent historiography.

In the past few decades, historians have started to re-evaluate the Qing dynasty's relationship with the maritime world, revealing a far more complex and interconnected vision of Qing governance.<sup>1</sup> This shift has opened up new avenues of inquiry that move beyond the conventional confines of sea trade and port cities. Scholars have argued that the Qing state was more invested in maritime affairs than previously acknowledged, and this has profound implications for our understanding of late imperial Chinese governance and its relationship to the broader global context. Qing emperors, administrators, and military forces engaged not only in trade but also in the active management of coastal regions, regulation of sea routes, and defence against piracy—all critical components of their imperial strategy to govern an empire with both land and maritime borders.<sup>2</sup> My own research has also argued that the Qing, during the long eighteenth century, should be more properly situated within a maritime context.<sup>3</sup> However, I would like to reiterate

that my aim is not to argue that the Qing was a sea power in the early modern era. Rather, my goal is twofold: first, to examine how the Qing, as a continental power, engaged with the maritime world; and second, to bring into sharper focus the connection between the Qing Empire and the sea prior to the outbreak of the First Opium War.

This revisionist approach has also expanded the geographic scope of inquiry beyond the traditional focus on southern regions like Guangdong and Fujian, which were central to European trade interactions. Recent studies have highlighted the importance of the entire Chinese seaboard, extending from the Bohai Gulf in the north to the Zhejiang coast in the east. This expanded lens reveals that maritime China in the late imperial era was not limited to the south but involved multiple regions, each contributing to the empire's maritime policies and strategies. This wider perspective enriches our understanding of the Qing's maritime engagements and reveals the varied ways in which different coastal regions interacted with both the empire and the broader maritime world.

Furthermore, the Qing Empire's maritime connections were not limited to its internal concerns but were part of a broader redefinition of maritime China in its late imperial era. This redefinition encompasses the Qing's complex relationships with neighbouring powers such as Japan, Korea, the Ryukyu Kingdom, and Southeast Asian states, as well as its interactions with Western powers like Britain and the Netherlands. The maritime world of the eighteenth century was a space of both connection and disconnection, filled with exchange, conflict, and negotiation, in which the Qing played a significant role in shaping and responding to these dynamics. Through comprehensive maritime policies, trade regulations, and military interventions, the Qing positioned itself as an indispensable player in the regional and global maritime context.

This article, though brief in scope, seeks to critically examine the shifting perspectives and trends surrounding the Qing Empire's connection to the maritime world in the long eighteenth century. It attempts to argue that recent historiography has significantly challenged the earlier, narrow view of Qing China as predominantly land-focused, instead uncovering a dynamic and multifaceted engagement with the seas. Through an exploration of the expanded geographic range of recent studies, the strengthened ties between Qing governance and maritime concerns, and the redefinition of maritime China during this period, I hope to offer some insights into the Qing's role in the global maritime world. In doing so, this article also reflects on how these historiographical shifts prompt us to reconsider late imperial China's strategies for managing its borders according to its specific priorities and circumstances.

### Questioning the Land-Focused Image of the Qing Empire

For much of the twentieth century, historians portrayed the Qing dynasty as a fundamentally land-based empire. This view was shaped largely by its extensive military campaigns, territorial expansions into Central Asia, and the administration of vast continental frontiers. Scholars focused heavily on the Manchu conquests of regions like Tibet, Xinjiang, and Mongolia, cementing the Qing's reputation as a powerful land-based empire.<sup>4</sup> Consequently, its interaction with the maritime world was often relegated to the margins, viewed as reactive measures to external threats or as limited engagement with European merchants in southern China, specifically in Canton (Guangzhou). While the traditional narrative captured key aspects of Qing expansion and governance, it overlooked the significant maritime dimension of Qing statecraft, which was vital to the empire's control over its coastal regions and its broader interactions with the expanding global market.



One of the major reasons behind this land-centric portrayal lies in the sources that were traditionally emphasized. Much of Qing history has been told through the lens of court documents, military treatises, and reports or albums on territorial campaigns in Central Asia and the northern frontiers. These documents naturally highlighted the Qing's efforts to secure and expand its land borders, leading scholars to prioritize these themes. However, in recent decades, as scholars have delved deeper into the imperial archives and uncovered a sizable number of documents related to maritime matters, a different picture of the Qing has emerged. At the same time, they began to examine other types of primary sources, including maritime customs records (not to be confused with the Customs Service system of the nineteenth century), local gazetteers, private writings written by scholar officials, and regional sites such as carvings on stones or rocks, and inscriptions on coastal temples.<sup>5</sup> These sources reveal that the Qing, far from being indifferent to maritime matters, was actively engaged in managing its coastal territories, building naval defences, and, above all, interacting with the sea on its own terms in various ways.

An important shift in thinking about the Qing's maritime engagement stems from the realization that the empire's geographical and political challenges extended beyond land. The long Chinese coastline, stretching from the northern Bohai Gulf to the southern tip of Guangdong, was both a frontier and a lifeline for the empire. The coastal regions were vulnerable to piracy, foreign invasion, and smuggling, all of which required the Qing to pay considerable attention to maritime governance. Moreover, maritime commerce, both domestic and international, played a crucial role in the Qing economy. In addition to the renowned "Pearl of the East" Canton, Fuzhou, Ningbo, Dengzhou, and Tianjin were bustling centres of trade that connected China to the broader global economy from time to time throughout the eighteenth century, making it impossible for the Qing to ignore the significance of the sea.

One illustrative example of the Qing's maritime engagement is the empire's response to piracy in the late eighteenth and early nineteenth centuries. While most pirates of the time were considered minor threats, the rise of piracy along the southern coast, particularly in Guangdong and Fujian, posed significant disruptions to Qing sovereignty and commerce, with coastal communities bearing the brunt of the impact. The Qing government, as reflected in imperial edicts issued by the Kangxi, Yongzheng, and Qianlong emperors, was compelled to repeatedly launch naval campaigns to combat and suppress these pirate gangs.<sup>6</sup> Even toward the end of the eighteenth century, when the Qing court struggled to maintain firm maritime control, local officials remained persistent in negotiating with the infamous pirate leader Zheng Yi and his successor, Zheng Yi Sao (widely known in Western sources as Ching Shih), in efforts to preserve peace and order along the empire's seaboard. Whether these actions were practical or successful is another matter, but they demonstrate that the Qing's anti-piracy efforts were pursued consistently, both in times of relative stability and in more chaotic circumstances.

When discussing the problem of piracy, one cannot overlook the development of Qing naval power during the Kangxi, Yongzheng, and Qianlong reigns. On various occasions, these emperors emphasized the importance of the sea to the dynasty's broader strategic goals. While the three emperors are often remembered for their campaigns in Inner Asia, they also took significant steps to strengthen Qing naval capacity, such as in response to the threat posed by the remnants of the Ming loyalist regime based on Taiwan, led by Koxinga (Zheng Chenggong), as well as to be cautious about potential threats, including the Japanese and some European seafaring powers based in Southeast Asia, that might be arriving from the

sea. The successful Qing conquest of Taiwan in 1683 was a pivotal moment in the consolidation of Qing power, both on land and sea. It not only brought the strategically important island under Qing control but also marked the beginning of more systematic Qing attention to maritime defence and governance.

Furthermore, the Qing's maritime engagement extended beyond military and administrative concerns to include diplomacy and foreign relations. Qing rulers were acutely aware of the need to manage their interactions with maritime powers, particularly European states such as Britain and the Netherlands. Although the Qing initially restricted European trade to the port of Canton, this was not merely an act of isolation, but rather a strategic decision to control foreign interactions while maximizing economic benefits. The Canton system, which governed European trade with China from the mid-eighteenth century, reflects the Qing's careful balancing act between maintaining sovereignty and engaging with the global maritime economy. Historians have also argued that foreign traders, for their part, found the system advantageous, viewing Canton as the ideal place to conduct business with the Chinese.<sup>7</sup> In other words, European traders had little incentive to venture beyond Canton or sail further north for trade prior to the Macartney Mission of 1793. The system evidently functioned effectively for much of the eighteenth century, as it fulfilled the needs of European traders while allowing the Qing to regulate the flow of goods and foreigners into China, ensuring that merchants adhered to Chinese laws and customs.

In addition to its maritime engagements, recent scholarship has highlighted significant parallels between the Qing's approaches to its Inner Asian and maritime frontiers.<sup>8</sup> Both frontiers—one defined by the vast steppe and desert regions of Central Asia, the other by the expansive coastline and sea routes—presented the Qing dynasty with similar challenges in terms of sovereignty, control, and integration into the imperial system. Researchers have increasingly recognized that Qing rulers adopted comparable strategies in consolidating power over these diverse, often unruly borderlands. For instance, both the maritime and Inner Asian frontiers were marked by a reliance on military force to suppress rebellion and external threats, as well as by the strategic use of deliberate policies to manage relations with powerful local elites and foreign actors. In the Inner Asian frontier, this was evident in the Qing's negotiations and alliances with Mongol chieftains, while in the maritime frontier, the Qing leveraged local coastal elites and foreign merchants to secure order and promote commerce.<sup>9</sup>

Moreover, the Qing's approach to consolidating control over these frontiers involved a dual focus on military and administrative integration. In both cases, the Qing established garrisons, fortified key positions, and implemented systems of governance that integrated frontier regions into the broader imperial structure. Just as the conquest of Xinjiang in the late eighteenth century involved the construction of new administrative networks and military outposts, the incorporation of Taiwan and the regulation of coastal regions after the conquest of Koxinga's regime in 1683 followed a similar pattern. In both frontiers, the Qing sought not only to pacify and control these regions but also to integrate them into the empire's economy and governance structures. This process of consolidation reflected the Qing's broader imperial strategy of combining force with accommodation, ensuring that both maritime and inland frontiers were effectively brought under its control.

These similarities underlie a broader historiographical shift in understanding the Qing as a flexible and adaptive early modern empire that effectively balanced both land-based and maritime concerns. Rather than treating the Qing's Inner Asian and maritime frontiers as entirely distinct, recent scholarship has emphasized

how both were central to the dynasty's consolidation of power. This more integrated perspective reveals the Qing's ability to manage diverse frontier regions through similar strategies of military, administrative, and economic control, showcasing its capacity to navigate the complex geopolitical realities of early modern empire-building. By examining these frontiers in tandem, we gain a more comprehensive picture of the Qing's multifaceted approach to governance, one that transcends the traditional land-sea dichotomy and reflects broader evolving of imperial consolidation in the early modern world. While this approach is still developing, and it may be too early to determine its full impact, it marks a promising step toward a more integrated understanding of the Qing Empire's frontier management, both on land and at sea.

### Expanding the Geographic Focus Beyond Southern China

Until recently, scholarly attention on Qing China's maritime engagement has been largely concentrated on southern regions, particularly Guangdong and Fujian—what I have elsewhere termed “Southeast China centrism.”<sup>10</sup> This regional emphasis was understandable, as these provinces were key hubs of maritime trade and the main points of interaction with European merchants, notably through the Canton trade system. However, recent scholarship has broadened the geographic scope, recognizing that focusing solely on southern China presents an incomplete picture of the Qing Empire's maritime strategies and governance. By extending analysis to the entire Chinese seaboard, including northern and eastern coastal regions, historians have uncovered a more comprehensive understanding of the Qing dynasty's engagement with the maritime world. This expanded focus highlights the importance of regions such as the Bohai Gulf, the southern and eastern coasts of the Shandong peninsula, and Zhejiang, emphasising that maritime China in the Qing period was not monolithic but regionally diverse, with each coastal area playing a distinct role in the empire's maritime policies.

A key driver of this historiographical shift has been the realization that northern coastal regions, particularly those around the Bohai Gulf, played a crucial role in the Qing's maritime defence. While Guangdong and Fujian were central to foreign trade and diplomatic interactions with European powers, northern China was vital to domestic maritime commerce and defence against potential threats, whether from Japanese invaders or local piratical forces. The Bohai Gulf, situated between present-day Liaoning and Shandong provinces, was not only a key fishing and salt-producing area but also a strategic location for the Qing military. Its proximity to Beijing, the imperial capital, and Manchuria, the Manchu homeland, further spoke to its significance. Defensive fortifications and naval patrols established in the region were crucial in protecting these strategic and symbolic areas from potential maritime incursions. The recent discovery of sea charts (see fig. 1)



Fig. 1. *Haijiang yangjie xingshi quantu* (compiled in the late eighteenth century) features the Miaodao Archipelago, which geographically guards a strategic corridor entering the Bohai Gulf.

and private documents related to Sino-Korean private trade further highlight the Bohai and Yellow Seas as critical zones of exchange and interaction. As noted in the *Chaoxian wangchao Yingzu shilu*,

Since the transport of grain by sea in the Dingchou year, the Chinese people familiar with the sea routes have engaged in harvesting sea cucumbers. Every year, around the late summer and early autumn, they sail to the western seas, making this journey a yearly routine. The number of those who go has steadily increased, and no one knows exactly how many hundreds of vessels are involved. Although local officials and border commanders wish to pursue and expel them, they are outnumbered, and at times they resort to offering wine and provisions to entice them to leave. Those who understand the situation are deeply concerned.<sup>11</sup>

Although these activities were considered illegal and problematic from an administrative standpoint, the extract above reveals that private, non-state trade was quite widespread between China and Korea. This trade, albeit illegal, contributed to the region's economic vitality and strengthened the shadow market linking the two countries. In this context, the Qing's engagement with its northern maritime frontier becomes crucial for understanding the dynamics across the sea space near their power base.

In addition to its defensive importance, northern China's maritime economy also constituted a significant segment of the Qing Empire. The region's coastal communities were deeply involved in fishing, salt production, and shipping—industries that contributed significantly to both the local and national economies. For instance, the salt production in Shandong was one of the largest in China, and the industry was strictly regulated by the Qing state, which derived substantial revenue from it. Along with sea salt, seaweed cultivation also thrived along the Liaodong Peninsula. In his *Jilin waiji*, for instance, Sa Ying'e recorded,

Seaweed (*haizao*), found in the East China Sea, is black and tangled like hair, with leaves resembling those of common algae (*zao*), hence its name. According to traditional herbal texts, there are two types: one that grows in shallow waters, short and black like a horse's tail and the other that grows in the deep sea, with large leaves resembling vegetables. The *Tangshu*, in its *Bohai* chapter, mentions that seaweed from the southern seas is also known as *kombu*. Although the names differ, they refer to the same type. Today, the seaweed produced in Hunchun is quite abundant.<sup>12</sup>

This passage put forward the richness of northern China's maritime resources, specifically seaweed, which was not only a source of food but also of medicinal and economic value. The reference to *haizao* in the *Tangshu* and its mention of *kombu* from the southern seas suggest a long-standing recognition of the importance of marine products across different regions of China. The abundance of seaweed in Hunchun, as noted by Sa Ying'e, reflects the prosperous nature of the region's maritime industries during the Qing period. The cultivation and trade of such resources further suggest the significance of the northern coast in the broader Qing economic system, demonstrating that the maritime economy of northern China was not necessarily secondary to that of the south. Instead, it played an integral role in sustaining both the local population and the empire's broader economic framework.

Furthermore, the northern ports played a crucial role in the domestic grain trade, with shipments of rice and other staples flowing northward from the fertile southern provinces to feed the population of Beijing and its surrounding areas, particularly when the canal system was damaged or under repair.



Additionally, during times of famine or natural disasters in the northern maritime provinces, relief materials were arranged and transported to affected areas by sea. An example is the natural disaster that struck the Shandong Peninsula in 1704 during the late Kangxi era, as recorded,

The autumn harvest failed, and the people have become increasingly destitute. However, the local populace remains calm and orderly, which is a testament to the successful efforts of officials in supporting and nurturing the people. In light of this, another decree was issued to dispatch additional officials to regions affected by the floods and crop failures, in order to further provide relief. Given the vast territories and large populations of the various prefectures and counties, the expenses required are enormous. Yet, it is essential to increase the relief efforts to ensure aid reaches all affected areas.

As a special directive, the provincial grain officials have been ordered to personally travel to the eastern provinces and withhold 500,000 *shi* of grain from the annual transport quota, storing it in key towns along the river. Additionally, one person from every three companies of the Manchu military was dispatched, totalling more than 400 individuals. Each company received 1,000 taels of silver along with vehicles, camels, and other necessary supplies, and these individuals were sent to various prefectures and counties in Shandong to continue the relief efforts. The duration of this relief work was set to last until July of the following year.

As for the prefectures of Dengzhou, Qingzhou, and Laizhou, grain was to be transported by sea from Tianjin, with each prefecture receiving 30,000 *shi*. Furthermore, three high-ranking officials were appointed to oversee and inspect the relief efforts along three routes, ensuring that aid was distributed properly.<sup>13</sup>

This excerpt highlights how the Qing state, through its maritime capabilities, was able to mobilize resources efficiently and respond to natural disasters in the northern provinces. The use of sea routes for transporting grain and other essential supplies underlines the role the northern maritime regions played in supporting not only local economies but also in maintaining the overall stability of the empire. Maritime governance in these areas was not just about defence and trade but also a vital part of disaster management and state relief efforts, ensuring that even the most remote coastal regions were connected to the central mechanisms of imperial power.

Another region that has gained increased attention in recent historiography is Zhejiang, which, though located in eastern China, was distinct from the more heavily studied southern provinces. Zhejiang was both a centre of trade and a hub of intellectual activity, with its coastal cities, such as Zhapu, playing a critical role in



Fig. 2. An excerpt of the *Shengzu renhuangdi shilu* (please refer to note 13)



Fig. 3. The seascape of Zhapu as depicted by the British following the Battle of Chapu in 1842. Illustration by Thomas Allom and G. N. Wright from *China, in a Series of Views, Displaying the Scenery, Architecture, and Social Habits of That Ancient Empire*, vol. 3, (London: Fisher, Son, & Co., 1843), p. 49.

the empire's engagement with the East Asian maritime world. Zhapu, in particular, was important for trade with Japan, highlighting the diversity of Qing maritime interactions beyond the southern ports. The city was also a centre for trading Chinese commodities that linked Zhejiang's economy either through Canton to global markets, or directly from Zhejiang to Japan.<sup>14</sup> Moreover, scholars have increasingly emphasized that Zhejiang's economic and cultural flourishing was largely due to its strong maritime connections with Japan.<sup>15</sup>

The growing attention to Zhejiang also sheds light on the fact that intellectual and cultural exchanges in the maritime world were not confined to the south. The region was home to numerous influential scholars and officials who contributed significantly to Qing governance and intellectual life. For example, officials from Zhapu and nearby areas were instrumental in advising the court on coastal defence and maritime policy, drawing on local knowledge of the sea and its economic importance. This intellectual engagement shows that the Qing's maritime world was not just about economic and military governance but also involved sophisticated policy discussions and the application of local expertise. These regional officials played a key role in shaping the Qing state's understanding of the maritime world, making Zhejiang a crucial player in the broader imperial maritime strategy.

Furthermore, the maritime history of northern and eastern China reveals both commonalities and regional variations in how the Qing state managed its coastal populations and resources. In the south, particularly in Guangdong and Fujian, Qing officials focused primarily on regulating foreign trade and controlling smuggling. Similarly, in the north, there was an emphasis on maintaining security and promoting domestic economic activity. However, differences in governance emerged, particularly in how the state addressed specific regional concerns. For instance, the Qing's regulation of salt production in the Bohai Gulf and its investment in coastal defence in Shandong reflect a distinct set of priorities compared to those in the south. These differences illustrate that the Qing's approach to maritime governance was neither uniform nor unidirectional, but rather adapted to the specific conditions and challenges of each region.



By expanding the geographic scope of analysis, historians have begun to redefine what is meant by “maritime China” in the late imperial era. Previously, maritime China was often equated with the southern regions, particularly the bustling port cities of Canton and Amoy (Xiamen). However, the recognition that northern and eastern China also played a crucial role in the empire’s maritime strategy challenges this narrow definition. In this broader view, maritime China encompasses the entire coastline, with each region contributing to the empire’s maritime governance in distinct ways. This more inclusive definition offers a deeper understanding of the Qing state’s relationship with the sea, revealing that maritime China was not solely about trade with the West or the so-called “Nanyang connection,” but was a complex, multifaceted entity that involved domestic commerce, regional defence, and interactions with neighbouring Asian powers. While much focus has been placed on Sino-Japanese or Sino-Korean relations, the Qing-Ryukyu relationship is also worth examining. However, due to the constraints of word count, I encourage readers, if I may, to explore this topic further in one of the chapters of my forthcoming monograph, which is expected to be released in October this year.<sup>16</sup>

This broadened geographic focus has significant implications for how we understand the Qing state’s approach to maritime governance. The Qing dynasty, far from being solely focused on the southeast, maintained a more comprehensive and flexible maritime strategy that accounted for the distinct challenges and opportunities presented by each coastal region. Whether in the north, where security and resource extraction were primary concerns, or in other regions, the Qing’s engagement with the sea was far more nuanced and varied than earlier studies have suggested. This recognition of regional diversity enriches our understanding of the Qing as a maritime power that managed its coastline and maritime frontier in ways that were both adaptive and regionally specific.

As a result, the expansion of the geographic focus from southern China to include the entire Chinese seaboard marks a critical shift in our understanding of Qing maritime governance. By considering the importance of northern and eastern coastal regions, historians have uncovered new dimensions of the Qing’s relationship with the maritime world, revealing a more inclusive and regionally diverse approach to maritime governance. This expanded perspective challenges earlier, southern-centric narratives and provides a more holistic view of how the Qing state managed its vast coastline, integrating military, economic, and intellectual strategies in ways that were tailored to the specific needs of each region. Thus, this broader geographic lens redefines our conception of maritime China and deepens our appreciation of the Qing dynasty’s multifaceted engagement with the sea.

### Concluding Remarks

The Qing Empire’s relationship with the maritime world during the long eighteenth century has undergone a substantial reassessment in recent historiography, leading to a redefinition of “maritime China” that transcends its earlier geographical limitations. Traditionally confined to studies of southern China and its interaction with European traders, our understanding of the Qing’s maritime engagement has now expanded to encompass the entire Chinese coastline, from the Bohai Gulf in the north to the Zhejiang coast in the east, and beyond to the South China Sea. This broader geographic focus, as discussed in earlier sections, reveals the rich diversity of regional maritime policies and strategies that played a critical role in the Qing’s imperial governance.

The analysis of northern coastal regions, such as the Bohai Gulf and Yellow Sea, demonstrates that Qing maritime concerns extended far beyond southern trade hubs like Guangdong, highlighting the need to move beyond discussions largely dominated by the Canton system. Recent discoveries, including sea charts and private documents related to Sino-Korean trade, have revealed the significance of northern maritime zones for both economic exchange and security. At the same time, the renewed focus on Zhejiang in studies of Qing maritime governance demonstrates how eastern China was integrated into the empire's naval defence and contributed to the formation of an intellectual identity tied to the sea, further complicating the previously southeastern-centric narrative. These insights collectively encourage us to view maritime China as a diverse and regionally interconnected entity, crucial to the Qing Empire's domestic and international strategies.

This redefinition, however, extends beyond mere geographical expansion. It invites a conceptual rethinking of maritime China, allowing us to explore how the Qing's engagement with the sea intersected with broader imperial concerns such as territorial control, security, and state-building. As demonstrated, the Qing's maritime policies were not limited to economic regulation or defensive strategies. Rather, they were integral to the Qing's approach to consolidating power, managing coastal and overseas populations, and integrating frontier regions into the imperial fold. Coastal regions, from the salt-producing hubs of Shandong to the fishing communities along the Bohai Gulf, were not only economically vital but also politically significant for maintaining internal stability and securing the empire's borders. Control over these seafaring activities can also be seen as an effort to project sovereignty across maritime spaces.

Moreover, the Qing's maritime governance reflects a broader imperial strategy that resonates with its land-based policies in Inner Asia. In both contexts, the Qing sought to integrate diverse frontier regions through a combination of military force, administrative governance, and cultural co-optation. The successful conquest of Taiwan and subsequent naval campaigns against piracy demonstrate how maritime strategies were not isolated from the empire's overall efforts to project power and consolidate authority. This parallel between maritime and land-based strategies reinforces the idea that the Qing saw its maritime frontier as crucial to maintaining the empire's broader territorial and political integrity.

This broader conceptual understanding of maritime China offers an opportunity to revisit how we think about empire-building in the Qing period. The Qing's efforts to govern its maritime frontier were not only reactive measures to external threats or economic opportunities but were proactive strategies that played a fundamental role in shaping the Qing's identity as an Asian empire. This approach allowed the Qing to navigate the complexities of maintaining sovereignty over diverse territories while engaging with an increasingly interconnected world. The evolving maritime policies, from regulating private trade to engaging in diplomatic relations with both Asian and Western counterparts, showcase the Qing's flexibility in managing its maritime frontier in ways that were deeply intertwined with its broader imperial objectives.

\* I would like to take this opportunity to thank the Institute of Chinese Studies (ICS) for hosting me as a CCK-APC Visiting Scholar at The Chinese University of Hong Kong. My sincere thanks go to Professor Lai Chi Tim, Dr. Michelle Jia Ye, and Kenny Chau for ensuring that my stay in Hong Kong was both seamless and enjoyable.

## Notes

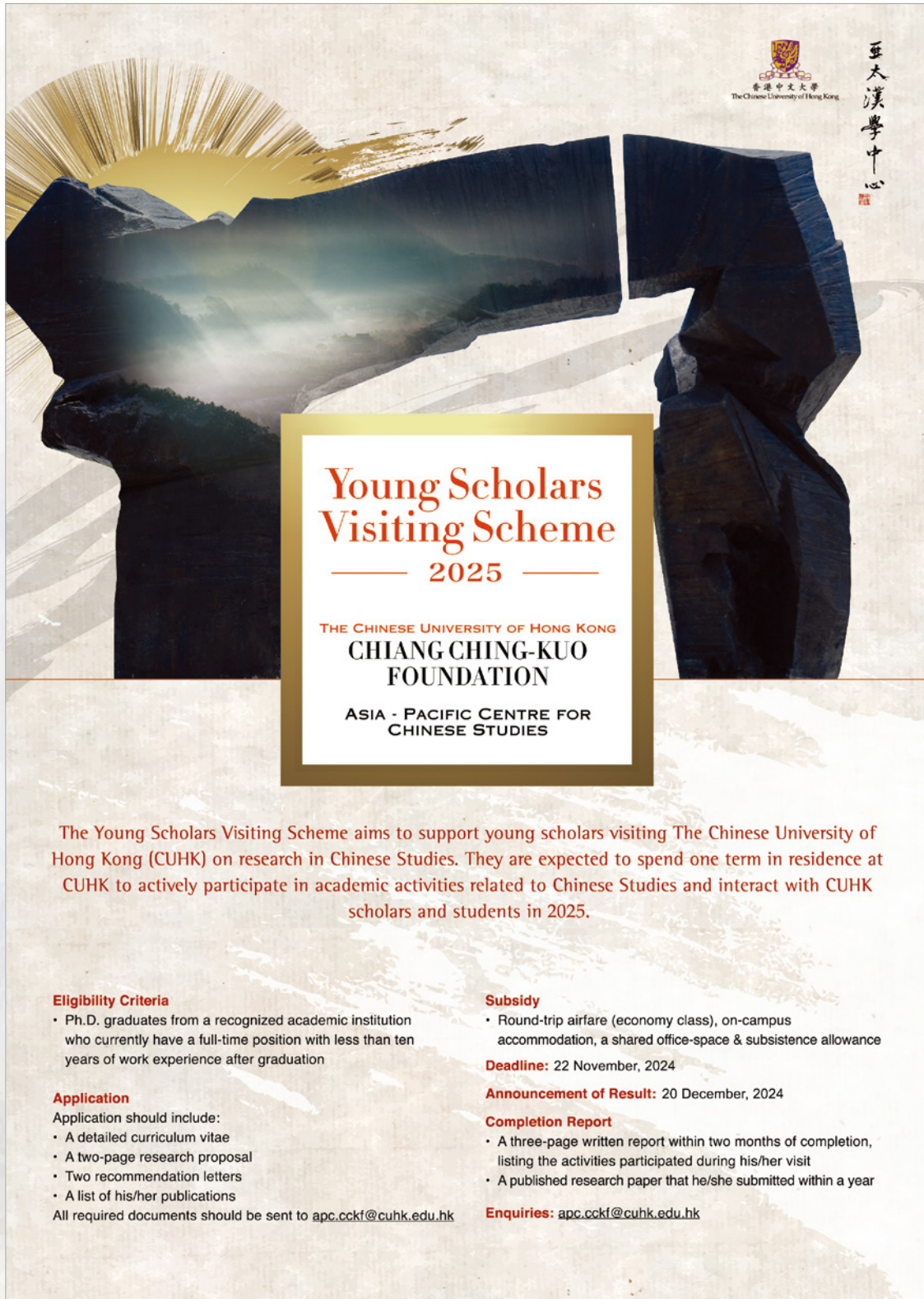
- <sup>1</sup> For recent trends in the oceanic turn in Qing studies in the United States, see Xing Hang, “The Evolution of Maritime Chinese Historiography in the United States: Toward a Transnational and Interdisciplinary Approach,” *Journal of Modern Chinese History* 14, no. 1 (2020): pp. 152–171.
- <sup>2</sup> For two recent studies on the Qing Empire and the issue of piracy, see Robert Antony’s *The Golden Age of Piracy in China, 1520–1810: A Short History with Documents* (London: Rowman & Littlefield Publishers, 2022) and his forthcoming work *Outlaws of the Sea: Maritime Piracy in Modern China* (Hong Kong: Hong Kong University Press).
- <sup>3</sup> Ronald C. Po, *The Blue Frontier: Maritime Vision and Power in the Qing Dynasty* (Cambridge: Cambridge University Press, 2018). The Chinese edition of *The Blue Frontier*, revised and refined, will be available on shelves in November this year, published by National Taiwan University Press.
- <sup>4</sup> See the widely cited Peter Perdue, *The Qing Conquest of Central Eurasia* (Cambridge, MA: Harvard University Press, 2010), and the classic James A. Millward, *Beyond the Pass: Economy, Ethnicity, and Empire in Qing Central Asia, 1759–1864* (Stanford, CA: Stanford University Press, 1998). See also Pamela Kyle Crossley, “The Qing Unification, 1618–1683,” in *East Asia in the World: Twelve Events That Shaped the Modern International Order*, eds. Stephan Haggard and David C. Kang (Cambridge: Cambridge University Press, 2020), pp. 129–145; and Dittmar Schorkowitz and Ning Chia, eds., *Managing Frontiers in Qing China: The Lifanyuan and Libu Revisited* (Leiden: Brill, 2016).
- <sup>5</sup> During my recent visit to CUHK, I learned that Professor Paola Calanca, based at ICS, is working on a promising project featuring carvings on rocks in Fujian. This study holds great potential to shed new light on the field of maritime China.
- <sup>6</sup> For details, see, for instance, Chen Yuxian, *Haifenyangbo: Qingdai huan dongya haiyu shang de haidao* (Xiamen: Xiamen daxue chubanshe, 2018).
- <sup>7</sup> Leonard Blussé, “Review Article on Gang Zhao’s *The Qing Opening to the Ocean: Chinese Maritime Policies, 1684–1757*,” *American Historical Review* 119, no. 3 (June 2014): p. 869.
- <sup>8</sup> Scholars such as Ling-Wei Kung and Cheng-Heng Lu from Taiwan have actively promoted this endeavour. For example, see the workshop titled “Revisiting Ming-Qing China from Inner Asian and Maritime Perspectives,” organized at Academia Sinica on June 7, 2023.
- <sup>9</sup> I would also recommend interested readers to explore an online article by Ling-Wei Kung titled “Tongguo neiya he haiyang kan Qing shi yanjiu,” accessed 10 September 2024, <https://lingweikung.com/posts/inner-asia-maritime-qing>.
- <sup>10</sup> Ronald C. Po, “A Port City in Northeast China: Dengzhou in the Long Eighteenth Century,” *Journal of the Royal Asiatic Society* 28, no. 1 (January 2018): p. 162.
- <sup>11</sup> *Chaoxian wangchao Yingzu shilu*, juan 38, May 5, 1734, 13b. For Sino-Korean sea trade in the long eighteenth century, see Zhang Haiying, “14–18 shiji Zhong-Chao minjian maoyi yu shangren,” *Shehui kexue* 3 (2016): pp. 139–148.
- <sup>12</sup> Sa Ying’e, *Jilin waiji*, juan 7 (Taipei: Xinwenfeng chubanshe, 1985), 17a.
- <sup>13</sup> *Shengzu renhuangdi shilu*, juan 217, Kangxi 43 nian, October 14, pp. 19b–20a. See also fig. 2 for an excerpt of the original text.
- <sup>14</sup> For the significance of Zhapu in Asian history, see the extensive studies by Akira Matsuura and Liu Shiuhfeng.
- <sup>15</sup> See Feng Zuozhe, “Zhapugang yu Qingdai Zhong-Ri maoyi wenhua jiaoliu,” accessed 10 September 2024, <http://www.historychina.net/qsyl/ztyj/zwx/2004-06-29/25533.shtml>.
- <sup>16</sup> Ronald C. Po, *Shaping the Blue Dragon: Maritime China in the Ming and Qing Dynasties* (Liverpool: Liverpool University Press, 2024).



蔣經國基金會亞太漢學中心 主辦

## 青年學者訪問計劃2025

截止日期：2024年11月22日



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- A two-page research proposal
- Two recommendation letters
- A list of his/her publications

All required documents should be sent to [apc.cckf@cuhk.edu.hk](mailto:apc.cckf@cuhk.edu.hk)

**Subsidy**

- Round-trip airfare (economy class), on-campus accommodation, a shared office-space & subsistence allowance

**Deadline:** 22 November, 2024

**Announcement of Result:** 20 December, 2024

**Completion Report**

- A three-page written report within two months of completion, listing the activities participated during his/her visit
- A published research paper that he/she submitted within a year

**Enquiries:** [apc.cckf@cuhk.edu.hk](mailto:apc.cckf@cuhk.edu.hk)



當代中國文化研究中心 主辦

# 陳靜中國歷史教學獎

## 2024-2025 年度



- 申請資格**
- 本港全日制中學全職教師；
  - 以中國歷史科為主要講授科目不少於三年；
  - 暫無轉職或轉授其他科目之意圖或計劃。

**申請辦法** 於本中心網站 (<https://www.cuhk.edu.hk/ics/rcccc/>) 下載申請表及推薦書，填妥表格並由現時任職之中學校長簽署作實。

申請表及推薦書請分別寄回至：香港中文大學中國文化研究所1樓104室林小姐收。所有申請人之一切資料絕對保密。

### 宗旨

本獎旨在嘉獎本港中學優秀中國歷史教師，並鼓勵其從事教學上之改進、研究、創新或個人進修。

### 緣起

陳靜女士 (1922-1992)，字靜觀，廣西岑溪人，父克文公，母盧氏國振。抗戰時考入昆明西南聯合大學，1945年經濟系畢業，1949年來港，1952年執教司徒拔道嶺南小學及中學，講授科目以中國歷史為主，盡心盡力，深受學生愛戴與敬重，1977年轉職地利亞修女紀念學校（觀塘），以迄1988年退休。陳靜女士畢生獻身教育，作育英才無數，1992年病逝香江，享年七十。為誌追思並發揚遺志，其家人聯同明遠文化教育基金會於2018年捐資設立「陳靜中國歷史教學獎」。



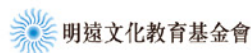
- 評審標準** 評獎委員會按以下標準審閱各申請，合資格申請者將獲得面試機會：
- 教師之資歷及教學表現；
  - 所提出之教學改進、研究、創新或個人進修計劃。

**截止日期** 2024年11月30日

**獎項** 本獎每年頒予一至兩名教師，並安排適當公開頒獎儀式。得獎人可獲 (i) 獎章一枚；及 (ii) 獎金二至五萬港元，該筆款項將用於所提出之教學計劃或其他相關用途。



當代中國文化研究中心  
Research Centre for Contemporary Chinese Culture



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3943-5976 | [rcccc@cuhk.edu.hk](mailto:rcccc@cuhk.edu.hk)



香港中文大學中國文化研究所嶺南文化研究計劃

# 嶺南文化研究論文獎2024

提交日期：2024年8月1日至12月31日

「嶺南文化研究論文獎」旨在推動國際嶺南文化學術研究，以鼓勵海內外在讀博士生及博士後研究員在嶺南文化領域進行深入研究。

## 參獎資格：

本論文獎接受在讀博士生及博士後研究員提交嶺南文化研究領域的優秀論文。論文內容可與古今文學、歷史、哲學、宗教、藝術、語言學、人類學等範疇相關。論文必須從未發表或出版，字數在三萬以內，中、英文皆可。

## 注意事項：

參獎者須填妥申請表，並連同論文以電郵附件方式一併發送至：  
[ics-lingnan@cuhk.edu.hk](mailto:ics-lingnan@cuhk.edu.hk)，郵件標題為「嶺南文化研究論文獎2024（申請人全名）」。

## 獎項：

論文獎設一等獎、二等獎與三等獎各一名，每名獎金分別為港幣一萬、八千及五千元；優秀獎五名，每名獎金為港幣三千元。獎項將於2025年初公佈。

## 報名表格：

[https://www.cuhk.edu.hk/ics/lingnan/doc/LingnanCultureCompetition2024\\_ApplicationForm.docx](https://www.cuhk.edu.hk/ics/lingnan/doc/LingnanCultureCompetition2024_ApplicationForm.docx)

## 查詢：

地址：香港沙田香港中文大學中國文化研究所105室

電話：(852) 3943 7382

傳真：(852) 2603 5149

電郵：[ics-lingnan@cuhk.edu.hk](mailto:ics-lingnan@cuhk.edu.hk)



\*香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）





蔣經國基金會亞太漢學中心、中國文化研究所、中國研究中心 合辦  
**第十七屆研究生「現代與當代中國」研討班**  
**——中國的政企關係**

舉行日期：2025年2月17-18日

第十七屆研究生「現代與當代中國」研討班  
2025年2月17日-18日

亞太漢學中心  
中國文化研究所  
INSTITUTE OF CHINESE STUDIES

中國研究中心  
CENTRE FOR CHINA STUDIES  
The Chinese University of Hong Kong | 香港中文大學

主題：

# 中國的 政企關係

我們歡迎從政治、經濟、法律、社會、意識形態、歷史、人類學與文化等各個方面來考察上世紀至今中國政企關係之變遷的論文。凡是原創的、基於實證研究的論文，無論學科與理論框架，均予以考慮。我們不接受基於初步研究或推測性質的論文以及尚未完成的課題項目提案。

我們的目標是促進中外學者的學術交流，確保均衡國內學者與海外學者的參會人數。研討班的工作語言為中文與英文。我們歡迎參會者於研討班前後使用大學圖書館內著名的中國研究服務中心關於「1949年後中國」的特藏與檔案進行研究。

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**申請資格** 申請者必須為：

- 博士候選人
- 新近獲得博士學位者（畢業5年內）

**申請方法** 申請者請於2024年10月8日或之前提交以下資料：

- 論文題目
- 不超過250字的論文提要
- 不超過200字的個人學術背景

研討班期間，我們將會協助預訂價格合理且便利的住宿。  
我們還將為參會者提供一定的差旅補貼。

**查詢** [ics-gsoc@cuhk.edu.hk](mailto:ics-gsoc@cuhk.edu.hk)

線上申請

網頁

## 蔣經國基金會亞太漢學中心——訪問學者公開講座系列

### The Unnamed Cartographers and Maritime China in the Long Eighteenth Century

#### 布琮任教授 主講

蔣經國基金會亞太漢學中心有幸邀得布琮任教授於2024年9月9日演講，講題為“The Unnamed Cartographers and Maritime China in the Long Eighteenth Century”。

布琮任教授是一位研究十四世紀至二十世紀初中國晚期帝國歷史的歷史學家。自2013年在海德堡大學完成博士學位後，他曾在德國、美國和加拿大任教，目前在倫敦政治經濟學院的國際歷史系擔任副教授。



布琮任教授

在是次講座中，布教授分享了許多無名之士對記錄中國海洋邊界的貢獻。他以多種海洋地圖為例，如「汛口圖」、「界址圖」和「內外洋輿圖」，指出這些地圖製作者的工作非常鉅細靡遺，他們仔細調查並記錄清朝海洋邊界的微生態和微地理。我們可以在這些地圖中，辨認出戰略位置和交通路線，也可以清楚看到經整理和劃定的海洋邊界。他們的工作為清朝多樣且複雜的海洋環境，提供了寶貴的記錄。

布教授總結道，這些地圖揭示了清朝與海洋世界的聯繫，製作海洋地圖不僅為了便利海上貿易，而且是有意識地釐清當時的海岸線和環境資料。學界一向認為，清朝主要關注陸地地勢的記錄，然而，一眾無名地圖製作者的工作顯示，清朝實際上同樣重視海洋邊界及環境的記錄。

## 中國文化研究所——訪問學人公開講座系列

### The Hen Cackles in the Morning: Gendered Soundscape and Female Leadership in Modern Chinese Literature and Cinema

#### 肖慧教授 主講

中國文化研究所有幸邀得本學期訪問學人肖慧教授於2024年9月25日主講中國文學及電影相關的性別研究專題“The

Hen Cackles in the Morning: Gendered Soundscape and Female Leadership in Modern Chinese Literature and Cinema”，並與中大師生以及公眾人士分享研究所得。



肖慧教授



肖教授現任美國堪薩斯大學教授，主要從事現代中國文學及文化的研究，已出版兩冊學術專著，分別關注二十一世紀的中國青年經濟，以及當代中國文學和影像文化中的婚姻及家庭形象。目前正進行近代中國文學和電影中有關性別與聲景以及女性領導力的研究。

肖教授先以《尚書》中的「牝雞無晨」帶出研究主題，配以不同文獻探討女性以及生活中所產生的聲音以至噪音的描繪，展現傳統觀念下對女性的側面描寫。講座亦以電影《萬紫千紅總是春》（1959）以及《明月幾時有》（2017）為例，展示不同年代和地區中女性角色和地位的變化，從而呈現出不同的女性譜系。在問答環節，來自本港不同院校的學者積極發問，引發更多跨學系的討論與交流。

## 「從背景出發閱讀和理解中國地圖」公開講座系列

### 中國古代行政地圖的製作、製作者及其使用

#### 成一農博士 主講

為促進中國地圖相關學術研究的發展，香港中文大學中國文化研究所、法國遠東學院及香港科技大學李兆基圖書館於2023至2024年合辦公開講座系列「從背景出發閱讀和理解中國地圖」，以學人演講為主要形式，邀請各界學人發佈學術成果、探討學術觀點。



成一農博士

地圖是人類交流信息的常用工具。要想更好地理解地圖的意義和用途，就必須掌握地圖繪製過程的各個階段與地圖的製作用語，包括地圖的編碼系統。同時也必須意識到，就其本質而言，地圖從來都不是固定不變的，它是特定時代、特定時間點或特定政策目標的產物，勢必會隨着時間的推移而變化。在閱讀地圖時，必須充分考慮到上述這些要素，尤其是要避免從現代的角度出發去解讀，將那些無法理解的成份和表述當成是奇談怪論。本系列講座選取不同類型的地圖，方便更精準地區分它們的用途、傳統和傳播。

本系列講座第五講「中國古代行政地圖的製作、製作者及其使用」，於2024年9月30日由雲南大學歷史與檔案學院研究員成一農博士主講。成博士以明清時期地方機構處理政務時繪製的地圖作出分析，旨在理解中國古代地圖的製作原因、不同繪製者以及其使用狀況。講座設有現場參與及網上直播，吸引過百名中大師生、校友及公眾人士出席，網上網下討論氣氛熱烈。



## 嶺南文化研究計劃

### 「嶺南文化研究計劃」公開講座系列

#### 18–19世紀廣州地區刻書業及其對越南書籍流通

李慶新教授 主講

中國文化研究所有幸邀請廣東省社會科學院海洋史研究中心《海洋史研究》主編李慶新教授於2024年9月23日以「18–19世紀廣州地區刻書業及其對越南書籍流通」為題，主講「嶺南文化研究計劃」公開講座。



李慶新教授

清代廣州經濟貿易與全球市場有高度關聯，國際性刻書業與圖書交易十分活躍，是中國對外圖書交易的中心之一。廣州城內西湖街、雙門底一帶為書坊集中區，南海佛山、陳村及順德馬崗亦是重要的刻書和圖書交易地，其中就多有出現為越南等國代刻圖書的業務。越南使臣官差、中越士人、僧道、僑民都是中國書籍流入越南的重要媒介，但最為重要的是以華商為紐帶的「代刻業務」和「外銷書」貿易經營的商業網絡，這一網絡通過海洋構成跨國界「廠一店」協作關係和「一條龍」海上貿易網絡。中越之間長期持續的書籍流通，構成中華文化在東亞海域交流並向海外傳播的「南方海上書籍之路」，是東亞儒家文化圈圖書交流、知識共用、文明互鑒的動力。

香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）



## 中國文化研究所「午間雅聚」暨「嶺南文化研究計劃」公開講座系列

### 大航海時代珠江口灣區貿易與經濟社會變遷——兼談作為海洋小地理空間的灣區史研究 李慶新教授 主講



李慶新教授

中國文化研究所邀得廣東省社會科學院海洋史研究中心

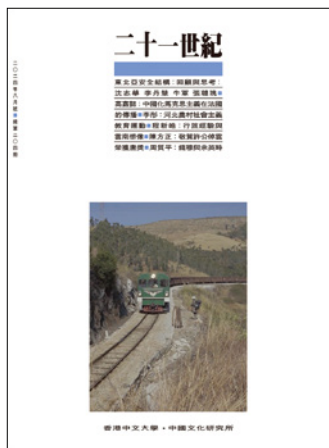
《海洋史研究》主編李慶新教授於2024年9月26日以「大航海時代珠江口灣區貿易與經濟社會變遷——兼談作為海洋小地理空間的灣區史研究」為題，主講「嶺南文化研究計劃」公開講座兼「午間雅聚」。

此講開端，李教授向在座學人與聽眾介紹珠江口灣區格局的變遷。宋元以前廣州「一城獨大」，隨着十六世紀中葉澳門開埠過渡到廣州—澳門「雙中心」，直至一口通商時期形成以廣州、澳門、佛山「多元中心」的灣區市鎮群。從制度史視角觀之，十六世紀中葉逐漸形成的「廣中事例」與清代的「廣州制度」，其制度文化對後世粵、港、澳關係仍有影響，並對中國近代化進程產生深遠影響。格局變遷除制度的力量外，「世界」對「珠江口灣區」的影響亦不容小覷。全國各地人群「走廣」經商，廣東民眾下南洋並僑居東南亞、北美及澳大利亞，西方人「航向珠江」，人口跨區域、跨國流動使得城市人口國際化。最後，李教授將講座提升至方法論層面，呼籲以全球史趨向、以聯繫的視野來研究珠江口灣區。珠江口灣區佈局走向聯繫之史實，為協同粵港澳大灣區之底色。對珠江口灣區的研究不僅可以作為個案案例為灣區史、海洋史的研究作出貢獻，亦能反哺粵港澳大灣區的建設。

香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）



## 當代中國文化研究中心



### 《二十一世紀》2024年8月號，第204期

朝鮮半島局勢近月持續升溫，本期「二十一世紀評論」以「東北亞安全結構：回顧與思考」為題，刊出第五屆「陳克文中國近代史講座」（2024年3月）的相關內容，透過歷史學者的深刻思考，為未來局勢發展提供啟示。

#### 二十一世紀評論

##### 東北亞安全結構：回顧與思考

沈志華：脆弱的聯盟：中蘇朝三角關係歷史脈絡（1921–1992）

李丹慧：中美蘇戰略三角關係的形成（1964–1979）——從中蘇分裂說起

牛 軍：中美建交與東亞新安全秩序的緣起

張璉瑰：朝鮮核問題的來龍去脈

#### 學術論文

高嘉懿：革命思想的回流——中國化馬克思主義在法國的傳播

任耀星：國共內戰後期中共基層黨組織運作——以河北容城私派地下黨員案為中心

李 彤：河北農村社會主義教育運動個案研究（1957–1958）

#### 景觀

程新皓：道路、行旅經驗與雲南想像

#### 學人風采

陳方正：筆健長駐匹茲堡，心熱豈曾離故園——敬賀許公倬雲榮獲唐獎

#### 學人往事

周質平：和而不同：錢穆與余英時（上）

#### 書評

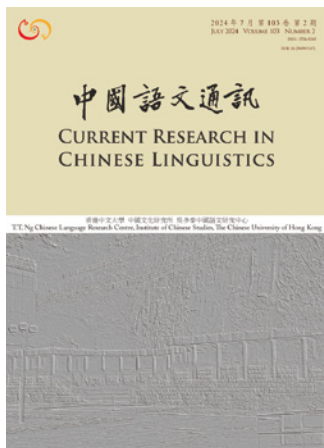
宋國慶、董國強：計量分析下的廣西文革——評Andrew G. Walder, *Civil War in Guangxi: The Cultural Revolution on China's Southern Periphery*

曹子尼：消費主義與中國共產革命——評Karl Gerth, *Unending Capitalism: How Consumerism Negated China's Communist Revolution*

詳細內容請瀏覽：<https://www.cuhk.edu.hk/ics/21c/zh/issues/c204.html>



## 吳多泰中國語文研究中心



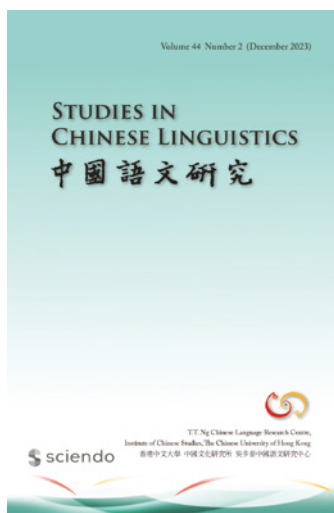
### 《中國語文通訊》第103卷第2期

本期刊載十篇文章：

1. 宋增文：真實「如果」句的語義特徵及主觀意圖表達——兼談真實「如果」句與違實「如果」句的糾葛
2. 薛桂譚：「換言之」的話語標記化和功能演變——基於語言接觸的視角
3. 任 紋：量詞「款」的產生及在香港公務領域的特殊使用
4. 胡小娟：贛語蓮花方言句末語氣詞「喊[xā]」的多功能性
5. 趙錦秀：晉語五台片形容詞短語主觀小稱構式「這麼/那麼AA」
6. 曾南逸、黃文韜：閩語及上麗片吳語「水壩」義詞的詞源——兼談文獻中「陂、碛/壩、埧、墩、壩」的關係
7. 朱立剛、侯俊霞：簡與冗之爭：音系的省力原則及其語音修辭表現
8. 林禕萌：說副詞「還」讀音的演變
9. 周賽華、陸梅：《字括便讀》所記嘉慶年間的桐城方音
10. 張渝晨、劉銳：方言的網絡傳播：漢語拼音方言詞及其成因

全文可以從吳多泰中國語文研究中心的網頁下載：

<http://www.cuhk.edu.hk/ics/clrc/>。



### 《中國語文研究》第44卷第2期

本期刊載三篇英文文章：

1. 張 寧：共現於雙句句式中的功能詞
2. 胡旭輝：反對稱性、形態合併與漢語動結式複合詞
3. 李翠兒、蕭佩宜、林宗宏：粵語助詞「咁滯」的模態分析

期刊由Sciencido（原De Gruyter Open）以開放取用形式發行，文章可以從吳多泰中國語文研究中心的網頁下載：

<https://www.cuhk.edu.hk/ics/clrc/>。

## 中國文化研究所訪問學人公開講座

以「樣」為媒：關於清宮御瓷設計邏輯的探索

項坤鵬博士 主講

中國文化研究所將於2024年10月10日舉辦訪問學人公開講座。有幸邀得故宮博物院研究員項坤鵬博士主講，題目為「以『樣』為媒：關於清宮御瓷設計邏輯的探索」。誠邀各位參加，詳情如下：

## 【講座簡介】

清宮御瓷的設計以宮廷好尚為前提。清代皇帝崇古、尚雅、追新和兼收並蓄的情懷，使得清宮御瓷長時間繁榮發展，他們的需求構建了清宮御瓷的設計邏輯，並以「樣」為媒介予以傳遞，其中既包括了對已有瓷器構成要素的模仿、重新組合和調整，以及以此為基礎的創新；還包括了跨介質的互動，即瓷器與琺瑯器、漆器、玉器、金銀器、玻璃器、銅器等清宮器用在構成要素方面的雙向交流。

## 【講者簡介】

項坤鵬博士為故宮博物院研究員，故宮研究院中外文化交流研究所所長，故宮博物院考古部副主任，古陶瓷保護研究國家文物局重點科研基地副主任，中國人民大學、首都師範大學、北京聯合大學研究生導師及學位評定委員，景德鎮東方古陶瓷學會理事。主要研究領域為陶瓷考古及絲綢之路考古等，多次受邀前往英、法、德、日、韓、俄、伊朗等十餘個國家進行學術訪問與交流。共發表學術論文五十餘篇，並曾主持多項國家社科基金重大項目。

日期：2024年10月10日（星期四）

時間：下午4:00（敬備茶點）

下午4:30 – 6:00（講座）

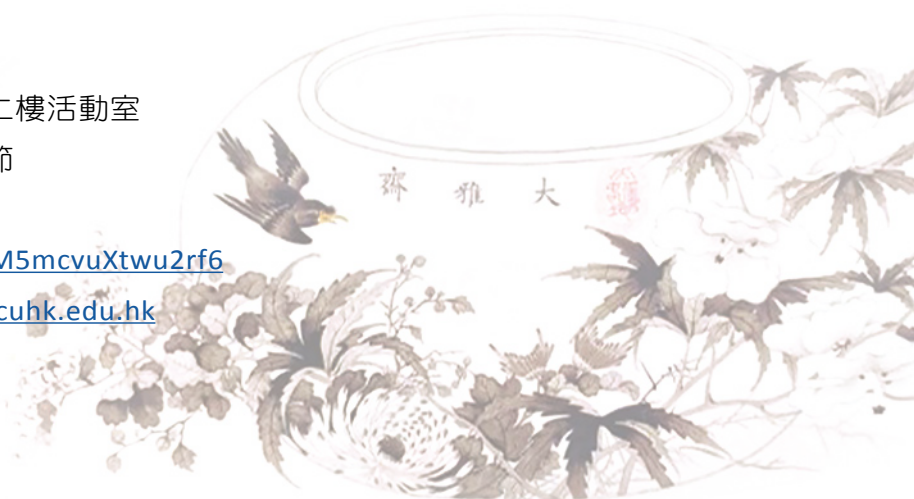
地點：香港中文大學文物館東翼二樓活動室

活動詳情：短講、分享及問答環節

語言：普通話

網上報名：<https://forms.gle/UScM5mcvUxtwu2rf6>查詢：3943 5976 / [ics-activities@cuhk.edu.hk](mailto:ics-activities@cuhk.edu.hk)

\*此活動為本校學生及教職員優先





## 中國文化研究所「饒宗頤訪問學人計劃」

「饒宗頤訪問學人計劃」至今已舉辦六載，每年皆邀請到在中國文化研究領域有傑出表現的學者到訪中大，從事研究、交流及教學等活動。本年度應邀擔任「饒宗頤訪問學人」者，為北京故宮博物院王素教授。

王教授於1977年考取武漢大學歷史系本科，1978年考取同系魏晉南北朝隋唐史專業研究生，1981年畢業，獲碩士學位。先後在國家文物局古文獻研究室和中國文物研究所工作。現為故宮博物院研究館員、故宮博物院古文獻研究所名譽所長、中國社會科學院大學教授和博士生導師、「古文字與中華文明傳承發展工程」專家委員會委員。1992年評為國家級有突出貢獻專家，1993年享受政府特殊津貼，2005年評為中組部代中央聯繫專家。

王教授於本所訪學期間，將分別於2024年11月15日及11月20日主持公開講座：



### 公開講座一

#### 出土文獻的門類與價值

日期：2024年11月15日（星期五）  
時間：下午4:00–5:30（下午3:30設茶點招待）  
地點：香港中文大學大學行政樓地下祖堯堂  
語言：普通話

### 公開講座二

#### 世間風雅君居首——故宮古琴談叢

日期：2024年11月20日（星期三）  
時間：下午4:00–5:30（下午3:30設茶點招待）  
地點：香港中文大學中國文化研究所 L1 課室  
語言：普通話



查詢：  
3943 0405 / [ics-activities@cuhk.edu.hk](mailto:ics-activities@cuhk.edu.hk)





## 嶺南文化研究計劃

## 「宋王臺文化記憶」系列工作坊（二）

香港九龍灣畔有「宋王台」，它現在是一個地標（港鐵站名）、一個景觀（公園），但它還可以是一條曲折的甬道，引領人們走向過去百餘年的歷史與文化記憶，涉及在1910及1950年代政治動蕩的情況下，嶺南氏族、名士、學者、文人的流離播遷、南來寄身與存活繁衍，以及本地文教、詩文、身份、政治、歷史的積極建構與種種詭異變遷。讓我們來回顧、講述宋王臺的歷史、故事，重拾香港的身世——重溫過去之餘，也許在一定意義上，還可以展望未來。



| 講題：                      | 講者：                  |
|--------------------------|----------------------|
| 壘塊・記憶・寄託：宋王台與雷峰塔之比較      | 卜永堅教授 香港中文大學歷史系      |
| 從《曾園雅集》到《宋臺秋唱》：文獻中的九龍城風景 | 梁基永博士 香港中文大學道教文化研究中心 |
| 片石銷殘，詩魂猶在：談兩首題在宋王臺石上的詩歌  | 程中山博士 香港中文大學中國語言及文學系 |
| 遠讀《宋臺秋唱》                 | 蕭振豪教授 香港中文大學中國語言及文學系 |

## 參與圓桌討論：

陳學然教授 香港城市大學中文及歷史學系  
 黎志添教授 香港中文大學文化及宗教研究所  
 韓子奇教授 北京師範大學珠海校區歷史文化研究中心  
 嚴志雄教授 香港中文大學中國語言及文學系

日期：2024年10月17日（星期四）

時間：下午4:00 – 6:30

地點：香港中文大學文物館東翼二樓會議室

合辦：香港中文大學中國文化研究所嶺南文化研究計劃  
 香港中文大學中國語言及文學系中國古典詩學研究中心

網上報名：<https://forms.gle/PNafAU2eHuVSPb9z9>

查詢：嶺南文化研究計劃 3943 7382 / [ics-lingnan@cuhk.edu.hk](mailto:ics-lingnan@cuhk.edu.hk)  
 中國古典詩學研究中心 3943 9837 / [poetics@cuhk.edu.hk](mailto:poetics@cuhk.edu.hk)

\*工作坊將定期舉辦，上下學期各一次，歡迎參與！

香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）



香港公共圖書館、香港中文大學中國文化研究所 合辦

# 「嶺南文化與世界」公開講座系列 2024 ——斯文嶺南

香港公共圖書館與中大中國文化研究所「嶺南文化研究計劃」聯合主辦「嶺南文化與世界」公開講座系列2024——斯文嶺南，帶來三場生動有趣的專題講座，描繪嶺南文人活化傳統、接通世界、雅俗雙生的獨特文學風景，展現粵語詩文從古至今的無窮生命力。

本講座系列為第四屆「粵港澳大灣區文化藝術節」項目之一，亦是弘揚中華文化系列的活動，將分別於2024年10月27日、11月23及24日在香港中央圖書館演講廳舉行。



## 【第一講】

### 一觴一詠、暢敘幽情：香港錦山文社修禊雅集（1972-1991）

程中山博士 主講

香港文壇紀念三月三日上巳修禊雅集由來已久。儒商陳伯祺、梁耀明、梁其政、何竹平、潘新安等主持的錦山文社，從1972至1991年間匯聚全港騷人墨客連續二十年在荃灣南天竺寺、大埔錦山隱廬、粉嶺雲泉仙館等地舉行禊集，飲酒賦詩，即席書畫琴棋，推動香港古典詩書畫的持續發展貢獻重大。

日期：2024年10月27日（星期日）

時間：上午10:30 – 中午12:00

地點：香港中央圖書館地下演講廳



## 「嶺南文化與世界」公開講座系列 2024——斯文嶺南

### 【第二講】

字典、課本和報刊：晚清嶺南文人的港澳留學和洋文學習

葉嘉博士 主講

在晚清，香港和澳門是雙語字典、洋文課本、報紙雜誌等新式讀物的發源和傳播樞紐。晚清嶺南的語言景觀、印刷文化和教育變革交相促進，派生出一代獨具雙語能力的文人。本講座廣泛取材一手資料，尤其聚焦於字典、課本、報刊三類素材，擬想曾於港澳就學的晚清嶺南文人的洋文學習體驗，探索他們接通世界的多樣軌跡。

日期：2024年11月23日（星期六）

時間：下午2:30 – 4:00

地點：香港中央圖書館地下演講廳

### 【第三講】

清末民初的粵語文學：以廖恩燾《嬉笑集》為例

卜永堅教授 主講

廖恩燾（1865–1954），別號鳳舒，其《嬉笑集》中的粵語詠史詩，平仄格律十分工整，但詞彙則是生動詼趣的粵語，令粵語讀者回味無窮。實際上《嬉笑集》並非無根之木，其根基是歷史悠久的粵語文學。本講座介紹《嬉笑集》個別篇章，並探討粵語文學的淵源與流變。

日期：2024年11月24日（星期日）

時間：下午2:30 – 4:00

地點：香港中央圖書館地下演講廳

\*粵語主講

\*請於講座舉行前15分鐘入座

香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）



## 嶺南文化研究計劃

### 嶺南報刊與世界工作坊

目前，報刊研究漸成人文研究重要領域。近現代中文報刊最初多為報刊史、傳播史學者關注，近年因其材料之稀見，內容之龐博，跨越時空之廣闊，而漸為學者注意，催生出不少跨學科中國研究的新生課題。在活躍而外向的嶺南地區，在遍佈全球的粵語社群，近現代報刊一直是醞釀社會文化變革、融通中國與世界的關鍵媒介，其語言、生態、功能均有待全面研究。

本次工作坊旨在初步召集在近現代嶺南期刊研究有所積累的學者同仁，組成一個跨學科的交流平台，以分享新課題，切磋新方法，打開新角度，共同探索嶺南報刊與世界的獨特關係。藉此，望能刷新同仁對於報刊研究的方法意識，提升報刊研究的學科地位，並從報刊研究的角度，為嶺南文化研究提出新進路。

日期：2024年12月6日（星期五）

時間：上午9:00 – 下午3:30

地點：香港中文大學康本國際學術園（YIA）二樓9號演講廳

合辦：香港中文大學中國文化研究所嶺南文化研究計劃

香港教育大學文學及文化學系

\*報名詳情稍後公佈，請密切留意！

香港研究資助局協作研究計劃「嶺南文化與世界」項目（2023–2026）

## 露港秋唱——古典詩詞吟誦雅會 2024

「露港秋唱」古典詩詞吟誦雅會曾於2018、2019、2021及2022年舉辦，廣邀海內外詩詞名家作手，於吐露港畔之香港中文大學雅集，吟誦詩文。中大中文系中國古典詩學研究中心本年首度與中國文化研究所合辦本次雅集，將邀請詩家學者吟誦個人或前人詩詞文作品，交流心得。

日期：2024年12月13日（星期五）

時間：下午4:00 – 5:30

地點：中國文化研究所庭園

合辦：香港中文大學中國文化研究所嶺南文化研究計劃

香港中文大學中國語言及文學系中國古典詩學研究中心

香港中文大學圖書館

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中國文化研究所

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