
THE TRANSFORMATION AND INFLUENCE OF OVERSEAS COMMERCE OF MINGZHOU PORT-CITY IN TANG AND SONG DYNASTIES (821-1279) - CONCENTRATED ON THE HISTORICAL RELICS

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Known as Mingzhou in the Tang and Song Dynasties, Ningbo was one of the largest port-cities in ancient China. This thesis takes historical relics as the breakthrough point to research the transformation of overseas commerce in Mingzhou port-city from the Tang to the Song Dynasty (821-1279), and on this basis, to discuss the effect on the city. By comparing the historical relics and archaeological information of “Heyi Gate-Yupu Gate District” and “Dongdu Gate-Lingqiao Gate District”, which are the port areas of the Tang and Song dynasties respectively, this thesis explains that the core port-zone in Mingzhou has shifted from Tang to Song Dynasty. Additionally, the port’s function has transformed from that of a single to a comprehensive. This shift reflects a process in which management of overseas-related institutions in the sub-city scaled up and spilled over, then completely separated. Finally, the author suggests that a function of the port-city was that it transformed the port region into the earliest street market, which caused the relaxation and disintegration of the Block Mart System; the nature of a port-city established an asymmetric spatial pattern in which “western residential, eastern commercial”; the orientation of the port-city gave birth to the ideas and concepts of open culture.

Keywords

Mingzhou port-city, overseas commerce, Ningbo, ancient city planning of China

How to Cite

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INTRODUCTION

STUDY ON THE ANCIENT PORT-CITYPLANNING

In recent years, European and Japanese historian circles have compiled a wealth of achievements in the studies of port-cities, which is one of the special forms of a city. However, Chinese historical research on the port-city is still confined to the historical representation of individual city cases and the analysis of related cause and effect. Few researchers have set the ultimate research goal of clearly ascertaining the universality and particularity of changes of Chinese port-cities¹. At the same time, existing research on the port-cities in China rarely analyse the impacts of ports on cities from the perspective of city planning.

Ancient China attached importance to the mainland culture, and regarded the oceanic culture as the “edge of culture”. Therefore, the development of port-cities, represented by Ningbo, was naturally less subject to central political policies. City planning of port-cities is distinguished from that of most political and military type cities. They focus on economic trades as the main goal and motivation of city developments. This paper studies the characteristics of planning in ancient port-cities under economic and political competition. This research can not only provide the reference for research on planning of port-cities, but also provide a more practical significance to the theoretical researches of modern city planning.

SELECT NINGBO AS A CASE STUDY

Ningbo has always been a big overseas port for commerce with other countries. It is a central state-level city of the eastern Zhejiang Province, and also an important port for cultural exchange between China and outside world. The choice of Ningbo as a research case is both representative and unique.

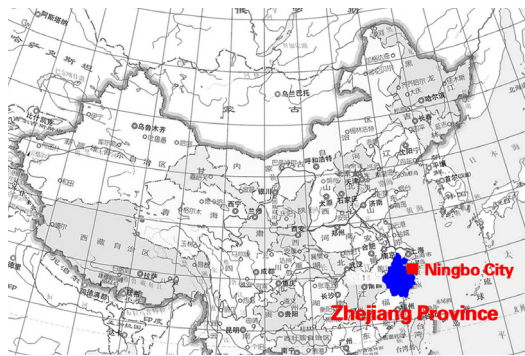
The first element is the continuity of Ningbo city’s culture. Since its establishment in 821 A.D., the old city of Ningbo has steadily endured at its original site for a millennium. Furthermore, the history of foreign exchanges in Ningbo could be traced back to 7000 years ago; it began from the Gouzhang port², then gradually to the lower reaches of the Yangtze River, and finally advanced to the coastline. Though there were ups and downs, the history length of its continued development is unique in the history of China’s ports³.

Second is the historical status of Ningbo city. The most important ancient ports of overseas commerce in China are Guangzhou, Quanzhou and Ningbo⁴. Among these, Quanzhou and Guangzhou mainly face the South China Sea routes, and Ningbo faces the East Sea route. Additionally, Ningbo is on the coastline and is the junction between the North-South routes. It can be concluded that location of Ningbo port determines its character and historical status.

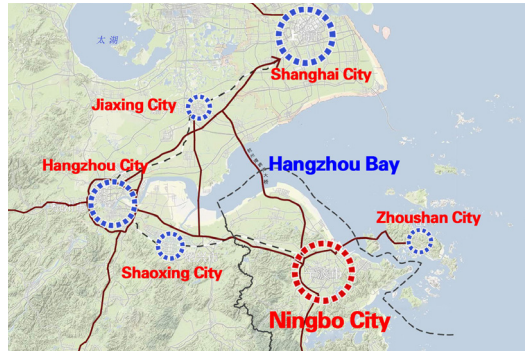
Finally, the port-city feature has played a decisive role. As a local city that combined both port and waterside characteristics, the Ningbo’s city planning is not only limited by its waterside property, but also guided by the development of port trade. At the same time, it possessed the flexibility of a local city beyond the ancient capital under the central system. Among these three points mentioned above, the most prominent feature of Ningbo exists in its characteristic of being a port-city.

OBJECTIVE AND METHODS

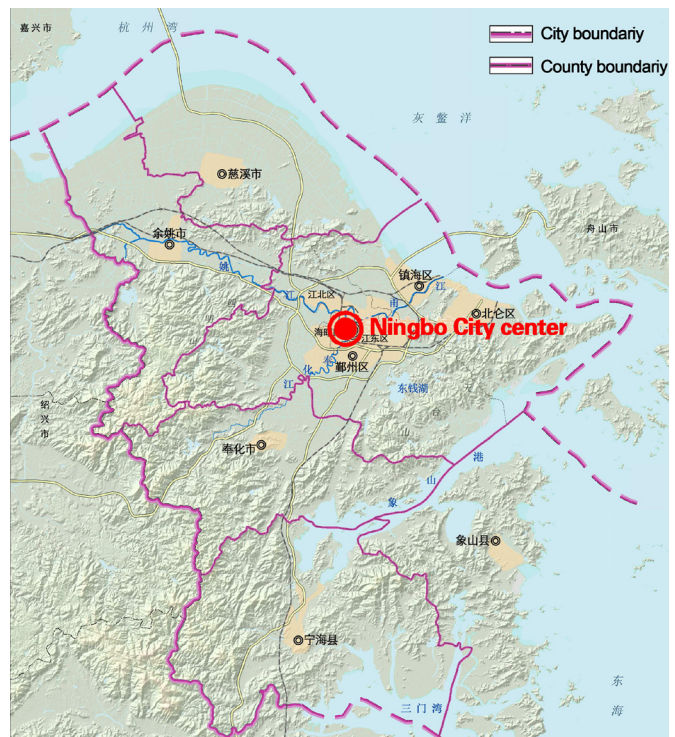
By studying the transformation of overseas commerce in Mingzhou port-city from the Tang to the Song Dynasty, this paper analyses the process of change and its causes and characteristics. On this basis, it analyses the influence of the shifted port-zone in the decisive city planning of ancient Ningbo.



Ningbo's position in China



Ningbo's position around Hangzhou Bay



Ningbo's City area

FIGURE 1 map of Ningbo showing the geographical area

The reason for defining study period as the Tang to the Song (821-1279 A.D.) is that ancient Ningbo overseas commerce port has been developed since the late Tang Dynasty (618-907A.D.) and reached its peak during the Song and the Yuan Dynasties (960-1368A.D.). The research focusing on the transition period of reaching its peak can represent the characteristics of a port-city.

This paper focuses on relics⁵ and ruins and uses documentation as supporting. There are two reasons: Firstly, the existing archaeological material of the port-city is rich and highly reliable. Secondly, the information of foreign relations and trades in Ningbo's ancient chronicles and the literatures is sparse, thus it can only act as a supplementary material for this paper.

ANALYSIS OF THE PROCESS, CAUSES AND CHARACTERISTICS OF CORE PORT-ZONE CHANGES

In this paper, we use the word “port-city⁶” to summarize a waterway hub of coastal cities, which differs from the modern “port metropolis” and other terms. The port-zone function in pre modern time consisted of water shipping terminals, ancillary storage, lodging, shops⁷, and etc. Therefore, we use “port-zone” to summarize the spatial characteristics of this unique city in this paper.

Ningbo is located in the Eastern part of the Zhejiang Province. To its north is the Hangzhou Bay, its west is the Shaoxing, its South is the Taizhou, and it crosses the sea in the northeast Zhou Mountain (Figure1). Ningbo is the economic centre of the Yangtze River Delta Southern wing, and it is an important port city on the southeast coast of China, the state historical and cultural city⁸ of the country.



FIGURE 2 map of Ningbo showing the model of Mingzhou city in the Tang Dynasty



FIGURE 3 map of Ningbo showing the 1843 Walled City

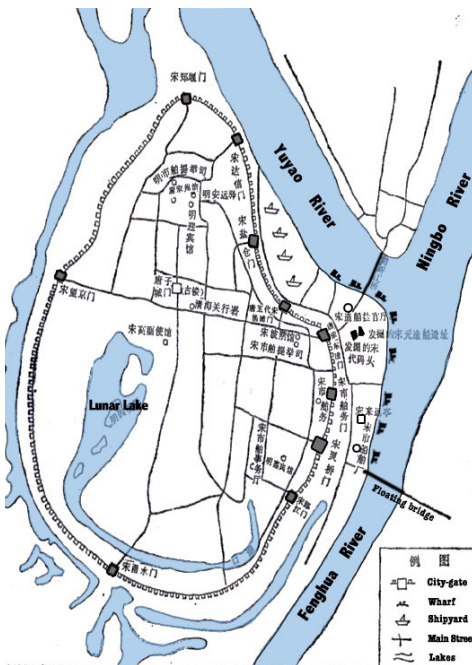


FIGURE 4 map of Ningbo showing the ancient ruins of overseas traffic



FIGURE 5 map of Ningbo showing the excavated site at Heyi Road-Yupu Gate District

Ningbo city was originally founded in 821 A.D. (the Tang Dynasty). Prefectural governor Han Cha constructed the Sub-City⁹ of the Mingzhou at Sanjiangkou (Figure 2). This Sub-City continuously served as the location of Mingzhou’s State government office¹⁰. In 898 A.D. (late Tang Dynasty), prefectural governor Huang Sheng mobilized the populace to building the Outer-city¹¹(Figure 3). Since then, the Mingzhou port-city has been established as the centre of state-level politics, economics, and culture in the Eastern Zhejiang Province.

SHIFT OF CORE PORT-ZONE: HISTORICAL RELICS AND ARCHAEOLOGICAL PROCESS AND CONTENT

As the overseas commerce port, the Mingzhou city equipped good port facilities and possessed a fixed pier location. Therefore, this port had a rich accumulation of relics (Figure 4). According to archaeological excavations, there are concentrations of historical relics alongside the Yuyao River, the Fenghua and the Ningbo River: the Heyi Gate-Yupu Gate District and the Dongdu Gate-Lingqiao Gate District in the Mingzhou city.

Heyi Gate-Yupu Gate District: historical relics in Yuyao riverside

This region refers to the Sanjiangkou confluence. It is near the southwest bank of the Yuyao River along the riverfront, and is near the Yupu Gate on the northeast side of the Heyi Road. As such, it is referred to as the Heyi Gate-Yupu Gate District (Figure 5). During the Heyi Road excavation of 1973, archaeologists discovered the ruins of large area with significant “Tang Dynasty Culture Accumulation”¹². The major remains are as follows:

Tang-Song Dynasty City Gate The Tang Dynasty Gate had width of 3.02m and depth of 9.6m. Based on the gate in the Tang Dynasty, The Five Dynasty (907-960) Gate had width of 2.96 m and depth of 8.9m. In the Song Dynasty, the gate had width of 4.4m, depth of 10.96m. In conclusion, to some extent, the Song Dynasty Gate was stacked on the five Dynasty Gate, and it has been widened comparing with the gate in previous generation. The gate ruined is the Yupu Gate of the Outer-city, Mingzhou.

Tang Dynasty Ships and Shipyards These sites are located in the north of the Heyi Road. Archaeologist unearthed woods slags, irons nail rusts, and etc., which clearly belonged to ship components¹³. Based on this, the shelters for maintaining and constructing ships were constructed in these places in the Tang Dynasty. In addition, wide vessel was found in the north of the Heyi Road, which has length of 11.5m and width of 0.95m.

Tang, The Five and Song Dynasty Relics Cultural There are 3 cultural relics including the Tang, The Five and the Song Dynasty Relics Cultural in all. Divided into 3 layers, cultural layer of the Tang Dynasty relics has the thickest formation among all eras and the most abundant relics. The excavated of the cultural layers are generally same and give priority to porcelains and building components.

Seen from the above mining data, the most abundant culture accumulation of the Tang Dynasty has in the historic district of the “Heyi Gate-Yupu Gate” along the Yuyao River. There is a large number of nonlocal porcelain, which could be shipped overseas. In addition, gates, shipbuilding factories, ditches and other relics indicates that the region had been made constructed elaborately in the Tang Dynasty and it should be the location site of the whales in the Tang Dynasty.

Dongdu Gate-Lingqiao Gate” District: historical relics near Fenghua riverside

Lying in the Southern Sanjiangkou, this region is near the western bank of the Fenghua River. It is named for the two relics of the Dongdu Gate and the Lingqiao Bridge (Figure 6). The identified remains are as follows:

Shibo Department¹⁴, Laian Pavilion, Laian Gate¹⁵ in Song Dynasty In 1995, the Ningbo Municipal Archaeological Institute excavated the relics and ruins of Shibo Department. Firstly, they found the Laian Pavilion and the Laian Gate, which confirmed the existence of the Laian Pavilion in the first time; Secondly, they found the warehouse of the Shibo Department. The Shibo Department in the Song Dynasty occupies an area of about 12000m², and confirmed its scope¹⁶ (Figure 7). In addition, archaeologists dug out the base floor of Shibo Department fared 50m from the Laian Gate.

Song Dynasty wharfs In 1978, the Municipal Relics Management Committee excavated the shipping wharf¹⁷ of the Song Dynasty. Then, they dug up 3 piers in the east gate of the Fenghua River extended from west to east. Through the unearthed ancient ceramics and other artifacts, it can be proved that they were the piers in the Song Dynasty (Figure 8, Figure 9). Moreover, a seagoing ship of the Song dynasty was clean out in lower of Pier 1.

Song Dynasty Shipyard A large number of the wood, nail and other relics were unearthed in the northwest side of pier 1, which proved that it was the location of shipyard with repairing¹⁸. The relics located in the Song Dynasty cultural layer and in the pier outside the Dongdu Gate.

Comparing the above two historic district, we find that the Heyi Gate-Yupu Gate District and the Dongdu Gate-Lingqiao Bridge District directly gave priority to the remains in the Tang and the Song Dynasty. Therefore, conclusion supported by archaeological data is shown as follows: after the Song Dynasty, the core port-zone of the Mingzhou city had gradually shifted from the southwest bank of the Yuyao River to the west bank of the Fenghua River in the Sanjiangkou.

NATURAL GEOGRAPHICAL AND POLITICAL POWER: REASONS FOR THE SHIFT OF THE CORE PORT-ZONE

Limited by nature technology and geographical location conditions

The natural environment of the Mingzhou city is that there is the Fenghua River flowing from south to east in the eastern city and the Yuyao River flowing from north to south city in the northern city. Two rivers intersect into an obtuse angle at Ningbo River in the east of the city, then form the “Sanjiangkou”, and finally flow eastward to the sea. The water flowing in the upstream of the Fenghua River is gradually reduced, and the shipping function weakens. However, the Yuyao River is different from it. Its upstream can not only communicate with the Grand Canal, but also becomes the start point for deep in the inland of Eastern Zhejiang Province, and becomes the other end of the logistics from the eastern Zhejiang Province and other place.

In addition, the common ground of the 3 rivers is that the water level is along with the tide fluctuation of the East China Sea. Ancient marine technology must rely on the tide and wind, thus Ningbo River mouth of Sea-going ships can flux and reflux with the up and down to the Ningbo River and the Yuyao River. However, the Yuyao River and the Fenghua River constructed a right angle. It was extremely inconvenient for the ships arriving at the western bank of the Fenghua River, which had no choice but to upstream during the low tide. Furthermore, the technology also failed to meet the requirements¹⁹.

Therefore, selecting the southern bank of the Yuyao River near the Heyi-Road as the location of the port-zone in Tang Dynasty was conformed to the objective laws of nature and it was the most appropriate.

Decided by the city spatial pattern including the government office and street market

In ancient times, the port-zone should be very close to the city centre. The closer the port-zone with the main market street and the management organization was, the more convenient the affair of trade, warehousing, traffic and management were. When the Mingzhou’s Sub-City was built in Tang Dynasty, the distance between the north margins of the Sub-City and the northern bank of the Yuyao River was only 500m. It was extremely convenient for the seagoing ship to be inspected.

In addition, there were 3 marketplaces set up in the Tang Dynasty, including the Big Marketplaces, the Medium Marketplaces and the Small Marketplaces, in which Sub-City was centred. However, in the Song Dynasty, specialized management institutions and facilities for overseas commerce, such as the Shibo Department, the Laian Gate and warehouse and etc., had begun to set up in Jiangxia Street zone, which was established for the foundation of the Jiangxia international docks in the Song Dynasty.

Therefore, it was a practice of adjusting measures to local conditions that the wharf shifted from the southern bank of the Yuyao River to the western bank of the Fenghua River.

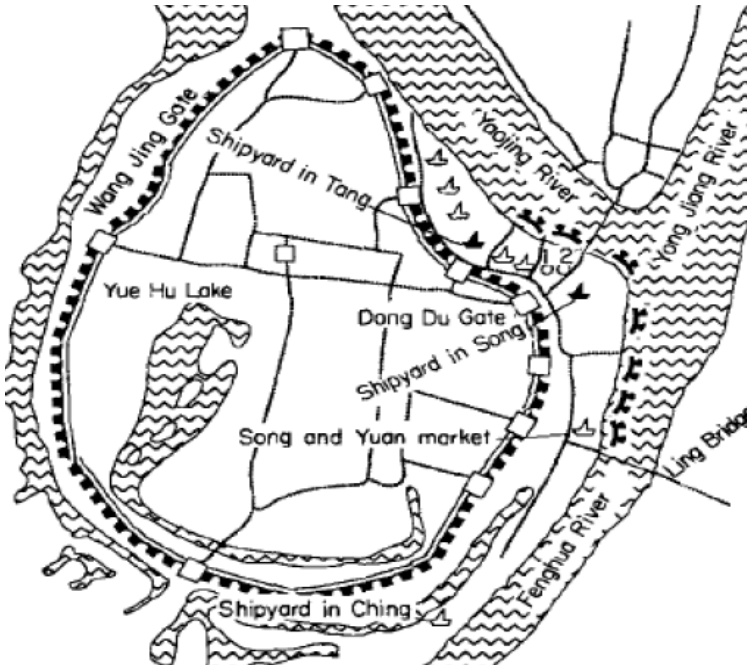


FIGURE 6 map of Ningbo showing the wharf sites at Dongmenkou

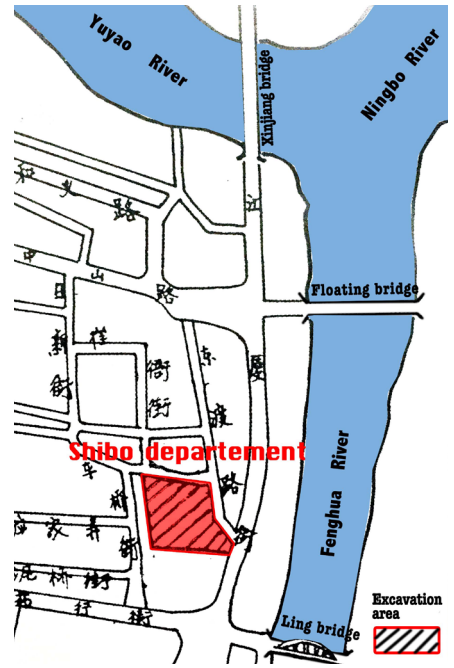


FIGURE 7 map of Mingzhou showing the Shibo Department sites



FIGURE 8 map of Mingzhou showing the wharf sites at Dadaotou in Song Dynasty



FIGURE 9 map of Ningbo showing the wharf sites at Dongmenkou in Song Dynasty

THE MANAGEMENT SPECIALIZATION OF OVERSEAS COMMERCE: CHARACTERISTIC OF SHIFT WITH CORE PORT-ZONE

Single to comprehensive: the structural evolution of port-zone function

The Mingzhou's port-zone function gradually developed from the track of necessary, comprehensive and diverse in the Tang to the Song Dynasty. Meanwhile, it reflected the general disciplines of the port-zone spatial growing matched up with the city development.

In the Tang Dynasty, there were such ancillary facilities as the fixed wharfs and warehouses near the Yupu Gate of Outer-City. At the same time, the archaeology also proves the existence of the hovels for ship build and repair in the port-zone. In the Song Dynasty, the overseas commerce of the Mingzhou port reached to a new peak²⁰, which has brought a significant adjustment of the port's function and structure. Firstly, functions of the port-zone were expanded in a large area. For example, the number of wharfs increased from 1 to more than 3 (Figure 10, 11). Secondly, functions of the port-zone were added. The additional specialized management institutions such as the Shibo Department, Laiyuan Pavilion and Shibo warehouse were added. Living facilities such as the Korean embassy, the Persian embassy, etc. were added too.

In short, in the Song Dynasty, the formation and establishment of diplomatic institutions and foreign embassies made the port-zone's function mature and perfect, which was also a product of overseas commerce developing to a certain historical stage.

Brief summary: the refinement and specialization of the administrative agencies' functions concerning overseas affairs

At the beginning of the city building in the Tang Dynasty, the Mingzhou Sub-City assumed a responsibility of management of overseas commerce. In the Northern Song Dynasty, the centre government has removed the Shibo Department of Zhejiang Province into Mingzhou city²¹. The establishment of the Shibo Department made the management of overseas-related institutions in the sub-city scaled up, spilled over, and then completely separated. Compared with that of the Tang Dynasty, the Shibo Department's function division was thinner, the procedure setting was more reasonable and the responsibility was more pragmatic in the Song Dynasty. This reflects the refinement and specialization of the function of administrative agencies concerning overseas affairs in Mingzhou port-city.

In short, the development of port commerce was closely connected with the extension of political power in ancient time. Although the port trade, as an economic factor, can produce an irreplaceable influence on city development, the political power is sure to be strengthened accordingly, and then in turn accelerates the development of economy and trade. It is inevitable that happened in ancient China, where political occupied the absolute dominances. Even the port-city is no exception.

The prosperity of the overseas commerce would bring a series of effects on the management system and the spatial pattern of the city planning.



FIGURE 10 the map of Ningbo' counties and China' ships in 19th Century

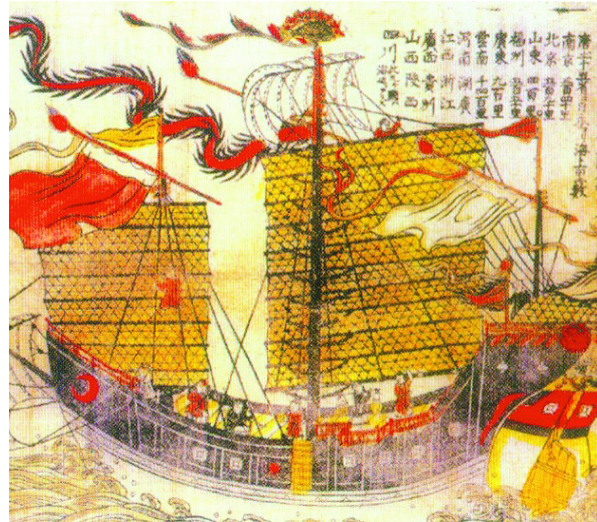


FIGURE 11 map of Ningbo showing the Ships leave for Japan

FROM ECONOMIC DOMINANCE TO POLITICAL SYNERGY -INFLUENCE OF PORT-CITY PLANNING

SYSTEM REFORM: PORT-ZONE BECAME THE STARTING POINT OF THE DISINTEGRATION OF THE BLOCK-MART SYSTEM

In Song Dynasty, the Block-Mart System²² was broke up in Chinese cities, which began to implement the Street-Market System. Similarly, the Mingzhou city started to carry on the reform of Block-Mart System.

The first year of the Southern Song Dynasty (1228), the illegal structures and the street invasions of residents led a big fire, which destroyed the half of the city. After the disaster, the prefect Wuqu was ordered to rectify the lane boundary. The fire was a demarcation line, marked the complete end of Block-Mart System in Mingzhou port-city. After this rectification, the Mingzhou city was divided into 4 compartments including the southeast, northeast, southwest and northwest compartments²⁴. Finally, by the use of the Street-Market System, the government of the Song Dynasty obtained the effective management of the city²⁵.

Anchor to market: function transform of the core port-zone

In fact, the reform of the Block-Mart System was formed with a long process of spontaneous. Since the Northern Song Dynasty, with the development of economy and society, the merchant organization of “Hang²⁶” and “market” grew and then they promoted the vigorous growth of the sites nearing the bridge and the river and the city-gate, as the traffic core space²⁷.

However, the commercial space was firstly born in port-zone in this port-city. In the early Tang Dynasty, 3 marketplaces are planned in near the quay wharf and revetment²⁸. In the Song Dynasty, along with the prosperity of overseas commerce, port-zone gradually transformed from anchor function into the market center²⁹. The interface of port-city including the East Main Street, South Road, Dongdu Gate and Lingqiao Gate has spontaneously gathered into kinds of commercial activities of shipping, commerce, finance, equal etc.

At this point, from the Tang to Song Dynasty, the first born of the market centre was transformed from the port-zone, and thus brought the change of other public space inside the city wall.

Rise of commences inside the city: workshop and Wa Zi30 appeared in succession

Explosion of the Markets outside city became the catalyser of the commerce and thus it led to the generation of the professional workshops inside city. Wa Zi and the business district were around the city gates.

Firstly, the development of production has brought the differentiation of industry, therefore, a variety of professional workshops inside the city has formed. Then, textile industry, brewing industry and iron processing workshop area had concentrated in the lunar lacus area in the West of city. Meanwhile, Wa Zi produced, which distributed in the present of Xinqiao area, with opera, ballad singing³¹ and etc.

Secondly, from the Tang to Song Dynasty, the city began to expand to connect the traffics of markets in port-zone, therefore, the new market concentration was born around the city gates. Such as the doorway of the Yupu Gate in the south bank of Yaojiang River broadened from 3m to 10m during this period. At the same time, the Yupu Gate had become a famous market street.

In conclusion, with the prosperity of the overseas commerce since the Song Dynasty, the port-zone functions spontaneously transformed from anchor function into the market centre function gradually, and thus promoted the development of the workshop, Wa Zi and market streets inside the city wall. Consequently, the port-zone markets have become the starting point of the disintegration of the Block-Mart System.

Asymmetric spatial pattern: the western residence and eastern commerce

Mingzhou's Sub-City planning followed the Chinese traditional Confucianism and ritual ideology and adopted the fully axial symmetry principle. However, due to the development of overseas commerce in the Song Dynasty, the spatial pattern still produced an interesting and unique change (Figure 12).

Solemn and prosperous: shipping, commerce and administration of the East city

Demarcated by the central axis Zhenming Road, Ningbo city formed two kinds of character that were totally different in west and east.

First was the function of shipping. Port-zone such as shipyard dock and warehouses were all located in the east side. The management facilities of the port, such as the Shibo Department and the Laian Pavilion, were located in the east side. Thus, facilities related to sea shipping less appeared in the west side.

Second were the market streets and lanes. The East Street of the Dongdu Gate was the largest commercial street, however, the same east-west direction street in the west side was just a commodity street. In addition, the density of the streets in the East was higher than that of the West.

The third were the administrative offices. Mingzhou's Sub-City had located on the northeast since the city built firstly. Since the Song Dynasty, with the overflow of the administrative facilities, the management institutions were all move along the port development trajectory³², which never touched the West city.



FIGURE 12 Thus, the shipping space of the east port possessed the characteristic of prosperity. The administrative offices located on the East and the North created the solemn and elegant atmosphere of the East city. Therefore, the East city became the first place of the Mingzhou port-city⁹³.

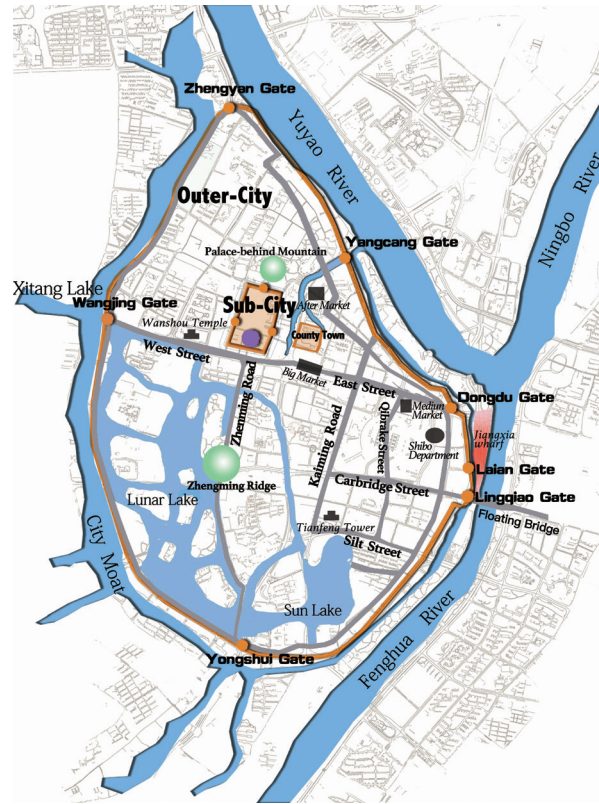


FIGURE 13 map of Ningbo showing the transform of spatial pattern in Mingzhou port-city from Tang to Song Dynasty

Quiet and indifferent: culture and residence of the West city

Located in the west of the Zhenming Road, the west half of the city had another scene. First of all, the west was a pure area of citizen living. Due to the excavation of Ten Continents of Lunar Lacus, the lake zone turned from a Reservoir into a Park, and thus attracted celebrities and bachelors to move there.

At the same time, it was suitable to read in the West city because of the quiet and indifferent environment. Thus, the West city has become a cultural region. The ten Libraries of the Mingzhou were located in the West city, and also, most of academies were run there. In addition, temples and other religious facilities were set in the West city. Therefore, the West city became the education land.

Overall, with the further development of overseas commerce, the port-city characteristic was purer and the intangible traction of a port-city was reflected more clearly. Space texture that radiating from external into the inner of the city was reflected more clearly, hence the asymmetric pattern of “western residence and eastern commerce” were totally appeared.

IDEAS AND CONCEPTS: THE FORMATION OF THE MIXED SPACE NODES AND THE OPEN CIVILIZATION

GEOGRAPHICAL LOCATION: A MIXED SPACE NODE OF THE CHINESE AND FOREIGN CULTURES

Located in the middle of China's coastline, on the one hand, Ningbo was a window for foreigners contacting and understanding the mainland through overseas commerce, on the other hand, radiated the advanced mainland culture to foreign countries. At the intersection of logistics all the time, flow and information flow, Ningbo has become a space node for the propagation and the blend of the East Asian culture.

Port-zone was the specific projection of such culture blending on the space. Firstly, the spaces, such as the Persia Embassy and the Celestial Queen Palace, hold a large proportion of the port-city inside. Secondly, the city owned more than 60 main streets in the Southern Song Dynasty, of which was a Persian street. Consequently, the opening concept to outside world has been incorporated into the fabric and gone deep into a city culture.

In conclusion, Ningbo was not only a space node for the propagation of the East Asian culture, but also gave birth to the distinguishing regional cultures, in which the open ideas and concepts are one of them.

IDEAS AND CONCEPTS: THE FORMATION OF THE OPEN CULTURE GENE

There is continuity between the classic and the modern theories. Despite a long time, the classical and the modern theories are not separated but have internal relations.³⁴ For thousands of years, the open feature of the Ningbo city has internalized into idea and conception, which is reflected in the planning and the construction of the city.

First of all, when the first building of the Outer-City in Tang Dynasty was built, a Long and narrow band about 100m was sets aside along the rivers in the east of the wall. It does not only show that the overseas commerce in this area has been very well developed when the city built, but also proves that this deliberation is a more visionary far-sighted consciousness of the city planning. Secondly, the concept of hydrotropism was reflected in the Mingzhou city planning. There are 10 city-gates in the Tang Dynasty and the 7 of them face the water. It is rarely seen in ancient China where the continental culture was regarded as the core culture.

Thus, the characteristic of ancient Ningbo as a port-city gave birth to the open civilization of itself. Interpreting it from the perspective of city planning, the open civilization had already been cultivated into its idea, which has been used in city construction. Long term material constructions and planning concepts had combined action, and then continued to affect the formation of the concept of modern city planning.

CONCLUSIONS

Regarding two historical riverside relics of Mingzhou port as the origin, this paper elaborates the shift process of the riverside core port-zone. And we propose that the reasons for the shift are the common function of natural geographical restrictions and the control of political power. Among above, the control of political power is the main reason. At the same time, when port trade developed to a certain stage, it's a history product that the port's function transformed from single to comprehensive and tended to be mature and perfect.

Finally, we propose that the development of port would prompt the revolution of city management policy, bring about the spatial pattern change of port-city, and accelerate the formation of city ideas and concepts.

The general conclusions of this paper:

First, the development of port trade is inseparable from the political power’s extension. Although the port trade as an economic factor can produce an irreplaceable influence on city development, the political power is sure to be strengthened accordingly, and in turn accelerates the development of economy and trade. That is to say, the port-city will eventually change to be political collaboration from economic dominance. It is inevitable that the society which the political power has the overwhelmingly dominant in ancient China. It is no exception to the port-city.

Second, the city planning of the port-city is more open in concept and more freedom on the space pattern and more front in system than that of a general city.

Third, port has a one-way traction effect on the city’s spatial structure. However, at the same time, there is a two-way interactive relationship between the city and the port. City planning, including management system and infrastructure construction, can provide the hinterland for the port development. At the same time, the development of the port can enhance the status of the city and promote the development of city planning.

ANCIENT	CONTEMPORARY	INTERPRET
Mingzhou port-city	Ningbo city	It has been called Mingzhou, Qingyuan Prefecture, Qingyuan Road, Mingzhou Prefecture and Ningbo(now).
Shibo Department	Customs office	Foreign trade administration in ancient China.
Laian Pavilion		Places for the ticket checking and imported goods pumping.
Block-Mart System, Street-Market System		The Urban Planning Administration System in ancient China.
Wa Zi(Wa She)	Theater Terms	Sites for performances, with abundant folk rap acrobatics.
Hang		Hang is also refers to trade, market.

TABLE 1 Attached Table – Glossary of comparison between ancient and contemporary times

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Notes on contributor(s)

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Wu Sha, female, born in 1992. Master Candidate of the School of Architecture in Southeast University, Nanjing, China.

Endnotes

- 1 Liu H. W., Wang L. J. "Formation of Ningbo port-city and development of the foreign maritime route." In *Ningbo and the maritime Silk Road*, edited by Ningbo Institute of cultural relics and Archaeology, 123-132. Beijing: Science Press, 2005.
- 2 Gouzhong port is Ningbo's first military port. Archaeological excavations proved that the mountain is located in the Chengshandu, the construction of a city.
- 3 Yu H. X. "The main culture of Ningbo: culture of Maritime Silk Road." *Ningbo Daily*, February 2, 1999.
- 4 Yu H. X. "The main culture of Ningbo: culture of Maritime Silk Road." *Ningbo Daily*, February 2, 1999.
- 5 Relics in this paper refers to the historical remains that have already excavated by archaeologists.
- 6 Mingzhou was kinds of estuary ports in the Tang Dynasty, which was different from that of inland ports and sea ports.
- 7 Liu H. W., Wang L. J. "Formation of Ningbo port-city and development of the foreign maritime route." In *Ningbo and the maritime Silk Road*, edited by Ningbo Institute of cultural relics and Archaeology, 123-132. Beijing: Science Press, 2005.
- 8 In July 2, 1999, the State Council has approved the overall planning of Ningbo City, to determine the location and nature of city.
- 9 Tang and Song Dynasties, Ningbo was called Mingzhou, because of the territory of the mountain of Si Ming.
- 10 The regime refers to the local government resident, including provincial governance, government, state government, county government etc. In the ancient city, Mingzhou city has always been the local government administration and governance.
- 11 The Outer-City is also known as Luo Cheng.
- 12 Lin S. M. *To reproduce the old civilization—the archaeological research of the eastern port Ningbo*. Shanghai: Shanghai Sanlian Bookstore, 2005.
- 13 Lin S. M. "Ningbo Heyi Road excavation site Report in Zhejiang Province. ", *Oriental Museum*, January 5, 1997.
- 14 Shibo is known as the foreign trade ships in ancient China. The meaning is not consistent in different ages. In Tang, Song and Yuan Dynasties collectively called Shibo. The establishment of the overseas trade is a sign of the Mingzhou port-city into a prosperous stage.
- 15 Shibo department also called Laiamen, is set for the management of overseas commerce. In addition, Laianting was built in the Song Dynasty (1165-1173), located outside of the Laiamen. Laianting is the most important official facilities in Mingzhou port-city.
- 16 Lin S. M. *Transformation of Sanjiang: history research of the city development of Ningbo*. Ningbo: Ningbo Publishing House, 2002.
- 17 Lin S. M. *To reproduce the old civilization—the archaeological research of the eastern port Ningbo*. Shanghai: Shanghai Sanlian Bookstore, 2005.
- 18 Lin S. M. *To reproduce the old civilization—the archaeological research of the eastern port Ningbo*. Shanghai: Shanghai Sanlian Bookstore, 2005.
- 19 Xu M. G. "Verification for the forming time and the exact site of Mingzhou Port in Tang Dynasty." *Zhedong culture*, (2001):172-180.
- 20 The Northern Song Dynasty increased with the Korea (North Korea) trade, foreign trade in the Southern Song Dynasty object expanded to Southeast Asia, Southeast Asia and Arabia and other countries.
- 21 Lin S. M. *Ming Zhou, as a famous port of the maritime Silk Road*. Beijing: Ocean Press, 1990.
To set up overseas commerce duties for the Bureau, proved that Song Dynasty government attaches great importance to overseas trade, also illustrates the importance of the overseas commerce in Mingzhou port-city in Song Dynasty.
- 22 The system of Chinese ancient authorities of city planning and market management.
- 23 From the "inside square" evolved, cancel square wall, the neighborhood oriented streets, shops along the street set, and along the roadway layout of residential streets to. Commercial and industry layout is open.
- 24 Luo R (Song Dynasty). *Baoqin Siming Zhi*. Taipei: Chengwen Press, 1983.
- 25 Wang R. C., Kong W. *The history of Ningbo City*. Ningbo: Ningbo Press, 2010:64.
- 26 Hang is also refers to trade.
- 27 Yang K. *Study on the system history of the capital in ancient China*. Shanghai: Shanghai people's Publishing House, 2003.
- 28 (Japan) Y. Shiba. *Chinese urban history*. Beijing: Peking University press, 2013:96.
- 29 Lin S. M. *Ming Zhou, as a famous port of the maritime Silk Road*. Beijing: Ocean Press, 1990:29.
- 30 "Wa Zi" is also called "Wa She", "Wa Si", which are places concentrated with entertainment in the city in Song and Yuan Dynasty.
- 31 According to the book of "Ducheng Jisheng" published in the Southern Song Dynasty of Naideweng.
- 32 Zhe F. *Old Pictures of Ningbo (atlas)*. Ningbo: Ningbo Publishing House, 2004.
- 33 Zhou S. F. *The old city of Ningbo*. Ningbo: Ningbo Press, 2008:113.
- 34 Dong J. H. *Study on the history and theory of city planning*. Shanghai: Tongji University Press, 1999.

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Image sources

Figure 1: The author paints them itself.

Figure 2: Ningbo City Museum.

Figure 3: Lin S. M. *Ming Zhou, as a famous port of the maritime Silk Road*. Beijing: Ocean Press, 1990:148.

Figure 4: Zhe F. *Old Pictures of Ningbo(atlas)*. Ningbo: Ningbo Publishing House, 2004.

Figure 5: Lin S. M. *To reproduce the old civilization——the archaeological research of the eastern port Ningbo*. Shanghai: Shanghai Sanlian Book-store, 2005:111.

Figure 6: Lin S. M. "Ningbo Heyi Road excavation site Report in Zhejiang Province. ", *Oriental Museum*, January 5, 1997.

Figure 7: Liu H. W. *Foreign cultural exchanges of ancient Ningbo: centered on the historical and cultural relics*. Beijing: Ocean Press, 2009.

Figure 8: Lin S. M. *To reproduce the old civilization——the archaeological research of the eastern port Ningbo*. Shanghai: Shanghai Sanlian Book-store, 2005.

Figure 9: Ningbo City Museum.

Figure 10: The United States National Library of Congress.

Figure 11: Baidu Encyclopedia.

Figure 12: The author paints them itself.