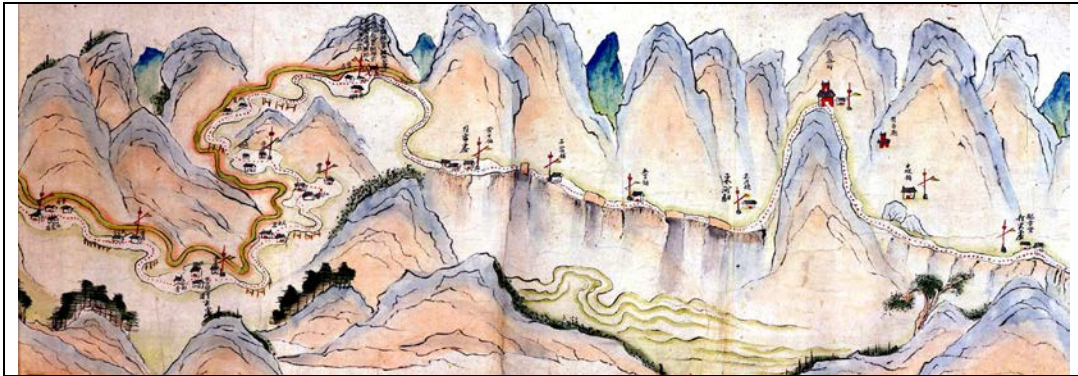


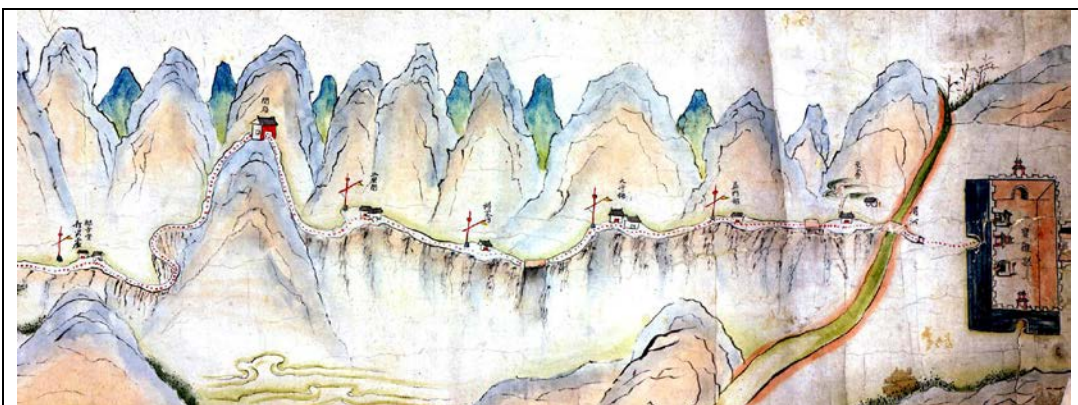
**Translation of: Research into “Map of the Shu Road from Shaanxi to the Sichuan border” (《陝境蜀道图》)**



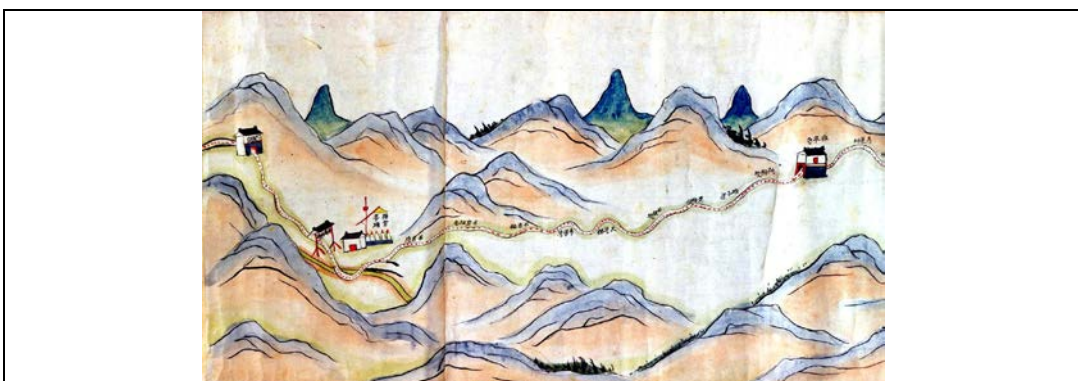
**Figure 1 (R to L) Road from Baoji going through Dasan Pass (Left side) to the Qinling Mountains. (Code AX, LHS)**

by Bi Qiong (毕琼) and Li Xiacong (李孝聪) (Original Pictures provided by Li Xiacong; present images are from recent scans by US Library of Congress.)

Full Reference: Bi, Qiong and Li, Xiacong (2004). Research into “The Shu Road from Shaanxi to the Sichuan Border”. *Cartography* (China, in Chinese), 4, 45-50.  
“Shan jing shu dao tu” yan jiu. Bi Qiong & Li Xiacong, Ditu, 2004(4), ye 45  
《陝境蜀道图》研究, 毕琼 李孝聪 (作者), 地图 2004(4),页 45



**Figure 2 Northern endpoint at Baoji Prefecture (on Right). (Code AX, RHS)**



**Figure 3 Southern endpoint at the Qipan Pass into Sichuan (on Left). (Code LX, ALL)**

The US Library of Congress collection includes a donated Qing period illustrated map, but few details regarding the name or who drew it are known<sup>①</sup>. Its content depicts a journey across the Qinling Mountains as well as scenery along the way. It starts from Baoji County (Figure 2), passes Dasan Gate (Figure 1) and follows the Lianyun plank road to reach Liuba (Figure 6). It then passes through Baocheng (Figure 5), Mianxian (Figure 8), Ningqiang Zhou (Figure 7) and on to the border between Shaanxi and Sichuan at Qipan Pass (Figure 3). A section between Baocheng and Mianxian is missing. Because the map depicts a journey along the main road from Shaanxi to enter Sichuan it is known as “Map of the Shu Road from Shaanxi to the Sichuan border”<sup>②</sup>.

The map uses the traditional Chinese form of scroll painting, with scenery depicting mountains, gullies and bridges, barrier and postal relay stations, temples, steles and places of historical interest, presented as they would be seen along the road in rich colours and shades. The mountains primarily use yellow soil colours, with traces of light blue with a light cover of vegetation. The waterways between the mountains use brown or black colours, and lines to indicate the paths of the water courses between the mountains. Distant mountains are shown in blue. The map gives no indication of the compass points but if the map is spread out it basically follows a direction from north to south, reflecting the main purpose of the map which is to record the state and condition of the road. The authors place the mountains in the middle of the map, river valleys in the lower parts and the road is shown as double lines with a row of red dashes in between. It thus shows the bending, zigzagging and winding path of the Plank Roads and cliff roads over bridges and through settlements etc along the way.

Based on the skill of the painting and the characters making up the annotations, the occurrence of wrongly written characters in several places and the relatively crude nature of the pictures, one would have to say this map was made by an artisan whose drawing skills were not high. In addition, the map contains frequent occurrences of characters indicating “stop for refreshment”, “put up at lodgings”, “roadside stop”, “overnight accommodation” etc as well as annotations saying “Fan Kuai's hometown”, “this place is managed by Nanzheng” etc in quite strong black ink which are in a different style. They suggest that someone used the map on a journey taken to make notes for future use. In addition, inside Ningqiang Zhou on the map, the orientations of many houses show signs of being altered. Although the present writer cannot prove that the alterations were made by the same person who made the additional annotations, one can nevertheless assume that the person who first drew the map might not have been to Ningxiang Zhou and the person who modified it made the alterations on the basis of what they saw there.

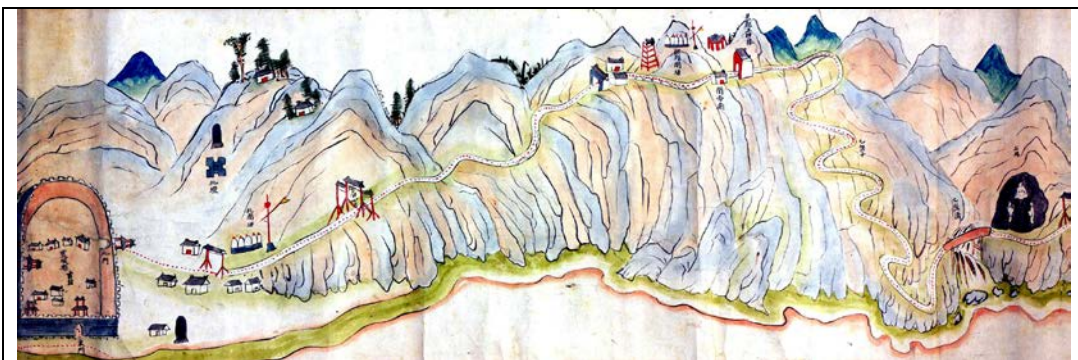
There were several roads available for ancient people to use to pass through the Qinling passes between Shaanxi and Sichuan. Among them, the Baoxie Road, which stayed close to water, and the more winding Lianyun Plank Road were most popular. North from Baoji, passing through Fengxian and turning south east is the section of the road leading to Bao county (Figure 4). Because access through the mountains is hard, in many places wooden stakes have been put into the cliffs, above which there was built a canopy. This section, which since ancient times has been called the Lianyun Plank Road, makes up the northern section of the Shaanxi-Sichuan Road. From Mianxian to the south, the road is called the Southern Plank Road. After Mianxian it passes Qingyang Yi, Ningqiang Zhou to reach the Shaanxi-Sichuan



border at Qipan Pass. It then goes to the south where it links with the Jinniu Road. This is the road to Guangyuan, Zhaohua and through to Chengdu, and hence joins to places in the south-west. Because of the transverse barrier created between the Guanzhong and Sichuan basins by the Qinling [Mountains], no matter which direction you may wish to go, the road that goes south through Liuba is the only one available. Therefore, the map above and below Liuba basically reflects the geographical characteristics.



**Figure 4 (R to L) Prefecture of Fengzhou where the Shu road turns south into the Lianyun Plank Road. (Code BX, RHS)**



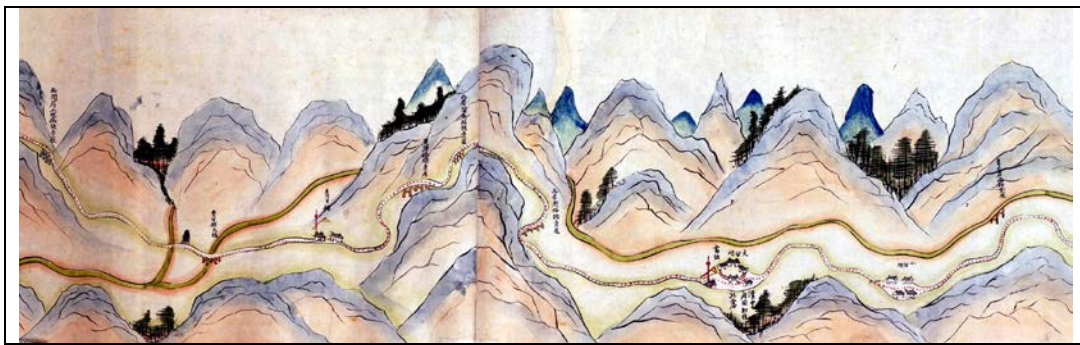
**Figure 5 (R to L) Qipan Mountain, Prince Guo's gate, Jitou Pass and on to Baoxian Prefecture (walled city) at entrance to Hanzhong Plain. (Code IX, RHS)**

Ten Li<sup>®</sup> north of Baocheng is Qipan Mountain, so named because its precipitous slope requires seven bends to reach the top. The barrier station on the top is called Jitou (Chicken Head) Pass (Figure 5). It is strategically located being both difficult to access and in a commanding position. In the Ming and Qing periods it operated as the Jitou Pass command post. The “Map of the Shu Road from Shaanxi to the Sichuan border” depicts Qipan Pass and beside it shows a shrine to Guanyu (Guanyu Temple) and a built structure spanning the road labelled “Prince Guo's Archway”.

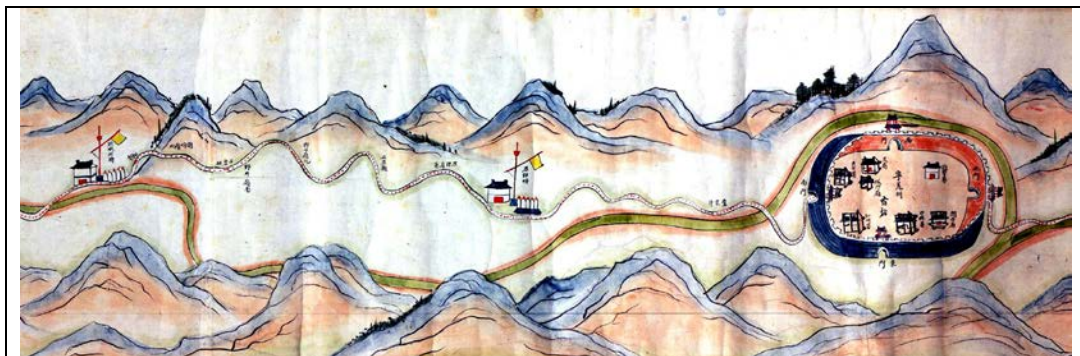
In the “Sketch of Qing History”, Prince Guo is listed as: “Title Prince Guo Yi, given name Yunli, 17th son of the Kangxi Emperor<sup>®</sup>“. In the 12th Yongzheng year (1734) Prince Guo was sent to Taining to return the Dalai Lama to Tibet, as well as inspect provincial garrisons and review Green Banner troops on the way. This journey was almost certainly the reason that the “Prince Guo's Archway” was constructed [at Jitou Pass]. In the “Book of Emperor Yongzheng” in the “Sketch of Qing history”, this is described in more detail as follows: “In Autumn in the seventh month of the Guisi<sup>®</sup> year Guoqinwang Yunli arranged the Dalai Lama's return to Tibet, as well as reviewing troops in Zhili<sup>®</sup>, Shanxi, Shaanxi and Sichuan.” This unequivocally

confirms that the route by which Yunli accompanied the Dalai Lama and entered Tibet was via Zhili and Shanxi to Shaanxi then passing through the Qinling Mountains [along the Lianyun road] to enter Sichuan. From there they travelled to Tibet.

From the previous discussion, after the passageways between Shaanxi and Sichuan merged near Liuba, there was only one way they could go south. This route passed through Jitou Pass to reach Baocheng (Figure 5). Jitou Pass was an important strategic point, with a guard station, so it was very likely where the Guoqinwang would have reviewed the troops and afterwards left with the “Prince Guo's Arch” still standing. Fortunately, Guoqinwang [also] left us his “Jitou Pass Ode” which said: “Forget the many dawns at passes, 'seven bend mountain' stands unafraid. Listen to the cries of parrots, as you accompany the guest through the pass.” This confirms he had been to this place in the past. The “Prince Guo's Arch” in the map must therefore have been added after he passed through, so the earliest time it could have been drawn was the 13th Yongzheng year (1735).



**Figure 6 (R to L) Lesser and greater Liuba to Wuguanyi (Code CX, LHS)**



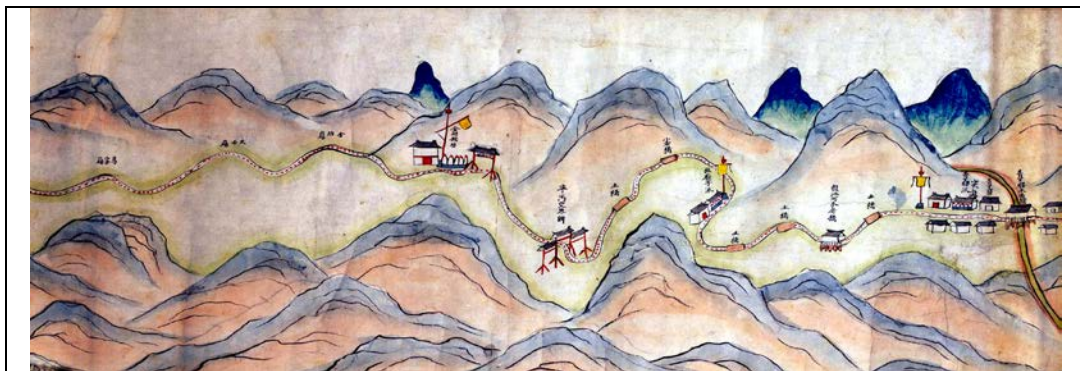
**Figure 7 (R to L) Prefecture of Ningqiang Zhou and the road south to the Sichuan Border. (Code KX, RHS)**

In the "Account of Liuba Ting" in the "Sketch of Qing History" is written: "In the 15th Qianlong year, an assistant prefectural magistrate (捕盜通判, Budao Tongpan) from Hanzhong took up residence; in the 30th year the position was separated to calm the people. In the 39th year a vice prefect (同知, Tongzhi) was appointed". The account of “Hanzhong Fu” records: “In the 38th Qianlong year, Liuba Ting was established”. Again, from the Bureau of Qing History “Dynastic geographic records”, in the “Record of the Jiaqing unification” it appears that Liuba Ting was founded in the 38th Qianlong year. In the “Sketch of Qing History”, in the “Account of Han Zhong Fu” is found further confirmation. This leads us to believe that Liuba changed

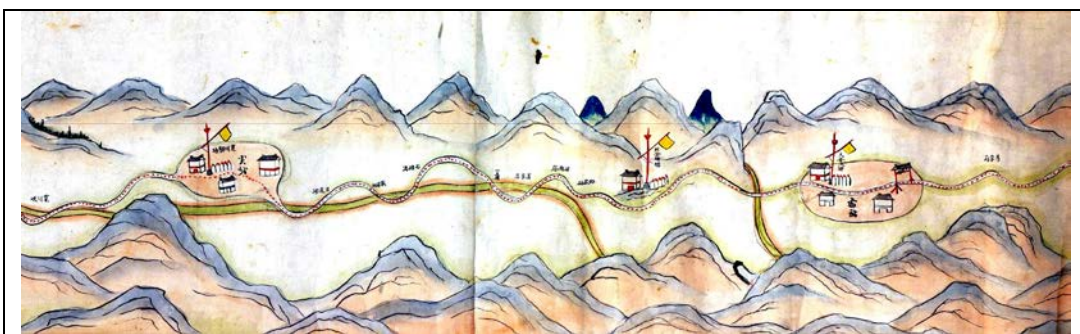


to a “Ting” prefecture in the 38th Qianlong year (1773). In the “Map of the Shu Road from Shaanxi to the Sichuan border” it appears that Liuba is not yet a “Ting”, but rather is labelled “Greater Liuba” and “Lesser Liuba” (Figure 6). Underneath the depiction of Greater Liuba is written: “Hanzhong magistrate in residence”. This explanation is written by the map user, so the map would have been available at the time. It can be seen that when this map was used, Liuba was still under the Hanzhong magistrate's administration, and had not advanced to the “Ting” [Prefecture] administrative level of local government. Accordingly we may suggest that this map was drawn earlier than the formation of Liuba Ting, ie before 1773.

Combining the above two arguments, the present writers think that the “Map of the Shu Road from Shaanxi to the Sichuan border” was drawn after the “Prince Guo's Arch” was built and before Liuba was made a “Ting”, or between 1735 and 1773. Taking into account that this map shows signs of being used after it was drawn, and has annotations representing revisions, the present writers feel that the Liuba section shows evidence of revision, and consequently judge that the map was originally drawn prior to 1773. This is also consistent with the fact that the character “ning” (寧) in “Ningqiang Zhou” on the map (Figure 7) has not been changed to avoid using the name of the Daoguang Emperor.<sup>⑦</sup>



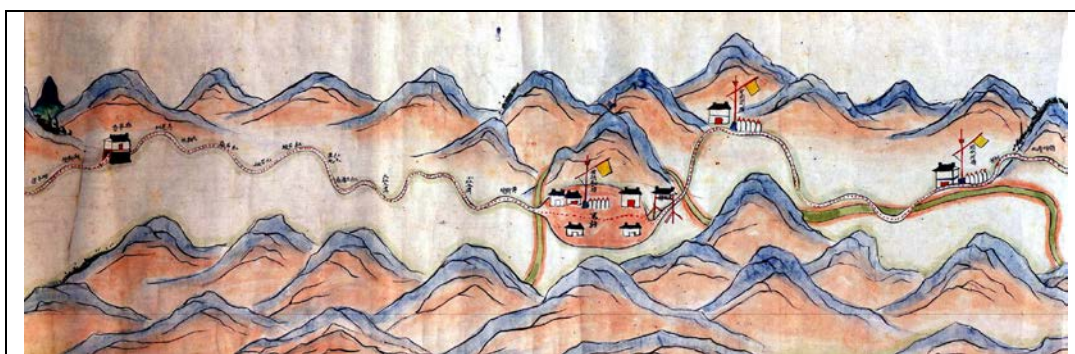
**Figure 8 (R to L) Southwest from the Prefecture of Mianxian to county border with Ningqiang Zhou and south toward Ningqiang. (Code IX, LHS)**



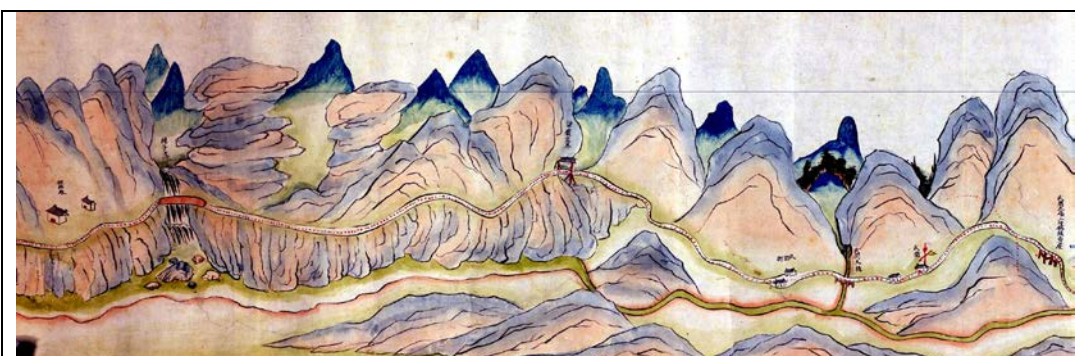
**Figure 9 (R to L) Da'an to Wuding Pass on the Hanzhong Basin Plain. (Code JX, RHS)**

The Ming period book “Shishang Leiyao”<sup>⑧</sup> is similar to what are today called Tourist Guide Books. Following the “Beijing through Shaanxi to Sichuan route” in Volume 2 is a “Note on Plank Roads”: [it states] “From Sichuan to Shaanxi, one way is the Lianyun Plank road which is the “Han Xin openly repair” way; another way is the Chencang road which is the “Han Xin secretly go” way<sup>⑨</sup>. The plank roads stretch for 320 li between Fengxian and Baocheng. They pass through narrow passages lined by tall trees and follow varying terrains. Where there is a ravine they have used the

timber to make a passage through by forming wooden trestles, or Plank Roads. These are different from the steep cliff ways at Jiange. Some roads have shops and accommodation, and you can also stay in cliff grottoes. Along the way there are also travellers with cooking utensils and covered fires waiting to cook for other travellers. After Baocheng county is reached the terrain is more level.” This section outlines the situation for food and accommodation on a journey between Fengxian and Baocheng. Consequently we know that north of Baocheng is a plank road, winding and spiralling through mountains, and to the south of Baocheng the terrain is flatter and less hilly. This is reflected in the contents of the map. Above Baocheng in the map (Figure 11), the road goes through mountain tracks and via mountain peaks, below Baocheng (Figure 10) the road passes through between the mountains, representing the situation of moving out of the mountainous terrain. This possibly has bearing on the use of the name “tang” [barrier]. In the “Map of the Shu Road from Shaanxi to the Sichuan border” the use of the term “tang” occurs extensively in the area below and beyond the Baocheng jurisdiction. It indicates an administrative site for the postal system with the principal purpose of handing over documents.



**Figure 10 (R to L) Hanzhong Basin plain south of Wuding Pass (Code KX, LHS)**



**Figure 11 (R to L) Lianyun Road south of Liuba through Wuguan Yi and border with Baocheng Prefecture (Code DX, LHS)**

In the map are twenty two postal stations (“pu” and “tang”), characterised by yellow flags, buildings and five bottle shapes. Some have watch towers or memorial arches. This is especially the case near Da’an Xun [flood control] (Figure 9) and Kuanchuan Yitang [a horse rest and change station<sup>®</sup>]. Huangba Yitang is even painted in a yellow circle to indicate a wide and low relief area. The portrayal of the landforms suggests that from the Guanzhong Plain to the Sichuan Basin, after crossing the mountains (Figure 11), the roads enter the Hanzhong basin. From the Hanzhong Basin you then go south west to western Sichuan or south east to eastern Sichuan. Furthermore, Baocheng is at the north edge of the entrance to the Hanzhong Basin, consequently below Baocheng where the terrain flattens is a good place to put postal stations (pu



and tang), as it is convenient to gather and transmit documents through this area (Figure 10). This is the reason that so many “tang” points occur below Baocheng. So behind this there is a change in terrain. From the map we have calculated that between stations labelled Pu, Tang or Yi there is on average 15 Li.

On the “Map of the Shu Road from Shaanxi to the Sichuan border”, places where you can obtain food and drink marked as “A place you can stop for refreshment” or “Refreshment stand” appear eight times. Places where you can stay marked as “Place where you can find accommodation” or “Lodging station” occur eight times. The spacing between two places with accommodation must be one day travel. From the map it is possible [therefore] to conclude that to go from Baoji to Qipan pass you need to take roughly 10 days and every day you must advance about 50km.

Among ancient Chinese maps, those with detailed notes of where to stop for refreshment, stay overnight etc are very few, but the original “Map of the Shu Road from Shaanxi to the Sichuan border” is not exceptional. Most likely, this map was used by a particular owner during travel between Shaanxi and Sichuan. He recorded where he was able to stay each night and eat each day as a [personal] record. Thus this map is able to provide a great deal of information. If you disregard the careless and hastily written characters, the style and content of the “Map of the Shu Road from Shaanxi to the Sichuan border” was that of a traffic map as used by merchants. Furthermore, the additional annotations help us know at what rate a person passed along the route and the frequency of travel by merchants on the road. Under the conditions of ancient traffic, they tramped over hill and dale, through overhanging cliffs and along plank roads. Even in the middle Qing times [when more gravel roads had been built] the road was extremely arduous.



Figure 12 (R to L) Madao on the Lianyun Plank Road south of Liuba and north of Baoxian. (Code FX, Centre)

At the time it was drawn, the “Map of the Shu Road from Shaanxi to the Sichuan border” probably represented a typical middle Qing period map. It was simply a common map for providing directions. It was the specific conditions of the region between Shaanxi and Sichuan that led to the need to record the names of places with buildings and accommodation, as well as the rivers crossing the roads, landmarks and temples, famous places, steles, memorial gates and other things in a way similar to a present day guide book. One cannot help but conclude that “ancient and modern are the same”. After people had made [initial] use of the “Map of the Shu Road from Shaanxi to the Sichuan border” it changed into a working set of “travel notes and diary”, and can thereby provide us with even more information. Because of the significance of the Lianyun road on the route between Shaanxi and Sichuan (Figure

12), the present writers believe that there must have been other similar maps produced at the time. At the beginning of the 19th century the government moved to revise the local gazetteers and maps<sup>11</sup> and the production of these types of maps occurred in this situation. The map held at the Library of Congress is a typical example.

## TRANSLATION NOTES

The paper by Bi and Li (2004) was scanned and OCR used to create an electronic file. The OCR was carefully checked but some errors may still remain. The electronic version of the Chinese obtained in this way is included after this note. The translation was initially done in small sections and was intended to be literal to the Chinese structure and word order. Mr Li Lingtao was very helpful in providing advice and helping check the OCR and translation. When the paper was put together in the present document, it was re-cast in a number of places to read more like commonly used English. It is believed the meaning was unchanged but if there are places where the meaning of the English version has departed from the Chinese it may have happened in this process. The Chinese version contained 12 Figures in black and white facsimile section. These were replaced as near as possibly with sections from a colour scanned version in possession of the translator. The images were not originally referenced in the text, the order seemed arbitrary and there were no captions. The new images have been given Figure captions and referenced in the text. It is hoped this has improved the impact of the document and of the map. The Figures each have a code. For example, Figure 1 has the Code AX, LHS. This refers to the image and position it has in the set of scanned sections of the map. The map was scanned in 12 sections numbered from CT002454aX to CT002454lX. The scans follow the scroll from right to left and from Baoji to the Sichuan border. The two letter of the Code indicate the scan and the other annotation indicates its position in the image. Quicklooks of the 12 images and with original image names to track the locations can be accessed at:

[http://www.qinshuroads.org/LOC\\_Scroll\\_web/LOC\\_Scroll.htm](http://www.qinshuroads.org/LOC_Scroll_web/LOC_Scroll.htm)

Finally, the translation is not a literary document of high Chinese scholarship. It is like the scroll map itself. The work has been done by a surveyor for a practical purpose. That is to bring this information to the notice of people in the west interested in the Shu Roads and the Plank Roads of the Qinling Mountains.

David L B Jupp  
March, 2011.

[中文]

《陕境蜀道图》研究

毕琼，李孝聪/撰文，李孝聪/供图

美国国会图书馆藏有一轴清人所绘地图，不具图名、绘者，内容是描绘自宝鸡县城出发，经大散关走连云栈到达留坝，再经褒城，沔县、宁羌州直达陕蜀边界七盘关这一翻越秦岭的道路走向及沿途景致。其中褒城至沔县之间的部分图



幅缺佚。由于地图所反映的主要是自陕入蜀的一段道路沿途，故定名为《陕境蜀道图》。

该图采用中国传统的形象画法绘成，以立面的形式详细描绘了道路沿途的山川桥梁、塘铺驿站、庙宇碑刻及名胜古迹，内容丰富，色彩鲜艳。山脉以土黄色调为主，加以淡蓝色晕染，略绘植被。山间河流采用棕色或黑色，用直线条表示河流自山中流出的形态。远山用蓝色表示。图中没有东西南北四方的注记，随着图幅的展开大致遵循自北而南的方向，反映出该图的功能应当主要为反映道路走势及状况。作者将山脉绘制在图卷的中间，下方为河流，道路以双线加红色虚线表示，从而突出表现了在山中曲曲折折回绕而行的栈道，礮道及其间的桥梁，房舍等。从《陕境蜀道图》的绘制手法和注记文字看，个别地方出现错字，画法略显粗糙，说明该图为民间所绘，且绘图者水平不高。而且，图中多处出现的“打尖处”、“住宿处”、“尖站”、“宿站”等字样以及“樊吟故里”、“此系南郑县管”等标识，墨色较深，且与其他注记笔体不同，说明该图曾经被某人在沿途使用并留下记号。此外，图中宁羌州城中，许多房舍的朝向留有被修改的痕迹，笔者虽然无法证明该修改者与留下注记的是否同为一入，却可以认为原始的绘图者也许并没有到过宁羌州，但修改者一定是到了这里才会根据所见在上图上进行改动。

古人用以穿越秦岭沟通川陕的道路有数条，其中距水距离最近的褒斜道和稍嫌逾绕的连云栈道被人们利用得最为频繁。北起宝鸡，经凤县向东南拐至褒县的一段道路，因其山势险要，多在悬崖边凿壁插木，上架桥阁，自古被称为“连云栈”，属于川陕之间栈道中的北栈。自沔县以下则称为南栈，即自沔县过青羊驿、宁羌州到七盘关川陕接境之处，再向南与金牛道相连，一路经广元、昭化可通成都，并由此到达西南各处。由于关中盆地和四川盆地之间横卧秦岭，故无论是自此至彼，还是自彼至此，图中所给的道路尤其是留坝以下的部分都是必经之路。所以，图中留坝以上和留坝以下所反映出的地理元素各具特色。

褒城县北十里有七盘山，因山势陡峭上山需绕七次而得名。居于山巅的关塘叫做鸡头关，是一处非常险要、居高临下的军事要地。明清均于此设置鸡头关巡检司。在《陕境蜀道图》中绘有鸡头关，并且在其旁边还有一处关帝庙和一个过街楼式的建筑——“果亲王牌楼”。

果亲王事迹见于《清史稿》：“果毅亲王允礼，圣祖第十七子。雍正十二年，命赴泰宁，送达赖喇嘛还西藏，循途巡阅诸省驻防及绿营兵。”从果亲王允礼的事迹中可知，雍正十二年(1734)赴泰宁，(即今川西康定县西)送赖喇嘛还西藏，循途巡阅诸省驻防及绿营兵应该最有可能与果亲王牌楼的出现有关。《清史稿·世宗本记》中的记载更为准确：“秋七月癸巳，命果亲王允礼经理达赖喇嘛驻藏，并至直隶、山西、陕西、四川阅兵”。这就明确提出了允礼护送达赖喇嘛进藏的路线，即经直隶、山西至陕南，翻阅秦岭，入川进藏。如前所述，川陕之间的孔道至留坝合并后南下，经过鸡头关到褒域是惟一的道路。鸡头关形势险要，设有军兵把守，毫无疑问是果亲王阅兵必经之处，故而留下了果亲王牌楼。有幸的是，果亲王留有《鸡头关寺》：“不送千门晓，昂然七曲山。何如鸚鵡语，伴客出重关”直接说明了他曾到这里。图中出现了果亲王牌楼，一定是在他经过这里之后所修，故本图最早的绘制年代当为雍正十三年(1735年)。

《清史稿》“留坝厅条”载：“乾隆十五年，移汉中捕盗通判驻之，三十年析置，职抚民。三十九年改置同知。”“汉中府”条下则记载“乾隆三十八年，置留坝厅”。另据清国史馆《皇朝地理志》、《嘉庆重修一统志》载置留坝厅是在乾隆三十八年，与《青史稿》“汉中府”条载相符。故可以大体认定留坝设厅在乾隆三十八年(1773年)。《陕境蜀道图》中尚未出现留坝厅，而有大留坝、小留坝，在大留坝的下方有添写的“汉中府同知驻此处”字样，说明这是用图者途经这里时随手所注，应该属于当时人的记载。可见直到本图投入使用，留坝仍然作为汉中府同知的驻地而没有成为府州厅县行政体系中的一级。据此可以判定，本图的绘制年代早于留坝厅的出现，即 1773 年。

综合上述两个理由，笔者认为《陕境蜀道图》绘制于果亲王牌楼修建之后，留坝厅设置之前，即 1735-1773 年之间。考虑到该图在绘成之后曾经被人使用，添加注记进行修改，而笔者有关留坝厅的部分证据取自添改的部分，因而判断本图最初绘成还应稍早于 1773 年。这样看来，图中“宁羌州”中“宁”字不避道光皇帝的讳便是合情合理的。

明代的《士商类要》是一部类似今天导游指南的书。其中卷之二“北京由陕西至四川省陆路”末尾有《栈道说》：“四川至陕西，一由连云栈，即韩信明修之道：一由陈仓，即韩信暗渡之道。栈道自凤县三百二十里至褒城县，乔木夹道，皆大小缘坡岭而行，有缺处，以木续之，成道如桥，即栈道也，非若剑阁悬崖峭壁之险。一路有店舍，岩穴亦可宿，亦有带釜而炊者，种火以待来人。至褒城县，地始平。”这段话说明了凤县至褒城之间栈道沿途的住宿条件。于是我们知道褒城县以北栈道险要，盘曲于山间，褒城县以南地势稍平，这一点在图中有所反映。褒城县以上图幅中，道路延伸在山腰和山顶上，褒城县以下道路则自山形之间穿过，反映出地势下降后的走势情况。一个可能有关的推测来自于“塘”这一地名。在《陕境蜀道图》中“塘”作为地名出现在道路延伸至褒城县辖境之后。作为邮政交通机构的塘，其主要功能便是接递文书。

图中出现的 22 个铺塘，均由标志明显的黄色旗子，一组房舍建筑和 5 个瓶状物表示，有的还给有碉楼或牌楼。尤其是大安汛、宽川驿塘、黄坝驿塘均绘在一黄色圈内表示地势平坦宽阔。从地貌上讲，自关中平原出发到达四川盆地的诸条道路在翻越秦岭之后都汇集到汉中盆地，再从汉中盆地西南通向川西或向东南通往川东。而褒城所在恰好是进入汉中盆地的北端，因而在地势渐平的褒城以下设置塘站，将有利于文书的汇总和传递。这便是图中褒城以下出现“塘”的原因。而其背后的缘由却是在于地势的变化。从图上还可以推算出了各铺、塘、驿之间的距离里程大致为 15 里。

《陕境蜀道图》中表示可供饮食的“打尖处”、“尖站”出现 8 次，表示可供投宿的“住宿处”、“宿站”出现 8 次。两个宿站之间就是一天的行程。从地图可知，从宝鸡到七盘关大致需要 10 天时间，每天行进将近 50 千米。

在中文古地图中，刻意注明打尖、住宿功能的注记并不多见，《陕境蜀道图》原本也不例外。只是这幅图在一次川陕之间旅行的时候被主人利用了，在上面将每日的行程在哪住店、在哪吃饭详细记了下来，于是这幅图所提供的信息就



多了许多。如果抛开这些潦草并不工整的字迹，《陕境蜀道图》从画法和内容上看应该就是为商旅利用的一种道路交通图，而加上这些字迹，就可以帮助我们知道当时行进在这条道路上的人们是在以什么样的节奏走过这条走廊，川陕之间的商人在以何种频率利用着这条道路。在古代的交通条件下，翻山越岭，行进于悬崖栈阁之中，即使是在清中后期多开碛路的情况下也是非常辛苦的。

《陕境蜀道图》在最初绘制的时候，可能像清中叶时出现的很多其他地图一样，只是一张非常普通的指路地图，因为川陕之间道路的特性导致图中必须标出任何一处建有房屋可供住宿的地名，和道路相伴的河流以及沿途带有地标性质的寺庙、名胜、碑刻、牌坊，这些因素与现代的导游图所提供的信息几乎没有有什么不同，让人不由得发出“古今一也”的感叹。在《陕境蜀道图》被人利用之后，它变成了活生生的“旅行笔记”，可以提供更多信息。同时，笔者认为，内容相似的这类图在当时应该还有一些，产生的原因当然是与图中所绘道路的联结川陕，栈道连云的重要性密切相关。它们与 19 世纪初官方修订的志书中出现的类似地图有直接的关系，而美国国会图书馆中的这一幅只是其中之一。

## ENDNOTES

<sup>①</sup>Information provided by the Library of Congress

Basic information provided about the scroll by the Library of Congress says:

‘The map, a hand-colored panoramic pictorial drawing designed as guide for travelers, covers Shaanxi Province to "Shu Dao" in Shanxi-Sichuan border, and depicts the north section of the Shaanxi-Sichuan road. It illustrates settlements along the road, stopover places, courier stations, inns and temples, mountain passes, walled cities, bridges, wooden trestles, and places of interest.’

Further details provided by the Library of Congress include:

‘A Cartobibliography edited by Li Xiacong and Published in Beijing describes the scroll as a hand-colored panoramic pictorial drawing, ca. 1751-1820, designed as an itinerary guide for travelers from the north. It measures 31 x 1672 cm, and covers Shanxi Province to "Shu Dao" in Shanxi-Sichuan border. It depicts the north section of the Shaanxi-Sichuan road, and is to be read from right to left. The map illustrates settlements along the road, stop over places, courier stations, inns and temples, mountain passes, walled cities, bridges, wooden trestles, and places of interest. The areas where wooden trestles were used to support the road are also indicated. The scroll is also referenced in H. J. Wiens’ article "The Shu Tao or Road to Sichuan", *Geographical Review*, 39 (1949), pp. 584-604.’

<sup>②</sup> Major towns and administrative units on the map

The present day hierarchy of administrative units and their administration centres is by Province (Sheng, 省), then City or Area (Shi, 市 or Qu, 区), then County (Xian, 县) and underneath County (at least in the area of interest) are Townships (Zhen, 镇 or Xiang, 乡).

The route covered by the map in present day terms is all in the Province of Shaanxi (陕西). It starts in the City area of Baoji (宝鸡) and moves into the City area of Hanzhong (汉中) for the rest of the journey. In the Baoji city area it is all within the County of Fengxian (凤县) and after passing into the Hanzhong city area it passes through the County of Liuba (留坝), briefly entering Hantai Area (汉台), then the counties of Mianxian (勉县) and Ningqiang (宁强) to arrive at the border with Sichuan. The main town in each county has the same name except that Hantai is administered from Hanzhong.

In 1820 (Tan, 1996) the situation was similar. The whole route was in Shaanxi province. The equivalent of City level was called Fu (府) which is often left untranslated. The next level (Prefecture) had three common designations being Xian (縣, traditional form of 县), Zhou (州) and Ting (廳). In 1820, the route went through six prefectures whose principal towns were passed along the route. They were Baoji Xian (寶雞縣), Fengxian (鳳縣), Liuba Ting (留壩廳), Baocheng Xian (寶城縣), Mian Xian (沔縣) and Ningqiang Zhou (寧羌州). These were all walled cities and the only walled cities in this section of the road as confirmed on the map.

In the present day, Baocheng is now Baocheng Zhen (宝城镇) in Mianxian county, Fengxian and Mianxian are in different (but near) locations, the names for Ningqiang (formerly 宁羌 now 宁强) and

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Mianxian (formerly 沔县 now 勉县) use different characters (ie not just through simplification) and Baoji has gone up to a City rather than a prefecture under Fengxiang Fu (鳳翔府). Apart from these few – little has changed!

(NOTE: the names of many towns in China include the characters for xian (县) or zhou (州) without necessarily being the administration centre for a present day county. The use and meaning of these terms and the towns involved changed significantly over Chinese history but the character was often retained.)

③ The Li Unit of distance

The Li (里) is an ancient Chinese measure of distance (attributed to the Yellow Emperor) that in metric units is close to half a Kilometre (500 Metres).

④ Information on Prince Guo from Hummel (1943)

Hummel (1943) does not have a separate entry for Guo Qinwang. However, under the entry on the Kangxi Emperor (Xuan Ye, 玄曁, 1654-1722) he writes that Yin Li (胤禮) was one of three brothers who supported the claim of Yin Zhen (胤禛, 1678-1735) to be third Qing Emperor under the reign-title Yongzheng (雍正). The events recorded in this paper occur during the Yongzheng period. He provides the following additional information about Yun Li: “Prince Guo 果親王, posthumous name, Yi 毅, 1697-1738”. After his brother became the Yongzheng Emperor, as it was forbidden for the brothers to use the family name “Yin” (胤), he changed his name to Yun Li (允禮) which is the name used in the paper.

⑤ Inconsistent dates

This entry does not seem to make sense. Guisi is the 30th year of 60 year cycle but 1734 is the 51st year of the 60 year cycle. Prince Guo died in 1738 and the Qing military expedition that established the Dalai Lama as ruler in Tibet was in 1720 so it is not possible.

⑥ Zhili

Zhili (直隸) was the Qing period name for present day province and area of Hebei (河北).

⑦ Ningqiang’s name and the date for the map

道光皇帝 is the Daoguang Emperor with reign period 1821-1851. The characters used on the map for the name of the town are 寧羌州, The Daoguang Emperor's given name was Min Ning, 旻寧 so the argument is that it places the time the map was drawn to be before 1821. The present name (using simplified characters) is 宁强县.

⑧ The 《士商类要》 guide book

《士商类要》 is a Ming period book discussing transportation, geography, business and business culture in different parts of China. It includes maps and information about local conditions as well as tips for the traveller to survive the journey and be successful.

⑨ Han Xin and the Qinling Plank Roads

The two names for the roads are translated rather clumsily to keep close to the original text. They form two parts of a well known Chinese expression. After the fall of Qin in 206 BCE, the Hegemon Xiang Yu (项羽) divided Qin into three new Kingdoms called the “Three Qin” (三秦). His main rival, Liu Bang (刘邦), was sent to be King of Shu (蜀) and Ba (巴) which correspond roughly to present day Sichuan and Chongqing with his headquarters in Hanzhong (汉中). On the way, Liu Bang burned the Plank Roads to prevent assassins following him and to convince Xiang Yu he meant no harm. But of course he did. His top General, Han Xin (韩信) led the way to conquer the Three Qin and then move on to help Liu Bang become first Emperor of the Han (汉) dynasty. The first step was to enter the Wei River valley near Baoji. At the time it was called Chencang (陈仓). To distract Xiang Yu’s attention, Han Xing started to repair the Plank Roads, possibly near Liuba. At the same time he moved with his forces along a hidden back road to reach Fengxian and the Dasan Pass. From there he attacked and captured Chencang. This has been encapsulated in the famous expression (one of the great military strategies) which says “明修栈道，暗度陈仓” or “openly repair the Plank road, secretly go to Chencang”. The names are plays on this famous chengyu.



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<sup>10</sup> Postal Stations

The Postal Roads of China spread throughout the empire reaching their greatest extent and organisation in the Yuan and Ming periods. The postal system relied on an extensive system of stations to provide lodging and change of horses. In southern Shaanxi, the names of many towns today include the characters Yi (驿), Pu (铺), Tang (塘) and Ba (坝) which indicate association with the ancient postal service. The Postal Roads were the “arteries” of China. It is likely that Marco Polo travelled the road depicted in the “Map of the Shu Road from Shaanxi to the Sichuan border” on the way to southern China and Mianma.

<sup>11</sup> Map revision in the later Qing period

Tan (1996) refers to two major map revisions as being in the 25<sup>th</sup> Jiaqing year (1820) and the 34<sup>th</sup> year of the Guangxu year (1908). The material presented in the paper is consistent with the map being used for the first of these.