

The Influence of Jingxing Ancient Route to the Villages along it

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Abstract

Jingxing, the fifth passage of the eight Taihang passages, has been an important road link Hebei and Shanxi Province since the ancient times. Apart from being a traffic trunk, this road has three main functions in history. It was mainly used as an important military road before Tang Dynasty. Then it was a policy immigration route for people leaving from Shanxi to Hebei in the early Ming Dynasty. With the rising of Shanxi merchants, it became a commercial road in Ming and Qing Dynasties. Through historical research, field research and interviews, this paper will study on the settlement generations, spatial changes typical villages along the Route, and then analyze how this post route effects the villages along it.

Keywords: The Jingxing Ancient Route, Villages Along It, The Settlement Generation, Spatial Change

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Introduction

“XING” means the passage between two mountains in Chinese. Taihang Mountains is an important geographic boundary in eastern China and Stretches for 400 kilometers. There are 8 natural passages linking both sides, and Jingxing is the fifth passage of the eight passages (Fig1). The east side of Jingxing is the Jizhong Plain, and the west side is the Loess Plateau. It is a natural passage conforming to the topography of Jingxing Basin and has been an important road linking Hebei and Shanxi Province since the ancient times. In 2006, The State Administration of Cultural Heritage listed Jingxing Ancient Route as the sixth batch of important heritage sites under state protection. (The State Administration of Cultural Heritage, 2006)



Figure 1: Eight passages of Taihang Mountains

Most of the current research on this route focuses on its protection plan as a cultural protection unit and the material existence. There is only a little research on how it functions as a cultural route to interact with the villages along it.

Under this background, through field research and interview with related staffs and local villagers, and literature research, including the Jingxing County Annals (1730, 1931 and 1986 edition), Traffic Journal of Jingxing County (2008), Shijiazhuang Postal Service (1995) and many Village History Archives, we comb the historical functions of Jingxing Ancient Route with multiple identities, analysis the settlement generations and spatial changes along the route, and then try to explore the influence of such a complex ancient route to the villages along it.

1. Research scope definition

There are two types of specific scope of Jingxing Ancient Route, broad and narrow. Broadly speaking, it generally refers to all the main and secondary roads connecting the Luquan District of Shijiazhuang City, Hebei Province to Yangquan City, Shanxi Province¹(Fig2 the brown-yellow part is the main road after Guguan); Narrowly

¹ The scope of Jingxing Ancient Route in the broad sense is slightly vague. At present, there are mainly two specific research routes. One is the research of Zhu Zongzhou, Zhou Dian, Xue Linping, Ma

speaking, it generally refers to the main route from Tumenguan in the east to Guguan in the west.

The Jingxing Ancient Route discussed in this paper slightly expanded in the narrow sense, mainly based on the specific routes provided in the 2016 version of Jingxing Ancient Route Protection Planning².

The queryable path of the ancient post in the important heritage sites under state protection system is “The east is 5000 meters west of Luquan. After entering the county, it is divided into South Road and North Road. The South Road passes Touquan, Xiaan, Shangan, Dongtianmen, Weishui, Changgang, Hengkou, Beizhangcun, Haoxihe, Dongyaoling, Hedong, Nanguan, Zhujiatong, Banqiao, Changshengkou, Xiaolongwo, Hetaoyuan to Pingding County of Shanxi Province, about 50 kilometers after Guguan; The North Road passes Pingwang, Weizhou, Qingshiling, Zhaocunpu, Tianhu, Hengjian, Fenghuangling, Shiqiaotou to Nanguan and merge to the South Road” (Yang Haoxiang, 2015) (Fig2 the red part).

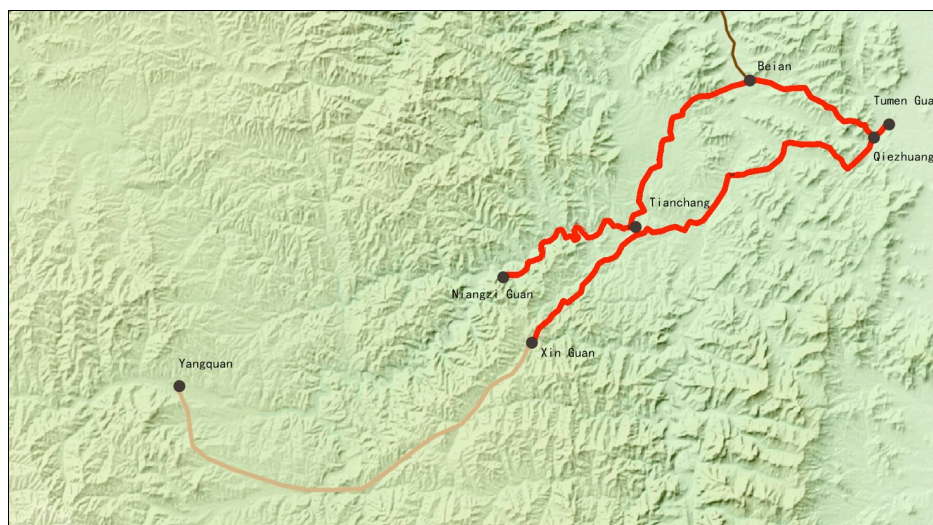


Figure 2: The scope of Jingxing Ancient Route

The above mentioned is the main road of Jingxing Ancient Route, the road is wider and can allow vehicles³ to pass. The North Road is the main road in the early stage, and the South Road is the main road in the later stage, it will be explained later. The road from Niangziguan to Tianchang Town due to the obvious mountainous terrain and large terrain fluctuations, most of the time it is impossible to drive. However, as

Dunxuan and Pan Xi in 2018, can be found in the article "Survey and Research on Jingxing Ancient Road and Traditional Villages along the Line from the perspective of cultural routes"; One is the research of Lin Zurui and Zhang Jieping in 2019, can be found in the article "Study on the Spatial Form Evolution of Traditional Commercial Villages along Jingxing Ancient Road: Taking Xijiao Village in Pingding County, Shanxi Province as an Example".

² The Jingxing County Government has entrusted Beijing Guowenyan Cultural Relics Protection and Development Co., Ltd. to carry out the formulation of the "Hebei Province Jingxing Ancient Route Protection Plan", which is still in further work, the specific text is not disclosed to the public. The relevant content mentioned in the article mainly refers to the research results of Yang Haoxiang, who participated in the preparation of the protection plan in 2015, and what he learned after conducting relevant interviews with the staff of the County Cultural Relics Bureau.

³ Refers to vehicles that appeared in the Qing Dynasty and before, such as chariots, carriages, donkey carts, etc. The vehicles appear later in this paper are the same.

an important branch road, the change of villages along the route is also deeply affected, so it is also included in the research scope. There is also a historically important branch line (Fig2 the dark-red part) north of old Weizhou (Beian). However, because there are very few physical remains and ancient buildings retained, there is no further research. The research scope of this paper is shown as the red line in Fig.2

Besides 32 villages which are passed through by the route, some villages do not have a post road through the village but are close to the route, and their settlement formation, street layout, architectural form and cultural activities may also be affected by the ancient route. With this consideration, in the field investigation, this part of the villages were also investigated, so the investigation scope expanded to 72 villages (Fig3).

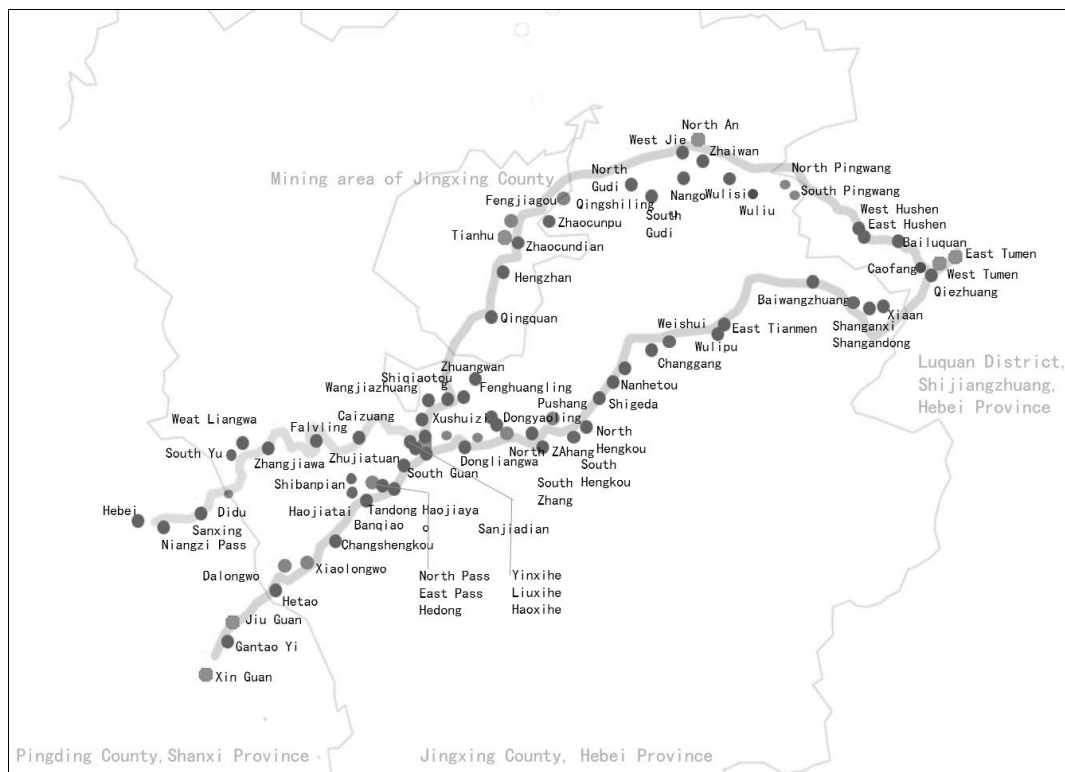


Figure 3: The scope of research

The studied Jingxing Ancient Route spans about 60 kilometers from east to west, and most of the villages along the line are in Jingxing County, Hebei Province (Fig3).

At the end of the Qing Dynasty, with the construction of the Zhengtai Railway, the ancient route gradually lost its status as an important inter-provincial passage and withdrew from the stage of history. Its path is followed by National Highway 307 and Zhengtai Railway (Fig4), and it is affecting the villages along the route in another way. However, due to the significant difference between the impact methods compared to the previous, this issue will not be further discussed in this paper, so in terms of the time scope of the study, the research in this paper focuses on the influence of the ancient route on the surrounding villages before the late Qing Dynasty.

2. Historical path of the ancient route

The historical path of Jingxing Ancient Route before the Yuan Dynasty mainly inferred through cities and passes. They contain three major cities in the early Jingxing County: Manjia City (also wrongly written as "Ning Jia City", later Weizhou, now Beian), Wuxing City (later changed to Tianhu City, now Tianhu), Tianwei Military Mansion (now Center of Tianchang), and the passes along the way.

"SHIJI - Zhao Shijia" records that King Zhao Wuling had visited Ningjia during the time when he attacked Zhongshan Kingdom. It can be seen that Manjia City was one of the important towns in Zhongshan at that time. "Hanshu - Geography" records that Jingxing County is located in Wuxing City, it can be speculated that Wuxing City was already an important town before that, combining the Tumenguan at the east end and the old pass of the Great Wall Pass (now the Jiuguan) at Qin Dynasty, it can be speculated that the path of the ancient path before Han is shown in Figure 5-1.

In the Sui Dynasty, the King of Han rebelled and burned the city of Wuxing, but he failed because it rained heavily, then the city was renamed Tianhu. During the period of Song Dynasty (1075), Jingxing County Office moved from Tianhu to Tianchang. It can be seen that the development here is relatively fast during this period. As the county office, the main roads in the county should also pass here. "Shanxi Tongzhi" records that Dong Zhuo built Dongzhuolei near the present Niangziguan when Dong Zhuo was appointed as governor of Bingzhou. (Shanxi History Research Institute, 1998) The main passage will definitely pass through important pass, so it is speculated that the main road in this period is from Niangziguan to Shanxi. During the emperor of Sui D's north tour, he ordered male workers of more than 10 counties to chisel Taihang Mountain, making the road pass to Bingzhou. The emperor of Song Dynasty's patrol route arrived in Taiyuan from Zhengding, Jinglu, Jingxing and Niangziguan. (Shanxi History Research Institute, 1998) The above two points also confirm the previous inference. Therefore, it can be considered that the main path of Jingxing Ancient Route from Eastern Han Dynasty to Yuan Dynasty is shown in Figure 5-2.

During the Yuan Dynasty, authority set up Xingshan Post Station in Jingxing, leading west to Baijing Post Station (now Baijing Town, Pingding County, Shanxi Province).

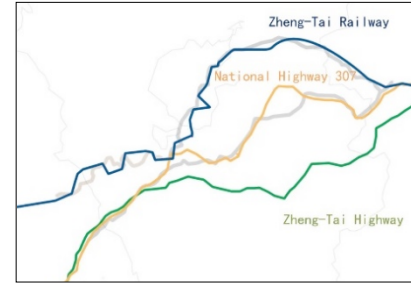


Figure 4: The ancient route and the modern transportation

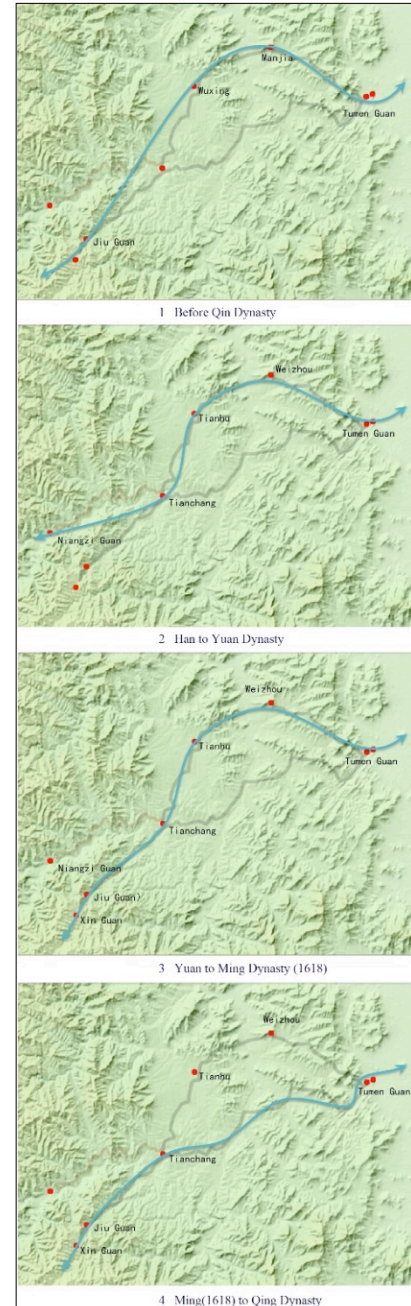


Figure 5: Historical path

During the Jiaping period in the Ming Dynasty, due to the need for defense, it moved westwards to Guguan (now Xinguan Village). From the perspective of the overall post road in Yuan Dynasty, the path of Jingxing Ancient Route from Tianchang to Shanxi once again returned to the south road. The main road path of the route from Yuan to Wanli period, Ming Dynasty (1618) is shown in Figure 5-3.

Since Tianchang became the county government (1075), it gradually replaced Tianhu and Weizhou as an absolute political and economic center. Taking the efficiency into account, the south route from Tianchang to Tumenguan became a better one. Because of this, the south road of the east section of the post road gradually developed. In 1618, Jingxing county magistrate directly ordered the official post station relocated to the south road. The Qing Dynasty's genuine "Jingxing County Annal" records: "from the county to the east, 5 kilometers is Xihe, 10 kilometers is Hengkou, 15 kilometers is Huishui, 20 kilometers is Baishiling, 25 kilometers is Shangan, 30 kilometers is Xiaan, another 2 kilometers out is the boundary of Huolu" (Zhong Wenying, Wu Guanbai, 1730). The south road of the east section has officially become part of the main road. Therefore, the main road after the 1618 is shown in Figure 5-4.

3. The historical function of post road and settlement formation

Since its natural formation, Jingxing Ancient Route has been an important pathway connecting the east and west sides of Taihang Mountain, carrying important functions of transportation. In different historical stages, the main subject identity and passing purpose of this transportation hub are different. What I want to discuss here is that it can be distinguished that the main functions of the post road are different in different historical periods. At the same time, different functions of post roads have different effects on the formation of villages along the route.

3.1. Military

According to archaeological findings, when the Shang Dynasty conquered its neighboring countries and tribes, the army was taking this naturally formed path. Frequent battles made this natural path gradually show signs of manual intervention. (Meng Fanfeng, 1992)

During the Western Zhou Dynasty, in the war with the Rong people, the passage of chariots further widened the ancient road.

During the Chunqiu Period and the Warring States Period, King Zhao Wuling attacked Zhongshan State, and in order to defend against Zhao's looting, Zhongshan State carried out further construction of Manjia City. After the destruction of Zhongshan, in order to control Zhongshan, Zhao State set up a military stronghold in Wuxing City, which led to the rise of Wuxing City. The ancient Jingxing Road, the main passage for the march, was further cleared due to the widespread use of chariots, and later became the passage when Qin attacked Zhao. Among them, Qin built the Great Wall Pass in Guguan (old pass, now the Jiuguan).

As an important Hebei-Shanxi connection, this place has always been a battleground for military strategists. Thereafter in Eastern Jin Dynasty and Northern Wei Dynasty, there have been many major battles, especially in Tang Dynasty, there are eight

recorded battles which changed occupiers. During the Five Dynasties and Ten Kingdoms Period and Yuan Dynasty, Jingxing also had multiple records for troop dispatch. The first year of Hongwu in Ming Dynasty (1368) Jingxing Gatekeeper surrendered to Xu Da. During the Jiajing period in Ming Dynasty, due to the need of defense, the Gate was moved westwards from Guguan (old pass, now Jiuguan) to Guguan (now Xinguan). Nearly 600 years after the establishment of the Ming Dynasty was a relatively peaceful period of development of the post road. Except for a war at the time of the handover between Ming and Qing Dynasties, no recorded battles occurred.

In late Qing Dynasty (1900), the Eight-Power Allied Forces entered Beijing. From then Jingxing has been caught in years of war.

The post road mainly carried the function of military arteries before Yuan Dynasty, and there were few settlements generated mainly by its influence. The three most important ancient cities along the post road: Manjia City (also mistakenly written as "Ningjia City", later Weizhou, now Beian Village), Wuxing City (later renamed Tianhu City, now Tianhu Village), Tianwei Military Mansion (now Center of Tianchang), it is not so much that the post road has an influence on the formation of its settlement, but rather that the existence of the city itself determines the direction of the post road. The early settlements had the need for important military defense and station troops, which led to the gathering and settlement of people. These settlements are Niangziguan, Xinguan, Jiuguan, Center of Tianchang, Dongtumen and Xitumen, etc. There are also Tianhu and Beian, which formed a flow of people due to the terrain and geographical location, which later became the center of early economy and politics.

3.2. Economy

Jingxing was more prosperous in the Han Dynasty. Many commodities flowed into Bingzhou (near Taiyuan) through the post road to the west, and then circulated northwards to outside Liaodong and beyond.

In Song Dynasty, Jing Xing set up a "Quan Chang", which was an official trade market. Many goods from Liao, Jin and Song dynasties gathered and circulated around the Great Wall through Jingxing.

Although this ancient road had become an important business road, it failed to develop. Because of the war, this road once again became a military route. Until Ming and Qing Dynasties, a relatively long-term peaceful environment gave birth to frequent business activities. The rise of Shanxi merchants further developed Jingxing Ancient Route into an economic route, and some economically concentrated villages formed due to the concentration of shops which formed along the post road.

After 1618, as mentioned earlier, the main route of post road was changed to the south road. However, because the post road became a military channel again in the late Qing Dynasty, "the thieves passed through like a comb, and the soldiers passed through even worth", the village with developed trade on the south road has endured many disasters and many historical materials have been lost. During this period, the settlements, whose village history record can still be found, established by the

establishment of shops along the post road and are all northern villages: Zhaocundian, whose formation time was unverifiable, Zhaocunpu formed in the early Ming Dynasty, and Wulipu formed in the early Qing Dynasty.

Table 1: Immigrant villages

num	Village	Time Period	From Where	Record Basis
1	Dalongwo	Hongwu, Ming (1368-1398)	Hongtong Couty, Shanxi	Family Book of Fan
2	Xiaolongwo		Hongtong Couty, Shanxi	Family Book of Fan
3	Nanpingwang		Jingxing Couty	Family Book of Feng
4	Haoxihe	Xuande, Ming (1426-1435)	Pingding Coutny, Shanxi	Family Book of Hao
5	Didu	Chenghua, Ming (1465-1487)	Pingding Coutny, Shanxi	Family Book of Duan
6	Shibanpian		Jingxing Couty	Family Book of Liang
7	Qiuxihe		Jingxing Couty	Family Book of Qiu
8	Zhujiatuan	Hongzhi, Ming (1488-1505)	Pingding Coutny, Shanxi	Family Book of Zhu
9	Dongliangwa		Jingxing Couty	
10	Xushuizi	Zhengde, Ming (1506-1521)	Jingxing Couty	
11	Yinxihe		Jingxing Couty	Family Book of Yin
12	Liuxihe	Jiajing, Ming (1522-1566)	Jingxing Couty	Family Book of Liu
13	Beigudi	Longqing, Ming (1567-1572)	Jingxing Couty	Family Book of Hao
14	Zhangjiawa	Wanli, Ming (1573-1620)	Hongtong Couty, Shanxi	Family Book of Zhang
15	Wangjiazhuang		Jingxing Couty	Family Book of Wang
16	Beipingwang		Jingxing Couty	Family Book of Yang
17	Qingshiling	Chongzhen, Ming (1628-1644)	Unknown	Family Book of Luan
18	Haojiatai		Jingxing Couty	Family Book of Hao
19	Pushang	Kangxi, Qing (1662-1722)	Pingding Coutny, Shanxi	Family Book of Liu
20	Tandong		Jingxing Couty	Family Book of Liu
21	Wulisi	Yongzheng, Qing (1723-1735)	Jingxing Couty	Family Book of Gao
22	Liujiagou	Quanlong, Qing (1736-1795)	Jingxing Couty	Family Book of Liu
23	Wuliu	Jiaqing, Qing		Family Book of

		(1796-1820)		Feng
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3.3. Policy migration

During the Spring and Autumn Period, Bai Di moved eastward along this road in order to avoid Qin and Jin's harsh decree. (Chen Xu, 2019) The larger and more detailed recorded are the two large-scale migrations during the Ming Dynasty. The first time was during the Hongwu years. Due to the years of war in the late Yuan and early Ming dynasties, the Central Plains had a sparse population and barren farmland. Shanxi, because of its geographical location, was less affected by the war and had a larger population density. Therefore, the first emperor of Ming Dynasty Zhu Yuanzhang ordered “the people of Ze and Lu Counties, Shanxi without any land to migrate to empty land of such as Zhending to cultivate their own fields.” (Li Guoxiang, Yang Chang, 1995) As today, they were mainly the people of Jincheng and Changzhi City, Shanxi Province migrate to Zhengding County, Hebei Province. The second time was during the Yongle period, due to the Jingkang Battle, the population of the eight houses in Beiping was greatly reduced, and the Yongle Emperor moved the capital to Beijing, and the population of the capital needed to be expanded, so once again ordered the people of Shanxi to migrate to North Zhili. As a result, a large number of Shanxi immigrants moved east through the Jingxing Ancient Route.

These two large-scale immigrants had two major impacts on the development of the Jingxing Ancient Route. First, as the road serves as an immigration route, more people come and go, which greatly increases the supporting services required by the post road in a short period of time, such as stores that provide board and lodging, due to the concentration of service people, a large number of villages along the road were born in this period; Second, during the migration process, some immigrants found that some places along the post road were relatively flat and there were a lot of easily cultivated land around, so some small clans stationed here and formed new villages (Chen Xu, 2019).

There are many villages generated due to migration, mainly shown in Table 1.

4. Typical village spatial growth

The villages along the Jingxing Ancient Route generally have a moderate degree of physical protection. Many early buildings such as city walls and residential buildings were severely damaged or improperly intervened. The historical buildings that remain are mainly in the Ming and Qing Dynasties. There are many local villagers who keep historical records and study the history of their hometowns, making it possible to interpret the change of villages in history. we selected there typical villages with rich data as the research objects each among the three villages with clear reasons for the settlement formation mentioned above to interpret the spatial growth of the villages.

4.1. Military Defense: Center of Tianchang

The ancient city wall of Tianchang is now located around Chengnei Village of Tianchang Town, Jingxing County. The ruins of barbican in the original ancient city of Tianchang are relatively well preserved, as the former county relevant information is also more detailed. While most of the other military defense-related cities and

towns have no remains such as city walls and other monuments. The part of Tianchang Ancient Town (town center) is mainly located in Chengnei , Dongguan and Beiguan Villages. Because of the proximity to the town center, the scale of the villages is smaller than the average scale of the villages in the county, so the there villages are merged as the Tianchang ancient city to study the spatial growth.

Although there were people living nearby in the early Han Dynasty, they were generally individual lived alone. The Tianchang Military City was established here during the Anshi Rebellion, since then it became a large village. The wall of the barbican where the ruins are now preserved is known as the ancient city of Tang and Song Dynasties, and is said to be the remains of the ancient city wall during the Tang and Song Dynasties.⁴ And there are a Ming Dynasty Academy and two late Ming Dynasty houses around the city wall. Tianchang has been the political and economic center of Jingxing County since Song Dynasty (1075) when it was established as a county office until the county moved to Weishui in 1958. Through the interpretation of the core area of its protection plan and on-site visits to ask the history of the surrounding buildings from local residents, we can get a diagram of the evolution of the village space as shown in Figure 6-1. The residential buildings of Tianchang in Song Dynasty were mainly centered on the city wall of the barbican, scattered along the ancient post road, and the scale and shape of the buildings were also varied. Subsequently, most residential houses spread inward (north) in the direction close to the city wall. As the city scale becomes larger, the scale of later-built residential houses is relatively more homogeneous and the building density is further expanded. A few dwellings imitated the original dwelling form and scale built next to the post road, and some also chose to be far away from the crowd near the east side of the post road, still showing a relatively loose organizational structure; In the early days after the founding of the People's Republic, residential buildings were generally built on the north side of the old buildings near the city walls, with a smaller scale. In the 1980s, there were a large number of new

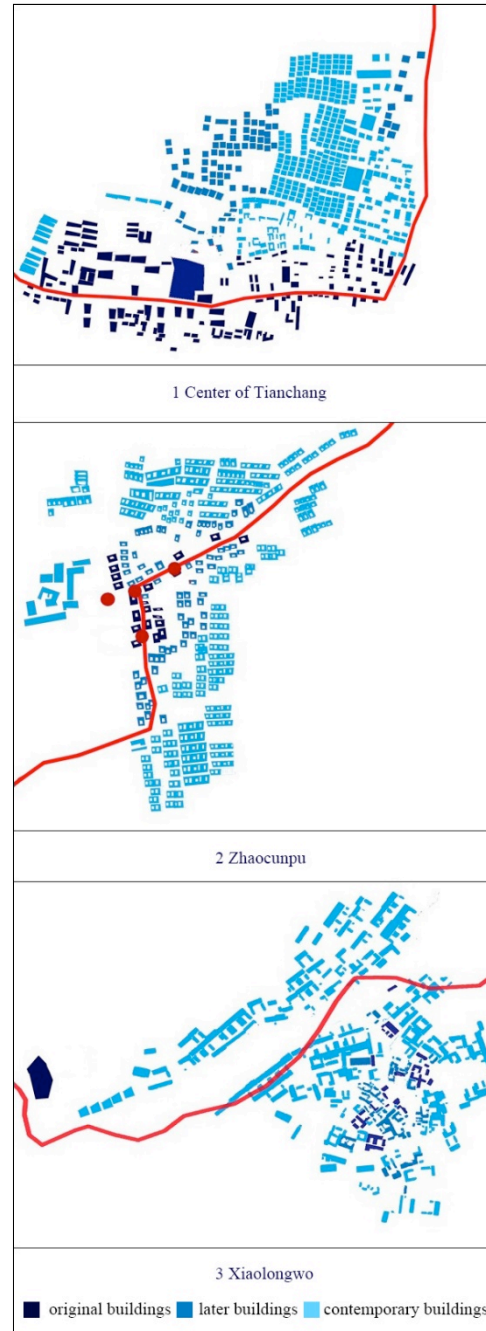


Figure 6: Settlement generation

⁴ According to the author's fieldwork, it is believed that the city wall should be overhauled during the Ming and Qing Dynasties, and only a small part of the bricks may be left from the Tang and Song Dynasties.

residential buildings and commercial buildings. Most of the residential buildings were built unified. The scale was completely the same and the density was high, forming a dense residential area. The village as a whole showed a distribution trend spreading along the post road centered on the city wall of Wengcheng, as well as a settlement pattern with gradually increasing density.

4.2. Economic Development: Zhaocunpu Village

Zhaocunpu Village is located in Beizheng Township, Jingxing County. There are about 500 households and more than 1300 people in the village. Zhaocunpu was formed by the settlement of merchants gathered by Zhang's opening of shops along the ancient road in the county in the Ming Dynasty (Geographical Names Office of Jingxing County, 1984), with a history of about 600 years. The ancient road passed through the village to form an L-shaped ⁵street. The buildings in the Ming and Qing Dynasties were well preserved. Through field visits and interviews with villagers, as you can see in Figure 6-2, the three pavilions on the ancient road in the village marked the original location of the building in the village. The South Pavilion was built as the Baotai Pavilion during the Chongzhen period of the Ming Dynasty, and the West Pavilion was built as the Wenchang Pavilion during the Qianlong Period of the Qing Dynasty, the East Pavilion was rebuilt in modern times after the original Pavilion was damaged. The original shops were also scattered around the three pavilions around the post road, the scale of the building was more diverse, but generally presented the form of shop in the front and house in the back. Subsequently, more shops were formed along the post road, and the form was no longer single. There were buildings with integrated shops and houses, and also pure dwellings built behind the shops. From the post-liberation period to the 1980s, a large number of new houses were distributed along the depth of both sides of the post road, the density was increased, and the scale of the single building was decreased. At the same time, a small number of small workshops and factories appeared on the outer edge of the village.

The village as a whole presents a linear distribution trend that continues to expand south and north with gate as the center along the post road, forming a denser settlement pattern, and a village structure with religious buildings (gate on the post road) as the core.

4.3. Policy migration: Xiaolongwo Village

Xiaolongwo Village is located in the west of Jingxing County and is under the jurisdiction of Tianchang Town. There are about 200 households and more than 700 people. It is a National Cultural Village and a Traditional Chinese Village. The traditional building protection work of the entire village is the best among the villages along the route.

Combined with the preliminary research work on traditional houses in the “Xiaolongwo historical and cultural village face reconstruction and improvement

⁵ Based on the location of the ancient monuments in the village, it is speculated that the ancient road may also be a T-shaped road, but because there is no physical remains, and no clear historical evidence can be found, it is temporarily considered to be an L-shaped ancient road.

project design plan”, the literature in the village historical museum, field research and interviews with the village secretary, you can get the special change shown in Figure 6-3. The original settlements of the villages originated from the migration of the Fans in Hongdong County, Shanxi Province. The site was located near the ancient post road but not in close proximity to the road. The settlement was formed in a relatively flat area half enclosed by the ancient post road, and the buildings are relatively loosely distributed; Subsequently, some newly built residential houses were inserted into the original loose core, increasing the density of the original core area and forming a new core area; After liberation, some of the new residences were mainly distributed around the new core, surrounded as a ring, but all concentrated on the south side of the ancient post road. Until the 1980s, the vast majority of villagers were assigned to new homesteads on the north side, and construction of new houses began along the north side of the main road currently in use. Perhaps because the village has a small population and ample homesteads, the buildings in the entire village present a homogeneous evenly distribution.

Overall, the village presents a spatial growth pattern centered on early settlements with radial development. The half-enclosure of the ancient post road provides the core of the overall village space, but the impact of the ancient post road on the village pattern is not clear in the later development and changes.

5. Conclusion

When Jingxing Ancient Route was used as an important military road, its path was more affected by the existing military towns and pass distribution, could not affect the generation of village, and at the same time adversely affecting the economic development of surrounding villages. As a commercial road, it had a significant impact on the spatial growth of the villages along the route, and would guide the villages to expand in the direction of the post road. As a policy immigration route, it had a decisive significance for the settlement generation of immigrant villages along the route. The existence of post roads had accelerated the speed of cultural spread and integration between the two places in Hebei and Shanxi. The architectural shapes and street spaces of the villages along the entire post road are seriously affected by this which led to the overall convergence. (Fig 7)

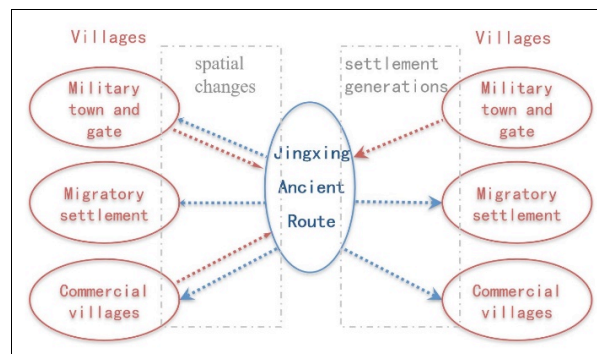


Figure 7: Interaction mechanism between post road and village

Before the ancient post road withdrew from the historical stage at the end of the Qing Dynasty, the rise and fall of the villages were closely related to the function and path of the post road. The events happened on the ancient post road always affected the morphological evolution of the villages along the route. It presents a complex

mechanism of the interaction between the post road and the villages along the route.

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