

返璞之路

A Revived Trail and History

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八通關越嶺古道曾一度荒廢，通行困難。圖為八通關越嶺道近大分路段 / 蔡文科攝
Batongguan Traversing Trail was once abandoned and unserviceable. In the picture was the section of the trail near Dafen. / by Wen-ke Cai

當一縷輕煙冉冉上升，沿著山腰，繞過溪谷，是日警備道上駐在所的炊煙！是山徑之旅過客的塵揚！是變天時雲霧的雲湧！是古道上土石崩落的塵煙！抑或是離鄉思愁的一絲牽掛！這如夢如幻生命的故事，悄悄地訴說著，歲月無情、聚散離合。慢慢的發覺這裡所有的一切，早已隨風飄散，化作雲彩。

臺灣這塊土地早已存在，不管經歷日治時期，荷蘭時期，或清朝或明朝，歲月累積的物換星移，沒有時空的障礙，只是在不同的背景下，創造出一段段精彩的歷史故事。有心酸、有血淚，還有堅韌的生命力。在時間的轉軸上，刻烙著斑駁的痕跡，不可磨滅的記憶；在土地的刮痕上，曾經荒煙漫草，或許滄海桑田，生長於斯的萬物，在意的是物競天擇的演化，不斷創造生命的奇蹟。

八通關越嶺道

美國阿帕拉契山徑之父班頓·馬凱曾說：「阿帕拉契山徑具有三種功能，讓人用腳去走、用眼去看、用心體會。」相對阿帕拉契山徑是美國之驕傲瑰寶，八通關越嶺道則是臺灣中心脈動緞帶，橫貫東西、靜觀歷史。

日治時代基於拓殖山區政策，重新開鑿橫貫臺灣之路線，以中央山脈大水窟為分界點，分東、西二段，闢築一條「八通關越嶺斷道路」，東段由大水窟至花蓮玉里長約83公里，西段由大水窟至南投信義鄉久美長約42公里，即目前所稱之「日治時代八通關越嶺道」總長125公里。

二次世界大戰後本路線曾一度荒廢，後雖經林務單位局部整修做為林業護管使用，但許多當年設置的步道、棧道、吊橋，因年久失修及天然災害而毀損，致通行困難。

玉山國家公園成立後，逐年分段整修古道路況，並先後改建吊橋設施 / 蔡文科攝

Since its founding, YSNP had been undertaking section-by-section renovations of the trail, rebuild the suspension bridges and other facilities. /by Wen-ke Cai

A wisp of light smoke rose slowly along the mountain and around the valley. Some say the smoke comes from the police station on the historic trail; some say it's the dust stirred up by tourists walking on the trail; some believe it's fog building up as the weather changes; some think it's the smoke and dust from falling debris; still some argue that it represents a rash of nostalgia. Whatever it was or is, the past has transformed into such light smoke that tells stories of old times.

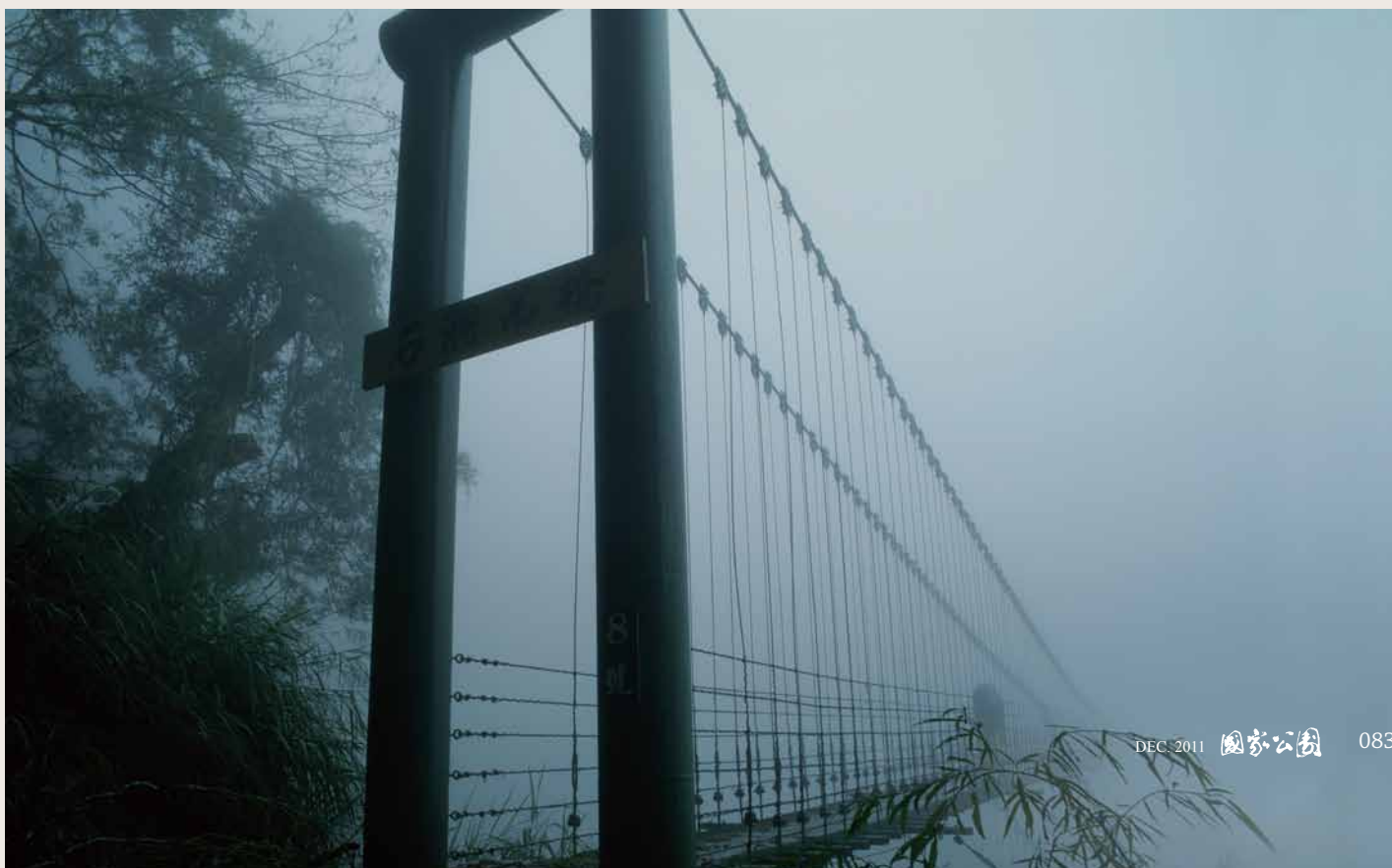
Many people have played different roles in the history of Taiwan: the Japanese, the Dutch or the emperors of Ming and Qing Dynasties. In each era remarkable stories had been written down on this island. Some of these stories showed the power of life, while others described a bitter part of the history. And on this land also exist some once-forgotten relics of human traces on which these stories unfolded.

Batongguan Traversing Trail

Benton MacKaye, founder of Appalachian Trail once talked about the purposes of the Appalachian Trail: "to walk, to see, and to see what you see." Just as the Appalachian Trail is the pride of the U.S, the Batongguan Traversing Trail is the gem of Taiwan as it runs through the heart of the island and beholds how the history has been written.

During the Japanese colonial period, the Japanese decided to construct an east-west road that traverses Taiwan. The east section of the road runs 83 km from Dashueiku to Yuli and the west section runs 42 km from Dashueiku to Jiu Mei. This 125-km-trail is known as the "Japanese Occupation Era Batongguan Traversing Trail."

After World War II, the trail was once abandoned. Though the Forestry Bureau later renovated part of the trail, many of





八通關越嶺道整修前原樣。圖為八通關越嶺道西段原樣 / 吳和融攝
The way Batongguan Traversing Trail looked before renovation. In the picture was the section between Batongguan and Jhongyang Mine. /by He-rong Wu

雖為國內著名之東西橫貫登山步道，但因沿線斷橋、坍方及崩壁，古道柔腸寸斷險惡難行，經此古道橫越中央山脈的登山隊伍寥寥無幾，致使越嶺古道常年蒙上一層神秘面紗，令人難以接近。

古道重現風華

玉山國家公園管理處自1985年成立以來，歷經葉世文（1985年4月至1992年6月）、黃萬居（1992年6月至1993年2月）、李武雄（1993年2月至1998年7月）、張和平（1998年7月至2001年3月）、林培旺（2001年3月至2002年7月）與林青（2002年7月至2005年11月）等6任處長規劃與長期經營下，逐年分段整修荒廢多年之八通關越嶺道。

八通關越嶺道西段自東埔至大水窟路段，是目前南二段線登山步道的一段，從觀高、中央金礦經杜鵑營地至中央分水嶺大水窟，有完善之避難小屋及營地。但自莫拉克風災後，從觀高到八通關道路崩塌嚴重，目前已暫時封閉不對外開放。東段步道經營管理初期（1985至1998年間）著重於瓦拉米以下步道，以路基整修與棧橋維護為主，並先後改建鹿鳴、山風二號、黃麻一號與二號等少數吊橋。

1998年起方密集經營瓦拉米至大分段步道，步道沿線多數吊橋與三座小屋等設施，皆於1998至2004年間陸續改建整修，直到2005年起將最後一段大分至大水窟步道，及毀損多時之意西拉與拉古拉吊橋改建，並整修此段步道沿線路基與棧橋設施，使得八通關越嶺道整治大抵完成，並於2005年底正式公告復通。

the footpaths and suspension bridges had fallen into disrepair and were unavailable for use. Despite its fame as a traversing trail, the undesirable conditions of broken bridges, landslides and collapsed cliffs have rendered the trail unserviceable, and few hikers would cross the Central Mountain Range via this route, making the trail even more mysterious.

Reappearance of Original Look

Since its founding in 1985, YSNP had come under the stewardship of 6 former directors (Shih-wen Yeh: April 1985 to June 1992, Wan-chu Huang: June 1992 to February 1993, Wu-hsiung Lee: February 1993 to July 1998, Hoping Chang: July 1998 to March 2001, Pei-wang Lin: March 2001 to July 2002, and Ching Lin: July 2002 to November 2005), who had devoted much time and effort planning and undertaking section-by-section renovations of the long deserted Batongguan Traversing Trail.

In the area between Dongpu and Dashueiku along the west section of the trail, there are cabins with complete emergency essentials and camping sites. But the section between Guangao and Batongguan were severely damaged by Typhoon Morakot in 2009, and has since been closed. From 1985 to 1998, the focus of maintenance of the east section of the trail was at areas further down Walami. During the period, facilities including the Huanma No.1 and No.2 suspension bridges were renovated.

Since 1998, more efforts were put into managing the section between Walami and Dafen as the suspension bridges and three cabins along the trail undergone renovation between 1998 to 2004. In 2005, the renovations of the trail section between Dafen and Dashueiku, the Yisila

八通關越嶺道東段，特別對於生態保護區內的相關研究助益頗大，尤其是臺灣黑熊的主題研究；瓦拉米以東由於路況良好，有山屋可供住宿，沿線生態資源豐富、景觀優美，目前已成為東部地區熱門之生態旅遊路線，是從事環境解說的良好場所；大分至大水窟段的最後兩座吊橋及部份棧橋陸續完成後，原本人煙稀少的瓦拉米到大水窟路段，可望逐漸恢復人氣，帶動尋幽探谷之風潮。

玉山國家公園管理處除了進行必要的工程維護外，同時致力於區域內生態資源、人文史蹟之調查研究，逐步發掘其豐富且精彩之內涵，並與現有公路及步道系統相結合，將成為生態、歷史及人文並重的國際級步道。

有故事的舞台

國內的古道研究者伍元和先生，親身走過八通關越嶺道後，寫了這段感性的心得：在十九世紀，中國的滿清皇朝為了打通臺灣東西兩部的交通，就從西部開鑿了「八通關古道」，穿越過玉山旁的重重險境，翻越中央山脈而抵達東邊的太平洋海岸。後來日本帝國為了控制布農族，以古老的清朝古道路線為鑑，1921年再開鑿了新的軍事道路系統「八通關警備道路」。橫跨了近兩百年，由這兩個東方文明古國同時涉入的臺灣最核心地帶，以及環繞在東北亞第一高峰「玉山」而開闢的古道，究竟其中包藏有什麼樣的故事？透過此次由西向東，完整的走過這條山徑，完整的重現那些關於古老中國皇朝、日本帝國和布農族人的傳奇故事，以及那些深山裡溫泉、黑熊、吸血螞蝗、古老吊橋、日軍駐在所遺跡和高山花園所組成的一連串驚奇。

就像開鑿這些道路的人一樣，無論它是由當地的原住民所走出來的小徑，還是由外來侵略者用槍砲開出來的道路，或者是已經在時代的洪流中無情的遭到取代。無論它是由那一個民族或帝國所開闢的，我始終認為，潛藏在這些道路之上的，是一個文明與另一個文明接軌所留下來的痕跡，是珍貴的生命路徑，同時也是你能一窺自然奧秘的一條捷徑。這是臺灣絕無僅有的特殊性與珍貴性。🇺🇸

走進山徑深處，可看到許多日軍駐在所遺跡。圖為土葛駐在所 / 吳和融攝
Walking into Batongguan Traversing Trail, one may see plenty of relics of the Japanese police station. In the picture was Tuge Police Station. /by He-rong Wu

and Lagula suspension bridges as well as the trail roadbed were completed. As a result, the entire Batongguan Traversing Trail became serviceable again in the end of 2005.

The east section of the trail offers many resources for research on ecological conservation, especially the study of Formosan black bears. The area east of Walami is an ideal place for ecotourism and environmental interpretation because of the excellent road conditions, rich ecological resources and beautiful scenery. Following the renovations of the final two suspension bridges and some trestles, the section between Dafen and Dashueiku is expected to draw more tourists.

In addition to the regular maintenance of the facilities in the park, YSNP is also committed to investigations on ecological resources and historical sites in the park. Complementing the current road and trail system, the results of the study will enable the park headquarters to add to the trails even greater ecological, historical and cultural significance.

The Stories Behind

A historic trail researcher Yuan-ho Wu shared his thoughts after taking the Batongguan Trail himself: In the 19th century, the Qing Court built the Batongguan Trail the ran through Yushan and the Central Mountain Range to facilitate the transportation between the east and west of Taiwan. Later during the Japanese occupation in 1921, in order to rule the Bunun tribe, the Japanese built another trail for military purposes. The stories behind the two trails that involve the two major ancient civilizations of Japan and China and run through Mt. Jade, the highest peak in Northeast Asia, may just be as enchanting as the trails. A complete walk-through of the trail seemed to help me relive those legendary stories about Qing dynasty, colonial power of Japan and the Bunun Tribe, and relish all the relics of hot springs and old bridges, as well as the numerous surprises the trail have to offer.

Just like the people who built the trails, the trails themselves may have also gone into history, but what has remained is the traces and marks there left by different cultures and civilizations. These are precious and unique paths of life that could take people to a journey to behold the mystery of Nature, and they are nowhere to be seen except in Taiwan. 🇺🇸

米那米駐在所 (南營地) 之遺留物 / 吳和融攝
The Relics from Minami Police Station. /by He-rong Wu

