

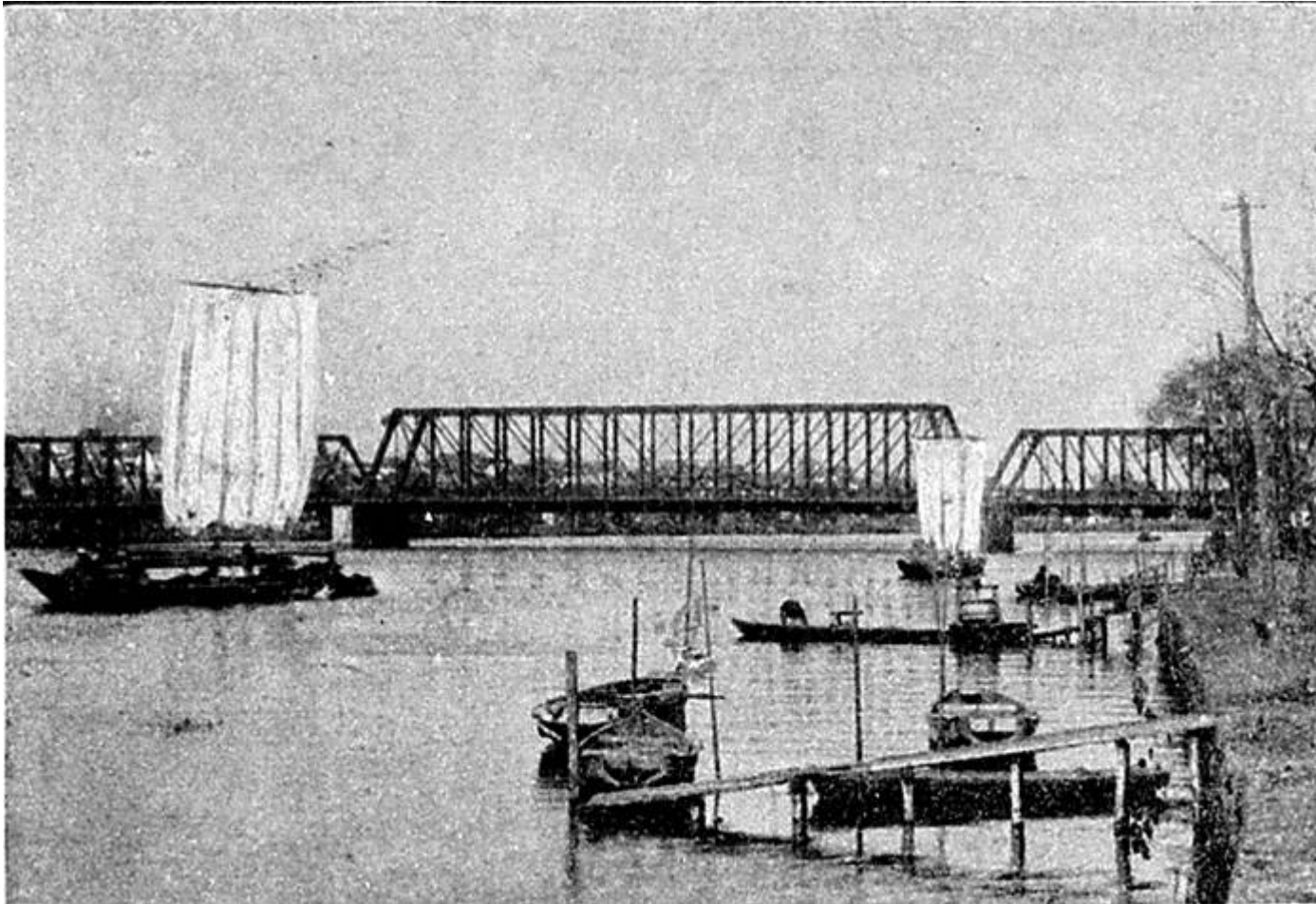
Global Focus on Knowledge Changing Cities 5

Transportation technology changes the face of cities

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‡*Nihon no Meisho* (Famous Scenes of Japan) Sumidagawa Umayu Bridge 1900

(‡ <http://www.ndl.go.jp/scenery/data/527/index.html>)

(All old photographs from National Diet Library website “Meiji and Taisho Era in Pictures”)

‡: The figures, photos and moving images with ‡marks attached belong to their copyright holders. Reusing or reproducing them is prohibited unless permission is obtained directly from such copyright holders.

Transportation in Edo and changes from end of Tokugawa Period through beginning of Meiji Period

Passenger transportation

Transportation by water: rivers, inland sea → foreign travel by steamship

Transportation by land: on foot, by palanquin → appearance of rickshaw

Cargo transport

Transport by water: marine transport, river transport → Western-type vessels, introduction of steamship

Transport by land: by draft horse on highway, by cart in city → larger carts, wagons

→ decreased distribution costs, activation of traffic, decreased reliance on Tokyo because large steamships could not enter Tokyo port

Connected to foreign and domestic steamship transport ports
1872: Yokohama—Shimbashi, → some of Yokohama's urban functions taken over by
Tokyo



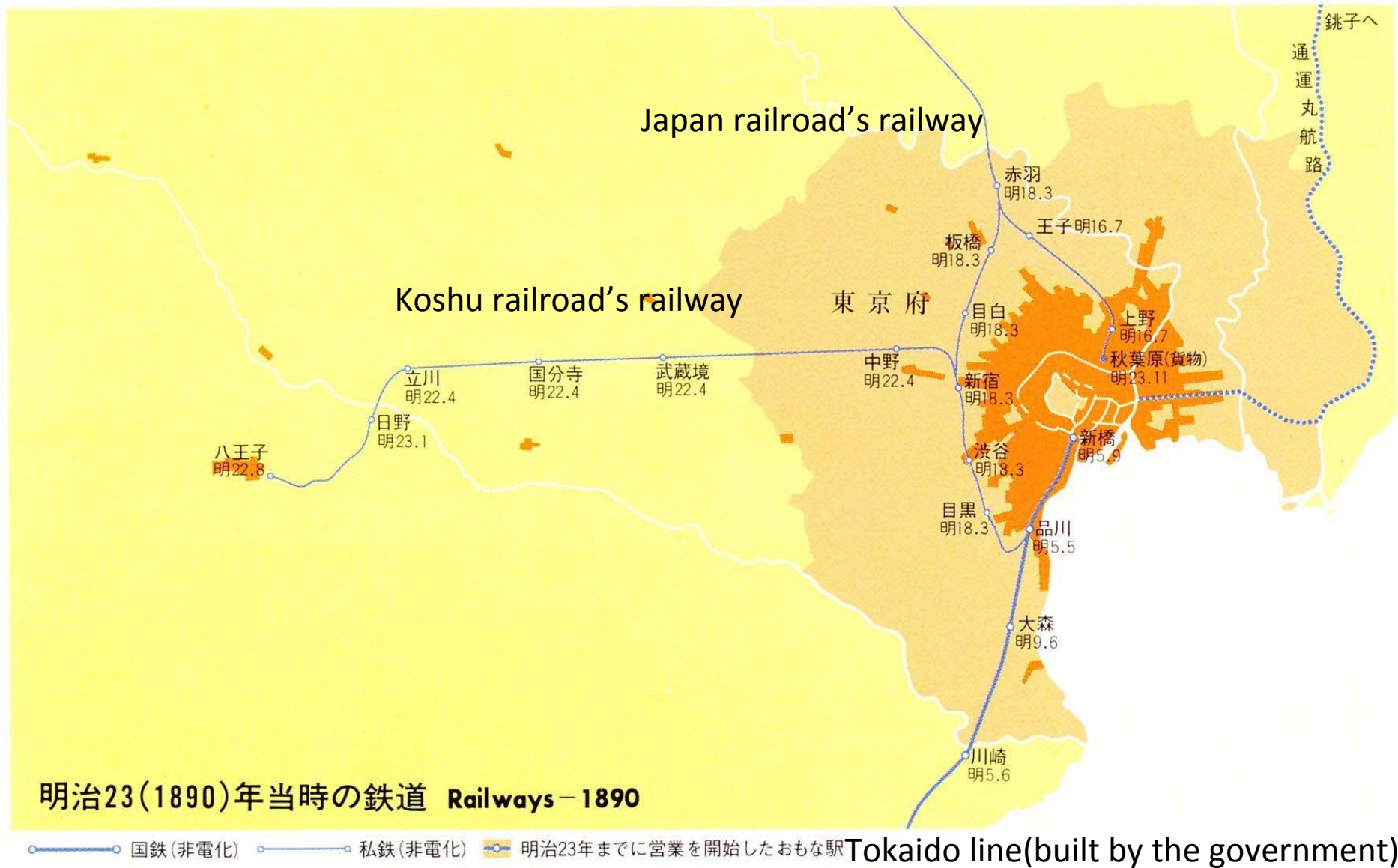
Perhaps this is the picture of the day Horatio Herbert Kitchener visited Japan
, from "Tokyo fukei (Scenery of Tokyo)"
#Shimbashi station (<http://www.ndl.go.jp/scenery/data/362/index.html>)

Rickshas in front of Shimbashi Station

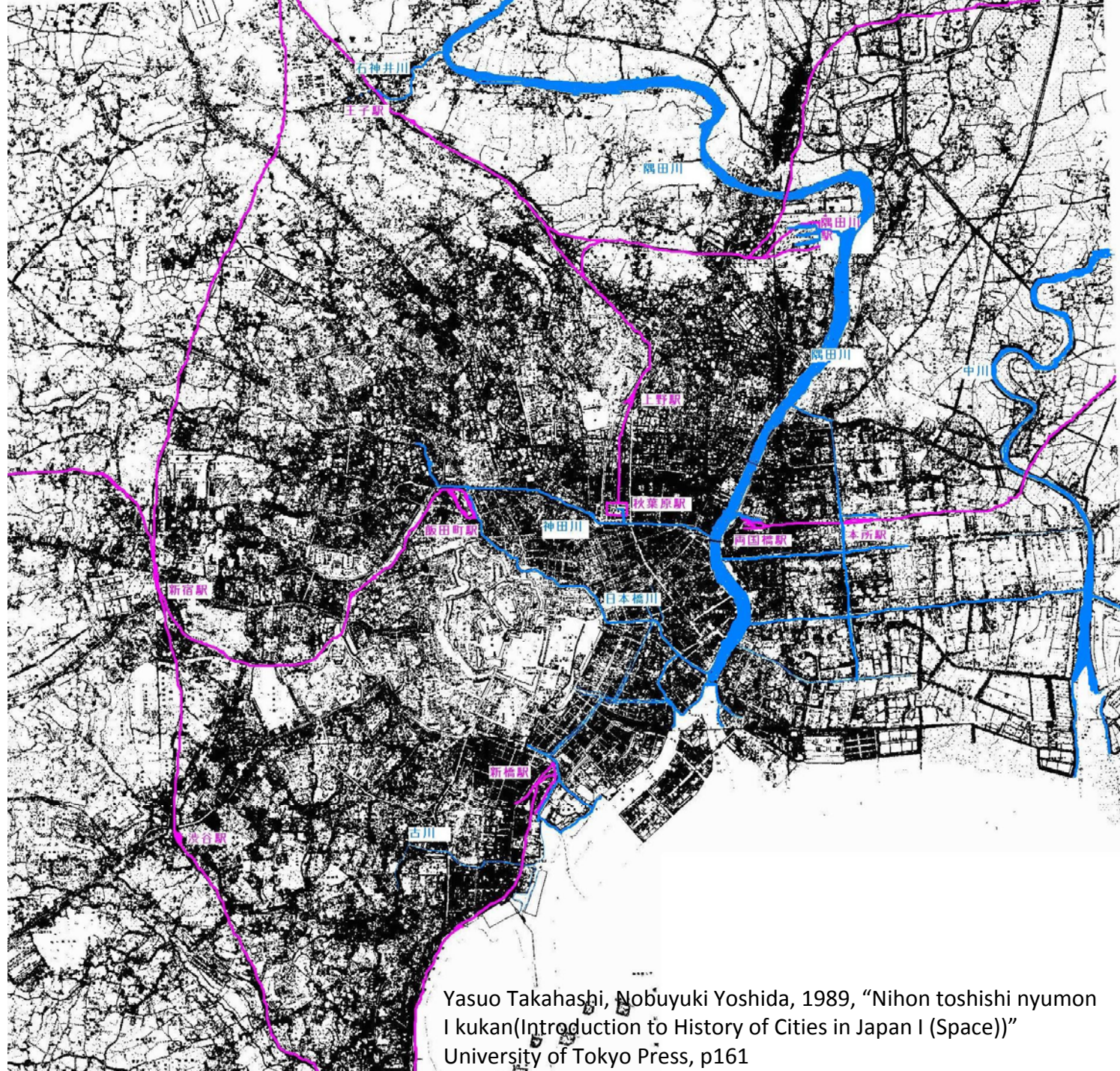


“Saishin Tokyo meisho shashincho(The latest pictures of famous place in Tokyo)”
1909

‡Shimbashi station(<http://www.ndl.go.jp/scenery/data/363/m.html>)



Main Freight Spot around 1900



Based on 1:10000 scale
map made in 1942

Yasuo Takahashi, Nobuyuki Yoshida, 1989, "Nihon toshishi nyumon I kukan(Introduction to History of Cities in Japan I (Space))"
University of Tokyo Press, p161

Nihombashi River from Nihombashi

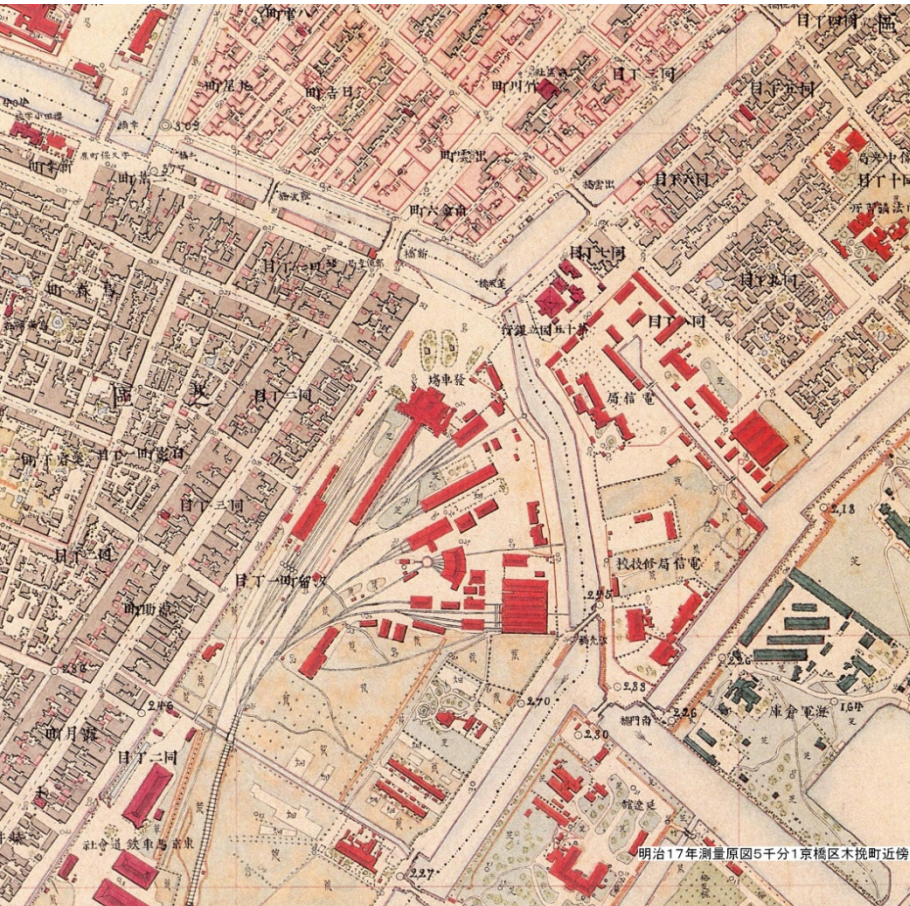
“Saishin Tokyo meisho shashincho
(The latest pictures of famous place in Tokyo)” 1909



#Nihombashi (<http://www.ndl.go.jp/scenery/data/458/index.html>)

Change in Shimbashi Station

1884

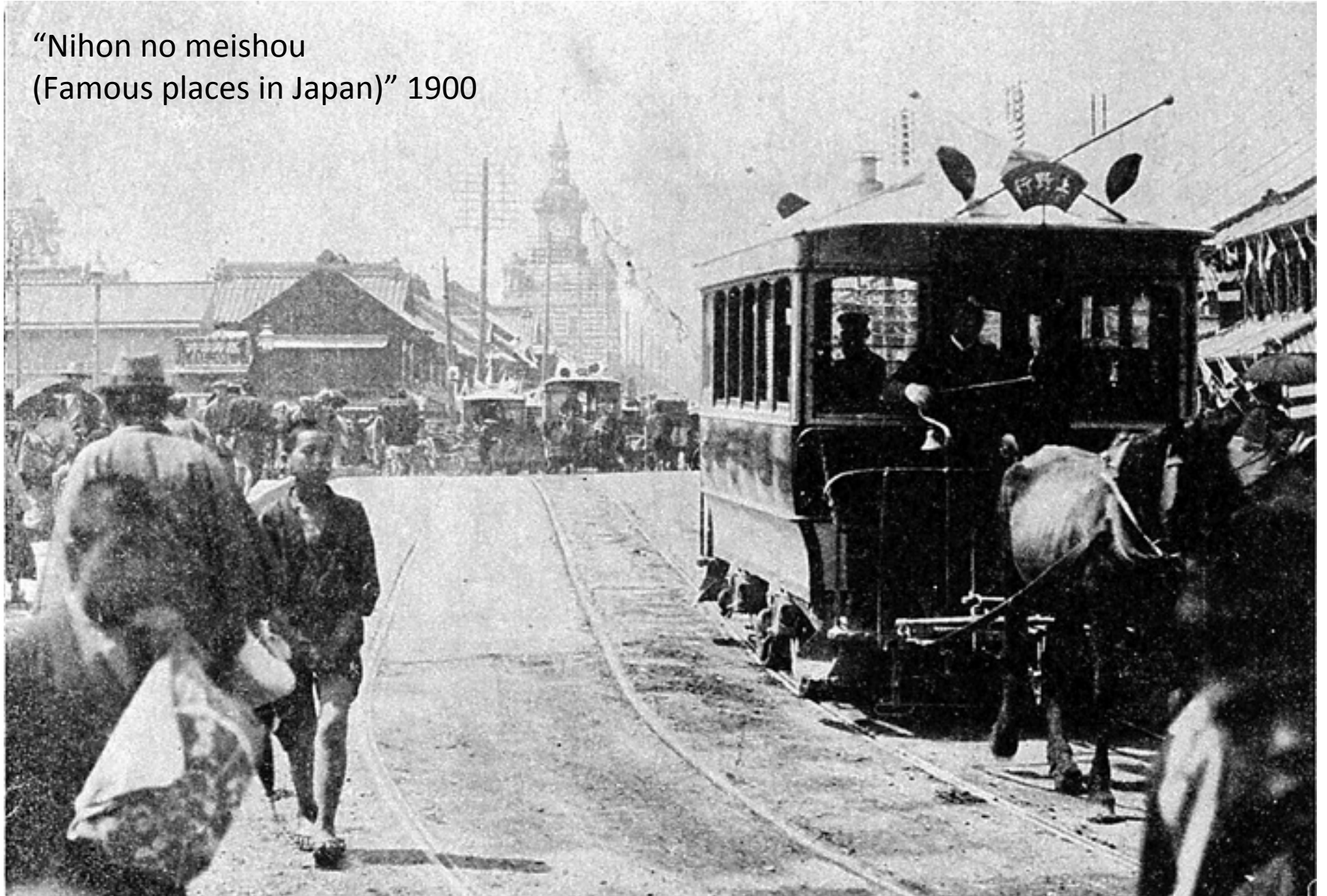


1909年 (Changed to Shiodome station in 1914)



A Horse-drawn train Crossing Nihombashi

“Nihon no meishou
(Famous places in Japan)” 1900



#Nihombashi

A Streetcar Running in the Ginza Street

"Tokyo fukei(Scenery in Tokyo)"1911



†Ginza streer(<http://www.ndl.go.jp/scenery/data/137/index.html>)

Network of railway and horse-drawn train in Tokyo, 1907

(『新技術の社会誌』より)

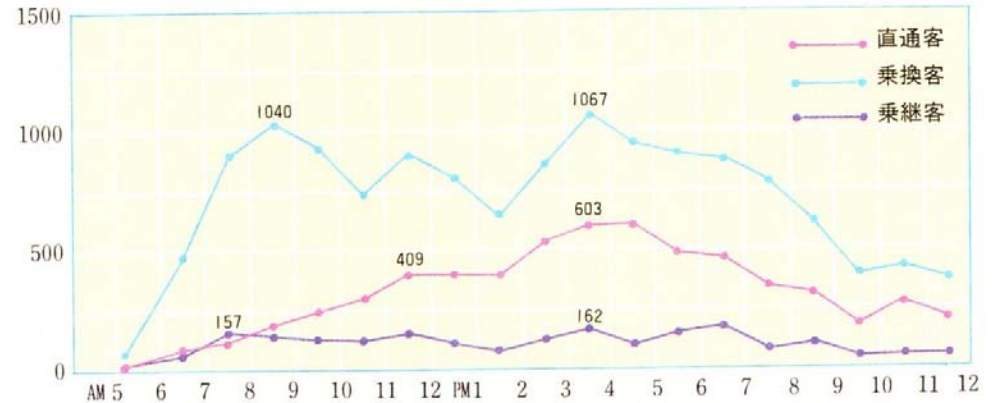


‡Atsushi Suzuki, 1999,
 “Shingijutsu no shakaishi(How
 the new technologies changed
 our daily life)” Chuokoron
 shinsho, p164

Train and Commuter Train in Ginza Street

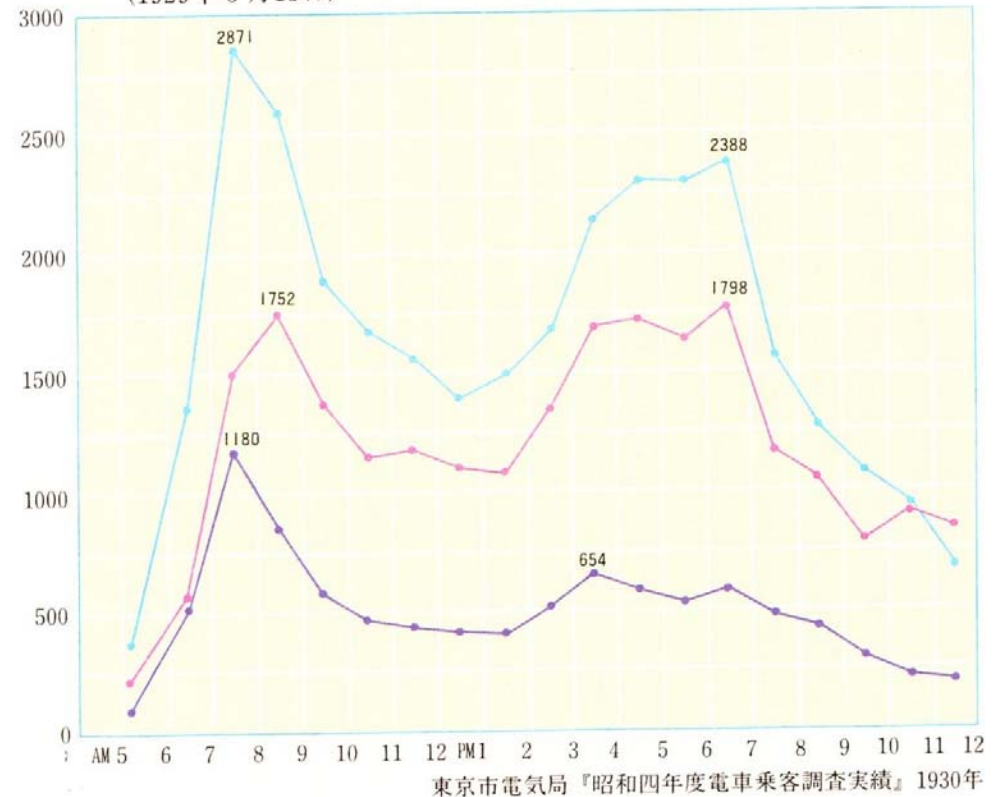
2 系統時間別乗客輸送量 (1929年 6 月13日)

『新技術の社会誌』より



直通客はこの路線内だけ乗車した客
乗換客は他の路線と1回乗り換え、乗継客は2回以上乗り換えた客
2 系統は薩摩原・雷門間で旧東京馬車鉄道の路線に近い。
14系統は渋谷駅前から猿江裏町まで都心を通って東西に長く走り、
周辺地域からの通勤に便利であった。

14系統時間別乗客輸送量
(1929年 6 月13日)



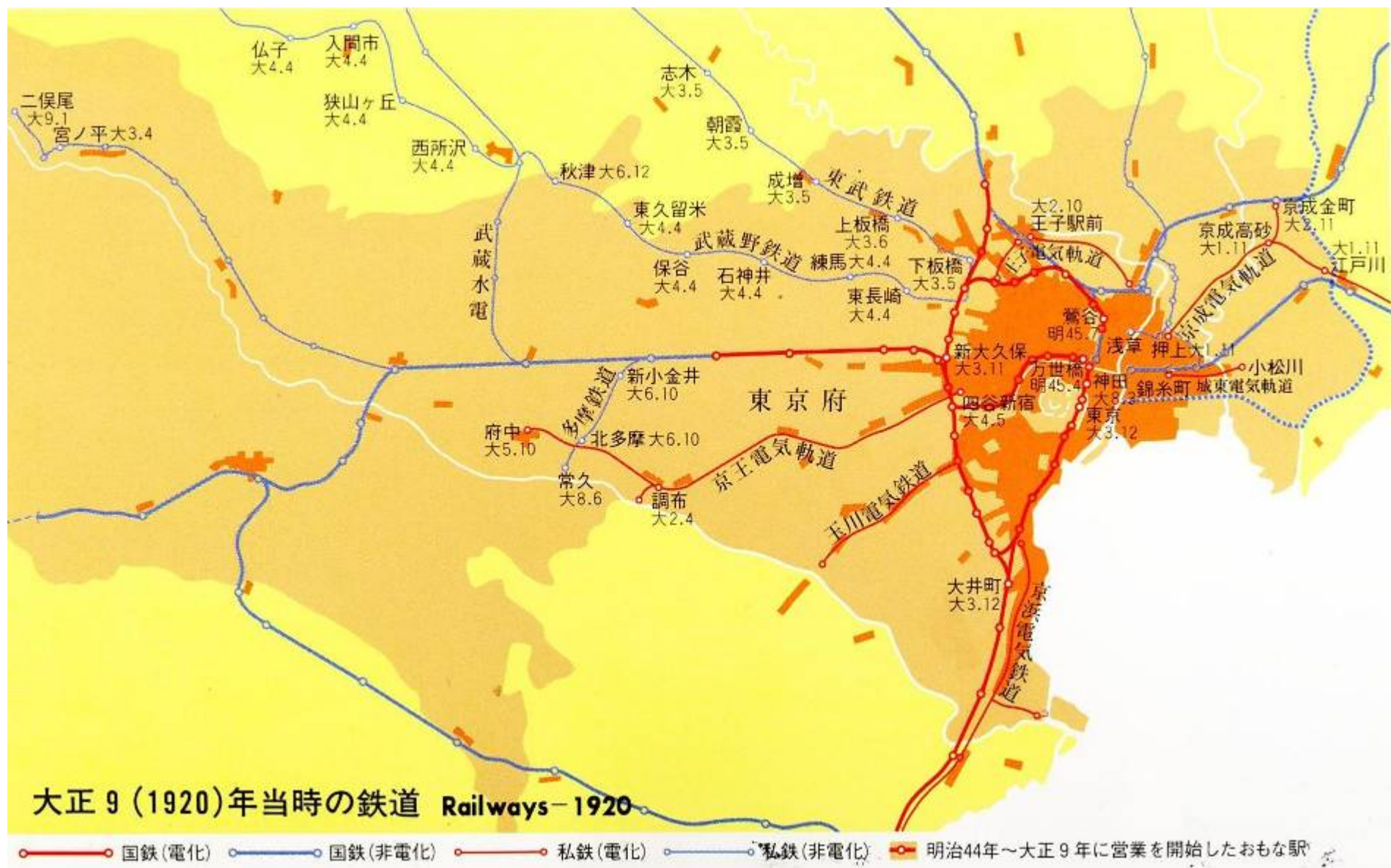
東京市電気局『昭和四年度電車乗客調査実績』1930年

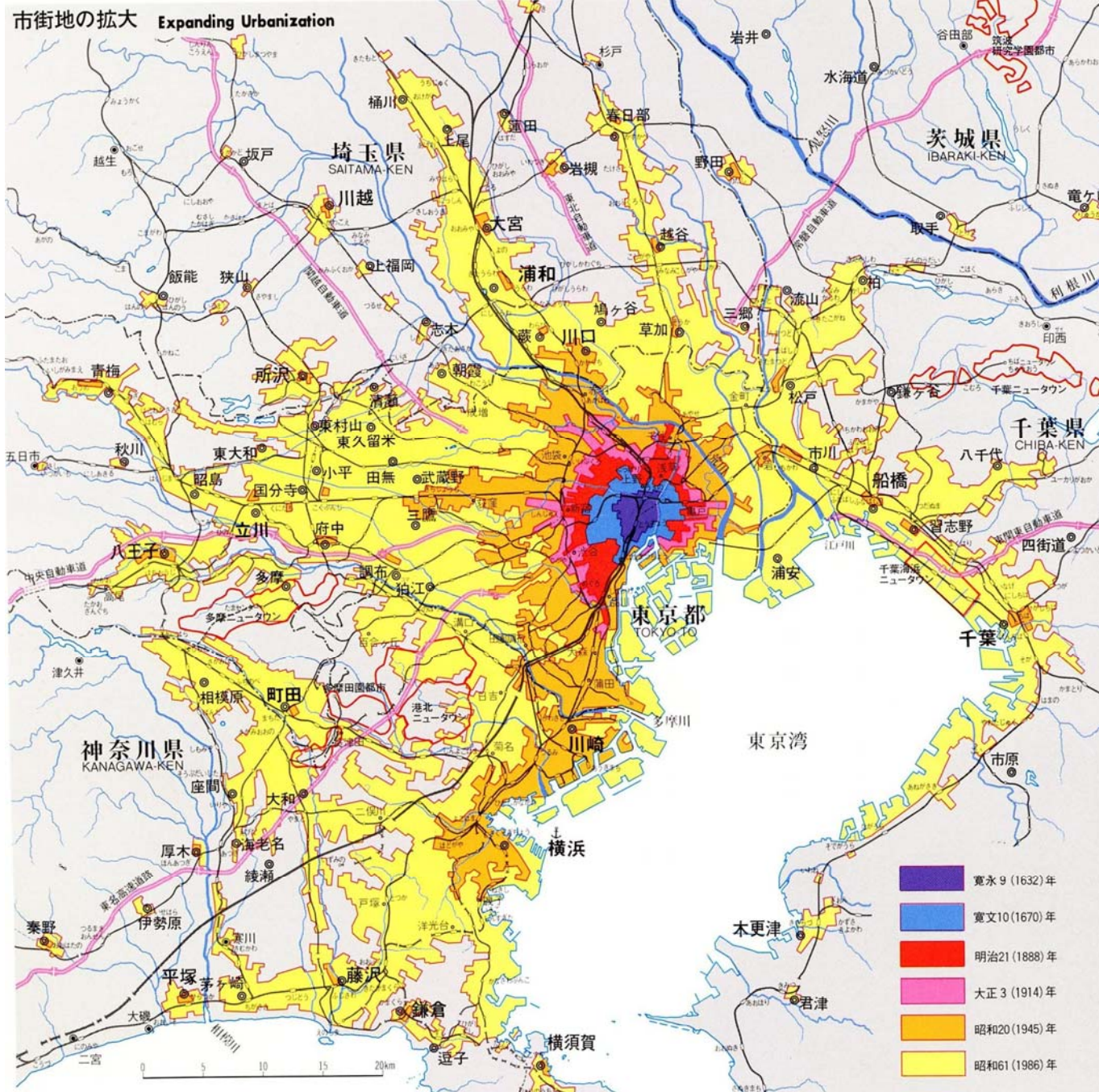
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the new technologies changed
our daily life)” Chuokoron
shinsho, p164

Train Running on the elevated Yamanote line's railroad

"Tokyo fukei(Scenery in Tokyo)"1911, p19







‡ Yasuo Masai, 1986, Chizu de yomu Edo~Tokyo (Analyzing Edo and Tokyo Through Atlas, Heibonsha

container wharf and Tokyo cargo terminal station at Ooi wharf
Courtesy of port division of Tokyo metropolitan government

