

THE BIRTH OF MODERN INDUSTRIAL SOCIETY IN JAPAN

ニッポン

開化自慢



An Exhibition Co-presented by



The Shibusawa Memorial Museum, Tokyo

and The Japan Foundation, Toronto



JAPAN FOUNDATION

開催趣旨

今日、日本は世界の経済大国としての地位を確立しています。どのような過程を経て今日の不動の地位を確立し得たのでしょうか。その原点を突き詰めていけば、19世紀の社会構造自体に経済発展への要素を内在させていたことが判明します。

現代の基盤が築かれた19世紀から20世紀初めは、日本における近代化、産業化の時代でもありました。それを担った人々や産業化による生活の変化などといった経験を視覚的に紹介してみようというのがこの展覧会のねらいです。

以下の4つのテーマで紹介します。

1つ目は経済基盤の整備（鉄道・汽船・郵便）です。交通網・通信網の整備により産業が発展し、人々の生活がより高度にそして多様に変化した様子を紹介します。

2つ目はものづくりの産業化です。ここでは、産業技術に焦点を当て、伝統的な技術と新技術の融合によって生み出された日本の近代化・産業化を探ることとします。

3つ目は都市の繁栄と日常生活です。都市が繁栄する要素とは何か？ 近代化・産業化と都市化との関係を検討すると同時に、近代化・産業化の波が、市民の日常生活にどのような影響を及ぼしたのか、変化したもの、変化しないものという視点から検討します。

4つ目は日本の近代化とオンタリオです。日本の近代化には様々な分野で「御雇い外国人」といわれる多くの西洋人の貢献がありました。ここでは、その中からカナダ・オンタリオ出身者が、日本の近代化に大きな役割を果たした様子を紹介します。

今回の展覧会は、日本の近代経済社会の基礎を築いた渋沢栄一の孫・渋沢敬三が約65年前に構想したことと重なります。渋沢敬三は当時、「日本実業史博物館」という構想を立て、資料の収集に着手していました。祖父・栄一の事績を記念するものではありませんが、日本の近代化・産業化を担った人々の生活にまで広げた視野を持った構想でした。博物館自体は実現しませんでした。幸い収集した資料は、現在、国文学研究資料館に大切に保存管理されており、今回同館のご協力を得て、この展覧会の実現に至ったのです。

最後に、今回タイトルに付した「自慢」という言葉は、近代化・産業化の様子を伝える代表的な資料・錦絵のタイトルに多く用いられているものです。字義通り、当時、「日本もこれだけ進歩した、近代化が進められた」ということを自慢するために付けられたタイトルでした。ただ、それ以上に、近代化・産業化が進み、様々に形づくられていく様子を広く普及させ、さらなる進歩を目指す雰囲気を醸し出す意味が込められていたようです。

今回の展覧会では、19世紀から20世紀初頭にかけての日本の近代化・産業化とそこにはカナダ人も大きな貢献をしていたという実態を広く知っていただきたい思いからタイトルに「自慢」という言葉を用いました。

渋沢史料館の人間として、栄一が生きた時代背景を、敬三の考えと集めた資料で展示公開できることに大きな喜びを感じます。

2005年6月

渋沢史料館
館長 井上 潤

Introduction

Japan is an economic giant in the world today. What were the historical processes by which it came to possess such a prominent status? We now know that the social structure in the 19th century contained the elements that enabled this later economic development to occur.

The 19th century through the beginning of the 20th century was the time during which the foundations of modern society were laid. The aim of this exhibition is to introduce, through visual materials, the experiences of Japan at the time and to show how people's lives were changed due to industrialization.

We have selected four themes under which we present this material.

The first theme is "Building the basis of a modern economy (railway, ship, and postal communication)". Under this theme, we introduce the development of industry and show how the people's way of life became more advanced and varied following the completion of the infrastructure of the transportation and communication systems.

The second theme is "Manufacturing to modern industry." Paying special attention to industrial technologies, we examine the process of modernization in Japan as a fusion of the traditional technology and the new technology.

The third theme is "Modernization in urban daily lives." What were the factors responsible for the prosperous city? We explore the relationship between modernization/industrialization and urbanization. In addition, how did the waves of modernization/industrialization affect the people's daily life? We pursue this theme through examining what was and what was not changed in people's lifestyle.

The fourth theme is "Ontario's contribution to the modernization of Japan." Many of Westerners who were known as *Oyatoi Gaikokujin* made contributions to the modernization of Japan. We focus on the people from Ontario who played a major role in this process.

The contents of this exhibition overlap with what Shibusawa Keizo was thinking 65 years ago. Keizo — a grandson of Shibusawa Ei'ichi who built the foundations of Japan as a modern economic society — had the idea of building the "Museum of Japanese Business History," and actually began to collect materials for it. The museum was conceived as more than just a commemoration of the accomplishments of his grandfather; Keizo had a vision to introduce the lives of people who were the driving force behind modernization and industrialization in Japan. Although the museum did not materialize, it was our great fortune that Keizo's collection was stored in the good hands of the National Institute of the Japanese Literature. Thanks to their generous support, we were able to bring out this exhibition.

Finally, let us mention that the Chinese character we included in the title of this exhibition “自慢” (*Jiman*) is taken from *nishiki-e* prints, in which this word was often used in the prints' titles, describing the modernization/industrialization. True to the literal meaning of the word *Jiman* (pride) those prints expressed the pride in "the advancement and modernization of Japan at that time." However, not only praising their own achievements, people also made a positive wish in the word *Jiman* for further development in a future based on healthy self-confidence to be shared by the whole nation.

And in particular we would like to emphasize the fact that Canadians also made great contributions in many areas of the modernization/industrialization of Japan in the 19th century through the beginning of the 20th century.

As a member of the Shibusawa Memorial Museum, I am delighted to present to you the atmosphere of the era during which Ei'ichi lived, through the vision and collections of Keizo, his grandson.

June 2005

Inoue Jun

Director

Shibusawa Memorial Museum

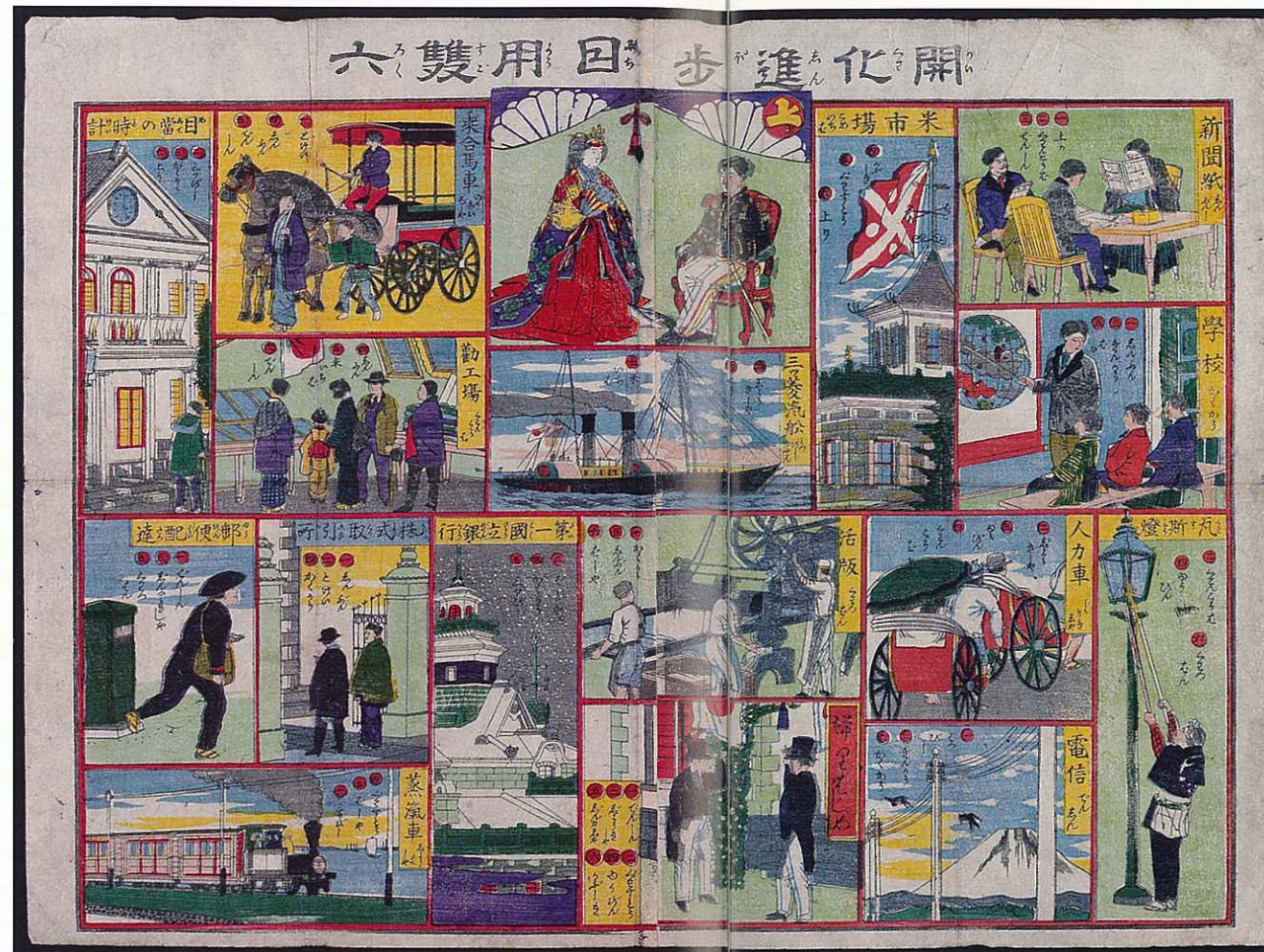
近代化・産業化のキーワードとして、都市間における物資・情報のネットワーク化とスピード化があげられます。日本では、政府が「富国強兵」をスローガンに、近代国家建設に向けて殖産興業策を進めました。そのなかで鉄道の敷設、汽船航路の開設や道路、港湾など交通体系の整備、近代的郵便制度の確立、電信の開通などの諸事業は、産業を発展させ、人々の生活をより高度にそして多様なものへと変化させていきました。

一八六九年から七二年にかけて、東京・横浜間の電信、東京・京都・大阪間の郵便制度、東京・横浜間の鉄道が敷かれ、また全国の道路整備が進んでいきました。こうした交通網と通信網が整備されることによって、時間や空間の均質化と有機的なネットワーク社会が築きあげられていったのです。

特に、明治時代初めの錦絵には、鉄道を描いたものが多くあります。鉄道は近代化を表現する、まさにその象徴だったのでしょう。

人・物資・情報の移動は、さらなる技術向上にもない、大量化、スピード化が求められるようになります。物資輸送で鉄道・道路網の整備とともに水運から陸運への変化が見られ、舟運で栄えた都市、陸運の中継地点として栄えるようになった都市というように、都市の盛衰にも大きな影響を与えることとなりました。

通信では電信・電話・郵便など各種の手段が拡張し、今日みられる「情報化社会」の基礎が築きあげられたのです。



Sugoroku game: Westernization and Progress in Daily Life (Meiji Period, 1868-1912)
開化進歩日用双六
(Shibusawa Memorial Museum/ 渋沢史料館)



A Complete Picture of a Steam Locomotive Running through Takanawa, Tokyo
(Shosai Ikkei, Meiji Period, 1868-1912)
高輪鉄道蒸気車之全図
(Shibusawa Memorial Museum/ 渋沢史料館)



Twenty-four Favorites of New Civilization : Postal Service
(Toyohara Kunichika, 1877)
開化廿四好 郵便
(National Institute of Japanese Literature/ 国文学研究資料館)

Modernization and industrialization are characterized by close networking and the accelerated speed of goods transportation and information transmission between cities.

In Japan, proceeding with the policies of *Fukoku-kyohei* (national enrichment and security) and *Shokusan-kogyo* (productive industry) in order to organize the modern industrial state, the government constructed railroads and established steamship lines as well as traffic networks for both railroads and harbors. Additionally, they established modern mail and telegraphic services, which, as a result, made people's way of life more, advanced and varied.

In fact, from 1869 to 1872, telegraphic communication between Tokyo and Yokohama, postal service between Tokyo, Kyoto, and Osaka, and the railroad between Tokyo and Yokohama were instituted throughout the country as well as a system of highways. Completing this infrastructure of transportation and transmission systems made it possible to homogenize time and space and to build up the organic structure of a networked society.

In the early Meiji era railroads were very often depicted in the *nishiki-e* (wood-block prints) and thus became a symbol of Japan's modernization.

Before long, as the quality of technology improved, the transportation of people, goods, and information with more speed and in larger quantity was required. In particular, goods transportation was shifted from water to land because of the highly developed railway and highway networks. It also had a great influence on both the prosperity and decline in cities such as port towns, which prospered from marine transportation, and in relay towns, which were benefited from improved land transportation.

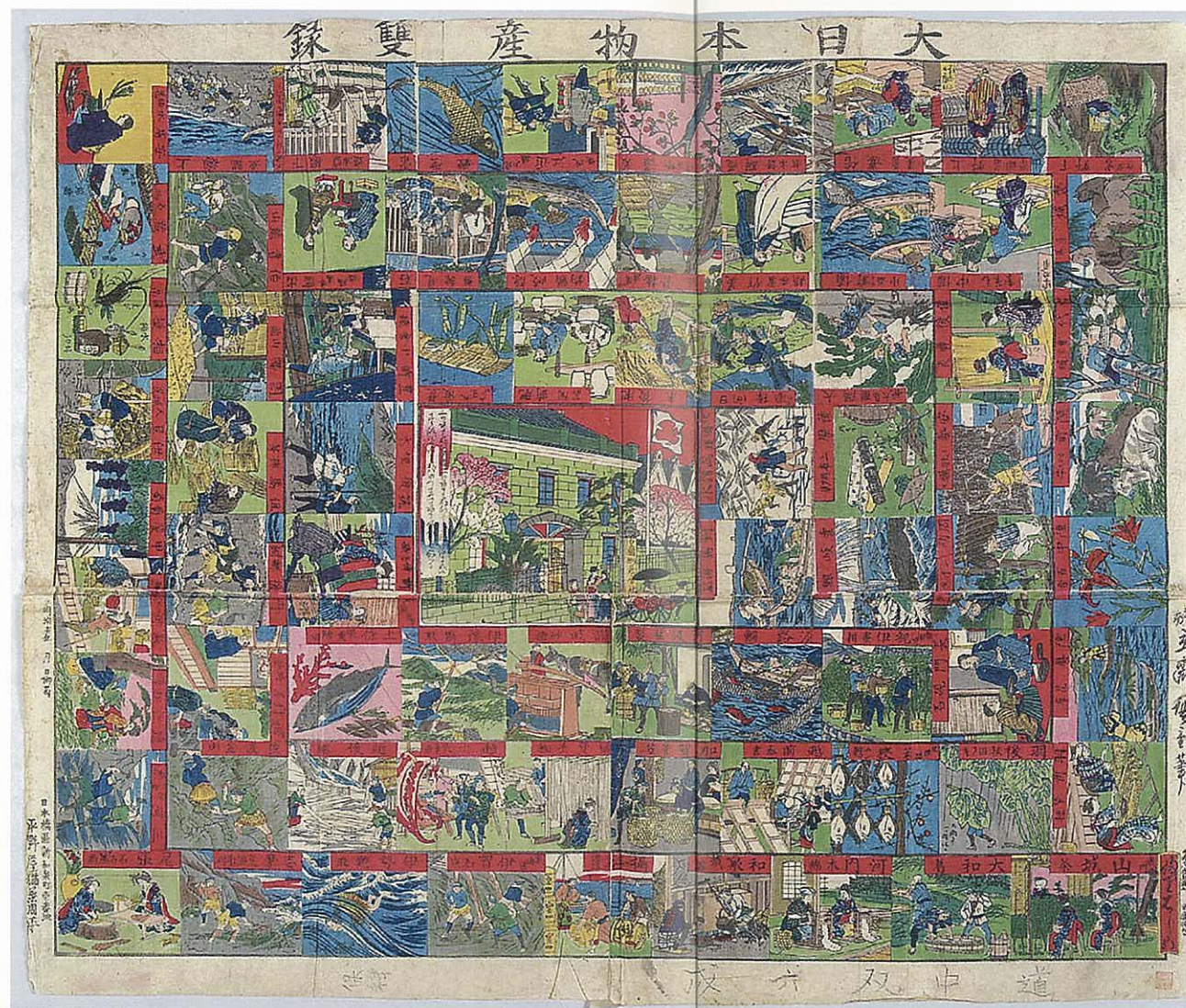
In the communication field, various systems — telegraph, telephone, and mail — were gradually expanded. It was just the beginning of today's "information-oriented society".

テーマ2：ものづくりの産業化

明治時代以降、日本では短期間のうちに近代化・産業化が達成できたと言われていいます。その要因としては、理論を問うより前に西洋の完成された技術をストリートに移入したことがあげられます。ただ、単なる移入のみならず、それを容易に受け入れ、新しい文化を生み出すことができ、今日の経済発展につながるものが出来た背景にあるものは、何だったのでしょうか。

日本には、江戸時代以来の伝統的な知識と脈々と形成されてきたものづくり技術、すなわち、日本独自の産業技術があり、農業、漁業、商業、鉱工業といった諸産業の中で多種多様な伝統技術が受け継がれ、大切に守られてきました。その大切にすべき技術は大切にしながら、新たに知り得た西洋技術を導入して、その応用力の賜物とも言うべき融合を試み、新しい文化を生み出すことができました。

例えば、「手斧」という日本の大工道具を使って、西洋式の椅子をつくるのははじめとして、造船所ドックでの船の修繕、靴の製造、洋服の仕立てなど、伝統的な技術を生かしながら、新たなものづくりが行なわれるようになったのです。



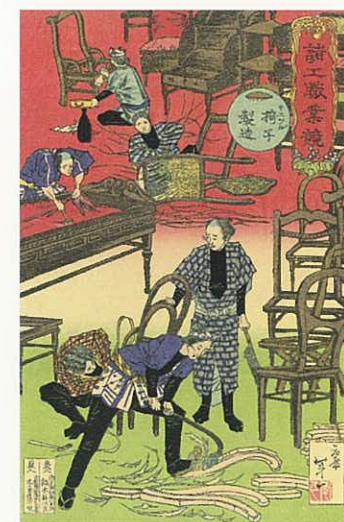
Sugoroku game: Products of Greater Japan (Hiroshige, Ill, 1879)

大日本物産双録
(National Institute of Japanese Literature/国文学研究資料館)



Planting, Growing and Use of Sugi Tree (Japanese Cedar)
(Ichiyosai Kuniteru, Meiji Period, 1868-1912)

杉の苗仕立方・杉の生育方・杉の用
(Shibusawa Memorial Museum/渋沢史料館)



Series of Craftsmanship Contest:
Western Table and Chair Builders
(Toshikazu, 1879)

諸工職業競 テエフル椅子製造
(Shibusawa Memorial Museum/渋沢史料館)

Part 2: Manufacturing to modern industry

It is said that rapid modernization and industrialization came to Japan beginning in the Meiji period. This was made possible by the direct importation of advanced Western technology. There was no need for Japan to waste time developing its own technology from the beginning.

This means that Japan not only imported Western technology but also digested its style to produce a new culture. This has aided the growth of the current Japanese economy. What was its background?

In Japan, there was a body of traditional knowledge that had been developed and passed on. This was known as *Mono-dukuri* — a craftsmanship which had been shaped for a long time since the Edo period. In other words, it was the original Japanese industrial technology. Various kinds of technology had been developed and preserved in such industries as agriculture, fishing, commerce, and mining. The Japanese could produce their own new culture by maintaining this precious original technology, sometimes introducing newly acquired modern Western methods and trying to fuse them with the original craftsmanship. This was made possible by the unique Japanese attitude of the flexible application of technologies to the creation of products.

For example, they made a Western style of chair by using a *chona*, a Japanese traditional carpenter's tool. Making good use of their traditional technology in industries such as the repair of ships at dockyards, the production of shoes, and the tailoring of clothes, the Japanese ultimately transformed their crafts into industrial manufacturing.

テーマ3：都市の繁栄と日常生活

(1) 都市の繁栄

産業革命後、先進国において特に急激な都市化が進みましたが、日本では、明治維新以後、近代化の波とともに、都市化が進みました。日本の近代化をPRするために広く頒布された錦絵や写真には、都市が繁栄するさまざまな要素が散りばめられています。たとえば、人が賑やかに行き交う町の様子、都市における人口の増加が読み取れます。

次に、近代建築が建ち並ぶ様子、日本の場合、木造住宅が建ち並ぶ町の風景が中心でしたが、石造り、煉瓦造り、コンクリート造りによる建築が建ち並ぶようになり、それが近代都市の象徴として捉えられています。

また舗装された道路や敷かれた線路と、そこを通る車馬や鉄道、交通機関等の整備により都市間のネットワークが結ばれ、コミュニケーションの輪が一層の広がりを持つようになったことが近代都市の一つの要素として捉えられます。

そして最後に、都市の諸施設、街灯をはじめとして役所や学校、さらには工場、会社・商店など、これらは生活者が必要とし、都市の機能として欠かせない施設です。

このように都市機能が整備され、経済発展が見られる中で、多くの人々が快適な生活環境を確保できるかが、都市の繁栄にかかっていると云えます。



Sugoroku game: Thriving Business (Meiji Period, 1868-1912)

商家繁栄双録

(Shibusawa Memorial Museum/ 渋沢史料館)



Brick Buildings in Ginza, Tokyo: A view from Kyobashi (Shosai Ikkei, 1883)

東京銀座煉瓦石連家京橋ヨリ一覽之図

(Shibusawa Memorial Museum/ 渋沢史料館)

Part 3 : Modernization in urban daily lives

(1) Urban Development

Since the Industrial Revolution, rapid urbanization has come to all advanced countries in the world. In Japan, this occurred only since the Meiji Restoration riding on the wave of modernization. *Nishiki-e* (wood-block prints) and photographs distributed widely for the purpose of advertising Japanese modernization often showed a depiction of a prosperous city.

This was accomplished through certain visual features which appeared repeatedly as indicators of this modernization.

Firstly, crowds of people are shown, coming and going. This indicates an increase in the general urban population.

Secondly, modern buildings are illustrated, standing in rows. Though cities made of wooden houses in rows were a common enough subject for pictures in Japan, architecture of stone, brick, and concrete began to appear, a symbol of the changing modern city.

Thirdly, the appearance of cars and horses on a paved road and trains on a railway track became common. By establishing these means of transportation, networks between the cities were made possible, and, at the same time, it enabled expansion of people's communications networks. This was also a symbol of the modern city.

Finally, the depiction of facilities such as street-lamps, public offices, schools, factories, company offices, and stores showed that these things were necessary for the people and indispensable for the proper functioning of the city.

Urban development has much to do with maintaining a comfortable living environment for many people, in the process of establishing its functions and the developing of the economy.

(2) 日常生活

日本の江戸時代中期以降、貨幣経済の浸透は、人びとの生活のなかに生産・消費という関わり合いを増大させました。ものをつくり、交通の発達によりそれが各地に運ばれ、各都市でそれが消費されるという流れが形成されていったのです。

「商売」は人びとがものを消費する行動を促す一つの契機です。江戸時代以降、都市では店をかまえて商売をする「店売り」が一般的になりつつありました。各店はその商売を象徴する看板を店先に掲げて、客の来店を促したのでした。

江戸時代に花開いたさまざまな商売は、明治維新以降も受け継がれ、また発展していったものも多くあります。江戸時代の「かわら版」が先例となり、新しいメディアである「新聞」が、人びとに広まっていったのも、その一つでしょう。「商売」は人びとの日常を支える、まさに生活に欠かせないものでした。

人びとの消費活動をさらに活発なものとしたものに「娯楽」があります。日常の生活から離れた非日常の生活である「娯楽」には、旅や、寺社・仏閣の参詣がありました。旅や参詣のために人びとは、旅道具をそろえ、旅先では食事やみやげ物などで消費をしたのです。



Famous sites in Tokyo: Horse-drawn Street Railway Passing Yokoyama-cho Street, Ryogoku (Inano Toshitsune, Meiji Period, 1868-1912)
東京名所両国横山町通鉄道馬車往復之図
(Shibusawa Memorial Museum/ 渋沢史料館)



Ginza Street, Tokyo (Shibusawa Tokuji, 1910)
銀座通り
(Shibusawa Memorial Museum/ 渋沢史料館)



Front of the Shinjuku Station, Tokyo (Shibusawa Tokuji, November 1, 1908)
品川駅前
(Shibusawa Memorial Museum/ 渋沢史料館)



Ueno Park, Tokyo (Shibusawa Tokuji, April 5, 1903)
上野公園 (Shibusawa Memorial Museum/ 渋沢史料館)

(2) Daily Life

The spread of the economic system connected people's lives with the mechanisms of production and consumption beginning with the middle of the Edo era. Goods were produced in one place and transported to another place to be consumed by people living in every part of the country.

"Business" can be defined as an opportunity to encourage people to consume. *Miseuri* (the setting up a store in the city) had been a very common style of business since the Edo era. Each shop owner hung out *Kanban*, a symbolic signboard at the front of the store to entice the customer.

Various kinds of retail businesses which had prospered in the Edo era were carried over and more fully developed after the Meiji Restoration. For example, because *Kawara-ban* (primitive gossip papers) were established during the Edo period, newspapers were not an entirely new medium. Therefore, they continued to be extremely popular among the people and were developed as businesses. "Business" was very necessary for the people and had an important role to play in supporting their daily lives.

In addition, increased *Goraku* (leisure time and entertainment) encouraged a similar increase in personal consumption. It made it possible for people to go away from their everyday lives. This included making trips and visiting shrines and temples. People spent money for travel goods and also paid for meals and souvenirs on these trips.

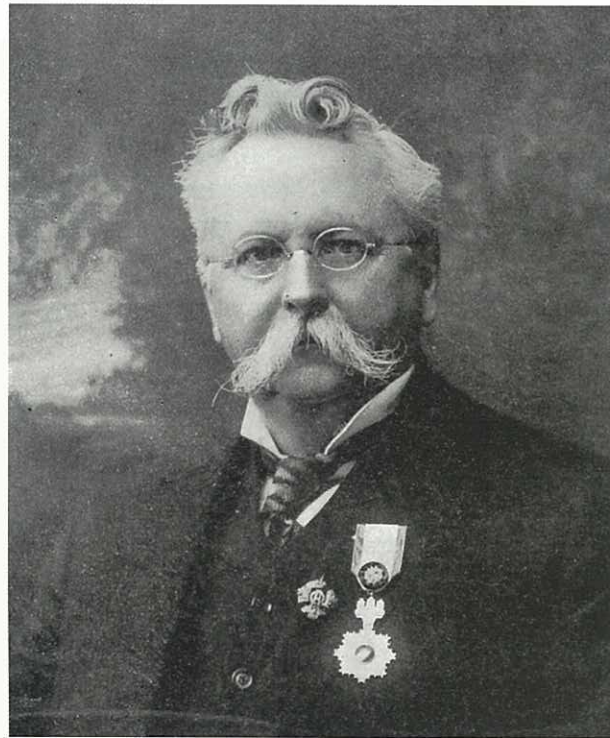
テーマ4：日本の近代化とオンタリオ

明治時代という新たな時代をむかえ、日本ではさまざまな近代化政策が進められましたが、その過程では多くの西洋人たちの貢献がありました。彼らは「御雇い外国人（おやといがいこくじん）」と呼ばれ、幕末・明治の日本で、政府・民間を問わず雇用され、政治、法制、産業、財政、教育、文化、技術、医学など、多様な分野で、日本の近代化に貢献したのです。

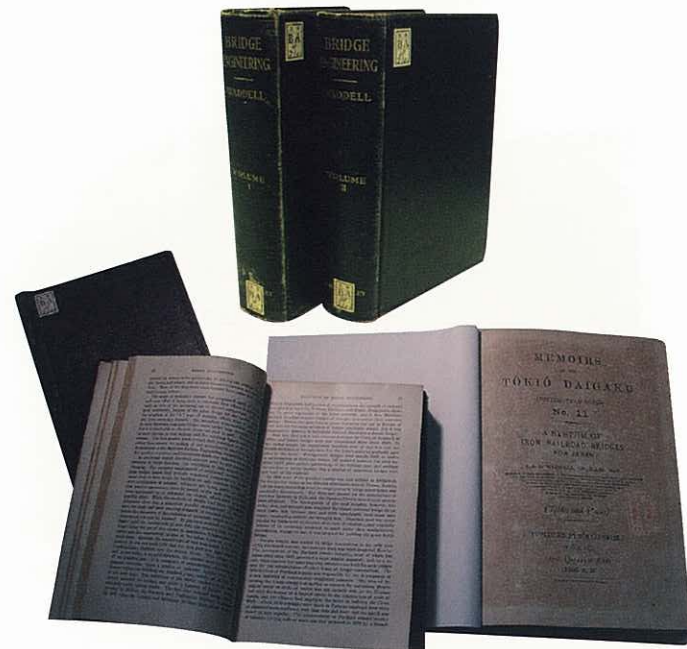
例えば、鉄道建設に重要な役割を果たしたモレル、富岡製糸場の経営に尽力したフランス人技師ブリュナ（Paul Brunat）、一八七三年のウィーン万国博覧会の日本参加に際して指導・運営にも携ったドイツ人技師ワグネル（Gottfried Wagner）、近代制軍の整備に多くの助言を行なったドイツ人メッケル（陸軍）、フランス海軍技師ベルタン（Louis Emile Bertin 海軍）など、多くの外国人が、日本の富国強兵政策に貢献しています。

さて、このような「御雇い外国人」のなかには、カナダ・オンタリオ出身の人々もいます。日本における土木工学の発展に貢献したワデル（John Alexander Low Waddell）はその一人です。彼は一八八二年から八六年まで、東京大学理学部工学科で土木工学の講義を担当しました。また、日本で刊行された『日本鉄道橋梁論』は、日本の橋梁技術の発展に大きな影響を与えました。

その他、一八八八年から九二年まで、札幌農学校で主に物理学を担当したヘイト（Haight, Milton）など、日本の近代化のために大きな役割を果たした、オンタリオ出身の人々も少なくないのです。



John Alexander Low Waddell (1854-1938)
ワデル肖像写真 (Bridge Engineering Vol.1より)
(Library at Tokyo University Graduate School, Department of Civil Engineering/
東京大学大学院工学系研究科 社会基盤学専攻図書室)



John A. L. Waddell's books
: Bridge Engineering Vol. 1, Bridge Engineering Vol. 2,
A System of Iron Railroad Bridges for Japan
ワデルの著書
(Library at Tokyo University Graduate School, Department of Civil Engineering/
東京大学大学院工学系研究科 社会基盤学専攻図書室)

Theme 4 : Ontario's contribution to the modernization of Japan

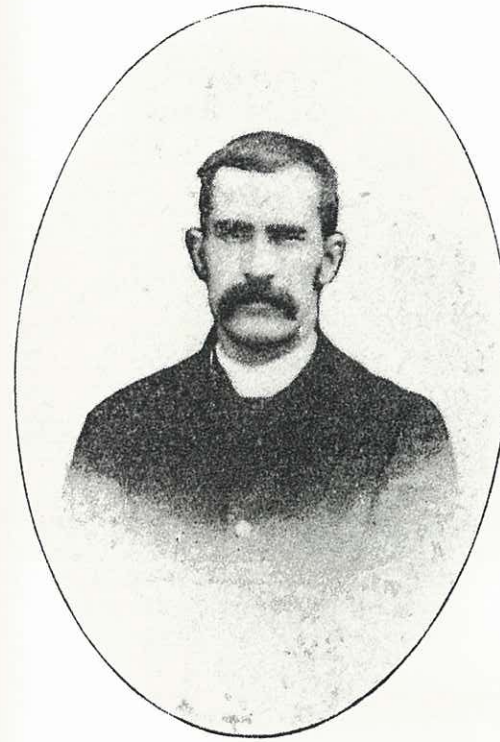
With the arrival of the Meiji period a new era came to Japan. Various modernization policies were put into place and many Westerners made contributions to this process.

These Westerners were known as *Oyatoi Gaikokujin* and affected Japan's modernization in the areas of politics, legislation, industry, finance, education, culture, technical expertise, medicine, etc, from the end of the Edo period through the Meiji period.

For example, Edmund Morell (Great Britain) contributed to building the railroads, Paul Brunat (France) made a tremendous impact in managing the Tomioka Silk-spinning Mill in Joshu, Gottfried Wagner (Germany) was heavily involved in Japan's participation at the Vienna International Exposition of 1873, and Wilhelm Jacob Meckel (Germany) and Louis Emile Bertin (France) advised on modern military methods. Many Westerners contributed to Japan's plan for enriching the nation and building up its defenses.

Some *Oyatoi Gaikokujin* even came from Ontario. John Alexander Low Waddell made a contribution through lectures on civil engineering at the Faculty of Science of Tokyo University from 1882 to 1886. His publication *A System of Iron Railroad Bridges for Japan* had a major impact on the development of bridge-building technology in Japan.

As well, Milton Haight lectured on physics at Sapporo Institute of Agriculture (Sapporo Nogakko) from 1888 to 1892. You can see that that there were a few Canadians from Ontario who took an active part in the modernization of Japan.



Milton Height (1855-1896)
ヘイト肖像写真
(Hokkaido University Library Northern Studies Collection/
北海道大学附属図書館 北方資料室)



Buildings at Sapporo Agricultural School (1890)
札幌農学校 校舎
(Hokkaido University Library Northern Studies Collection/
北海道大学附属図書館 北方資料室)

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