An Exhibition Co-presented by
The Shibusawa Memorial Museum, Tokyo
and The Japan Foundation, Toronto
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蔵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。それを受け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が、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、今回タイトルに付けた「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、様々な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想いからタイトルに「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 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
Part 1: Building the basis of a modern economy
: trains, ship, postal service

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-kyōhei (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”.

Sugoroku game: Westernization and Progress in Daily Life (Meiji Period, 1868-1912)

A Complete Picture of a Steam Locomotive
Running thorough Takamatsu, Tokyo
(Shousai Bukei, Meiji Period, 1868-1912)

高輪鉄道蒸気気車之全圖
(Shibasawa Memorial Museum／河出書房新社)

Twenty-four Favorites of New Civilization
: Postal Service
(Toyohara Kanichiro, 1877)

(Research Institute of New Literature／河出書房新社)
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 craftsman’s skill 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 docks, the production of shoes, and the tailoring of clothes, the Japanese ultimately transformed their crafts into industrial manufacturing.
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.
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. Miswari (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 Kawa-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.
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 there were a few Canadians from Ontario who took an active part in the modernization of Japan.
The Birth of Modern Industrial Society in Japan

An Exhibition Co-presented by

The Shibusawa Memorial Museum, Tokyo
and
The Japan Foundation, Toronto

June 13 — July 29, 2005

The Japan Foundation, Toronto
131 Bloor Street West,
2nd Floor of the Colonnade
Toronto, ON, M5S 1R1

www.Japanfoundationcanada.org
416.966.1600

Monday to Friday 11:30AM — 4:30PM
Thursday 11:30AM — 7:00PM

Open Saturday, July 9, 1:00 — 5:00PM
Closed other Saturdays, Sundays
and July 1 & 18
展示協力者
Cooperator

国文学研究資料館
National Institute of Japanese Literature

東京大学大学院工学系研究科 社会基盤学専攻図書室
University of Tokyo, Graduate School of Engineering/
Faculty of Engineering, Civil Engineering Library

北海道大学附属図書館 北方資料室
Hokkaido University Library Northern Studies Collection

読売新聞社
The Yomiuri Shimbun

The Birth of Modern Industrial Society in Japan
ニッポン 開化自慢

主催
渋沢史料館
国際交流基金トロント日本文化センター

会期・会場
2005年6月13日～7月28日
国際交流基金トロント日本文化センター

パンフレット編集・発行
渋沢史料館
Shibuswa EI’ichi Memorial Foundation
Shibusawa Memorial Museum
2-16-1 Nishigahara, Kita-ku, Tokyo 114-0024
Telephone +81-3-3910-0005  Facsimile +81-3-3910-0085
http://www.shibusawa.or.jp