

temple of the Shingi branch of the Shingon sect. This temple is very famous for its cherry blossoms.

Kokawa. The large building of the famous Buddhist temple of the same name may be seen through the windows of the train.

Kōyaguchi (Inn—Katsuragi-kan). Travellers to Kōyasan must alight at this station. From Kōyaguchi to the base of Kōyasan is $7\frac{1}{2}$ m. through Kudoyama, Shiide and **Kamiya** (Inn—Hanamoto) and half of the distance, *rikishas* are practicable. **The Nyonin-dō** or "Women's Hall" is the point on Kōyasan whence, before the Meiji Restoration, no woman was allowed to ascend beyond. **The Sankein Torishirabesho** is the office which inquires of the pilgrims as to their native provinces, and indicates to them some suitable lodgings among the temples, as there are no inns here. **Kongōbuji**, the celebrated monastery of the Buddhist Shingon sect, was founded by the famous saint Kōbō Daishi in A. D. 816 under the decree of the Emperor Saga. This monastery is commonly called Kōyasan, as it stands on Mount Kōya (1,040 ft. above sea-level). Its area covers 24 square miles and it contains over 130 smaller temples. The building of the principal temple is imposing and magnificent. **The Oku-no-In** or "Innermost temple" is situated in a densely wooded forest and is approached through rows of thousands of tombs of old Daimyōs, and various personages, including distinguished heroes, learned men, poets and some actors, all of which follow each other for more than one mile. **The Gobyō** is the Mausoleum of Kōbō Daishi where the Saint was buried. Near by is the **Kotsu-dō** or "Bone-Hall" and his followers to this day bring a portion of the bones of their deceased

family here, to have them interred with the Saint, that their spirits may be assured of salvation. In the fire of 1843 many valuables of the monastery were lost, but it still preserves some ancient relics. It is said that the pilgrims who visit here number over 200,000 in all through the year. On the return travellers may change their route at **Kamiya** and proceed to **Hashimoto** station. The distance of the latter road is $2\frac{1}{2}$ m. longer than the former.

Gojō (Inn—Fujii). Here is a public garden built on the site of the old castle. The *ayu* (trout) fishing is held in the Yoshinogawa.

Yoshinoguchi (Inn—Seikarō with a private mineral spring). **Yoshinoyama** (Inn—Kadoya) is very famous for its beautiful cherry blossoms and is $5\frac{1}{2}$ m. distant from the station (p. 123).

Unebi station is nearly 3 m. from Takata junction. It is near the Mausoleum of the First Emperor Jimmu Tennō whose coronation took place at the Kashiwabara-nomiya on the 11th February, 660 B. C. **The Kashiwabara-jingū** is situated near the Mausoleum. This Shintō Shrine was founded in 1890 and is dedicated to the Emperor Jimmu and Empress Isosuzuhime. The spot of the Sacred Shrine is the very site where the First Emperor established his Imperial Palace after the conquest. From Unebi to Nara via Sakurai is 15 m. distant (p. 122).

Travellers who choose to return to Ōsaka have to proceed westward via Takata and Ōji junctions. From Unebi to Ōsaka (Minatomachi) is 26 m. distance covered in 2 hrs. (p. 98).

23. From Ōsaka to Maizuru and Ama-no-hashidate.

Stations.	Mileage.	Fares.	
		2nd.	1st.
Ōsaka	From Ōsaka.		
Kanzaki □	4.6	.12	.20
Tsukaguchi	6.1		
Itami	8.1		
Ikeda	11.5	.29	.48
Nakayama ×	13.6		
Takarazuka ×	15.6	.39	.65
Namase	16.8		
Takedao	20.8		
Dōjō	24.4		
Sanda	26.6	.66	1.10
Hirono	30.4		
Aino	33.0		
Aimoto	35.6		
Furuichi	39.0		
Sasayama ×	42.0	1.05	1.75
Ōyama	43.4		
Shimotaki	48.4		
Tanigawa ×	51.0		
Kaibara	55.4	1.35	2.25
Iso ×	57.4		
Kuroi ×	60.1		
Ichijima ×	64.1		
Takeda	66.7		
Fukuchi ×	71.3		
Fukuchiyama	71.6	1.67	2.78
Isa	75.2		
Ayabe	79.3		
Umesako	84.4		
Maizuru	91.4	2.06	3.43
Shinmaizuru	95.7	2.13	3.55

Railway to Shin-Maizuru or East-Maizuru via Kanzaki in 5 hrs.

Itami (Inn—Yagifusa) is the third station north of Kanzaki, and is famous for its *sake* distilleries.

Ikeda. The famous peony gardens at Kinobe are less than one m. distant. **Mino-o** where there are thousands of maple-trees and a water-fall of great fame is 2½ m. by *rikisha*. This grand cascade is 110 ft. high and 18 ft. wide.

Nakayama has a famous temple, one of the 33 Holy Places of Kwannon. This town and its neighbourhood cultivate various kinds of trees and shrubs.

Takarazuka (Takarazuka Hotel; Tansan Hotel) is noted for its mineral springs which are efficacious in all kinds of diseases, especially in gout and rheumatism. The world famous "Tansan," a good drinking water is the principal product of this place. The place is situated along the Mukogawa. The celebrated temple called Kiyoshi Kō'in stands on a hill 1 m. east of the station.

Namase. The mineral spring of the same name, is on the bank of a branch stream of the Mukogawa and affords a pretty view.

Takedao. The springs of the town are efficacious in cutaneous affections. The Mizotaki, a grand cascade in the Mukogawa gorge, is within 1 m. and is a cool place in summer.

Sanda.—The renowned hot springs of **Arima** (Arima Hotel; Inn—Sugimoto) are 5 m. distant by *rikisha*. Arima (1,200 ft. above sea level) is situated in a valley, north

of mount Rokkō, and is a favorite resort especially in summer. This place may also be reached direct from Kōbe via Sumiyoshi station on foot, or by *hago*—the distance 14 m. The springs are most efficacious in rheumatism and cutaneous diseases. The temperature of the water is 39° cent. In the vicinity of the town are many pretty walks. In autumn the place is also famed for its maple leaves. Arima produces very pretty baskets which are largely exported abroad.

Sasayama (Inn—Kadogen) was formerly the castle town of a Daimyō, and there are celebrated temples in its vicinity. A grand cascade called "Benten-no-taki" has a series of 48 falls, the longest of which is 90 ft. while the shortest is over 10 ft. It is 7 m. by *rikisha*.

Fukuchiyama (Inn—⊕ Kasugi) was formerly a castle town and now has a garrison. The castle was built by Toyotomi Taikō in the 16th century. The town is the centre of the trade of the neighbouring provinces. From Fukuchiyama to Kameoka, the present terminus of the Kyōto Railway through Ubara, is about 30 m. distant. **Moto-Ise-Daijingū**. It is asserted that this place was the original site of the great shrines of Ise before they were removed to the province of Ise in A. D. 478 by the command of the Emperor Yūryaku. The names of the shrines still existing are exactly the same as those of Ise. **Ōyeyama** (3,720 ft. high) is a mountain famous for its large rock-caves at its summits, where, it is said, many ogres used to live in ancient times. The above two places are distant about 8 m. from Fukuchiyama.

Shin-Maizuru (Inn—Kwagetsu) has a naval station on the Japan Sea. It is also called East Maizuru, as the town

is situated 4 m. east of the old town of Maizuru (Inn—Seiwarō).

Miyazu (Inn—⊕ Araki's Villa) is one of the best ports along the coast of the Japan Sea. Steamers leave daily from Maizuru for here (fares: 1st 50 *sen*; 3rd 35 *sen*)—passage of 16 m. takes 1½ hrs.

Chionji known as Kiredo-no-Monju, is a Buddhist temple of the Rinzaï sect. The temple stands on the sea-side opposite the tip of Ama-no-Hashidate, which stretches forth leaving a 300 ft. break called Kiredo. The view of the peninsula from here is very pleasing.



Ama-no-Hashidate.

Ama-no-Hoshidate, one of the Three Celebrated Sights of Japan, is only a little more than one mile from Miyazu. It is beyond the power of words to express the wonderful beauty of the view of this long narrow shoal running into the sea covered with pine trees growing low on

the white sands, and on the surrounding mountains. Its length is nearly two miles, and it is 222 ft. in breadth. The best plan is to take a boat (charge, with return, 60 *sen*) from Miyazu to Ichinomiya, from whence climbing up half a mile, one reaches Ipponmatsumi on the heights, which is the only point that commands the whole scene of Ama-no-hashidate.

From Miyazu to Maizuru may be reached in 3 hrs. by *rikisha* road—15 m. distant. From Miyazu, steamers daily leave to Obama and Tsuruga (p. 116)—the passage of the former takes 6 hrs (fare-2nd ¥ 1.00) and the latter 12 hrs. (fare-2nd ¥ 1.70).

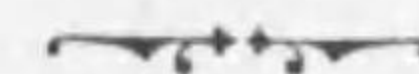
The tourist who intends to make a visit to the **Great Shrine of Izumo** may take a good steamer of the Imperial Government Railway from Maizuru. The steamer leaves Maizuru every other day in the spring and summer, and every three days in other seasons. The voyage between **Maizuru** and **Sakai** takes 11 hours (fares : 1st. ¥ 7.30 ; 2nd. ¥ 4.40), and from Sakai he may proceed by ferry on the lake and by *rikisha* (p. 157)

Travellers who would like to go from **Maizuru** to **Kyōto** via Lake Biwa may proceed to Imazu, (Inn—Fukudaya) on the west shore of the Lake through Obama, (Inn—Yahara) by *rikisha*—the distance is 50 m. From Imazu to Ōtsu, the lake steamer takes 3½ hrs. (p. 110)

From Miyazu, **Kinosaki Hot Springs** also called Yushima, may be reached via Hijiyama-tōge in a single day by *rikisha* with two men—the distance is about 37 m. (p. 147). From Yushima the Ikuno Silver Mines via Toyooka are about 46 m. distant (p. 146).



III. SOUTH-WESTERN JAPAN.



24. Kōbe.

Hotels.—Oriental Hotel, Mikado Hotel, Grand Hotel, Tor Hotel, California Hotel, Club Hotel, Glenlea Hotel, Hotel Français.

Inns —Nishimura, Gotō, Tokiwaya.

Kōbe is an important port open to foreign trade since 1863. Before that period the town of Hyōgo was the chief business quarter and Kōbe was only a suburban village. The towns are geographically divided by the Minatogawa, but practically joined into one municipality. The ex-Concession situated on the eastern portion of the City is very clean, and is regarded as the model settlement of the Empire. Kōbe has banks, churches, steamer agencies, fine shops of home and foreign products, and is just as popular as Yokohama. It has a population of 285,002. The total sum of its exports and imports for 1906 was ¥ 302,795,459.

The principal attractions of Kōbe are the pretty walks in the neighbourhood and among the hills including the following :—

Nankōsha is dedicated to Kusunoki Masashige known as Nankō, the most celebrated patriot of the 14th century. This Shintō shrine was founded in the beginning of the Meiji era (1871), but the Nankō's tomb-stone was built in 1691

by Lord Mito Kōmon, the famous author of the Dainihonshi or "History of Great Japan," who exceedingly admired the loyal acts of the Kusunoki family. Near by stands **Kōgenji**, a Buddhist temple, also called Kusunoki-dera. It is asserted that the members and relations of the Kusunoki family numbering seventy-three, committed suicide in 1335.

The Daibutsu or a colossal bronze Buddha, was established in 1891 within the precincts of the Nōfukuji Buddhist temple. It is 48 ft. in height and 85 ft. in circumference.

Shinkōji temple is noted for its image of Amida which is a famous work of art. The **Jūsansō-sekitōba** or "Thirteen storied stone pagoda" is a monument 26 ft. high and was erected to Taira-no-Kiyomori, head of the Great House of Taira in the 12th century who ruled the Imperial Palace with his own kinsmen. The place was then at Fukubara near the city.

Wada-no-misaki is a point of land jutting out into the sea. Here a new pier has been constructed by the Tōkyō Sōko Kabushiki Kaisha. It is 600 feet long and 63 feet wide, and there are six paralleled railway lines on it which are connected with the late Sanyō railway.

Ikuta-jinsha is near Sannomiya station. This Shintō temple was founded by the Empress Jingō in the beginning of the 3rd century and is dedicated to the Goddess Wakahime-no-mikoto.

The Nunobiki falls (20 min. walk from the ex-Concession), two in number—the lower is called the Medaki or "Female fall" 43 ft. in height, and 12 ft. wide, and the upper is the Odaki or "Male fall" 82 ft. in height, and 13

ft. wide. Both the cataracts are very beautiful and the neighbouring hill affords a magnificent view of Kōbe harbour.

Suwayama has mineral baths and commands a fine panoramic view of the port and bay, as well as the beautiful distant mountains.

Mayasan, back of the Nunobiki falls, is famed for Tanjōji of the Buddhist Shingon sect known as the "Moon Temples" situated at its top. From the village of Uyeno at the foot of the mountain to its summit is over one mile. This temple is reached by a flight of stone steps numbering 198 in all.

The Principal shops are :

Curios and Fine Art Goods.—Kulu & Komor (81, Kyōmachi); W. Tallers or "Daibutsu Gallery" (26, Sannomiya-chō); Ikeda & Co. (No. 24); Hamada's Fine Art Department (No. 182); Harishin (No. 57).

Silks and Embroideries.—Nonishi (No. 182); Matsumoto (No. 340).

Bamboo Works.—Iwamoto (near Nankō); Tanaka (No. 194).

Photographers.—Ichida (Motomachi); Tamamura (Sannomiya-chō).

25. From Kōbe to Himeji, Okayama, Hiroshima, Miyajima and Shimonoseki.

Stations.	Milage.	Fares.	
		2nd.	1st
Kōbe × □ △	From Kōbe.		
Hyōgo × △	1.1	yen	yen
Takatori	3.2		

Stations.	Mileage.	Fares.	
		2nd. yen	1st. yen
Suma◎	4.6		
Shioya×	6.4	.17	.28
Tarumi×	8.2		
Maiko◎×	9.4	.24	.40
Akashi△	12.0	.30	.50
Okubo×	15.9		
Tsuchiyama	20.0		
Kakogawa◎	24.3		
Hōden	26.4	.66	1.10
Sone	28.9		
Gochaku	31.4		
Himeji□◎×	34.1	.86	1.43
Aboshi×	40.5		
Tatsuno×	44.2		
Naba	47.0		
Une	51.6		
Kamigōri×△	55.7		
Mitsuishi×△	63.7		
Yoshinaga	68.0		
Wake	71.4		
Mantomi	76.7		
Seto×	79.6		
Saidaiji×	84.6		
Okayama□◎×△	89.1	2.01	3.35
Niwase	93.2		
Kurashiki	99.1		
Tamashima◎×	104.8		
Konjin◎×	108.7		
Kamokata×	110.9		
Kasaoka◎△	116.3		
Daimon×	120.7		
Fukuyama◎	125.4	2.60	4.33
Matsunaga	132.0		
Onomichi◎×	137.9	2.79	4.65
Itozaki◎◎△	143.5	2.87	4.78
Mihara	145.0		
Hongō×	151.3		

Stations.	Mileage.	Fares.	
		2nd. yen	1st. yen
Kōchi×	158.9		
Shiraichi×	164.4		
Saijō△	170.0		
Hachibonmatsu×	173.7		
Seno×	180.3		
Kaidaichi◎×	185.8		
Hiroshima□◎×△	189.8	3.57	5.95
Yokogawa×	191.6		
Koi◎×	193.2		
Itsukaichi×	197.3		
Hatsukaichi... ..	199.4		
Miyajima◎×	203.3	3.77	6.28
Kuba×	209.4		
Ōtake	212.2		
Iwakuni◎×△	215.5	3.90	6.50
Fujū×	220.0		
Yuu×	225.1		
Kōjiro◎	230.5		
Ōbatake×	231.5		
Yanaizu◎△	236.0	4.16	6.93
Tabuse×	239.0		
Iwata×	243.3		
Shimada×	246.4		
Kudamatsu	253.3		
Tokuyama◎×△	258.2		
Fukugawa×	262.6		
Tonomi×	270.2		
Mitajiri◎×△	274.7	4.62	7.70
Daidō×	279.6		
Ogōri◎... ..	285.8		
Kagawa... ..	288.2		
Ajisu	291.1		
Fonaki×	297.5		
Onoda	303.7		
Asa□×◎	307.5	5.00	8.33
Habu×	312.7		

Stations.	Mileage.	Fares.	
		2nd.	1st
Ozuki	316.6		
Chōfu◎	320.5		
Ichinomiya	323.8		
Hatabu... ..	326.7		
Shimonoseki×◎	329.3	5.22	8.70

Imperial Government Sanyō Railway to Himeji in 1-2 hrs.; to Okayama in 3-4½ hrs.; to Hiroshima in 7½-10¼ hrs.; Shimonoseki in 13-17½ hrs.

The Inland Sea is the name given to this picturesque body of water lying between Honshū (the Mainland), Shikoku (the Southern shore) and Kyūshū (the South-West shore). Its length from Akashi strait in the east entrance to Shimonoseki in the western point of exit, is 227 m., and its width alters from 8 to 40 m. Some portions of this sea are dotted so thickly with islets that vessels passing on their route through the entangled channel, nearly touch the shore at various points.

The Imperial government Sanyō Railway runs along the Northern shore of this beautiful Inland Sea starting from Kōbe.

Suma (Inn—Hoyōin) is a very pleasing sea-shore village having a fine view of Awaji island. **Suma-dera** is a Buddhist temple of the Shingon sect and contains various treasures. The **Valley of Ichino-tani** is well known in Japanese history, as the site of the great battle which took place in the 12th century between the Taira and the Minamoto families.

Shioya (Inns—Oriental's Seaside Villa; Beach House Hotel). Here excellent sea-bathing may be enjoyed. This spot is crowded in summer.



A View of Maiko.

Maiko (Inn—Mankirō) has a number of pine trees of fantastic shaped branches. The place is also a pleasant summer resort.

Akashi (Inn—Yebisuya) was formerly the castle town of a Daimyō. The castle ground is now altered into a public garden. Hitomaru-jinsha is a Shintō temple built in honour of Kakinomoto-no-Hitomaru, the celebrated poet of the 7th century.

The above four stations may be reached very quickly from Hyōgo. Here are good accommodations and fine summer villas, and also excellent sea-bathing may be enjoyed. In this region the train runs so close to the sea that passengers feel as if they were on board a steamer. This scenery is especially pleasing at the eastern point of the entrance to the Inland Sea, where lies the big Island of Awaji.

Kakogawa. The famous old pine tree called **Takasago-no-matsu** is within the enclosure of Takasago Shrine.

This giant tree is also named **Aioi-no-matsu** or "Pine of mutual growth" because it has the two sexed leaves on a single trunk and it is often mentioned in Japanese poems. **Onoe-no-matsu** is another pine tree which is equally famous to that of Takasago. The above two pines are distant about 2 m. from the Kakogawa station.

Hōden. A stone hall called "Ishi-no-Hōden" is 1½ m. west. It is 23 ft. square and 26 ft. in height. The hall is believed to contain some relics of the earliest ages. The spot affords very charming views.

Himeji (Inn—Akamatsu) is the largest town in the province of Harima with 36,509 inhab. The castle is called **Rojō** or "Snowy Heron Castle" as it is all white in colour and its five storied donjon is 800 ft. in height. The castle was built by Akamatsu Sadanori in 1339 and is now occupied by an Army Division. **Shosha-zan**, a thickly wooded mountain, is 4½ m. north from Himeji and is noted for its large Buddhist temple called **Enkyōji**. It was founded in 966 and dedicated to the Kwannon. Himeji is also the station for the branch Bantan line, which crosses the town from south to north. **Shikama** is the station terminus, and is a port where excellent sea-bathing may be enjoyed. It is 2½ m. from Himeji. The Bantan line starting from the port Shikama proceeds to Wadayama (41 m.), the present terminus in the province of Tajima via Ikuno. Some portions along Himeji and the branch line afford very pleasing views. **Ikuno** (Inn—Taisankan) is distant 27 m. from Himeji and may be reached in 2 hrs. The town, 1,000 ft. above the sea, is situated at an important junction connecting the south coast of Inland Sea with the northern coast of the Japan Sea. It is noted for its *Silver mines known as Ikuno

Ginzan which are now controlled by the Mitsubishi & Co. of Tōkyō. **Wadayama** is the present terminus of the Bantan line and is 11 m. from Ikuno. **Toyooka** (Inn—Mikiya) was formerly the castle town and is about 20 m. north of Wadayama. In about 2½ m. to the north of Toyooka there are three basaltic caves called **Genbudō**, the largest one 78 ft. wide, 102 ft. deep and 30 ft. high. All the stones and pillars in the cave are hexagonal in shape and are a wonderful work of Nature. **Kinosaki hot springs** (Inn—Ōmeikan) also called **Yushima**, are 7 m. north of Toyooka. From the Wadayama terminus to Kinosaki, the distance is nearly 30 m. on a flat road which may be reached in 5 hrs. by *rikisha*. The hot springs are situated on the west bank of the Kinosakigawa and were discovered by a priest in the 8th century. The place has many pleasing views and is a good summer retreat. **Tsuiyama** is a port situated at the mouth of the Kinosakigawa and is surrounded on three sides by mountains. The steamers of the Ōsaka Shōsen kaisha call twice a week during the summer time. On the west of the port stands **Hiyoriyama**, a hill only 100 ft. high, the top of which commands one of the grandest views of the Japan Sea.

Now we will proceed on our journey westward to Shimonoseki by the main line of the Sanyō Railway.

Aboshi (Inn—Wataya) is the next station to Himeji. The famous temple **Ikaruga-dera** is 1 m. distant and preserves a picture of Prince Shōtoku Taishi, painted by himself in 606.

Naba (Inn—Tanakaya). **Akō** is about 8 m. from the station and produces a large quantity of salt. It is noted in Japanese history as the castle town of Lord Asano whose 47 royal retainers executed vengeance on his enemy in A. D.

1702. Some relics of them may be seen in the Kwagakuji temple.

Okayama (Inns—Miyoshi-kadan, Jiyūsha) is the capital of the same named Prefecture with 81,025 inhab. It



Kōraku-en

was formerly the castle town of Lord Ikeda and has still a castle which is called the "Crow Castle" because its colour is black. The castle was built by Bizen-no-kami Munetaka in the 16th century. At the base of the castle, lies the **Kōraku-en**, one of the three celebrated gardens in this country, nearly one mile from the station. The garden was laid out in 1686 and its grounds occupy about 22 acres which are surrounded by the Asahigawa. There stand various houses among which the Renchi-ken commands the finest view. Flowers of every season may be seen here and the maples are especially fine. Kairakuen, 2 m. from the station, has recently been made a public garden. The town produces all kinds of matting. *The Fifth Higher School, and *the

Medical School are in the town. Steamers belonging to the Imperial Government Railway connect daily here with **Takamatsu** at Sanuki Prov. calling at Sanban and Tonoshō. The passage takes 4 hrs. From Okayama the Chūgoku Railway starts in two directions:—one to **Tsuyama** (34 m.) in the province of Mimasaka, and the other to **Tatai** (13 m.) in the province of Bitchū. The famous valley of Gōkei also called Gōdani is about 5 m. by *rikisha* from **Tatai**, the terminus station of the latter line. There are many wonderful cliffs hereabout and a beautiful stream runs between the rocks.

Niwase (Inn—Kamoya). The famous shrine called Kibitsu-jinsha is 2½ m. north of the station. It was founded in the 4th century by order of the Emperor Nintoku and is the most splendid in the western part of Japan. The Cascade Otowa-no-taki is here located.

Tamashima (Inns—Tamashima Hotel; Moriwaki) has a good harbour. Port Tadotsu in the Shikoku Island is about 22 m. distant and has daily steam communication.

Fukuyama (Inn—Kurisada) was formerly the castle town of a Daimyō and is the capital of the Bingo province. The castle has been partly destroyed since the Restoration and the grounds have been made into a public garden.

Tomo (Inn—Marutsune) is 7 m. south of Fukuyama and is one of the good ports in the Inland Sea. Its famous product is a kind of *sake* called Hōmeishu. **Fukuzenji**, a Buddhist temple, commands a panoramic view of the beautiful sea and the fine islets of **Sensuitō** and **Bentenjima** which lie opposite to the temple. The **Abuto-no-kwannon** is 2½ m. west of port Tomo. The temple is built on the

cliff stretching out into the sea and is 92 ft high above the sea. The temple itself is 36 ft. square, but on the sea-beach under the precipice is another temple called Bandai-zenji. From this point a very picturesque view on the Inland Sea may be enjoyed.

Onomichi (Inn—⊕ Hamakichi), one of the best ports on the Inland Sea, has extensive steam communication and is a prosperous commercial town with 30,529 inhab. It has three great temples, namely Senkō-ji, Saikoku-ji and Jōdo-ji. Senkōji was founded more than 1,100 years ago and stands near the top of a very steep hill which affords a fine panoramic view. An islet called Mukōjima lies opposite to the port and makes a narrow strait which looks like a pond in a landscape garden. Its scenery is very picturesque. Steamers of the Imperial Government Railway leave for Tadotsu every day and reach there in 3 hrs. (charges: 1st ¥ 1.40; 2nd ¥ 1.05).



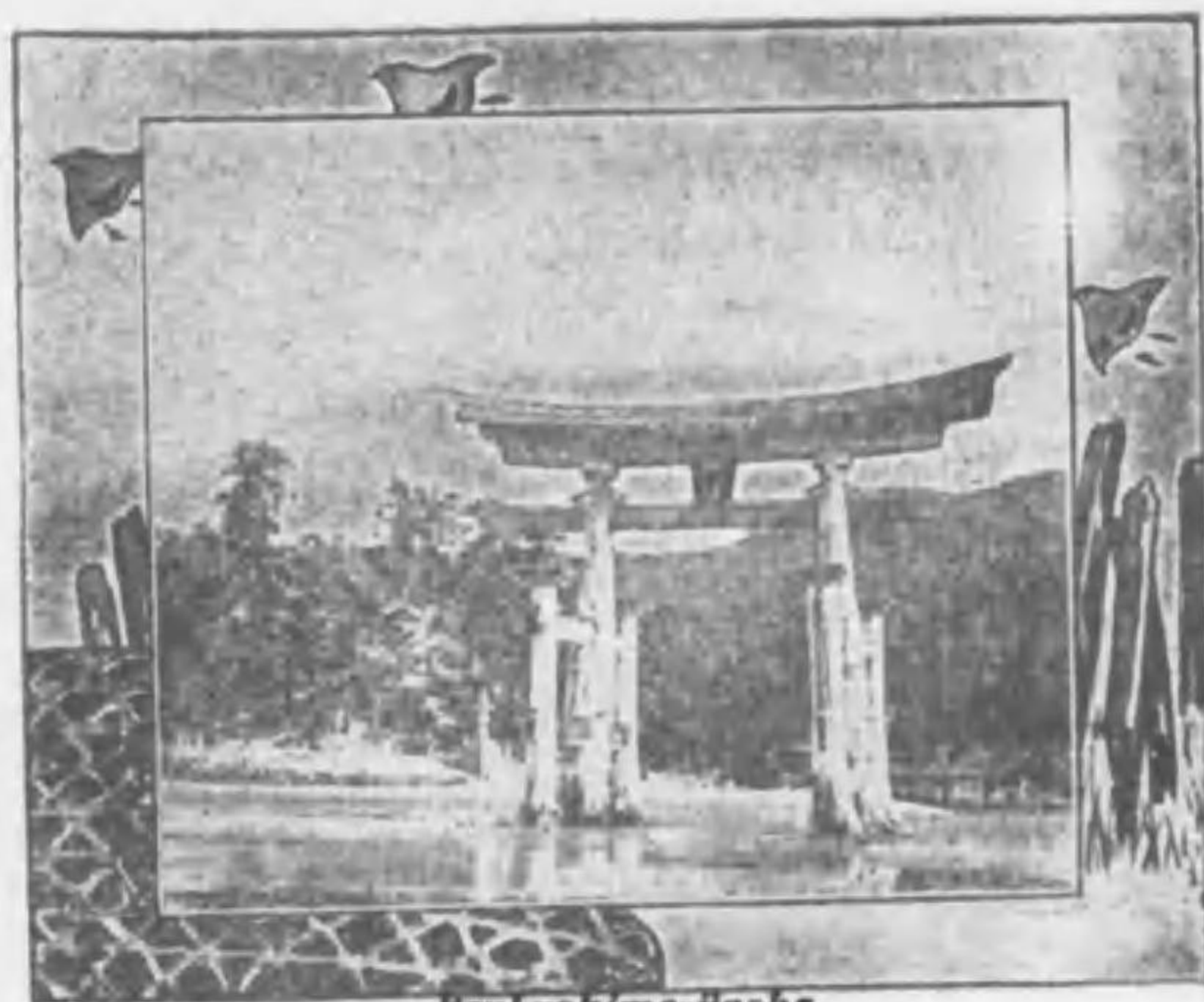
A View of Ondo-no-Seto.

Kaidaichi (Inn—Yamaoka). A branch line diverges to Kure (12 m.) in 50 min. **Kure** (Inn—Miyoshi) has an important naval station and is 3 m. distant to Etajima where stands the Imperial Naval College. The Arsenal and the College can not be seen without special permission from the naval authorities. The **Strait of Ondo** known as Ondo-no-Seto is near Kure. It is a very narrow passage of water about 300 ft. in width. The coasting steamer run through this strait within a stone's throw and the view is very charming.

Hiroshima (Inns—⊕ Mizoguchi; ⊕ Kikkawa) is the largest and most important City on the Sanyō line and is the seat of the Hiroshima Prefecture with 121,196 inhab. It was the castle town of the Daimyō Asano. The castle was built by Mōri Terumoto in 1594 and is now possessed by the Fifth Army Division. *The famous land-scape garden called **Sen-tei** is one of the great sights of the town. Its grounds cover about 10 acres and here is a large pond with small islets. Seifūtei, a building in the garden, commands the most pleasing views. **Nigitsu park** has many cherry and maple trees, and there are a number of tea-houses, and from the top of the hill a bird's eye view may be enjoyed. *The Higher Normal School is in the town. During the late Japan and China War, the Emperor made his residence in the barracks which was then the head-quarters of the General Staff Office. A branch railway diverges to port **Ujina** (13m.) (Inn—Naganuma). The harbour was built in 1889 at the expense of yen 340,000 and by about 1,000,000 work-men. The depth of the water in the harbour is 60 ft. even at low tide, and the coasting steamers may anchor along-side its pier. From Ujina to Etajima is 7 m. and to Kure 9 m. Steamers belonging to the Ōsaka Shōsen Kaisha connect three times every

day between Ujina and Takahama in Iyo Prov. (fares : 1st ¥ 1.40 ; 2nd ¥ 1.00).

Miyajima is a station just opposite the famous island of Miyajima at the distance of only half a mile. Visitors bound for the Island must alight here and take a steam-boat which awaits the passengers of the train—the boat may be reached in 15 min. **Miyajima** also called **Itsukushima** (Mikado Hotel, Europ. style ; Inn—⊕ Iwasō) is one of the Three Beautiful Scenes of Japan. The Island measures about 5 m. from east to west and 2½ m. from north to south. It has many lovely valleys and pretty cascades and its surrounding scenery is very charming. The **Miyajima Shintō** temple known as **Itsukushima-jinja**, is dedicated to the Goddesses of Ichikishima-hime, Tagori-hime, and



Itsukushima-jinja.

Tagitsu-hime. The date of the foundation of this temple is unknown, but it was restored by Taira-no-Kiyomori in the 12th century. Long galleries of 888 ft. in length and 14 ft.

wide, stretch out as spreading wings into the sea on both sides of the temple, which being partly built out over the sea, appear at high tide to float upon the surface of the water. On payment of a fee (to the priest) all the iron lanterns of the gallery are lighted. The sight is really a beautiful one. The large gateway or "Ōtorii" stands in the water 528 ft. from the Main temple. Its height is 44½ ft. and length of beams 73 ft. The present torii was built in 1875 and the inscription on its tablet hung up was written by the late Prince Arisugawa Taruhito. On a hill near the temple is the Senjōjiki or "Hall of one thousand mats." It was constructed by the Toyotomi Taikō in 1582 when he made his triumphal return from his Korean Expedition. Close by the hall stands a five storied pagoda. The **Maple Valley** or Momiji-dani is noted for its cherry blossoms and autumn tints. A number of tame deer will approach visitors as do those at the Kasuga Shrine at Nara. A beautiful stream called Mitarai-gawa flows round wondrous rocks of fantastic shapes and under curious bridges. The mount **Miyama** lies south of the Itsukushima-jinja and is 1,356 ft. high above the sea level. This Island has also seven famous sea shores and a round trip of these sights in a sailing vessel is commonly called *Shimameguri*.

Iwakuni. The station is about 3 m. from the town of the same name (Inn—Komehei) which was formerly the castle town of a branch family of the Daimyō Mōri. It is noted for its strange shaped bridge called **Kintai-kyō** or Soroban-bashi. It spans the Nishiki-gawa and its length is 750 ft. Its highest portion is 78 ft. high. The method of construction of this bridge was invented by Kikkawa Motonobu, the Daimyō of the Iwakuni clan in 1673. Though it has been rebuilt tens of times, its original shape has never been altered.

*Kintai-kyō, Iwakuni*

Ōbatake—The channel of Ōbatake affords a picturesque view.

Tokuyama (Inn—Matsumasa), formerly the seat of a Daimyō, is an important port.

Mitajiri (Inn—Kashiwagi). Port Mitajiri is one mile south of the station.—A famous shrine of Temmangū called Matsuzaki-jinsha at Miyaichi (Inn—Fujimura) is one m. north. This Shintō temple stands on a picturesque hill from whence may be seen a very pleasing view. From Miyaichi to Yamaguchi is 12 m. on a flat road.

Ogōri is the nearest station to **Yamaguchi**, (Inn—Fujimura), capital of Yamaguchi Prefecture—7 m. distant by a good *rikisha* road. The castle at the foot of Mount Kōnomine was built by the celebrated Daimyō Mōri; who figured much in the war of the Meiji Restoration. He moved here in 1863 from Hagi, his former capital, which is about 21 m. north. There is a public garden in a hill called Kameyama

where equestrian statues of the Mōri family were recently erected. The hot springs of Yuda are at the south suburb of the town.

Asa (Inn—Nishida). A branch line diverges to Ōmine (13 m.) where a mine of smokeless coal was recently discovered. The mine is controlled by the Naval Department.

Onoda (Inn—Sakurai) is noted for its production of cement and has daily steam-communication with Shimonoseki 11½ m. distant.

Chōfu (Inn—Shin-ichi).—The beautiful islets called Kanju and Manju lie in front of the town and the scenery is very picturesque. Chōfu was the castle town of a branch of the Mōri family and is the burial place of the Emperor Chūai who ruled the Empire at the end of the 2nd century. Ninomiya Shrine is dedicated to the Empress Jingō who sailed for the conquest of Korea in the 3rd century. Kōzanji, a Buddhist temple, was built about 600 years ago and is famous for its fine location.

Shimonoseki (Sanyō Hotel; Inns—Shunpanrō, Daikichi), the western terminus of the Imperial Government Sanyō line, is an important commercial port with 46,285 inhab. Steam-launches ply every 15 minutes between this port and Moji on the opposite shore. The town has been known in our history from ancient times. In 1163 the great battle of Dannoura was fought between the Minamoto and the Taira families. It has become more famous since the affair of 1864 known as “Bombardment of Shimonoseki,” in which Prince Mōri fought by order of the Mikado against a combined squadron of British, French, Dutch and American ships. In 1895 the famous “Shimonoseki Treaty

of Peace" was signed by the Ambassadors of Japan and China. In the late Russo-Japanese war the guns of the great naval battle of the Japan Sea were distinctly heard at this place. The **Akamagū Shrine** is dedicated to the ill-fated Emperor Antoku who drowned himself in the sea at the battle of Dan-no-ura in the 12th century. The temple is situated at the foot of a fine hill from whence a very pleasing view may be enjoyed. The **Kameyama Shintō Temple** stands on a hill commanding a picturesque view over the western entrance of the Inland Sea. **Shunpan-rō** is a first class Japanese style hotel situated on the slope of a fine hill. It was the meeting place where the peace treaty was concluded in 1895. **Odo** is a very narrow channel located between Hikoshima and the west end of the town. It has only 300 ft. in width and excellent sea-bathing may be enjoyed here. The total sum of its exports and imports for 1906 was ¥ 5,849,288.

26. From Kōbe to the Great Shrine of Izumo.

Railway to Okayama (89 m.) (p. 148); Railway from Okayama to Tsuyama (35 m.) in 2½ hrs. (fare 2nd ¥ 1.47); by *rikisha* from Tsuyama to Kizuki (107½ m.) via Yonago.

After reaching Okayama by the Imperial Government Sanyō Railway, travellers must change cars to the Chūgoku Railway which takes them to **Tsuyama** (Inn—Musashino), the present terminus of the line. It was formerly a castle town. Its chief product is a cotton fabric called Unsai-ori. Shuraku-en is a nice landscape garden with very pleasing views. **Sakura-jinsha** is the Shintō temple dedicated to the Emperor Godaigo and his royal retainer Kojima Taka-

noru and it is 3 m. from the station. This place is the very spot where in the 14th century the ill-fated Mikado stayed on his way to be exiled to the Oki island by the Hōjō family, and where Kojima Takanori, who attempted to rescue him on the road, indirectly indicated to the Emperor his loyal spirit by writing a few lines of poetry on the shaving of a cherry tree. Takanori's romantic act is very much admired by the Japanese people. From Tsuyama to Port Yonago (62½ m.) may be reached by *rikisha* serviced by the Chūgoku Railway (in 12 hrs. fare ¥ 2.50) through the following villages:—Kuze (Inn—Urushiya), Katsuyama (Inn—Kishiya) and Neu (Inn—Chaya).

Yonago (Inn—⊕Komego) situated along the Nakaumi Lagoon, is the most important port of the province of Hōki and is the centre of communications in the provinces of the Sanindō. From here a long strip of land called Yomigahama extends to the N. for 11 m. and at its end is Port **Sakai** from whence regular steamers to Miyazu, Tsuruga and Shimono-seki may be taken. From Sakai to Matsue is 12 m. on the sea. The Government Railway starting from Sakai now reaches to Tottori (67 m.) via Yonago and Kurayoshi (Inn—Tōyō-ken) in 4 hrs. (fare 2nd ¥ 1.58). **Tottori** (Inn—Kozeniya) is the capital of Tottori Prefecture and has the famous castle site. From Tottori to Yushima Hot Springs (p. 147) via Hamazaka is about 54 m. distant and *rikishas* are practicable.

From **Yonago** to **Matsue** steamers leave daily (fares 25 *sen*; 19 *sen*) and the passage of 15 m. takes 2 hrs. A fine view of the Nakanmi Lagoon may be enjoyed. If travellers take the *rikisha* road between the above two places, four hrs. are required—the road is very good and nearly 20 m. in distance.

Matsue (Inn—Minami-kan), capital of Shimane Prefecture with 35,081 inhab., has a castle which is still in good state of preservation. It is situated on the borders of the Shinji-ko Lagoon. This beautiful lagoon measures 11 m. in length, 4 m. in breadth and its circumference is 32½ m. From Matsue steamers run in two directions on the Lagoon several times a day—one goes to Shōbara (14½ m.) on its west bank and the other to Hirata (16½ m.) From Matsue to Kizuki through Shinji is 27½ m. by *rikisha* or travellers may take a steam-boat on Lake Shinji to Shōbara in 2 hrs. (boat fare 25 sen) from whence to Kizuki is 12½ m. (2½ hrs. are taken).

Kizuki (Inn—Inabaya) is a port where call the steamers of the Ōsaka Shōsen Kaisha. It is famed for the Great Shrine called **Izumo-no-Ōyashiro** which is dedicated to Ōkuninushi-no-Mikoto or the God Ōnamuchi, son of Susanō-no-Mikoto, the younger brother of Tenshōkō Daijin or the Sun-Goddess, and rivals with Ise the honour of being the most ancient and venerable shrine of the Shintō faith. The Great Shrine is situated at the foot of the mount Yakumo and its grounds are 19 acres. There are a number of other small shrines. The present shrine was built in the middle of the 18th century and renewed in 1881. Its chief priests are both families of Senge and Kitabatake, the very descendants of Ameno-Hobiko-no-Mikoto who served Ōkuninushi-no-Mikoto. The shrine contains various ancient treasures and its great festival is held annually from the 14th to the 16th of May. **Inasehama** is ½ m. from Kizuki and is a good sea-bathing place where very pleasing views may be enjoyed. The Shintō temples of **Hinomisaki** 5m. distant from Inasehama, may be reached by boat and the surrounding scenery of the passage is very charming.

On the way back travellers may proceed to Hiroshima

(p. 151). The journey is made by *rikisha* with 2 men in 3 days. The total distance is 108 m. through the villages of Imaichi, Kakeai, Miyoshi and Yoshida. From Imaichi westward along the coast of the Japan Sea as far as Hagi in the province of Nagato, the total distance by *rikisha* road is about 144 m. passing the following places :—Yunotsu hot springs, port Hamada (Inn—Kinsuikan), Masuda, and Susa. **Hagi** (Inn—Ōsakaya) was formerly the castle town of the Daimyō Mōri and is known as the birth place of Chikamatsu Monzaemon, the great dramatist of the 17th century, and also of the great leader Torajirō Yoshida known as Yoshida Shōin, who, in 1853, when Commodore Perry, U. S. Navy, anchored at Uraga port, escaped to the Commodore's ship, having a desire to be taken to the outer world for the inspection of foreign conditions, but was sent back. The Shōgun's authorities arrested Shōin, and for this and other premeditated offenses, he was beheaded after six years of imprisonment. It is asserted that he favoured the opening of the Country. From Hamada to Yamaguchi through Masuda and Tsuwano is about 80 m. distant (p. 154).

27. - From Kōbe to Awaji and Tokushima.

The Island of Awaji lying at the eastern entrance of the Inland Sea, has beautiful scenery and is a pleasant resort of the Kōbe residents.

Port Iwaya is situated at the north end of the Island and is only 2 m. distant from Akashi of the Harima province. The water of Iwaya Channel is very rapid. Near by stands Eshima or "Picture Island." It is a rock itself and measures 60 ft. in height and 240 ft. in circumference. The rock contains the three different colours of red, yellow and

black, upon which grow two pine trees of fantastic shapes. The view of the island is very picturesque.

Kariya is 6 m. from Iwaya and may be reached in 2½ hrs. from Kōbe by steam-boats.

Shizuki is a port 9 m. south of Kariya.

Sumoto (Inn—Nabetō), the capital of the province of Awaji is 7 m. from Shizuki and may be reached via the top of Senzan.

Yura (Inn—Tanakaya) is 5 m. from Sumoto and has a huge fort. Yura is opposite to Tomagashima island over Yura strait known as Kitan Kaikyō, the distance is nearly 2 m.

From Sumoto to Fukura is 14 m. by the inland road. Hirota is about 5 m. west from Sumoto and has a cascade 48 ft. in height. Ichimura is situated 3 m. west from Hirota on the above road and thence 1 m. north stands a well-wooded hill named **Ono-korojima** or "Island of Coagulation." It measures 500 ft. in height and 2,709 ft. in circumference. The spot has a close connection with the history of the creation of the Empire of Japan. It is said, according to the statements in the "Nihonshoki," that Izanagi-no-Mikoto and Izanami-no-Mikoto, the Creator and Creatress of our country while staying on the Ama-no-Ukihashi or "Floating bridge of Heaven" to have searched with the jewelled spear of Heaven called "Ama-no-Tamaboko" by which was found the azure ocean; and the drops dripping down from its head coagulated and formed an island.

Fukura (Inn—Shizunamirō) is a sea-port town at the southern extremity of the Island. **Cape Naruto** stretches out one mile into the sea from Fukura, and is opposite to Magoshima in the province of Awa, over the famous Naruto Channel of one mile in width. The Channel is divided into

two portions by a reef called **Nakasehae** which measures 864 ft. in length and is 60 ft. wide. In the ebb and flow of the tide, the water comes to Nakase, and its current being intercepted against the reef, it makes an acute noise like a hundred thunders. The largest whirlpool measures more than 60 ft. in diameter and rushes forward to a great distance. The wondrous sight may be viewed at the beginning of every month, according to the lunar calendar, but the best time in the year is the 3rd day of the 3rd month known as the **grand tide of Yayoi**. From Fukura to Muya on the opposite bank is 7½ m. and boats may be taken to see the points of interest.

Tokushima (Inns—Hiragame-rō; Yanagiya) was formerly the castle town of the Daimyō Hachisuka and is now the capital of the prefecture of the same name with 63,710 inhab. It is about ten m. from the celebrated whirlpool of Naruto. The town also may be reached by daily steamer direct from Kōbe in 6 hrs. and its distance is 51 m. (fares: 1st ¥ 1.80; 2nd ¥ 1.20). Ōtakizan and Semiyama—both hills, command delightful views and have famous Shintō shrines and Buddhist temples. The landscape garden in the old castle grounds is very beautiful. The chief product of the town is indigo. The Tokushima Railway starting from the town reaches Funado (21 m.) in 1½ hr. along the south side of the Yoshinogawa. From Funado to Kawanoe (45 m.) at the east end of Iyo Prov. via Ikeda, (Inn—Matsumata) *rikishas* are practicable

From Tokushima to Takamatsu in Sanuki Prov. is 42 m. by a good *rikisha* road through Hikedā. (Inn—Iseya). The scenery beyond this place is constantly delightful.

28. From Kōbe to Takamatsu and Kotohira via Okayama. From Tadotsu to Matsuyama.

From Kōbe to Takamatsu may be covered in 11½ hrs. (fares for a through ticket including railway, *rikisha*, steam-launch and steamer:—1st ¥ 3.35; 2nd ¥ 2.45); to Kotohira in 14½ hrs. (total fares 1st ¥ 4.70; 2nd ¥ 2.75).

From Kōbe to Okayama is already described. From Okayama to Kyōbashi (in Okayama) by *rikisha*; from Kyōbashi to Port Sanban by steam-launch and thence to the *Sanbashi* (jetty) of Takamatsu by steamer crossing the Inland Sea (paesage in 3¼ hrs.); from the *Shinbashi* to Takamatsu station by *rikisha*.

On the way the steamer calls at Tonoshō of **Shōdo-shima island**. This island lies 1½ hrs. from Sanban and is covered with beautiful pine trees. The **Valley Kankakei** is about 10 m. by *rikisha* road and is noted for its rocky scenery. Its autumn views are especially pleasing.

Takamatsu (Inn—Takamatsu Hotel) is the capital of the Kagawa Prefecture with 37,430 inhab., and was formerly the castle town of a Daimyō. It is one of the best ports in the Inland Sea and as the new harbour works have been recently built, ships may now berth alongside its pier. The castle constructed in 1587, stands on the foreshore called Tamamono-ura and commands a very fine view. The public garden called Kuribayashi-Kōen also called Rinritsu-Kōen, is noted for its landscapes. Its area is about 132 acres. There is a big pond named Shō-Seiko, or "Small Seiko," and wondrous stones are scattered about on the shores of

the pond. Near the pond stands a hill whence very pleasing views may be enjoyed.

Yashima or "Roof Island" is situated 3¼ m. east of Takamatsu. It is in reality a promontory, and is noted in Japanese history as the scene of one of the great naval battles which was fought between the Minamoto and the Taira clans in the 12th century. Mount Gokenzan is famous for wondrous rocks on its summit.

The Takamatsu-Kotohira Railway proceeds inland—the distance is 27 m. which may be reached in 2 hrs.

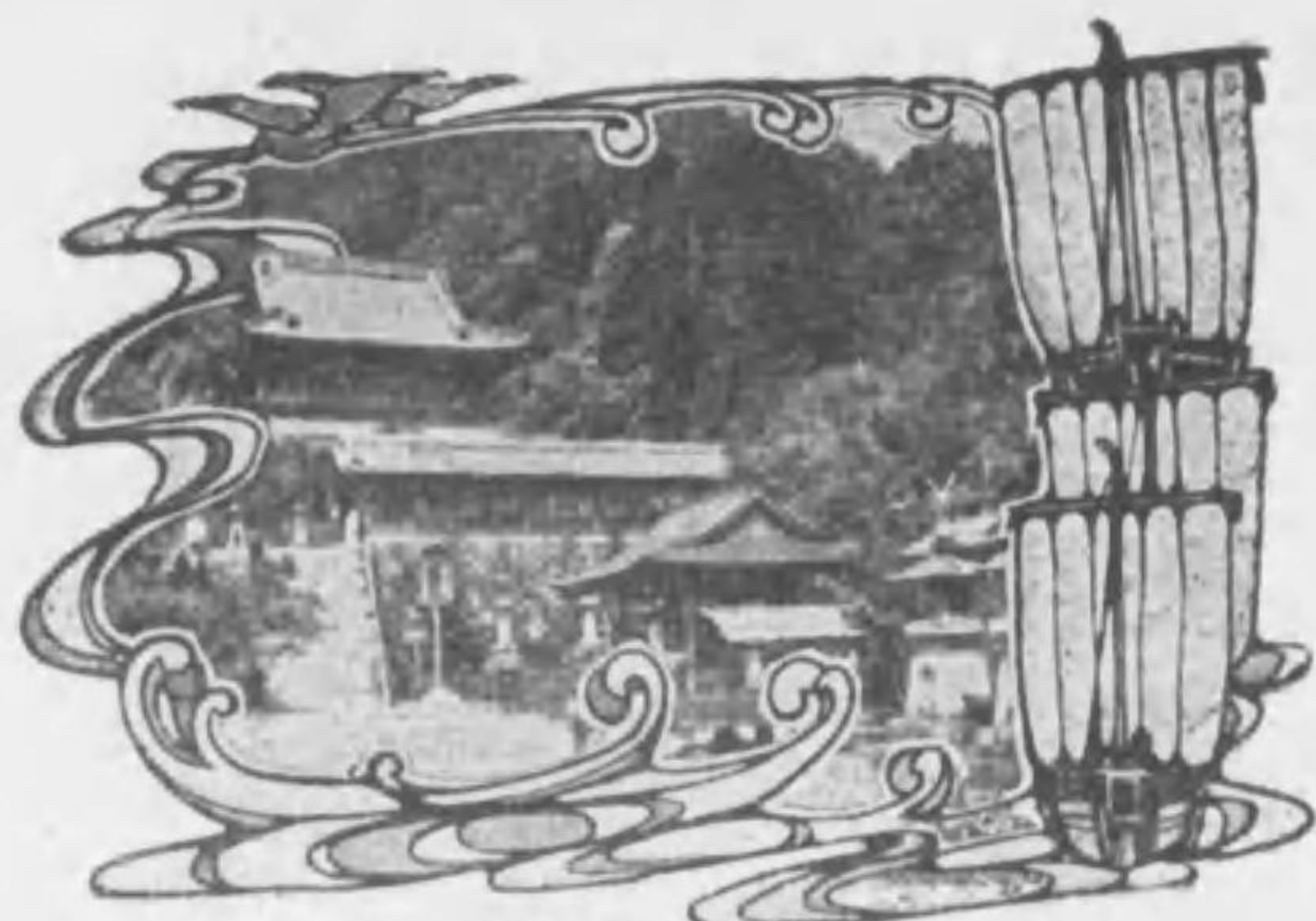
Utatsu is 14 m. from Takamatsu. Here is a Buddhist temple named Seitsūji which is famed for its stone pillar of 10,000 *kwan* (over 80,000 lbs.) which can be moved by a single hand.

Marugame, (Inn—Tamagawarō) is 2 m. from Utatsu by rail. It was formerly the castle town of a Daimyō and has now a garrison.

Tadotsu, (Inn—Hanabishi), a fine port, is 3 m. distant from Takamatsu and has daily steam communications with Onomichi.

Zentsūji, (Inn—Matsumotoya), 4 m. from Tadotsu, is a garrison town, and has a celebrated temple of the same name. Byōbugaura, from whence a charming view of the neighbouring country may be enjoyed, is well known as the birth place of the Buddhist Saint Kōbō-Daishi in the 9th century.

Kotohira or Kompira, (Inn—Toraya). The famous shrine of the same name was founded by Saint Kōbō-Daishi, and stands on the slope of Mount Zōzusan which commands



Kotohira Temple.

a panoramic view over the Inland Sea. It was dedicated to Ōmononushi-no-Mikoto known as Kōmpira Daigongen. The ascent from the base of the mount to the temple, is over half a mile which is led up to by 572 stone steps. Both sides of the way are lined with granite lanterns presented by the temple devotees. The building possesses many valuable treasures and celebrated paintings. A beautiful pond named Manno-no-Ike is $2\frac{1}{2}$ m. from Kotohira, and is said to have been made by Kōbō Daishi. From Kotohira to Kōchi via Ikeda, Ōtaguchi and Sugi is about 77 m. The journey may be done in *rikisha* with two men in 2 days.

Travellers intending to go farther westward from Kotohira have to return to Tadotsu. The coast road from Tadotsu to **Matsuyama** is $104\frac{1}{2}$ m. distant. On the route there is not much to be seen, though the scenery along the road is very pleasing, except *the **Besshi Copper Mines** belonging to the Sumitomo family of Ōsaka, which rivals with the Ashio Copper Mines, the fame of being the largest copper mines in Japan. From Tadotsu to Izumigawa in the province of Iyo via Kwannonji, Kawano (Inn—

Hashimotoya) and Doi (Inn—Matsumotoya), is 45 m. distant by *rikisha* road (12 hrs. required). **Niihama**, where is the Besshi Copper Mines Office, is $3\frac{1}{2}$ m. on the N. from Izumigawa. If travellers take the steamer at Tadotsu, they may reach **Niihama**, (Inn—Ganki-rō) in 6 hrs. (fares 1st ¥ 1.40; 2nd ¥ 1.05). From Izumigawa to the Besshi Mines is 10 m. distant; but *rikishas* are not practicable. Travellers therefore must walk or should get the special privilege of taking a private railway belonging to the above office.

From **Saijō**, (Inn—Fukutei) to Matsuyama is $57\frac{1}{2}$ m. distant on the northern coast route, via Mibugawa, Port **Imabaru**, (Inn—Asahiya), and Hōjō. If travellers take steamers at Imabaru they will reach Mitsugahama (in 3 hrs.), thence to Matsuyama is only $7\frac{1}{2}$ m. by rail. Imabaru is a commercial port and was formerly the castle town of a Daimyō. The castle was built by Tōdō Takatora in 1602 and now a public garden possesses its place.

From Saijō to Takamatsu there is also an inland road via Kawakami and Yokogawara—33 m. distant. From Yokokawa to Matsuyama is 8 m. by railway.

29. From Kōbe to Takahama & Matsuyama via Ujina. From Matsuyama to Kōchi.

From Kōbe to Takahama in 15 hrs. (fares for a through ticket including railway and steamer: 1st ¥ 7.43; 2nd ¥ 4.62); to Matsuyama in 17 hrs. (ditto, 1st ¥ 7.56; 2nd ¥ 4.75).

From Kōbe to Hiroshima and Ujina is already described. From Ujina to Takahama at the Province of Iyo, steamer takes 4 hrs. in crossing the Inland Sea. **Takahama**, (Inn—Yūshinsha), the northern terminus of the Iyo Railway,

is an important port in the Shikoku island. On its beach is an excellent sea-bathing place, (Inn—Enreikan). There is a Buddhist temple called **Tazanji** which was established 1,300 years ago. Its main temple is 60 ft. square, and is greatly admired by Japanese architects, as it is of rare construction in which no wedge or brace was used. **Kogoshima**, is a small islet, $1\frac{1}{2}$ m. from Takahama, and is known as the small Fuji of Iyo, which commands very charming views.

From Takahama to Matsuyama is 5 m. by rail and may be reached in half an hour.

Mitsu, (Inn—Kubota), the next station to Takahama, is also called Mitsugahama. It is one of the principal ports in the province, and has regular steam communication with many ports on the Inland Sea.

Matsuyama, (Inn—⊕ Kidoya) is the capital of the province of Iyo with 37,842 inhab. The castle which is built of massive stones, is situated in the centre of the town, and a grand panoramic view can be enjoyed from its keep. During the late war the town furnished quarters for several thousands of Russian prisoners. The well-known hot springs at **Dōgo**, (Inns—Funaya ; Chakin) are at the N. E. suburb of Matsuyama and are a favourite resort. Dōgo, the oldest spa in Japan, is located at the foot of mount of the same name. Its baths are divided into six sections and the source of the hot water is in the N.E. end of the first section called "Ichi-no-yu," which has a temperature of 110° Fahrenheit. The bathers are said to be over 1,000,000 in one year. In the environs of Dōgo are some temples and interesting sights.

From Matsuyama to go to Kōchi in Tosa Prov. there are two routes :—the coast route via Uwajima is a distance of nearly 200 m. and the Inland route via Kuzu is about 85

m. **Uwajima**, (Inn—Imura) is about 62 m. from Matsuyama via Gunchū and Ōzu. It is the second port in the province of Iyo and has calls of the regular steamers of the Ōsaka Shōsen Kaisha. The town possesses the ruins of the castle named **Tsurushimajō**, standing on a low and well wooded mount. The Inland route is more recommended for travellers, as it is a direct and excellent road. The journey is done in 2 days by *rikisha* and if a boat be taken on the way one day more is necessary. The chief villages on the route are Kumamachi, Kuzu, Kawaguchi and Ino.

Kumamachi is 18 m. from Matsuyama via a pass called Misaka which commands fine views. **Kuzu** is 17 m. from Kumamachi and after Kuzu travellers cross a small river which flows on the boundary of the provinces of Iyo and Tosa. From Kuzu to **Kawaguchi** is 14 m. from whence to Ino a boat may be taken for a descent on the swift current of the Niyodogawa—the distance is nearly 30 m. Travellers may stop one night at **Ochi** on the way down $7\frac{1}{2}$ m. distance from Kawaguchi.

Kōchi (Inn—Jōseikan) is the capital of the same named Prefecture with 35,518 inhab. It was formerly the castle town of the Daimyō Yamanouchi. The grounds of the castle have been changed into a public garden. The three storied turret named Kanrin-kaku is still well preserved. The chief products are coral and paper. **Gyūkō Bay** has ten special sights in its neighbour-hood. From Yanagibashi bridge a very pleasing view may be enjoyed. A hill named Godaisan stands on the north end of the Bay which commands fine panoramic views. Port Urato is situated on the outside of the Bay. From Kōchi to Tokushima is about 140 m. along the S. E. coast route via Aki, Ukitsu, Sakihama and Hiwasa.

Travellers, however, are advised to take the Inland route along the Yoshinogawa, to Tokushima through Shigetō, Ōkubo and Ikeda. The total distance is nearly 77 m. and its journey may be done in two days. Kōchi is generally visited by steamers which ply between here and Ōsaka or Kōbe, every day. From Kōchi to Kōbe may be reached in 14 hrs. (fares: 1st ¥ 5.00; 2nd ¥ 3.20).

30. Nagasaki.

Hotels.—Nagasaki Hotel, Japan Hotel, Belle-View Hotel, Cliff House Hotel, Hotel Antonetti, Hotel de France.

Inns.—Uyenoya, Midoriya.

Nagasaki is the port at which Japan first received foreign vessels just 327 years ago. Its narrow inlet is $2\frac{1}{2}$ m. in length and $\frac{1}{4}$ m. in width, which is well sheltered by



A View at the entrance of Port Nagasaki.

wooded hills. The harbour is 52 ft. deep in ebb-tide while 60 ft. in flood-tide. It is the capital of the Prefecture of the same name with 153,293 inhab., and is the western terminus of the Imperial Government Kyūshū Railway. The total imports for 1906 was ¥ 19,146,570.

Deshima was the only place where foreigners were permitted to reside before 1858, when the treaty opening the five principal ports in the Empire was concluded with Commodore Perry. Before that period, any Japanese who desired to know of foreign affairs, used to come to Nagasaki to study foreign books and language.

Suwa-jinsha is a Shintō shrine known as the "Bronze Horse temple." Here is a large bronze torii (gateway), which is said to be one of the largest of its kind in Japan. The public garden close by the shrine commands a very pleasing view of the city and harbour, and there are beautiful cherry trees which attract great crowds in their season. The commercial museum is situated in its neighbourhood.

*The **Mitsubishi Dock-Yards** are the largest of their kind in the Far East, and are the oldest in Japan. The dock-yards were first established by the Tokugawa Government in 1856 and employed only Dutch engineers. As the scheme was very small, in the beginning of the Meiji era, the present Government made a great improvement and a large dock was newly built in Tategami, and a patent slip at Kosuge. At that time a wooden steamer of 1,300 tonnage named the Kosugemaru was constructed by order of an English-man. This was the pioneer of ship-building in the Empire. In 1877 these works were transferred to the Mitsubishi Company of Tōkyō, and after three years the Company built a small iron steamer, the Asagaomaru of 200 tonnage. Henceforward several iron vessels were made, and

in 1895 Suwamaru, whose gross tonnage was 1,592 tons, was finished. Three years later as a consequence of the Chino-Japanese War, the art of ship-building had made great progress and here appeared the fine twin screw steamers named the Hitachi-maru and Awa-maru, both of which have over 6,000 tonnage, and which were put into the service of the foreign line of the Nippon Yusen Kaisha. At the same time various ships, small and large, including three torpedo vessels, were constructed here. The dock-yards now undertake to build and repair vessels and engines as well as boilers, almost of any dimensions with up-to-date plans and matchless skill. The number of workmen are now 5,600 and they are all well protected by an insurance system called the "Shokkō-kyūgo-hō" which was established some years ago. The town is famed for the grandeur of its festivals such as the *Bon matsuri* and the Suwa-no-Matsuri, etc. The former is held about August and the latter in the beginning of October. Especially the *Bon matsuri* or "Feast of our Ancestors' Spirits" (From the 13th to the 15th of the 7th month, old calendar) is more bustling than any other. During 3 days and 3 nights the grave-yard presents a brilliant spectacle being lit up with thousands of lanterns. **Kite flying** is a sport named "Tako-age-kai" in which the kite-fliers try to cut down each other's kites by means of strings coated over with ground glass. The sport takes place in April (15th of the 3rd month, lunar calendar) at Kazagashirayama, from whence a panoramic view over the whole city may be obtained, and the neighbouring hills are crowded with sight-seers on that day. **Sōfukuji** is a Buddhist temple of the Chinese style. It contains a big iron kettle, 6½ ft. in height and 15½ ft. in diameter, and its weight is over 2,600 lbs. which is said to have been used to boil rice gruel for the rescue of the sufferers in the grave famine of

the Tenwa era in the 17th century.

Kiyomizudera temple is near Sōfuku-ji. It is located on pleasing high grounds whence a fine view may be obtained

Nakamiya Inari is a popular Shintō temple and may be approached through a long line of red-coloured small gates or *torii*.

The **principal shops** are :—

Tortoise-Shell :—Futae (Higashi Hama-machi);

Sakata (Motokagomachi); Ezaki (Imauno-machi), Kawaguchi (Funadaiku-machi).

Porcelain :—Kōransha (Desaki-machi).

Photographs :—Tamemasa (Motokago-machi).

Fans and Toys :—Hondaya (Motokago-machi).

Silk Stores :—Tokushimaya (Hama-no-machi).

Curios :—Sata (Funadaiku-machi); Nakashima (Funadaiku-machi).

Vicinity of Nagasaki.

Michinoo Hot Spring is 5 m. distant and was discovered some 40 years ago. The water is very pure and is most curative for rheumatism and stomach pains. Its bath-rooms are furnished in European style.

Hijiriyama known as "St. Hill" to foreigners, is 2½ m. and lies on the way to Michinoo hot spring. A cross stands on the eminence which was the scene of the persecution of the 24 Christians.

Mogi, 5 m. on the S. by *rikisha* road, is a nice retreat for the hunting of shell-fish. **Shiomisaki** is a narrow land stretching out into the sea in Mogi, where stands a

small shrine dedicated to the Kwannon or Goddess of Mercy. A fine view may be enjoyed there. This place is recommended to view the full-moon beams on the 15th of the 8th month of the lunar calendar. Kwannon-no-taki is a fine cataract 50 ft. high where very picturesque views may be enjoyed.

Takashima is situated 8 m. at the entrance to Nagasaki port, and though it is a small island being only two miles in circumference, is well-known for its good colliery.

Unzen is situated on the flank of Onsendake, an extinct volcano 4,380 ft. high, and is well-known for its sulphur springs and beautiful scenery. It is the general name given to the hamlets of Furuyu, Shinyu, and Kojigoku which are at an altitude of 2,550 ft. above the sea level. Shinyu, (Takaki Hotel; Unzen Hotel; Shinyu Hotel) is a



Unzen.

good sanitarium and affords a splendid view. Kojigoku or "Small Hell," (Inn—Midoriya).—The solfataras are most interesting objects; but a local guide is very necessary. Unzen may be reached from Nagasaki via Mogi from whence steamers leave daily for **Obama**. (Ikkakurō Hotel; Obama Hotel) which is also noted for its mineral waters—the passage takes 2½ hrs. From Obama travellers must go up 7 m. to Unzen. The Springs are very crowded by foreigners who come from Shanghai, Hongkong and the Philippines in summer. Unzen may also be reached by railway from Nagasaki via **Isahaya** (19 m.) whence to Chijiwa is nearly 12 m. by *rikisha*. From Chijiwa to Unzen is about a 7 m. walk.

Shimabara, (Inns—Chikugoya, Hashimotoya) is famous as having been the scene of a combat between the Japanese Christians and the Tokugawa Shōgun's army in the 17th century. It can be visited from Unzen by crossing the mountain pass and descending into a rocky valley—12 m. distant, or from Isahaya via Kojiro, (Inn—Nishimura) and is about 30 m. by *rikisha*. Shimabara is opposite, over Shimabara Gulf to port Hyakkan in the province of Higo and is 12 m. distant.

Kuchinotsu, a special port of export, is 12 m. distant on the S. of Obama and commands a fine view. The total sum of its exports and imports for 1906 was ¥ 4,502,343. It is reached by steamers from Mogi in 3 hrs. and also from Shimabara in the same time (fare 35 *sen*).

31. From Nagasaki to Moji via Tosu.

Stations.	Mileage.	Fares.	
		2nd.	1st.
Nagasaki ×	From Nagasaki.		
Uragami ×	1.0	yen	yen
Michinoo ⊙ ×	3.8	.11	.18
Nagayo	6.0		
Ōkusa ⊙ ×	11.1		
Kikitsu ×	15.5		
Isahaya ⊙ ×	19.6	.50	.83
Ōmura ⊙	26.7		
Matsubara ×	31.5		
Sonogi	37.0		
Kawatana ×	40.8		
Hainosaki ×	45.7		
Haiki □ ⊙ △	49.1	1.14	1.90
Mikawachi ⊙ ×	51.7		
Arita □ ⊙ ×	56.4	1.37	2.28
Minasaka ×	60.6		
Takeo ⊙	65.5	1.55	2.58
Kitakata × ⊙	69.3		
Yamaguchi	73.9		
Ushidzu ⊙	77.3		
Kubota □ ⊙ ×	79.1	1.82	3.03
Saga ⊙ × △	83.1	1.89	3.15
Kanzaki ⊙	88.8		
Nakabaru ×	93.3		
Tosu □ ⊙ × △	98.6	2.19	3.65
Tajiro ×	99.4		
Harada ×	104.1		
Futsukaichi ⊙	107.5		
Zasshōnokuma	112.2		
Hakata ⊙ × △	116.8	2.48	4.13
Yoshizaka ⊙	117.8		
Hakozaki ⊙ ×	118.3		
Kashii ⊙ □ ×	121.8		

Koga ×	127.6		
Fukuma ⊙ ×	130.0		
Akama ⊙	136.3		
Ongagawa ×	143.8		
Orto □ ⊙ × △	146.3	2.91	4.85
Kurosaki □ ⊙	149.6		
Ōkura ⊙	152.9		
Kokura □ ⊙ × △	156.7	3.08	5.13
Dairi × ⊙	160.9		
Moji □ ⊙	164.0	3.18	5.30

From Nagasaki to Tosu in 56½ hrs; to Moji in 8—10½ hrs.

Leaving Nagasaki, the train comes in 20 min. to Nagayo. There are seven tunnels between **Nagayo** and **Isahaya**, (Inn—Suigetsu-rō) after which to **Haiki** the view of the Ōmura Bay is very picturesque and is the best scenery on the Kyūshū Railway line.

Ōmura, (Inn—Matsushimaya) was formerly the castle town and is now a garrison town. The grounds of the old castle are laid out as a public garden where beautiful view of the Ōmura Bay,

Haiki—A branch line diverges to **Sasebo**, (5 m.) (Inn—Aburaya), one of the most important naval stations in Japan, which has 68,334 inhab. Its public garden commands a fine view. This port has daily steam communication with Hirado island.

Arita, (Inn—Kawachiya) is celebrated for its porcelain called *Aritayaki*. The Kōransha is a most prosperous factory where was produced ¥ 175,000 in value the last year, and the larger portion was exported. From here a branch runs to Imari port, (8 m.) (Inn—Shiohan), from whence the Arita porcelain is exported. **Takeo**, (Tōkyōya Hotel; Hill-side

Hotel; Tōkyōkwan Hotel) is noted for its hot springs and is surrounded by beautiful mountains on three sides.

Kubota—A branch line diverges to **Karatsu** (Inn—Hakataya)—The distance is 23 m. and may be reached in 2 hrs. Karatsu is a special open port and the total sum of its exports and imports for 1906 was ¥ 2,105,312. A celebrated Hizen faience is manufactured here. In the vicinity of the port are the best coal fields. It has daily steam communication with Fusan in Korea. A beautiful river named Matsu-uragawa crosses the town. **Niji-no-Matsubara** is 1 m. distant from Karatsu and may be reached by tram. It is the name given to a pine clad beach of 5 miles in length. In its centre stands the Kailin-in, an excellent sea-bathing-place, from whence a fine view may be enjoyed. **Nanatsugama**, or "Seven Kettles" is 5½ m. from Myōken, the suburb of Karatsu, and may be reached in a boat. The wondrous cliffs consist of basalt of hexagonal shape, under which are formed seven natural caves.

Tosu is the Junction for Kumamoto and Yatsushiro.

Futsukaichi has a hot spring called Musashino, (Inn—Enjukan), and Mount Tenpaizan lies on the north of the station. The great Shintō temple of Temmangū at **Dazaifu** is 2 m. distant by a tram-way or good *rikisha* road. The temple is dedicated to Sugawara-no-Michizane, a great statesman and scholar, who died there in exile in A.D. 903. His likeness is printed on our bank notes. The Shrine is very famous and popular throughout the whole Empire. The grounds of the temple contain a fine landscape garden.

Hakata, (Inn—⊕ Matsushimaya) is one of the best ports in the Kyūshū Island, and the total sum of its exports

and imports for 1906 was ¥ 324,656. It produces a famous fabric called "*Hakata-ori*." **Fukuoka**, (Inn—⊕ Sakaeya) was formerly the castle town of the Daimyō Kuroda, and is the capital of the Fukuoka prefecture. The two towns are geographically divided by the Nakagawa, but are joined into one municipality under the name of Fukuoka with 71,047 inhab. There are two public gardens:—the East Garden noted for its natural landscape, and the West Garden famed for its fine view. *The Medical College of the Kyōto Imperial University is here. This place was attacked in the 13th century by the Mongolian fleet sent by Kublai Khan, or Koppitsuretsu to conquer Japan, but the fleet was entirely destroyed by the Shikken Hōjō Tokimune. The ruins of the stone barrier built on the sea shore for protection against the attack and a tomb in which thousands of enemies were buried, are still to be seen at Hakata. For the memory of the above event two grand monuments were completed here December 1904. One is the statue of the Emperor Kameyama and the other is that of the Buddhist Saint Nichiren, both personages having had close connection with the affair. **Keya-no-Ōto**, (Inn—Wakamatsuya), known as the cave *Genbudō* is situated on the peninsula of Shima, 12½ m. west of Hakata and may be reached via Maebara. It projects out ½ m. into the sea and consists of basalt of various shapes, while the water under the cliff is very deep. The cave is about 30 ft. long and 30 ft. wide, and its interior is pitch dark. Very cold water drops from the upper cliff, and bats strike against one's head. When the sea rages in rough weather, the big waves rush against and into the cave causing an echo like the roar of thunder which may be heard at a great distance. On the 4th and 5th month of the lunar calendar, special steam-boats ply between Fukuoka and Keya-no-Ōto for the convenience of visitors.

Hakozaki. The Hachiman Shrine was founded in 759 A.D. and is dedicated to the Emperor Ōjin who was born here, and to his mother, the Empress Jingō. The shrine is surrounded with a beautiful pine forest and a large stone *torii* stands on its north sea-shore. **Chiyo-no-matsubara** is the name given to the pine clad and white sandy beach about 1 m. long between this place and Hakata. The scenery is very charming.

Kashii. The Shintō temple of the same name is dedicated to the Empress Jingō, and near by is the spot from whence she sailed for the conquest of Korea in the 3rd century. The vicinity of the temple is famous for mushroom hunting. **Najima** lies at the mouth of the Tataragawa and to the right, it connects with "Umi-no-nakamichi," a promontory stretching out 7½ m. into the beautiful sea, which divides the Genkai sea and the Hakata bay. A branch line proceeds to Saitozaki (7 m.) at the tip of the promontory. The scenery is very pleasing.

Orio is the junction to a branch railway which proceeds to Wakamatsu (6 m.) in the north. **Wakamatsu**, (Inn—Matsuirō) is a special open port from whence the coals produced in the provinces of Chikuzen and Buzen are exported. The total sum of its exports and imports for 1906 was ¥ 3,605,444. From **Orio** the Chikuhō branch line also goes to Kami-Yamada (26 m.) to the south, through the junctions of Naokata, Kotake, and Iizuka (Inn—Watakatsu). This line was built especially for the transportation of the coal which is produced in the five northern districts of the Chikuzen and Buzen Provinces, and nearly all the stations have good coal fields in their vicinity numbering over 100. The amount of

coal produced in these regions exported through the ports of Moji and Wakamatsu, was 2,500,000 tons for the half year of 1904.

Ōkura. *The celebrated Imperial Iron Foundry known as the "Yedamitsu Seitetsu-jo," is 1 m. north of the station. It was founded in 1897 and its area is 245 acres. In the grounds of the foundry, 25 miles of a railway were constructed which is now connected with the branch line of the Kyūshū Railway. It may also be reached from Kokura by a branch line 5 m. distant.

Kokura, (Inn—Umeya) was formerly a castle town and is now occupied by a garrison. Its population is 36,825. From Kokura a branch railway diverges to **Usa** (42 m.) along the S. E. coast via **Yukuhashi** and **Nakatsu**.

Moji, (Moji Hotel; Inns—⊕ Ishidaya, Kawau), the northern terminus of the Imperial Government Kyūshū Railway, is connected by a steam-launch with Shimonoseki in 15 min (p. 155). It was a fishing village only twenty years ago; but is now a very important and prosperous port with 38,069 inhab. The coal produced in the northern portions of the province of Buzen and Chikuzen is exported from this port. The total sum of its exports and imports for 1906 was ¥ 40,452,912. The public garden called Kiyotaki-Kōen, is nicely arranged and commands a beautiful view of land and sea. The Mekarijinsha is a Shintō temple dedicated to Ugaya-fukiayezu-no-Mikoto, the father of Jimmu Tennō (1st Emperor), and four other deities and it was founded in 193 by the Empress Jingō. The temple is situated in the tip of Hayatomo strait about one mile north of the Moji terminus, and is the nearest point to the opposite land of

Shimonoseki. A very pleasing view of the western entrance of the Inland Sea may be enjoyed here.

32. From Nagasaki to Kumamoto, Yatsushiro, and Kagoshima.

Kyūshū Railway to Kumamoto (154 m.) in 8½-9hrs. (fares: 1st ¥ 5.05; 2nd ¥ 3.03); to Yatsushiro, (176 m.) in 10 hrs. (fares 1st ¥ 5.63; 2nd ¥ 3.38).

From Nagasaki to Tosu junction is already described (p. 174).

Kurume, (103 m.) (Inn—Shioya) was formerly the castle town and is an important town with 33,273 inhab. along the Chikugogawa. The Suitengū is a famous Shintō temple dedicated to the Emperor Antoku and stands on the bank of the same river. The Chikugogawa known as Tsukushi-jirō, is the longest river in the Kyūshū island, 87 m. in length. A fine iron bridge spans the river close to the Kurume station. It was constructed in 1890 and its length is 1,238 ft.

Hainuzuka, (110 m.)—Funagoya (Inn—Higuchiken), is situated along the Yabegawa. It is a nice summer resort which has Mineral Springs and is 2 m. distant by a good road. The place is also noted for its fire-flies and trout fishing.

Yabegawa (114 m.). The Nakayama Agricultural Experimental station established by the Daimyō Tachibana is 1½ m. by *rikisha*. **Yanagawa**, (Inn—Hiranoya) is 5 m. by *rikisha* and was formerly the castle town.

Ōmuda (123 m.) (Inn—Jūgoan) is noted for *The famous Miike Coal Mines. The mines were first found by a

farmer in 1469, and were transferred from the Imperial Government to the Mitsui family of Tōkyō in 1888. The Mitsui family is now constructing a new harbour here on a large scale worth ¥ 4,000,000.

Takase, (136 m.). The Oama hot springs are 7½ m. and are effective for rheumatism. There may be enjoyed a pleasing view, and the place is noted for its oranges.

Konoha (142 m.). A steep hill called Tawarazaka is 1½ m. distant, where took place the severe battle which was fought during 17 days and nights in the Satsuma civil war. There stands on the hill a stone monument to the memory of the dead soldiers numbering 4,000 in all.

Ueki, (146 m.). The Yamaga hot springs are 10 m. by *rikisha* or omnibus.

Kumamoto, (154 m.) (Inn—⊕ Togiya), formerly the castle town of the Daimyō Hosokawa, is now the seat of the Prefecture of the same name with 59,717 inhab. It is well known for its castle which was built in 1607 by Katō Kiyomasa, the most brave and famous general of the Toyotomi Taikō's Expedition to Korea. At the time of the Satsuma rebellion in 1877 caused by the Great Saigō, the Imperial Army was besieged in this castle for over 50 days and well resisted the enemy. It is now occupied by the Sixth Army Division. Nishikiyama Shrine situated on a hill commands a fine view. **Suizenji** is the finest landscape garden in the Kyūshū Island and is distant 2½ m. It is also called Seishu-en and is laid out in a elegant style with fantastic hills and curious bridges. It has also a picturesque pond as in other Japanese landscape gardens, and in its centre

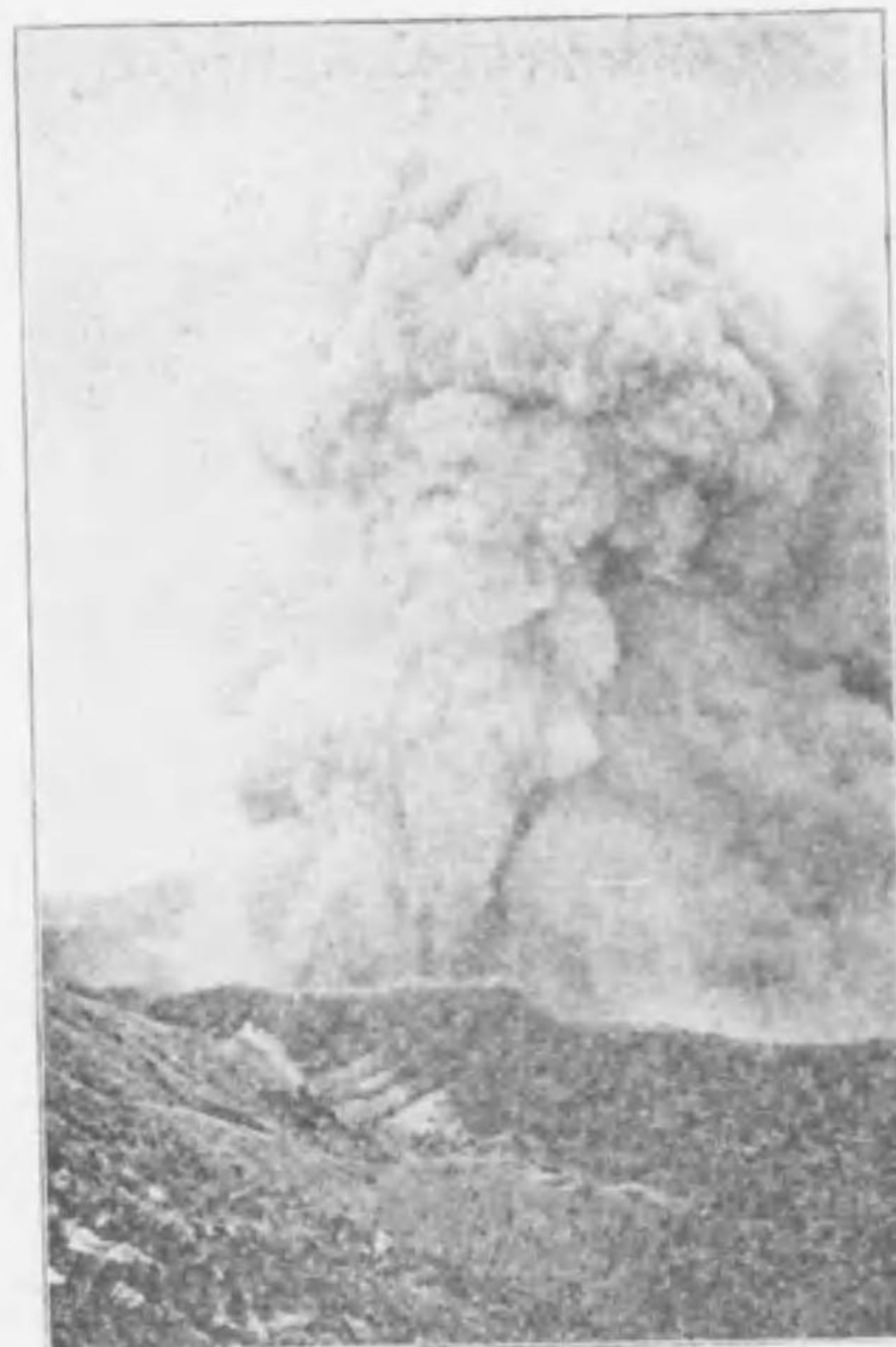
stands a tiny islet. **Hyakkan** is the port of Kumamoto 6 m. west of the station, and is situated at the mouth of the



Suzenji.

Shirakawa. The famous active Volcano of Asosan is about 25 m. distant via Tateno (19 m.). Between Kumamoto and Tateno one may proceed over a flat road by either omnibus or *rikisha*. Tateno is a junction town; to the right is the Hyūga route, and to the left is the Bungo road. By the former route we pass the hot springs of Tochinoki and Jigoku, while by the latter we have to go 12 m. further on to Miyaji where stands a famous Shintō temple, the Asojinsha, and whence to the summit of the Nakadake or "central peak" is about 9½ m, passing the hot springs of Yunotani. On both roads many beautiful cataracts may be seen. Asosan is the general name given to the fine peaks which show volcanic craters, namely Taka-dake, Eboshidake, Naka-dake and Kineshima-dake. Taka-dake is the highest—being 5,300 ft. above sea level. Naka-dake is situated in the centre of these

peaks and its crater is said to be the largest in the World. Its dimension is 17½ m. from east to west and 10 m. south to north.



Asosan.

Uto. (161 m.) (Inn—Misakiya). A branch line diverges to **Misumi**, (16 m.) (Inn—Fuyuno). It has daily steam communication with Nagasaki and its passage takes about 7 hrs. From here steamers also leave daily for Kagoshima.

Yatsushiro, (176 m.) (Inn—Obiya) stands on the north bank of the Kumagawa which is famed for its rapids. From Yatsushiro to Hitoyoshi the Government Railway was opened on June 1908. The new line is 32 miles in length which took the most difficult engineering achievements of the

world. There are twenty five tunnels, the longest of which is 960 yards, and 53 iron and stone bridges, the longest being 673 feet. The above railway runs along the banks of the Kumagawa. From Hitoyoshi to Yoshimatsu may be reached in seven hours by omnibus. The Hinaku hot springs, (Inn—Shinyanagiya), are about 7 m. by *rikisha*.

From **Yatsushiro** to **Kagoshima** there are the other two routes:—

(1) Travellers may take steamers to Minamata, (Inn—Sashikiya), the south-most port in the province of Higo, in 3 hrs (fare 45 *sen*); thence to Kurino, (21 m.) (Inn—Yamaguchi), a railway station in the Government Kagoshima line, by omnibus in 9 hrs. (fare ¥ 1.02); from Kurino to Kagoshima (35 m.) by rail in 2½ hrs. (fare 2nd ¥ 1.05).

(2) They may take steamers to Komenotsu, (Inn—Miyoshiya), the northern-most port of the province of Satsuma, in 4 hrs. (fare 50 *sen*), thence to Kagoshima (61 m.) via Sendai, (Inn—Nagaiya) by omnibus in 15 hrs. (fare ¥ 4.24). Sendai is 30 m. distant from Komenotsu.

Kagoshima (Inns—Ikebata; Okabe), formerly the castle town of the Daimyō Shimazu, is the capital of the Prefecture of the same name with 59,001 inhab. It produces the celebrated porcelain called *Satsumayaki*. In 1863, the port was attacked with bombs by the naval squadron of Great Britain and a severe fight occurred with grave damages to both sides. The cause of this bombardment was that the Lord Shimazu objected to make any compensation for the marder of a British subject who was killed by crossing the route of the armed procession (*Daimyō gyōretsu*) which took place on the 14th Sept.

1862, at the village of Namamugi. The village is now situated near the Kanagawa station on the Tōkaidō Railway, and the matter is well known in our history as the affair of Namamugi. **Shiroyama** is a hill also called Tsurumaru-yama and the former castle grounds lie at its foot where is now situated the Kagoshima Middle School. The castle was built by Shimazu Iehisa in the Keichō era (1596—1615). The cave of Iwasakidani where Saigō Takamori, the Leader of the Satsuma Rebellion, committed suicide, lies in the narrow valley on the other side of the hill. Stone monuments stand on the hill in memory of the great hero, and his two generals. It commands very pleasing views including the celebrated volcanos of the Sakurajima, and of the two peaks of the Kirishima and Kaimon some distance away. Tagayama hill also has a fine view of the town. **Sakurajima**, an island opposite to Kagoshima, may be reached by small steamers which ply daily.—to Yokoyama 5½ m. This island is 27 m. in circumference and its shape is just like an upset mortar. An active volcano named Mitake lies in the centre of the island. The hot springs of Arimura are situated at the southern foot of the volcano.

On return journey to Yatsushiro, travellers may take the inland valley route of the **Kumagawa**. From Kagoshima to Hitoyoshi is 66 m. and the government railway is now extended to Yoshimatsu (40 m.) (Inn—Matsuya) on the route through **Shigedomi** (8 m.) (Inn—Watanabe), **Kajiki** (13 m.) (Inn—Kawabataya) and **Kokubu** (17 m.) (Inn—Enrikan). **Kokubu** is noted throughout the Empire for its nice tobacco.

From this town the famous volcano of **Kirishimayama** may be ascended, and it is about 12 m. to the foot of the mountain. Kirishima-yama is divided into two peaks.

The Eastern peak called **Higashi-dake** (5,500 ft. high) lies above the village of Higashi-Sayamamura and constantly emits grand volumes of smoke. A shintō temple called **Kirishimajinsha** stands on the west base of the mountain. The principal temple is dedicated to the Ninigi-no-Mikoto, the grand son of the Tenshō Daijingu or Sun-Goddess, and three other deities. The eastern shrine is devoted to the Sun-Goddess and three ancient gods, while the southern shrine is dedicated to the worship of Susanoo-no-Mikoto, the younger brother of the Sun-Goddess and six other deities. These structures are very elaborate. The Eastern peak is also called **Takachiho-no-Mine**. In the



Rapids of Kumagawa.

history of Japan it is asserted that the God Ninigi-no-Mikoto alighted on this peak, when he descended from "Takama-gahara" or "**Heaven**" to establish a place, or **point d'appui** for the conquest of the Empire by the First Emperor Jimmu-Tennō. The "Holy Spear" known as the **Amano-Sakahoko**, about 4½ ft. in length, stands still upside down. The Western peak named **Nishidake** is situated to the N. W. of the Eastern peak and has a large lake called **Ōnami-ike** which is about 5 miles in circumference. The **Rapids** from **Hitoyoshi** are nearly 40 m. in length and can be covered in about 5 hrs. On both sides of the rapids the cliffs stand like paper screens and wondrous rocks are scattered on the sides. The surrounding scenery is very charming.

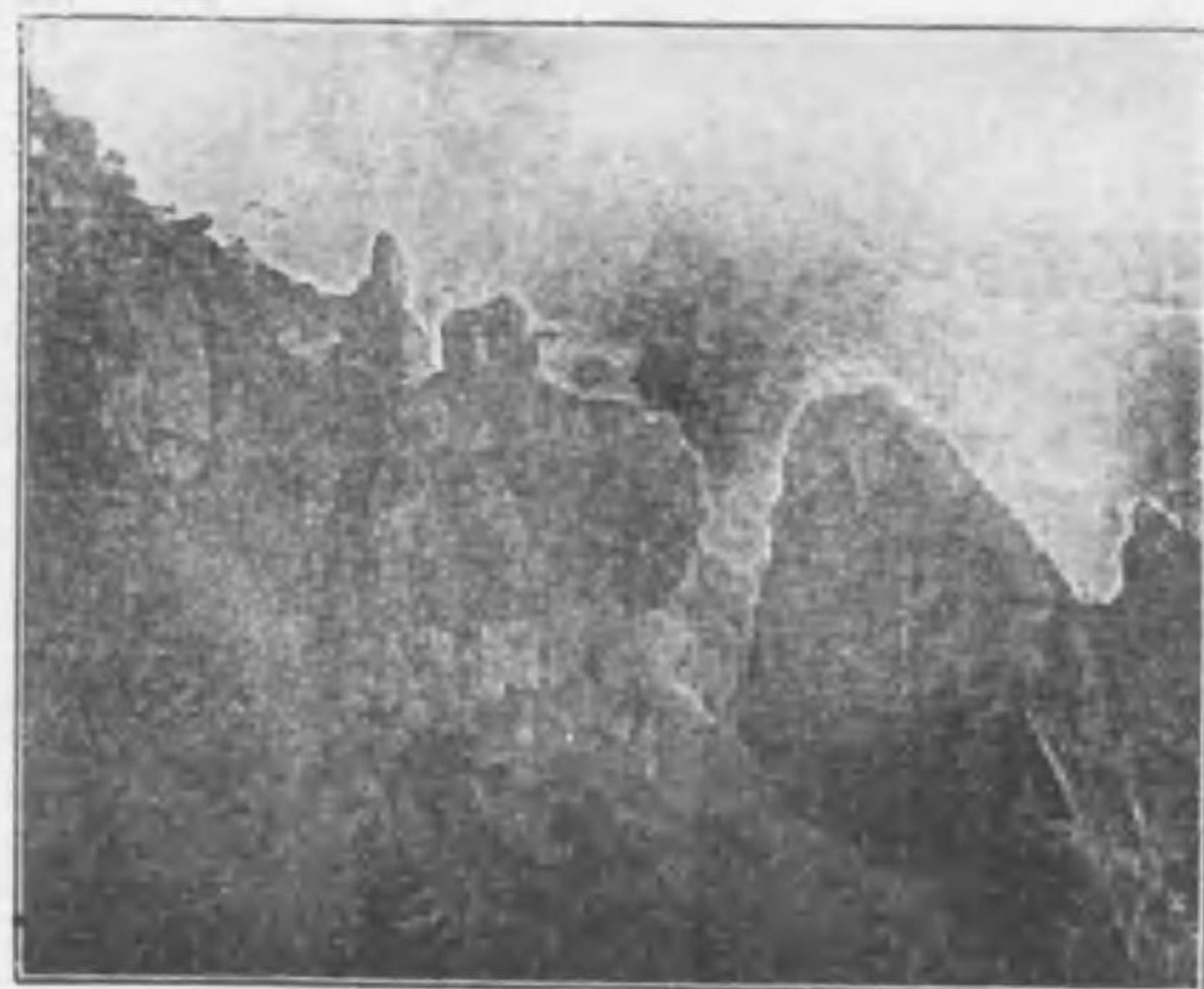
33. From Moji to Valley Yabakei, Usa, Ōita and Kumamoto.

From Moji to Kokura is already described (p. 179).

Yukhashi (Inn—Anrakutei) is 15 m. from the Kokura junction and is an important town on the eastern coast line of the Kyūshū Railway. A branch line runs from this town to Soeda (23 m.) via Gotōji (17 m.). This branch line was constructed for the transportation of coal which is produced in the neighbourhood along the line. Among those *the Tagawa coal mines controlled by the Mitsui family are the largest ones which are situated close to the Gotōji station. From the Soeda terminus to the village of Hikosan (Inn—Aburaya) is 7 m. It is situated at the foot of the celebrated mountain of Hikosan (3,657 ft. high) and is a good place for a summer retreat. From the village it is about 2 m. up to the summit of Hikosan, where stands a

Shintō temple dedicated to the God Hikosan Gongen.

Nakatsu (Inn—Shōfūken), 16 m. from Yukubashi, was formerly the castle town of a Daimyō and is situated on the castle town of a Daimyō and is situated on the eastern bank of the Yamakunigawa. It is the birth-place of the late Mr. Fukuzawa Yūkichi, a teacher who introduced Western civilization to Japan at the end of the Tokugawa dynasty. The celebrated Valley of **Yabakei** may be reached from this town by *rikisha* continuing to Ayugaeri, its eastern entrance, is about 6 m. distant. Yabakei is the name given to the banks along the Yamakuni-gawa. It was formerly called the Mikunikei, but since the days of Rai Sanyō, a famous poet and scholar of some 80 years ago, who gave the name of Yabakei to this Valley in his poetry, the inhabitants of that region have followed his elegant naming. This Valley is fantastically surrounded



Yabakei.

by precipitous and wooded heights. It is a most quaint and

pleasing spot celebrated throughout the Empire. The beautiful range of Mount Shōzan together with the picturesque stream of the Yamakuni-gawa makes matchless scenery. The **Rakanji**, a celebrated Buddhist temple, stands at the north end of the Valley and near by, the 500 images of "Rakan" sit on the rocks of the hill-side. From Ayugaeri to the village of **Keyamura**, the western end of the Yabakei, is about 80 miles distant through the villages of **Hida**, "**Ao-no-Dōmon**" (the cave gate), **Kakizaki**, **Miyazono** and **Morizane**. Those places have each a special charm and scenery. Keyamura is quite near to the Mount Hikosan already mentioned (p. 187). From Morizane travellers may proceed to **Kurume** in the province of Chikugo through Hita (Inn—Arimura), and Yoshii located along the Chikugo-gawa—the total distance is about 40 m. and *rikisha* may be taken all the way (p. 180). Travellers desiring to reach **Futsukaichi** in the province of Chikuzen may take the other road at Hita from whence through to Haki and Amagi is 33 m. (p. 176).

Usa (Inn—Nakaya) is the present terminus of the Kyūshū Railway. The **Usa Hachimangū** is the most famous Shintō temple in Kyūshū Island, and is 5 m. by *rikisha* or omnibus from the station. It consists of three shrines—the first shrine is dedicated to the Emperor Ōjin, the second to the Hime-Ōgami, and the third to the Empress Jingō. It was founded in 725 and all the structures are bright red. The shrines are surrounded by beautiful trees and there are laid out fine landscape gardens. In the same enclosure are other small shrines dedicated to separate gods. Since ancient times this Shinto temple has been greatly respected by the Imperial Court of every dynasty. The Divine decree to **Wake-no-Kiyomaro**, the most notable

loyalist of the 8th century, who saved the Throne from falling into the hands of Yuge-no-Dōkyō, an infidel monk, is well known in Japanese history.

The total distance from **Usa to Kumamoto** is about 110m. by *rikisha* road and the principal places are as follows:—

Between **Usa and Beppu** via **Port Hiji** (Inn—Yamamura) is about 30 m. and *rikisha* or omnibus may be taken in 7 hrs. (Fare: *rikisha* ¥ 1.50; omnibus 75 *sen*). The Shiōkuji temple at Hiji is noted for its gigantic **sotetsu** (sago-palm). From Hiji to Beppu steamers may be also taken.

Beppu (Inn—Hinako) is an important port on the eastern shore of Kyūshū and is noted for its mineral baths. The whole area of the town being permeated by vapours and hot springs, a mineral bath may be formed everywhere. The place is both a summer and a winter resort. Among the hot springs the Furōsen has the best accommodation. **Hamawaki** hot springs are close to Beppu across a small river. In the vicinity of Beppu and Hamawaki there are a number of various hot springs such as Kankaiji, Kannawa, Shibaishi and Yunotsubo. The hot springs of **Kankaiji**, 2 m. west from Beppu by *rikisha* road, lie at the slope of a hill where a very pleasing view may be enjoyed. **Kannawa** about 4 m. north-west of Beppu, has a vapour bath house named *Mushiya*. In the centre of a dark and close cellar stands a large pillar, around which sixteen small pillow-stones are arranged in a row, and sixteen patients can lie down on the ground. It is said that by this method even an incurable disease will be immediately cured. The **Shibaishi** hot springs 1 m. from Kannawa from whence the **Chi-no-ike-Jigoku** or “Hell of Blood Pond,” is about 1 m. distant. This pond is the source of the hot springs, over 100 ft. wide and the boiling water when it spouts up from the ground is

quite red just like blood. The surroundings are very wonderful.

Ōita (Inn—Yaoya), capital of the prefecture of the same name, is an important port. The town is 7½ m. distant from Beppu and electric trams ply between both places. From this town to Saganoseki, on the west side of the Bungo Channel, is 18 m. Travellers desiring to go to Kagoshima (p. 184) from Ōita may proceed there by the south-eastern coast road of Kyūshū—the total distance being about 200 m. by *rikisha*—through Miye, Shigeoka, Nobeoka, port Todoro, Miyazaki (capital of the prefecture of the same name), Takaoka, Miyakonojō, and Fukuyama on the north shore of Kagoshima Bay from whence to Kagoshima is 21 m. by steamboat, or one may proceed to Kokubu railway station and thence take a train to Kagoshima.

Takeda (Inn—Ebisuya) is 27 m. from Ōita and the road leads inland. It is a clean town surrounded by beautiful hills on all sides and there are many delightful places in its vicinity. **Uozumi water-fall**, known as the “Small Niagara Fall,” is located at the east foot of the Volcano Aso—half a mile from the town. The fall is 36 ft. high and 480 ft. wide and affords very charming sceneries. A hill named Oka-jō stands on the east of Takeda and commands very pleasing panoramic views. **Chinda-no-taki**, the most celebrated fall in Kyūshū is about 10 m. east. This grand cataract is made by violent streams falling down the great cliffs of the Ōno-gawa. It is 60 ft. in height and 300 ft. in width and its streams consist of twelve very distinct lines. The scenery is very magnificent.

Miyaji (Inn—Yoshinoya) is about 18 m. from Takeda

and is situated at the north foot of the Volcano Aso. From Miyaji to Kumamoto is already described (p. 181)

34. Trips by Steamers of the Coast Lines.

There are a great number of steamers employed on the coast line service which connect the principal ports along the Mainland and the islands of Shikoku, Kyūshū and Yezo. The tourists, therefore, may add occasionally steamers trips to his railway journeys, and so enjoy sea voyages as well as land excursions.

From **Yokohama** to **Otaru** on **Yezo Island** (755 m.). The steamer on the East coast line of the **Nippon Yūsen Kaisha** leaves Yokohama every third day for Otaru via **Oginohama** (283 m.), a port in the province of Rikuzen (p. 89); and **Hakodate** (551 m.)—The passage takes 6 days (rates with foreign food to Oginohama 1st ¥ 8.00; to Hakodate 1st ¥ 14.00; to Otaru 1st ¥ 22.00).

Yokohama to **Yokkaichi** (200 m.)—A regular steamer of the above company starts every third day for Yokkaichi via Shimizu in the Province of Suruga—the passage takes one day (rates: 1st ¥ 4.50; 2nd ¥ 3.00). Yokkaichi is a flourishing town on the shore of the Ise Bay and thence the tourist makes his way to Yamada and the Great Shrines of Ise (p. 93).

Yokohama to **Kōbe** (350 m.)—Between these two important ports ply many regular steamers of the N. Y. K.—the passage takes 26 hrs. (rates with foreign food 1st ¥ 12.00; Japanese food 1st ¥ 9.00).

Kōbe to **Shimonoseki** or **Moji** (241 m.)—A regular

steamer of the western coast line of the N. Y. K. (a weekly service) leaves Kōbe for Shimonoseki via **Onomichi** and reaches there in one day (rates: 1st ¥ 12.00; 2nd ¥ 5.50). Onomichi is a picturesque port on the Northern coast of the Inland Sea (p. 150).

Shimonoseki to **Otaru** (1,127 m.)—The steamer of the above western coast line of the N. Y. K. proceeds farther to Yezo Island. By this voyage, tourists have a good opportunity of seeing the scenery all along the western shores of Japan. The intermediate ports are as follows:—**Sakai** (190 m. from Shimonoseki)—a port of the Hōki Prov. (p. 138); **Tsuruga** (143 m. from Sakai)—the best harbour on the coast of the Japan Sea (p. 116); **Fushiki** (195 m. from Tsuruga)—the port of the Prov. of Etchū; **Naoetsu** (60 m. from Fushiki)—a port of the Echigo Prov; **Niigata** (62 m. from Naoetsu)—one of the earliest open ports in the country (p. 58); **Sakata** (68 m. from Niigata)—a port of the Ugo Prov.; **Tsuchizaki** (52 m. from Sakata)—the port of Akita with which it is in tramway communication, but sometimes vessels have recourse to **Funakawa** 26 m. distant; **Noshiro** (45 m. from Tsuchizaki)—a port of the Ugo Prov. which has connection by rail with the famous Ani Copper Mine; and **Hakodate** which is already described.

The steamer starting from Shimonoseki reaches Otaru in about 10 days (rates: 1st ¥ 30.00; 2nd ¥ 20.00). On this western coast line the ports of Naoetsu, Niigata, Sakata and Tsuchizaki are omitted from the end of Oct. to the beginning of March, the port **Ebisu** of Sado Prov. being called at instead.

Steamers of the **Ōsaka Shōsen Kaisha** start from Ōsaka to the important ports on the N. shore of the Inland

Sea, Shikoku and Kyūshū and other provinces. Its principal lines are :—

Ōsaka to Tanabe in the province of Kii—(daily service). A regular steamer starting from Ōsaka proceeds southward and calling at **Kata**, Wakayama, Wakanoura and other ports finally reaches Tanabe in 12 hrs. (rates : 1st ¥ 2.25 ; 2nd ¥ 1.50) (p. 130).

Ōsaka to Atsuta in the province of Owari—(daily service). Via Hyōgo, Wakayama, Yuasa, Tanabe, Kushimoto, Miwasaki, Kinomoto, Owashi, Nagashima, Toba, Tsu and Yokkaichi, etc.—the passage takes about 50 hrs. (rates : 1st ¥ 6.25 ; 2nd ¥ 4.15).

Ōsaka to Shimonoseki.—A regular daily steamer leaves Ōsaka for Shimonoseki—the passage takes 40 hrs. (rates : special 1st (separate room) ¥ 7.60 ; 1st ¥ 7.00 ; 2nd ¥ 4.20). The vessel calls at all the important ports along both shores of the Inland Sea, such as Kōbe, Takamatsu, Tadotsu, **Tomo**, Onomichi, Itozaki, Tadanoumi, Takahara, Nagahama, Ondo, Kure, Ujina, Miyajima, Iwakuni, Kuga, Yanai, Murotsu and Mitajiri, etc.

Ōsaka to Yura on the Island of Awaji via Kōbe (twice daily)—the passage takes 8 hrs. (rates : 1st ¥ 1.15 ; 2nd ¥ .75).

Ōsaka to Tokushima (twice daily).—Via Hyōgo only—the passage takes 7 hrs. (rates : 1st ¥ 2.05 ; 2nd ¥ 1.35).

Ōsaka to Sukumo, the S. W. port in the province of Tosa (once every other day).—Via Kōbe, Takamatsu, Tadotsu, Imabaru, Mitsugahama, Nagahama, Hiji, Beppu and Uwa-

jima, etc.—the passage takes about 53 hrs. (rates : Special 1st (separate room) ¥ 8.60 ; 1st 7.60 ; 2nd ¥ 5.45).

Ōsaka to Kagoshima in the Province of Satsuma via Hososhima and Aburatsu, both of which are in the province of Hyūga, once every other day—the passage takes 47 hrs. (rates : 1st ¥ 15.00 ; 2nd ¥ 8.50).

Ōsaka to Kōchi in the province of Tosa via Kōbe only (daily service)—the passage takes 20 hrs. (rates 1st ¥ 5.50 ; 2nd ¥ 3.50).

35. Saghalien ; Kuriles ; Bonins ; Loochoo.

Saghalien.—Regular steamers of the Nippon Yusen Kaisha, or the Karafuto Engan Kisen Kaisha, start from Otaru in Hokkaidō to Korsakoff (Kushunkotan) in Saghalien (230 m.), but during the three months from January to March the passage is suspended. The voyage takes about 32 hrs. (rates with Japanese food : 1st ¥ 12.00 ; 2nd ¥ 8.00--N. Y. K., 1st ¥ 8.00 ; 2nd ¥ 6.00--K. E. K. K.). Saghalien is called **Karafuto** in Japanese, the southern half of which was exchanged with Russia in 1875 for the Kuriles. The Treaty made in consequence of the late Russo-Japanese war, however, replaced to our country in 1905 the southern portion of the 50th degree North Latitude. The climate is very severe and for over half the year the land is covered with snow. The principal products of the island are herring and salmon fishing, and the fur of the sable and otter. Our government has made **Korsakoff** with 9,000 inhab. capital of South Saghalien. The Government Railway starts from Korsakoff and reaches **Vladimirofka** (26 m.) in 4 hrs. through five intermediate stations. **Mauka** with 29,000

inhab. is an important place on the west coast and may be reached by a steamer from Korsakoff. The Susuya-gawa is the largest river on the island and others are only short streams.

The Kuriles or Chishima.—Steamers of the Hokkaidō Coast-wise Line of the Nippon Yūsen Kaisha, starting from Hakodate, proceed eastward calling at many ports on the eastern coast as far as Nemuro, at last reaches the Kuriles, going as far as Uruppu, the distance from Hakodate to Tokotan at Uruppu Island is 564 m. (rates: 1st ¥ 20.00; 2nd ¥ 16.00). These islands were ceded by Russia to Japan in exchange for the southern portion of Saghalien Island in 1875.

Bonins or Ogasawarajima.—A regular steamer of the N. Y. K. leaves Yokohama on the 5th of every month and reaches Chichijima (545 m.) on the 8th via **Hachijō-jima** (rates: 1st ¥ 16.00; 2nd ¥ 13.00).

The principal islands of the Bonins are Chichijima (Father-island) and Hahajima (Mother-island). **Ōmura** in Chichijima is the chief village of the group and contains the head administrative office.

Loochoo or Okinawa.—A regular steamer of the Ōsaka Shōsen Kaisha (thrice monthly) starts from Kōbe for Okinawa via Kōbe, Kagoshima and Ōshima—the passage takes 5 days (rates: 1st ¥ 21.00; 2nd ¥ 14.00).

This archipelago is inhabited chiefly by the native Loochooans. Winter is the best season for visiting the Islands. **Nawa** (Inn—Ikebata) is the capital of the Okinawa prefecture with 42,132 inhab. The port is 372 m. distant on the S. W. of Kagoshima and is 364 m. to Keelung in Formosa. A Shintō temple called Nami-no-ue

Jinsha stands on a hill from whence very pleasing views may be enjoyed. From Nawa to **Shuri**, the former capital, is 3½ m. by a good road. The town is situated on the heights, and the old castle of the former kings stands on the highest point commanding a bird's eye view of great beauty.

36. Formosa.

A regular steamer (a four-times-a-month service) of the Nippon Yūsen Kaisha starts from Kōbe to Keelung (990 m.) in Formosa via Moji only—the passage takes 4 days (rates: 1st with foreign food ¥ 36.00; 2nd, with Japanese food ¥ 24.00). Kōbe-Keelung line of the Ōsaka Shōsen Kaisha (a four-times-a-month service) is 984 m. in its distance, calling at Moji only. The passage takes 5 days (rates: 1st ¥ 30.00; 2nd ¥ 20.00).

Formosa is called **Taiwan** in Japanese. "Ilha Formosa" was the name given to this Island by the Portuguese, who were the first European navigators in the Far East in the 16th century. In old times the Japanese made various visits to the Island and named it "Takasago." Formosa and Takasago both mean "Beautiful Land" and it is indeed an island of great natural beauty, but large regions still remain unexplored and its resources are only partially developed. The Island was ceded to Japan by China in 1895 under the "Peace Treaty of Shimonoseki," and is now governed by a Governor General of Taiwan. Formosa is chiefly inhabited by Chinese on its western flats, and the eastern mountainous parts by aborigines. The principal products of Formosa are sugar, tea, camphor and rice. In 1894 when Formosa was added to our dominions the only railway in the island which was controlled by the Chinese Government, was 62 miles in

length and running between Kiirun and Shinchiku. Owing to defects in railway construction, it was in a very imperfect and miserable condition and scarcely sufficient to give the facilities of traffic and transportation. The Japanese Government made a plan to farther improve the above line, as well as to build new trans-insular railway from Shinchiku to Takaw the mileage covering 183 miles. The plan was proposed to the Imperial Diet in 1899 and obtained its agreement. The expenditure was estimated at 28,800,000 yen. The work was begun from both termini, that is, Shinchiku in the north and Takaw in the south. The northern line was opened in October, 1903, as far as Sansaho, while the southern line was completed from Takaw to Koroton in May, 1905. The intermediate line of 14 miles between Sansaho and Koroton which remained unopened, being the worst and most laborious section of the work, was not easily accomplished. In this section there were nine tunnels to cut, and four large rivers to bridge, and after passing through various embarrassments in construction, the line was completed in April 1908, which finished the long-projected trans-insular line covering 271 miles. At the principal stations, *Bento*, *Tabacco*, fruits and refreshments may be obtained.

From Kiirun to Taihoku.

Bailway 18 m. in one hr. (fares : 1st ¥ 1.10 ; 3rd ¥ .55)

Kiirun or **Keelung** (Inn—Takasagoya) is the most important port situated on the north eastern extremity of Formosa. The port is surrounded by hills on three sides and opens only to the sea at the north. The harbour is 35 ft. deep at high tide, and is well protected by an island

named Sharyō laying at its mouth. Courbet beach is a good



Chikushiryō tunnel and "Dragon fall."

summer retreat where excellent sea-bathing may be enjoyed. A hill named Shikyūrei stands on the N. W. of the town, and commands a very pleasing view of the port. In the vicinity of Kiirun are many coal mines, and the famous gold mines of Zuihō, Kinsōseki and Botankō are situated within ten miles. Kimpōri hot springs are worth for one day's excursion by a boat.

After leaving Keelung, at the entrance of Chikushiryō tunnel, 1835 ft. in length, the beautiful "Dragon falls" named Sōryōtaki may be seen through the windows of the train. Crossing an iron bridge on the Keelung-gawa with abundant gold dust, the train comes to Hatto station 22 m. from Keelung.

Taihoku or **Taipeh** (The Railway Hotel-Europ. style. Inns—Chōyōgō; Hinomarukan) is 18 m. by rail from Keelung and may be reached in one hour. It is the capital

of Formosa and is the head-quarters of the Governor General with 89,000 inhab. The city consists of three districts, namely Jōnai (inside of the castle), Manka and Taitōtei. After Formosa was added to the Empire, the ceremony of the inauguration of the administration of Formosa was held here on the 17th June 1895; since then the old castle and its five gates have been all destroyed, and the town has been reconstructed with well-paved streets and many new buildings. There are many temples and monasteries among which Shian-fong-Bio, is the most famous one in Taihoku. Taitōtei is situated along the Tamsuigawa and since 1887 has been made a foreign concession where are established foreign consulates. From Taitōtei a branch railway runs to Tamsui (13 m.) which may be reached in one hour. Maruyama Park is close to Maruyama station on the branch line, 1½ m. from Taihoku and is a most popular resort. By crossing an iron bridge near Maruyama, we may reach Taiwan-jinsha which is a Shintō temple dedicated to the late Prince Kitashirakawa, and a very pleasing view may be enjoyed there. Kentan is at the left side of the shrine and is a beautiful pool of about 30 poles deep. **Hokuto** (Shōtō-yen Hotel—Europ. style) is noted for its sulphur hot springs which were discovered in 1894 by a British merchant. It is the prettiest and healthiest spot in Formosa. It is situated midway on the branch line between Taihoku and Tamsui—6m. distant from each place. The Hokuto Club has very beautiful gardens embellished with lovely flowers, which may be seen throughout the year. Daitonsan is the highest mountain in the Taihoku region and is an ex-volcano 3,450 ft. in height. **Tamsui** (Inn—Kawaguchi-ya) is the most important port situated on the mouth of the River Tamsui from whence charming views may be enjoyed. Here still remain the ruins of Santiago fort which

was constructed by the Spanish. In 1884 a French squadron under Admiral Courbet bombarded the port, but could not capture the place. It is the starting point of the Ōsaka Shōsen Kaisha's Hongkong—Tamsui line which should be the line for intending travellers to Formosa from the South.

In the north of Formosa, between 24° and 25° 10' north latitude, extends a belt of land ridged on every side by chains of mountains which occupy two-third of its surface. This well-cultivated region is the centre of the production of Oolong Tea, renowned for its unique quality. The numerous villages which cover its valleys are inhabited by the cultivators of the tea. The plantations are terraced up the clayey hillsides, the inclination of which facilitates good drainage. This advantageous position, joined to an exceptionally favorable climate, procures for them real prosperity. The temperature there does not go beyond 82° Fahr. at the height of summer, and never falls below 53° in winter. The Plantations are thus protected from excessive heat and from severe cold,



Tea Plantation at Puantchunkintsun (Tokanpo).

equally injurious to their development, while the annual rainfall of seventy eight inches supplies them with abundant moisture. In this region favored by nature, the culture of tea has assumed unusual proportions, so that the hills and valleys are literally covered with its luxuriant growth. Of all the plantations the best known are those of Tokanpo, of Haisoanpo, of Chotenpo. Paichipo and Bunzanpo, situated on the upper course of the River Tamsui, in the valleys of Toakoham, Keelung and Shintiam.

The leaves of tea are gathered during six or seven months of the year, from April to November. Only the young terminal leaves are taken, nipped by hand, three or four at a time, with the greatest care. According to the season in which they are plucked, the tea is called "spring tea" "summer tea" "autumn tea" or "winter tea." The extent of the plantation varies from 100 square yards to 120 square miles. The return is about 1,000 pounds of green leaves per acre. Formosa tea is prepared in two ways, according to



View of the River Tamsui at Toatutia.

each of which it is called "Oolong" or "Pouchong." Oolong tea has been known for a long time in Formosa, but the production of Pouchong, which is practically a scented Oolong, is comparatively recent. Toatutia, near Taihoku, is a town of 40,000 inhabitants, among whom are a number of tea merchants. It is the commercial centre for the north of Formosa and the only market which attracts all the merchants of the island with stocks of tea. During tea season the town affords a very animated sight with its thousands of workman of both sexes who have come to seek work in the business houses. Bales of tea in the first and stages of preparation are conveyed hither and thither. Hundreds of junks are continually coming and going, transporting their cargoes to the above port or returning to seek others. The export of the tea of Formosa attains the sum of 6,000,000 yen per annum.

From Taihoku to Tainan.

Railway 200 m. in 12 hrs. (fares: 1st ¥ 10.42; 2nd ¥ 7.08).

Manka (1 m.) is the oldest part in Taihoku City.

Pankyō (4 m.) is noted for Mr. Rin Hon-gen's (the wealthiest man on the Island) residence and landscape garden.

Toyen, (17 m.) (Inn—Yūtōkan). From the station a truck railway runs to Taikashi (8 m.) which may be reached in 1½ hrs. The place is noted for its camphor production.

Shinchiku (45 m.) (Inn Tsukanoya), is one of the most important towns in North Formosa. The castle has four

gates and its wall is 30 ft. in height and 9,900 ft. in circumference. Mount Keiranmen is $1\frac{1}{2}$ m. from the station, and it was the temporary head-quarters of the late Imperial Prince Kitashirakawa, Commander in Chief of the Imperial Japanese Army.

Kōzan (50 m.) is the next station to Shinchiku, and its vicinity commands picturesque views of pine trees known as "Maiko in Formosa."

Byōritsu (65 m.) (Inn—Byōritsukan). A coal oil mine managed by the Namboku Sekiyu Co. is 7 m. distant from here.

Sansaho (77 m.). In this region many mountains and high hills tower to the sky giving very extensive and magnificent views. From here the train with an extra engine twists along the foot of a mountain, and reaches the height of 1,200 ft. above sea-level, and afterward crosses the wild plain of Kōrishō. Between the above two places is a succession of eight tunnels and four iron bridges, underneath one of the latter is a fearful depth of sheer precipice. The longest bridge, 1,600 ft. in length, spans the Taiankei.

Koroton (92 m.) is known as the best place for rice harvesting in Central Formosa.

Nihachisui (131 m.) produces timber of good quality. From here within a few miles the train crosses the Daku-suikai, one of the three great rivers of Formosa. An iron bridge, 2,917 ft. in length, spans the river, and its construction was the labor of three years costing 923,000 yen, and here may be enjoyed the grandest view of the Formosan Railway.

Taichū (100 m.) (Inns—Maruyamakan, Harudakan), is the capital of Central Formosa. It has 7,000 inhab. and the public garden newly laid out is near to the station.

Shōka (111 m.) (Inn—Shōka Hotel), is a walled town with 18,000 inhab. Before reaching this town, the train passes a large river called the Daito-kei which is spanned by a long bridge, 1,098 ft. in length.

Toroku (142 m.) (Inn—Unrinkan), is a growing town. From the east-side windows of the train run between this station and Kagi for about 19 m., a distant view of Mount Niitaka-yama comes in sight. It is the highest mountain (12,850 ft. high above sea level) in Japan, and is 480 ft. higher than Mount Fuji. This mountain is called Gyokusan in Chinese, while Europeans name it Morrison. The name of Niitaka-yama or "New Higher Mountain" was given by H. M. the Emperor when the Island was added to the dominion of the Empire.

Kagi (Inn—Kagi Hotel) is surrounded by a wall which has four gates. The town is noted for its bamboo works and eight great sights.

Tainan (200 m.) (Inns—Asabikan, Shishunen), is the capital of South Formosa with 46,000 inhab. It was formerly the seat of the Chinese administration for about 200 years. Here are beautiful gardens and various old temples. **Anping** is the port of Tainan and is $2\frac{1}{2}$ m. west on the coast. The harbour is practically an open anchorage off the shore. The port is the starting point of the Ōsaka Shōsen Kaisha's Anping Hongkong Line, and is 456 m. to Hongkong via Amoy in China.

Kyōshitō (218 m.). Here is the Formosan Sugar Re-

(206)

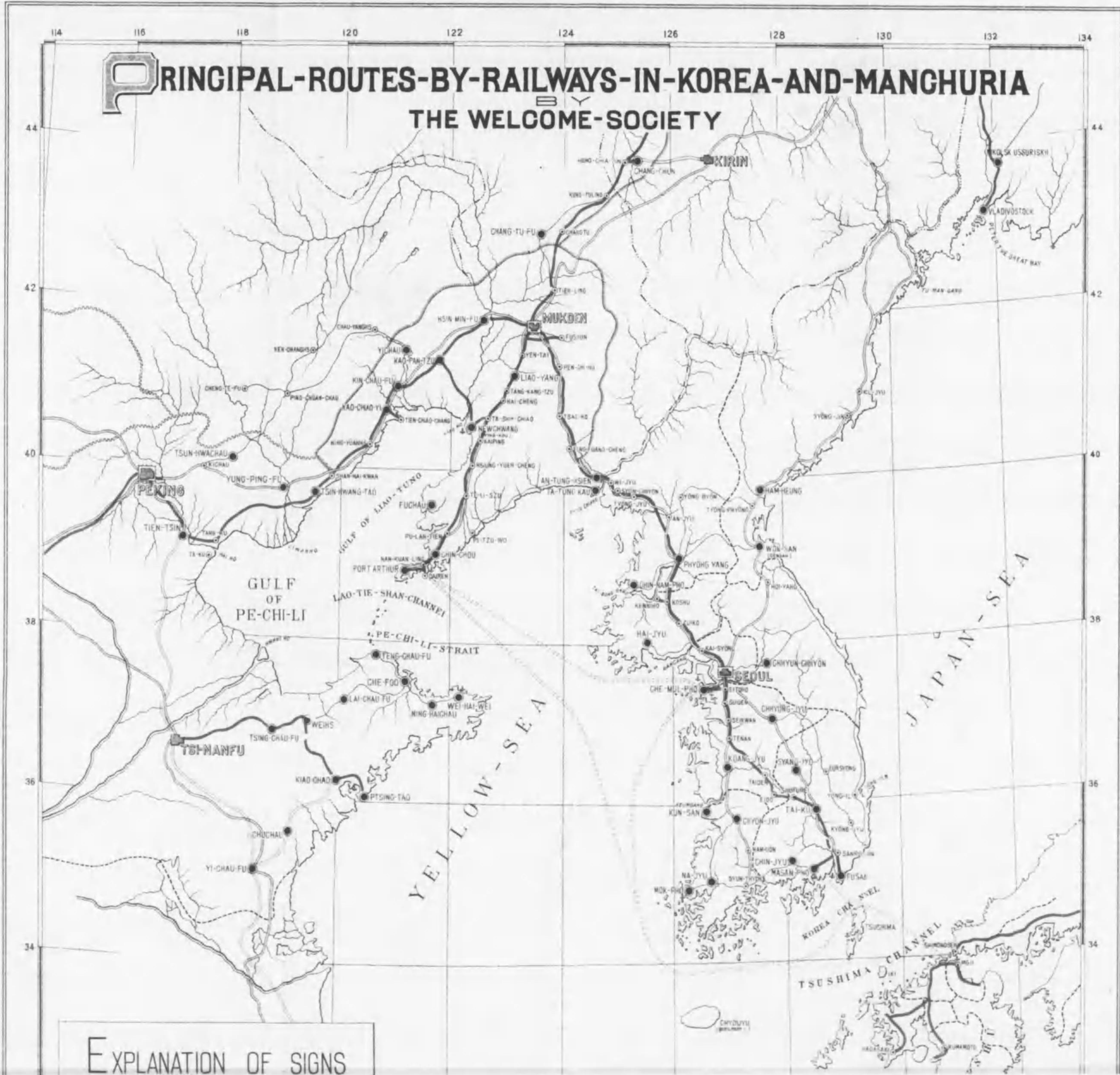
fining Company known as "Tainan Seitō Kaisha," the pioneer of its kind in the Island, and its whole neighbourhood favors the cultivation of sugar-cane.

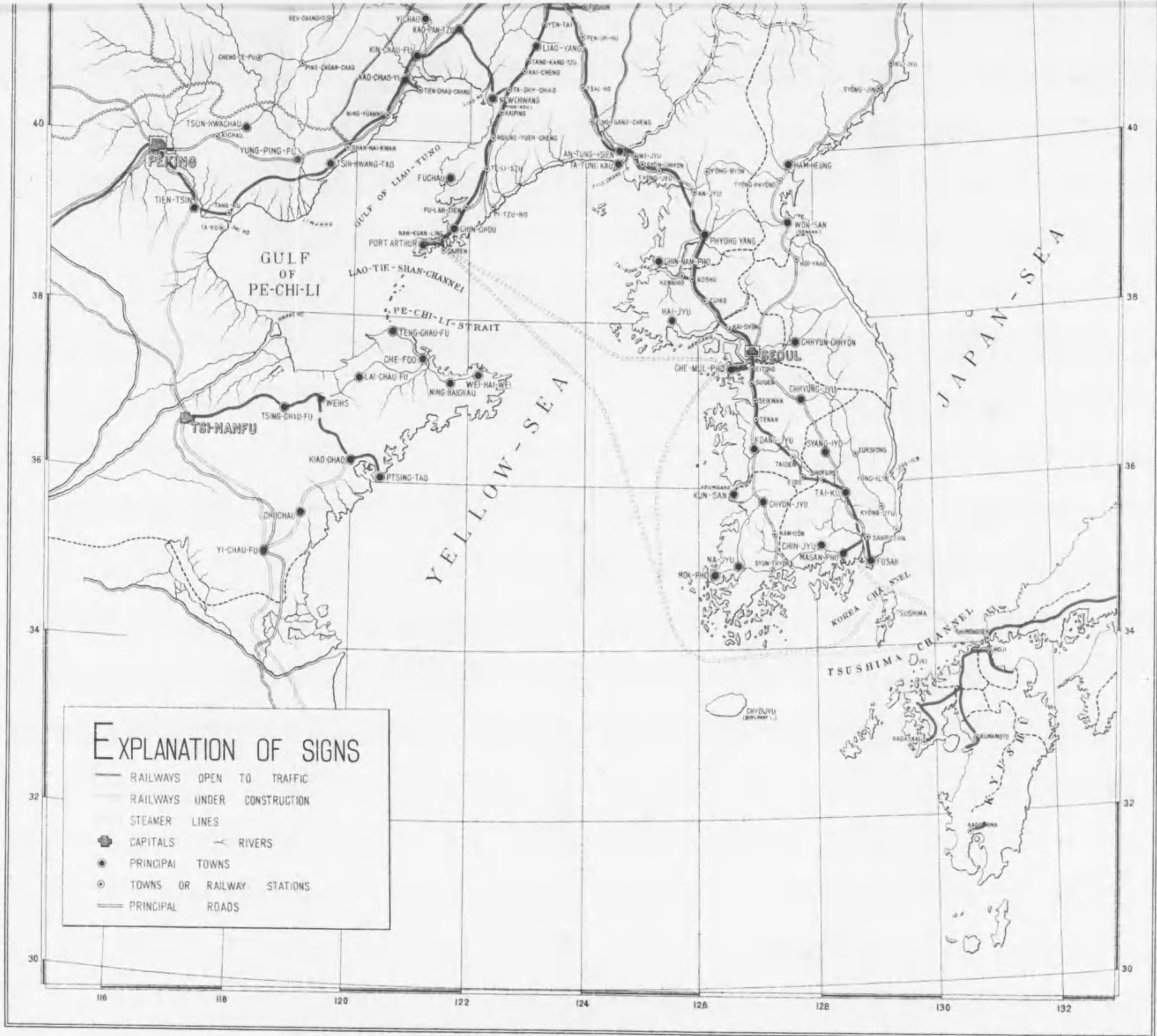
Takaw (228 m.) (Takao Hotel), is the south terminus of the Formosan railway. The harbour is very deep and is well protected by surrounding mountains. This port is touched well protected at by the steamers of the coasting line.

Pescadores

This archipelago is called Bōkotō in Japanese, and is 55 m. distant from Anping. The archipelago is under the superintendence of the Formosan Governor-General and has a garrison. The islands are inhabited chiefly by fishermen.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50





37. From Japan to Korea.

The Imperial Government Railway's new steam-ship service between Shimonoseki and Fusan affords considerable convenience to intending travellers to Korea. The new relation which Korea has to Japan, makes it entirely necessary that the time taken in a journey from Tōkyō to Seoul must be decreased as much as possible. Before the Russo-Japanese campaign, travellers had to reach Chemulpo by steamer via Nagasaki, and it always took five days even if the connection was accomplished. At the present time, however, the journey may be finished in about fifty hours. From Tōkyō to Shimonoseki via Kōbe has been already described. From Shimonoseki to Fusan is 122 m., and travellers may be conveyed by means of the commodious and luxurious new steamers of the Imperial Government Railway, the passage taking about ten hours (1st ¥ 12.00 with foreign food; 2nd ¥ 7.00 with Japanese food). The scenery is panoramic and charming. Travellers cross the famous **Tsushima Straits on the Japan Sea** where the greatest naval battle of modern times was fought with the utmost determination on the 27th and 28th of May 1905, the whole of our Fleet participating in the engagement, and in which the enemy made use of his entire force. The contest was most severe, quite unprecedented in naval history, and at length resulted in the annihilation of the enemy's fleet practically decided and the termination of the great war.

Korea possesses an agreeable and healthy climate. The winter is dry and pleasant, and sport for hunters is unrivalled. Besides tiger hunting in the interior one can find an abundance of ducks, geese, pheasant, turkeys, hare, snipe, and deer, about Seoul and its neighborhood.

From Fusan to Seoul.

Railway 274 m. in 19½ hrs. (fares: 1st ¥ 12.45; 2nd ¥ 8.30).

* **Fusan** (Inn—Ōike) is the most important port situated on the S. E. coast of the Korean peninsula. Its precise location is 35° 5' 35" N. Lat., and 129° 1' 2" E. long., and it has been opened to foreign trade since 1876. A large island named Zetsueitō known as the "Deer Island" lies on the south-east and gives good shelter to the port. The water of the harbour is sufficient for the anchorage of large vessels. Its trade is mostly carried on by the Japanese, whose settlement has a population of some 20,000 and its total sum for the whole year according to the latest investigation was ¥ 12,084,074. A public garden called Ryūtō-san stands on a hill (120 ft. high) where a bird's-eye view may be enjoyed. **Sōryō**, one mile north of port Fusan, is the present starting point of the Fusan-Seoul Railway.

Fusan-chin (1 m.). On a hill stands the former Korean barrack named Fusan-chin which is surrounded by a stone wall of 1,689 ft. in circumference. It commands a fine view of port Fusan. The ruins of an old castle located near the station was built by Konishi Yukinaga, a general in Toyotomi Taikō's Expedition some 300 years ago.

Kiho (10 m.). The train passes along the river Raku-tōkō, where a fine view of sailing boat may be enjoyed.

Taikyū (76 m.) (Inn—Tatsujōkan) is the most important town in South Korea and is surrounded by a stone-wall, 1½ m. long and 18 ft. high. It has a population of 45,000

Koreans and of 1,000 Japanese residents.

Shūfūrei (124 m.) is the highest point in the Fusan-Seoul line. It is located almost exactly on the water-shed of the large range of mountains which come from the north borders of Korea.

Eidō (139 m.) is situated at the central point of the line.

Shinsen (146 m.). A water-fall of the same name is near the station. It is 4 ft. wide and 240 ft. high, and the place is a nice summer retreat.

Taiden (169 m.) (Inn-Nakagawa). Travellers who go to Gunsan had better alight here.

Fukō (186 m.). The famous peak named Fuyō-san lies by the river Kinkō or "Brocade Valley." It is a famous spot for the enjoyment of moon beams and snow scenes.

Seikwan (220 m.) is well known as a battle field of the China-Japanese War. After leaving this station the train crosses a river named Anjōgawa which is spanned by a bridge 388 ft. in length. On a dark night of the 27th July, 1894, the late Capt. Matsuzaki, a brave champion of the above campaign, crossed the river with a small party of only 27, and fought with great courage against the enemies who fired at them from the inside of the farm houses near at hand.

Suigen (247 m.) is a walled town. The wall was constructed by King Teisō some 120 years ago. It is 16 ft. high and 13,200 ft. in circumference having four large gates. The town is surrounded by well-wooded hills and

possesses many beautiful lakes and streams which are said to be the best scenery on the line.

Eitoho (267 m.) (Inn-Eito). A branch line diverges to port **Chemulpo** and is 19 m. distant.

Seoul (274 m.) (Europ. style hotel—Astor House; Inn—Hajōkan) is called **Keijō** in Japanese and is the capital of Korea with 200,000 inhab. It has 6,000 Japanese residents. Under the new treaty concluded between Japan and Korea, the Imperial Japanese Government established a Residency-General at the City in December 1905. The City is surrounded on all sides by hills bare and arid, and the river Han flows to the south-east. The City is 2 m. from east to west and 1½ m. from south to north, and it is surrounded with a stone-wall about 20 ft. high and 89,610 ft. long. The eight great gates are tunnelled entrances in the wall which are each surmounted by a double projecting storied building. Among those gates the Nandaimon or



Kwang Wha Gate, King Pock Palace.

“South-gate,” and the Tōdaimon or “East-gate” are the finest. Keiun-kyū is the Palace of the Imperial residence; but its principal buildings were destroyed by a fire in April 1905.

Keifukukyū (Kiung Pock Palace), Shōtoku-kyū and Shōkei-kyū are all detached Imperial buildings, which were rebuilt after Toyotomi Taikō's Expedition at the end of the 16th century. Waishō-dai is situated on the slope of Mount



White Marble Pagoda.

Nan-San lying at the back of the Japanese settlement, and it commands a fine panoramic view over the City. Shōrō is the name given to a central street of the City which is very lively and at its corner stands a bell-tower which contains a colossal bell, 10 ft. high and 20 ft. in circumference. It is asserted that this bell was cast when the first King, founder of the Li dynasty, established this City as his capital. The Rōseki-no-tō or “Marble Pagoda” is a famous thirteen storied tower, 40 ft. high, made of marble.

It is said that this tower was presented to Korea by a Chinese Emperor some 700 years ago. The trade of Seoul is mostly imports which are calculated to be about ¥ 4,000,000 for the whole year according to the latest investigation. The First Bank of Tōkyō has its branch here and issues its bank notes and manages all money matters connected with the Korean Government treasury.

On the return, travellers may take steamers of the Nippon Yūsen Kaisha or the Ōsaka Shōsen Kaisha at **Chemulpo** (Inns—Ōkusa, Daibutsu Hotel). It is called Jinsen in Japanese and is 25 m. by rail and may be reached in one hour. The port lies on the west coast of the Korean Peninsula on a mouth of the Han river, and was opened to foreign trade in 1883. Chemulpo has a population of 39,000 of which Japanese settlers represent 13,000. According to the latest investigation, the total sum of its exports and imports for the whole year was ¥ 13, 960,000.



Port of Chemulpo.

The distances and rates of the passage are as follows:—

From Chemulpo

to Dairen (Port Arthur)	272 m.	(1st ¥ 21.00 with foreign food ; 2nd ¥ 13.00 with Japanese food).
to Tientsin (Taku)	515 m.	(1st ¥ 36.00 with foreign food ; 2nd ¥ 20.00 with Japanese food).
to Ying-kou (Newchwang)	785 m.	(1st ¥ 36.00 with foreign food ; 2nd ¥ 20.00 with Japanese food).
to Shimonoseki (Moji)	718 m.	(1st ¥ 28.00 with foreign food ; 2nd ¥ 14.00 with Japanese food).

From Seoul to Mukden.

For travellers who intend to visit Mukden in Manchuria from Seoul may reach it direct through Heijō (Phyōng-yang) and Gishū (Wijyu). From Seoul to Wijyu is 312 m. and may be reached by rail in 18½ hrs. (fares : 1st ¥ 28.14 ; 2nd ¥ 18.76).

Phyōng-yang is the second capital of Korea, and is situated at the midway point of the Seoul-Wijyu Railway. Travellers must, at present, change cars at this station, and therefore they have to stay one night in this city. The famous river Taidong-gang flows along the south-east side of the city.

Shin-Gishū (New Wijyu) is the terminus of the Seoul-Wijyu line. From here travellers may cross the river Yalu (Am-nok-Gang) by a ferry boat to

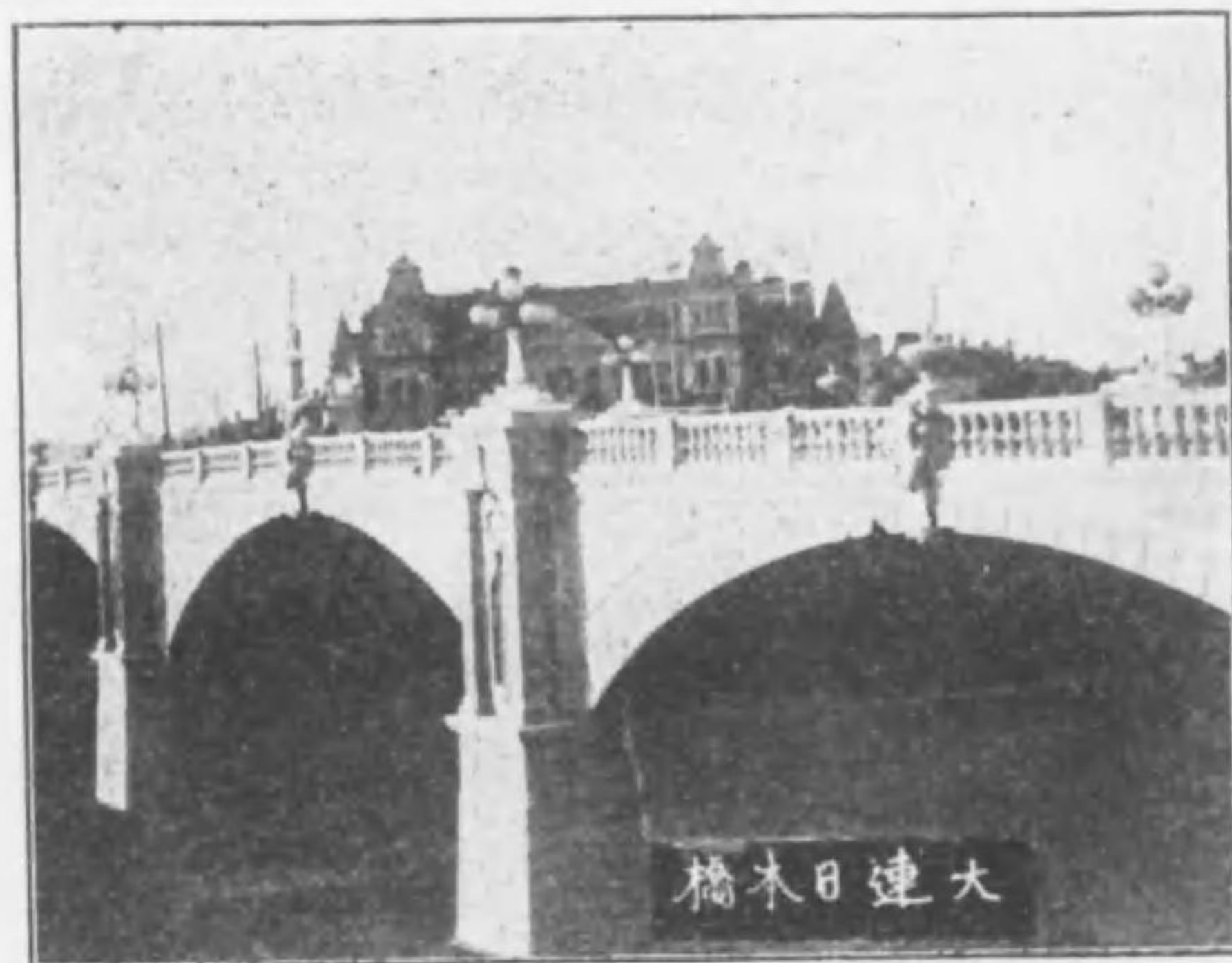
An tung-Hsien (Inns-Genhokan, Fukusumikan) which is situated along the right bank of the same river. From this town to Mukden is 189 m. which distance is accomplished by a narrow-gauge trolley line (*Keiben tetsudō*) in about 24 hrs. (fare, 3rd ¥ 5.70) through Feng-huang-cheng, Tsao-ho and Pen-chi-hu. There is very beautiful scenery

along the entire line, and Tsao-ho is the middle town between An-tung-Hsien and Mukden.

38. From Moji to Dairen (Dalny).

Travellers who desire to visit Manchuria direct from Japan may take steamers at Moji (p. 179). The steamers which connect Moji and Dairen start from either port every other day. The distance is about 600 miles which may be reached in some 55 hours (fares: 1st with foreign food ¥ 36.00; 2nd Japanese food ¥ 20.00).

Dairen (Yamato Hotel—Europ. style; Inns—Ryōtō, Iwaki) is situated in the southern corner of Liaotung Peninsula, 121° 36' E. L. and 38° 56' N. L. The harbour, which has sufficient water for the largest of steamers of any size, is well sheltered and is accessible all the year round.



Nihon-bashi.

The wharves, originally built by Russians and now in

course of further improvements, have a frontage of over 6,000 feet and can accommodate steamers of up to 28 feet draft. There is also a dry-dock capable of admitting a vessel of 3,000 tons.



Dairen Wharf.

Among local industries mention may be made of the two large bean-oil mills, beans being the most important among the staple products of Manchuria. This port has a population of 40,000 of whom the Japanese number nearly 9,000.

Consulates—Russian, British, and American.

Banks.—Yokohama Specie Bank and Chinese Treasury Bank.

A regular direct weekly service lately opened between Dairen and Shanghai by South Manchuria Railway Company connects with the Railway and the Trans-Siberian Route (International Train de Luxe), making it possible to travel from Shanghai to London in 16 days, the shortest on record.

Besides, there exist regular steamship services to and from all the other important ports of Japan, China, and Korea.

The South Manchuria Railway.

This Railway starts from Dairen, and skirting the sea coast, traverses the Liao Valley and terminates at Chang-chun. This is the trunk line. It runs through a level country relieved by very few hills. In the whole course of 436 miles, it pierces not a tunnel, but crosses a good many bridges, among which those spanning the Hun and Taitze are the longest. On 1st. April, 1907, The South Manchuria Railway Company took over the railway from the Japanese Government and almost immediately started on the re-widening of the gauge to that of 4' 8 1/2". The reconstruction of the permanent way has recently been completed, and trains commenced to run on the new gauge on 27th. May, 1908. The first class passenger coaches, which have been ordered from the Pullman Car Company, will soon be placed on the line.

Port Arthur (37 m.) (Yamato Hotel—Europ. style. Inns—Ryojun, Banzai) called by the Japanese Ryojunkō, is at the extreme south of the peninsula of Liaotung, and may be reached by rail in 2 hours from Dairen by changing cars to a branch line at Chou-shiu-tzu junction. Its name has become familiar the world over for its historic siege in the late War. The fortress was constructed on plans drawn up by a noted Russian engineer. The desolate ruins of the forts and trenches will fire one's imagination into a vision of the bloodiest assaults on record. Travellers will be shown over the battle scenes by easily procurable competent guides. The Military Museum displays among a rich collection of mementos of the late war, souvenirs of the memorable interview held between Generals Nogi and Stoessel. Besides, the

Grand Obelisk on Pai Yu Shan and fragmentary parts of the sunken blockaders still visible above water at the harbours mouth, may be included among the sights worth seeing. Shells of all sorts and other relics of the Siege are to be obtained at trifling prices.

From Dairen to Chang-chun via Mukden.

Railway 246 m. to Mukden in 14 1/2 hrs. (fares: 1st ¥ 14.95; 2nd ¥ 6.65); 436 m. to Chang-chun in 25 hrs. (fares: 1st ¥ 26.55; 2nd ¥ 11.80)

Chin-chou (20 m.). Nanshan is an elevation rising south of this station at the neck of Kwantung Peninsula. Dairen Bay stretches below on the east and Chinchow Bay on the west. The hill is famous as a battle-field, whereon took place, one of the chief struggles of the Russo-Japanese War. From the hill-top, a fine panoramic view may be seen most charming on breezy, moonlit summer evenings.

Hsiung yo cheng and Tangkao Hot Springs. Hsiung yo cheng lies about 8 hours' ride from Dairen. It takes three hours more to get to Tangkao, at which there are hot springs credited with considerable healing virtue. Being in a quiet retreat, it is believed the place will become a popular resort when comfortable hotel accommodations are provided for Western visitors.

Ta-shih-chiao (148 m.). A branch line deviates to Ying-kou and is 13 m. long. **Ying-kou** (Astor House Hotel; Inn—Asahi) is more commonly known by the name of **Newchwang**. It is situated on the left bank of the Liao about 2 1/2 m. west of Niuchiatun Station. It is the formidable rival of Dairen as the principal avenue to

Manchurian trade. Beans, bean cake, and bean oil form the major part of the exports. The greatest business activity prevails for two months following the re-opening of the river in Spring and for another two months prior to the closing of the season in early winter. It has a population of 100,000. There are about 3,000 Japanese and 300 foreign residents. Traffic is carried on between the city and Ying-kou station by carts, horses, and trolley cars. From present indications the railway will be extended to the city proper before long. A free ferry system is in operation at Yinkou station of the Imperial Chinese Railway across the Liao, from where trains leave daily for Tientsin and Peking via Shanhaikwan. A line starts from Kaopantzū north to Hsinmintun thence extending to Mukden Station. Junks go up the Liao as far as Tungchiangkow about 25 m. north of Tieling. All descriptions of vessels ply between the port and points on the Gulf of Pechili; in South China, and abroad.

Tang-kang-tzu (180 m.). **Chien Shan** is some 10 m. from this station. The record shows that the Emperor Taitsung of the Tong Dynasty once made a temporary sojourn here. It has only one rival in point of picturesque scenery. With Lushan it is called "A Pair of Gems" of the same kind in Manchuria. It has 48 valleys of varying extent and is endowed with no less than a hundred fine views. In harmonious groups, rise hills that abound in rocks of fantastic shapes. Tall Buddhist temples, of which there are about 60 in all, with more than 300 inmates, tower above the encircling groves. The swelling music of the woods and the bright moonbeams playing through the foliage add to the serenity of the secluded sanctum. The priests who lead a life of rigorous piety are all hospitality inclined to visitors, never asking for a farthing by way of remuneration.

Liao-yang (206 m.) (Inns—Ryōtō Hotel, Manshū Hotel) has earned a world-wide fame as the battle field where Kuropatkin effected a masterly retreat. The city proper is a short distance from the station, and, in respect of prosperity ranks only second to Mukden. The station has been planned on a gigantic scale, containing about three hundred brick buildings in its grounds, which cover 1,800,000 *tsubo* (a little over 41 acres). It has a population of 55,000.

Su-chia-tun (236 m.). A branch line diverges to **Fushun** (34 m.) (Inns—Chikushikan, Kyōraku-kan). Fushun Colliery includes the coal belt stretching from Chien Chin Tsai to Las Hu Tai through Yang Pai Pa. The first named village occupies the leading position, being the seat of the colliery Office. The seam $2\frac{1}{2}$ m. wide runs about 20 m. from east to west. It measures 135 ft. at the thickest points, and the subterranean wealth is estimated at several hundred millions of tons. The enormity of its real value ranks it among the richest coal mines in the world, and has become more appreciated as the result of the assiduous investigations instituted after the war, by Japanese experts. Intending visitors to the Colliery are recommended to alight at Chien Chin Tsai.

Mukden or Feng-tien (246 m.) (Inns—Kinjō Hotel, Shinyō-kan) is the largest city in all Manchuria situated at the centre of Fengtien Province and is the natal seat of the reigning Ching Dynasty. Among the natives, it is more popularly known as Shenyang or Shingking. The Viceroy of the Three Eastern Provinces keeps his headquarters here, and the Consulates General of Great Britain, the United States, Germany, Russia and Japan are also here located. Trade is conducted on a very extensive scale by wealthy

merchants of long standing, established in a great number in the city. Its hinterland takes in the whole of South Manchuria, and a greater part of Central Manchuria including the territory bounded on the north-east by Chao Yang Chen and Hai Lung pu, and by Hsinminfu on the west. On the north, it penetrates as far as Harbin through Tiehling, Kaiyuan, Maimaichih, and Changchun. The city has a population of 200,000 of whom 2,500 are Japanese. Bank.—The branch office of the Yokohama Specie Bank.

Imperial Precincts.—The “Chin Lan” is the name of the Palace Centrally located in its grounds. It was built in 1642. On the west, stands Wen So Ko surrounded by four libraries containing altogether 6,732 book cases. Facing the South Gate (Ta Tsing Men) there is the Chung Cheng palace in which the ruling monarchs transacted their regal duties in old times. The Ching Ning is the one in which the Emperor Taitsung breathed his last and has since been called the “Hall of Worship.” Imperial treasures are hoarded in to repositories. The eastern one is called “Fei Lung Ko” and the western one the “Hsiang Feng Ko.”

Mausoleums.—The East Mausoleum is on River Hun about 10 m. to the north-east. The North Mausoleum stands on a wooded eminence about 5 m. north of the city. The latter is the burial place of the Emperor Taitsung and has a monument bearing an inscribed epitaph written by the Emperor Kang Chi. The two Mausoleums being very much alike, it will suffice to “do” the nearer one. Access to either and also to the Imperial Precincts will be gained by a permit obtainable without much ado through the consulates. Tourists are recommended not to miss a visit to the Chinese Commercial Museum where are exhibited a complete collec-



Imperial Sanction in North Mausoleum.

tion of all the wonderful products of nature, and art.

Antung-Mukden Line. A light railway reaches on the Yalu. The existing line is 188 m. in length, along which are arrayed a series of fine scenic views (p. 213).

Kungchuling (397 m.) (Inns—Hokushin Hotel, Banseikan) was one of the most important military centres of the Russian Army during the War. No less than 300 buildings are clustered about the station, presenting almost as fine a spectacle as at Liaoyang. Lesser buildings of quaint style are scattered here and there.

Changchun (436 m.) (Yamato Hotel, Europ. style) is the northern terminus of the South Manchuria Railway. The town is situated in the south-east of the Kirin Province. The streets are broad, alive with flourishing traffic. It controls the commerce of Central Manchuria, and is at the same time, an important centre of Mongolian trade. The city has

10,000 inhabitants. Banks.—The branch offices of the Russo-Chinese Bank and the Yokohama Specie Bank.

Travellers who intend to go to Europe must transfer to the Chinese Eastern Railway which connect with the Great Trans-Asian Road, commonly called the Siberian Route.

From Mukden to Shanghai via Peking.

Travellers who intend to go to Peking from Mukden may take the Imperial Railways of North China through Hsin-min-fu, Kao-pan-tzu, Kin-chau-fu, Shan-hai-kwan, Tang-ku and Tientsin. The total distance of the railway is 520 m. and the journey can be made in two days. **Shan-hai-kwan** (The Railway Hotel ; Inn—Yamatokan) is situated at the middle point of the line and the scenery of this town is very beautiful. Travellers are earnestly advised to spend one night at Shan-hai-kwan.

The journey, 754 m. in length, from **Peking** to Hankow, can be accomplished in 36½ hrs. by express through trains with sleeping and dining cars attached. At **Hankow** travellers may take steamers of the Nisshin Kisen Kaisha (Japan China s. s. Co.) which leave four times a week, calling at the important ports on the Yangtze river, China's greatest water-way, such as, Kiukiang, Wuhu, Nanking and Chinkiang. The distance between Hankow and Shanghai is 585 m. and the passage takes three days (fare 1st Taels 27). **Shanghai** lies on a tributary of the Yangtze and is the most important port in China.

The distances from Shanghai to the principal ports of Japan are as follows :—

to Nagasaki	469 m.	to Shimonoseki (Moji)	617 m.
to Kōbe	857 m.	to Yokohama	1,207 m.



"KANA" CHARACTERS.

ア	イ	ウ	エ	オ
a	i	u	e	o
カ	キ	ク	ケ	コ
ka	ki	ku	ke	ko
サ	シ	ス	セ	ソ
sa	shi	su	se	so
タ	チ	ツ	テ	ト
ta	chi	tsu	te	to
ナ	ニ	ヌ	ネ	ノ
na	ni	nu	ne	no
ハ	ヒ	フ	ヘ	ホ
ha	hi	fu	he	ho
マ	ミ	ム	メ	モ
ma	mi	mu	me	mo
ヤ	イ	ユ	エ	ヨ
ya	i	yu	ye	yo
ラ	リ	ル	レ	ロ
ra	ri	ru	re	ro
ワ	ヰ	ウ	エ	ヲ
wa	i	u	e	wo

ガ	ギ	グ	ゲ	ゴ
ga	gi	gu	ge	go
ザ	ジ	ズ	ゼ	ゾ
za	ji	zu	ze	zo
ダ	ヂ	ヅ	デ	ド
da	ji	dzu	de	do
バ	ビ	ブ	ベ	ボ
ba	bi	bu	be	bo
パ	ピ	プ	ペ	ポ
pa	pi	pu	pe	po

Language.

A few useful words and sentences in Japanese are here given with their English equivalents in alphabetical order.

Pronunciation.—The vowels are pronounced thus:—A as in "matter" or A in "father"; E as in "net"; I as in "ink"; O as in "lot" or Ō in "note," and U as in "full" or Ū in "music."

G is hard as in "grow" never soft as in "gem." Double consonants are both sounded, unless the same consonant is doubled.

There is little accent in the language and as a general rule syllables are to be pronounced equally and smoothly.

ON TRAVELLING.

Bag	<i>Kaban</i>	Electric car	<i>Densha</i>
Baggage	<i>Nimotsu</i>	Express train	<i>Kyūkō-ressha</i>
Bliff	<i>Yamate</i>	Guard	<i>Shashō</i>
Boat	<i>Fune</i>	Hand-luggage	<i>Tenimotsu</i>
Boatman	<i>Sendō</i>	Heavy	<i>Omoi</i>
Bridge	<i>Hashi</i>	High	<i>Takai</i>
Bund	<i>Kaigan</i>	Hill	<i>Koyama</i>
Cabin	<i>Fune-no-heya</i>	Horse	<i>Uma</i>
Capitain	<i>Senchō</i>	Hot-spring	<i>Onsen</i>
Carriage	<i>Basha</i>	Island	<i>Shima</i>
Change(for car)	<i>Norikae</i>	Jinrikisha-man	<i>Kurumaya</i>
Coachman	<i>Gyosha, Bettō</i>	Lake	<i>Mizuumi, kosui</i>
Custom-house	<i>Zeikan</i>	Landing-place	<i>Hatoba</i>
Dining-car	<i>Shokudō-sha</i>	Low	<i>Hikai</i>
Electric-tramway	<i>Denki-tetsudō</i>	Luggage	<i>Nimotsu</i>
		Mountain	<i>Yama</i>

Omnibus	<i>Noriai-basha</i>	Sleeping-car	<i>Shindaisha</i>
Palanquin	<i>Kago</i>	Small boat	<i>Hashike-bune</i>
Parcel	<i>Kozutsumi</i>	Steamer	<i>Jōkisen</i>
Porter	<i>Ekifu</i>	Steam-launch	<i>Kojōki</i>
Portmanteau	<i>Kaban</i>	Street	<i>Machi, tōri</i>
Post-office	<i>Yūbinkyoku</i>	Ticket	<i>Kippu</i>
Railway	<i>Tetsudō</i>	„ (return)	<i>Ōfuku-kippu</i>
Railway-train	<i>Kisha</i>	Time table	<i>Jikanhyō</i>
River	<i>Kawa</i>	Town	<i>Machi, shigai</i>
Road	<i>Michi</i>	Tram-car	<i>Tetsudō-basha</i>
Road (new)	<i>Shindō</i>	Village	<i>Mura</i>
„ (old)	<i>Kyūdō</i>	Water-fall	<i>Taki</i>
Sedan chair	<i>Kago</i>	Waiting room	<i>Machiai-jo</i>
Station	<i>Suteishon, teisha-</i> <i>ba</i>	Way in	<i>Iri-guchi</i>
Station master	<i>Eki-chō</i>	Way out	<i>De-guchi</i>

Boat-man! take me to the landing place.	<i>Sendō! hatoba made yuke.</i>
Take these packages in the boat. There are 5 in number. What is the fare?	<i>Kono Nimotsu wo fune ni nosei. Kazu wa itsutsu desu.</i>
Jinrikisha-man! go to the station (or hotel).	<i>Chinzen wa ikura ka?</i>
Quickly.	<i>Kurumaya! suteishon (hoteru) made yuke.</i>
Go quickly.	<i>Hayaku.</i>
At what o'clock does the first train start?	<i>Hayaku yuke.</i>
Give me one 1st (or 2nd) class ticket to—	<i>Ichiban-gisha wa nanji ni demasu-ka?</i>
Two 1st (or 2nd) class tickets to—.	<i>—made jōtō (chūtō) kippu ichimai kudasai.</i>
I want return tickets.	<i>—made jōtō (chūtō) kippu nimai.</i>
What do they cost?	<i>Ōfuku-kippu wo kudasai.</i>
Where is the luggage Office?	<i>Ikura desu ka?</i>
	<i>Nimotsu atsukaiba wa doko desu ka?</i>

Book this luggage to—.	<i>Kono nimotsu wo—made okutte kudasai.</i>
What is the charge?	<i>Uchin wa ikura desuka?</i>
Please show your ticket.	<i>Kippu wo omisenasai.</i>
What time will the train arrive at —?	<i>Kono kisha wa nanji ni—ye tsuki-masu ka?</i>
Is there any change of cars on the way to—?	<i>—made ni kisha no norikaye ga arimasu ka?</i>
You must change cars at— station.	<i>—suteishon de norikae ni narimasu ka?</i>
Is a dining car attached to this train?	<i>Kono kisha wa shokudō tsuki desu ka?</i>
Is a sleeping car attached to this train?	<i>Kono kisha wa shindaisha (or nedai) tsuki desu ka?</i>
At what station are tiffin boxes sold?	<i>Dono suteishon de bentō wo urimasu ka?</i>
Can any foreign food be obtained?	<i>Yōshoku ga kawaremasu ka?</i>
What do you call this place?	<i>Koko wa nanto in tokoro desuka?</i>
Which is the first hotel (or inn) in this town?	<i>Kono machi de jōtō no hoteru (yadoya) wa dochira desu ka?</i>
It is only a little way.	<i>Jiki soko desu.</i>
Which is the way to—?	<i>—ye yuku michi wa dochira desu ka?</i>
Please tell me the way.	<i>Michi wo oshiete kudasai.</i>
Go straight on.	<i>Massugu oide nasai.</i>
I will rest a little.	<i>Sukoshi yasumimashō.</i>
Will you come with me?	<i>Issho ni oide nasaimasen ka?</i>
Is it much farther?	<i>Tōku gozaimasu ka?</i>
When will you come?	<i>Anata wa itsu oide ni narimasu ka?</i>
When will he come?	<i>Ano-kata wa itsu oide ni narimasu ka?</i>
I have left it behind.	<i>Wasurete kimashita.</i>
What is there to see here?	<i>Koko de miru mono wa nandesu ka?</i>
It is too wet.	<i>Ame de shiyō ga arimasen.</i>
I would rather walk.	<i>Arakuhōni itashimashō.</i>

I have a headache.	<i>Zatsū ga shimasu.</i>
I have a toothache.	<i>Ha ga itamimasu.</i>
Where can we stop for lunch?	<i>Hiru wa doko de tabemasuka?</i>
I shall go whether it rains or not.	<i>Fieru furazu ni kamawazu yuki masu.</i>

AT A HOTEL OR INN

Alcove (where the <i>kakemono</i> hangs)	<i>Toko-no-ma</i>	(small)	<i>Bonbori</i>
Apple	<i>Ringo</i>	Chair	<i>Isu</i>
Barber	<i>Tokoya, kamidoko</i>	Chicken-stewed	<i>Tori-nabe</i>
Bath	<i>Furo, oyu</i>	Charcoal	<i>Sumi</i>
Bean-soup	<i>Misoshiru</i>	Chicken	<i>Niwatori</i>
Bed	<i>Toko</i>	Chopsticks	<i>Hashi</i>
Bed clothes	<i>Futon, yagu</i>	Cigar	<i>Hamakitabako</i>
Bed-room	<i>Nema, nebeya</i>	Cigarettes	<i>Kamimaki</i>
Beef	<i>Gyūniku, ushi</i>	Coal	<i>Sekitan</i>
Beef stewed	<i>Ushi-nabe</i>	Coffee	<i>Kōhii</i>
Beer	<i>Biiru</i>	Corkscrew	<i>Sen-nuki</i>
Blanket	<i>Ketto</i>	Cupboard	<i>Todana</i>
Book-keeper	<i>Chōba-gata</i>	Dining-room	<i>Shokudō</i>
Boiled fish	<i>Ni-sakana</i>	Dinner (late)	<i>Yūshoku, Bansan</i>
Boots	<i>Kutsu</i>	Door	<i>To</i>
Bottle	<i>Tokuri</i>	Door-sash (covered with paper)	<i>Shōji</i>
Box	<i>Hako</i>	Downstairs	<i>Nikainoshita</i>
Brazier	<i>Hibachi</i>	Duck (tame)	<i>Ahira</i>
Boiled fish	<i>Yaki-sakana</i>	„ (wild)	<i>Kamo</i>
Brown paper	<i>Shibugami</i>	Eels	<i>Unagi</i>
Biscuits (very thin)	<i>Senbei</i>	Egg	<i>Tamago</i>
Bread	<i>Pan</i>	Egg (boiled)	<i>Ude-tamago</i>
Breakfast	<i>Asameshi, Asahan</i>	Fish	<i>Sakana</i>
Cabbage	<i>Habotan</i>	Fish fritter	<i>Sakana no tempura</i>
Cake	<i>Kashi</i>		<i>ra</i>
Candle	<i>Rōsoku</i>	Food	<i>Tabemono</i>
Candle-stick	<i>Teshoku</i>	Fork	<i>Nikusashi</i>

Fowl	<i>Tori</i>	Milk	<i>Gyūnyū</i>
Fruit	<i>Kudamono</i>	Milk (tinned)	<i>Kanzume - no - chi chi</i>
Game	<i>Emono</i>	Money	<i>Kane</i>
Garden	<i>Niwa</i>	Mosquito	<i>Ka</i>
Grapes	<i>Budō</i>	Mosquito-net	<i>Kaya</i>
Guide	<i>Annaisha</i>	Mustard	<i>Karashi</i>
Hanging picture	<i>Kakemono</i>	Mushroom	<i>Matsudake, shiitake</i>
Hemp string	<i>Asaito</i>	Mutton	<i>Hitsuji-no-niku</i>
Hemp rope	<i>Hosobiki</i>	Napkin	<i>Kuchifuki, nafukin</i>
Horse-radish	<i>Wasabi</i>	Oil	<i>Abura</i>
Hotel	<i>Hoteru, yadoya</i>	Oil-paper	<i>Aburagami</i>
Hot	<i>Atsui</i>	Omelette	<i>Tamagoyaki</i>
Hot Water bottle	<i>Yutanpo</i>	Orange	<i>Mikan</i>
House	<i>Ie, uchi</i>	Over-coat	<i>Gaitō, uwagi</i>
Ice	<i>Kōri</i>	Oyster	<i>Kaki</i>
Ice water	<i>Kōrimizu</i>	Paper-money	<i>Satsu, shihei</i>
Inn	<i>Yadoya, hatagoya</i>	Paper	<i>Kami</i>
Inn-keeper	<i>Yadoya-no-teishu</i>	Paper lamp	<i>Andon</i>
Interpreter	<i>Tsūben</i>	Paper slides (of windows)	<i>Shōji</i>
Kettle	<i>Tetsubin</i>	„ (of rooms)	<i>Karakami</i>
Kitchen	<i>Daidokoro</i>	Partridge	<i>Shako</i>
Knife	<i>Hōchō</i>	Peach	<i>Momo</i>
Lamb	<i>Kokitsuji-no-niku</i>	Peas	<i>Endō-mame</i>
Lamp	<i>Ranpu</i>	Pear	<i>Nashi</i>
Land-lord	<i>Teishu</i>	Pen (Japanese)	<i>Fude</i>
Land lady	<i>Okamisan</i>	Pepper	<i>Koshō</i>
Lantern	<i>Chōchin</i>	Persimmon	<i>Kaki</i>
Lemon	<i>Yuzu</i>	Pheasant	<i>Kiji</i>
Lemonade	<i>Ramune</i>	Pickles	<i>Tsukemono kōnomono</i>
Light	<i>Akari</i>	Plum	<i>Ume, sumomo</i>
Lunch	<i>Hirumeshi</i>	Pork	<i>Buta-no-niku</i>
Manager	<i>Shihainin</i>	Potatoes	<i>Imo</i>
Mat	<i>Tatami</i>		
Match	<i>Matchi, suritsu-kegi</i>		
Meat	<i>Niku</i>		

Present (to servants)	<i>Kokorozuke</i>	paste	<i>Yōkan</i>
Quail	<i>Uzura</i>	Table	<i>Teiburu, dai</i>
Quilt	<i>Futon</i>	„ (Small used at meal time)	<i>Ozen</i>
Raw sliced fish	<i>Sashimi</i>	Tabacco-box	<i>Tabako-bon</i>
Raw	<i>Nama</i>	Tabacco-pipe	<i>Kiseru</i>
Razor	<i>Kamisori</i>	Tea	<i>Cha</i>
Receipt	<i>Uletori</i>	„ (black)	<i>Kōcha</i>
Register (of inn)	<i>Yado-chō</i>	Tea-cup	<i>Chawan</i>
Rice (boiled)	<i>Gohan, meshi</i>	Teamoney	<i>Chadai</i>
Room	<i>Heya, zashiki</i>	Tea-pot	<i>Kibisho</i>
Rug	<i>Hizakake</i>	Third-floor	<i>Sangai</i>
Strong Japanese liquor	<i>Sake</i>	Tiffin	<i>Hirumeshi</i>
Salmon	<i>Shake</i>	Tinned provisions	<i>Kanzume</i>
Salmon-trout	<i>Masu</i>	Tip (to coolies)	<i>Sakate</i>
Salt	<i>Shiwo</i>	Tooth-pick	<i>Koyōji</i>
Sandals	<i>Zōri (or uaraji)</i>	Towel	<i>Tenugi</i>
Sandwich	<i>Sandowitchi</i>	Tray	<i>Bon</i>
Sardines	<i>Iwashi</i>	Tub	<i>Tarai</i>
Sauce	<i>Shōyū</i>	Umbrella	<i>Kasa, kōmori</i>
Servant (male)	<i>Genan</i>	„ (rain)	<i>Amagasa</i>
„ (female)	<i>Gejo</i>	Upstairs	<i>Nikai</i>
Screen	<i>Byōbu</i>	Vegetables	<i>Yasai</i>
Shoes	<i>Hangutsu</i>	Vinegar	<i>Su</i>
Slippers	<i>Uwagutsu</i>	Waiter	<i>Bōi, kyūji</i>
Snipe	<i>Shigi</i>	Water	<i>Mizu</i>
Soap	<i>Shabon</i>	„ (hot)	<i>Yu</i>
Soup	<i>Soppu, tsuyu,</i>	Water (tepid)	<i>Nurumayu</i>
Soy	<i>Syōyu, shitaji</i>	Water closet	<i>Benjo, chōzubai, habakari</i>
Sponge-cake	<i>Kasutera</i>	Wicker-ware trunk	<i>Yanagi-gori</i>
Spoon	<i>Saji</i>	Window	<i>Mado</i>
Stick	<i>Tsuye</i>	Wine	<i>Budōshu,</i>
Straw-berry	<i>Ichigo</i>		
Sugar	<i>Satō</i>		
Sweet bean-			

Have you a room?	<i>Zashiki ga arimasu ka?</i>
Give me the first good room.	<i>Goku ii zashiki ni shite kudasai.</i>
This room will do.	<i>Kono zashiki de yoroshū gozaimasu.</i>
What is the charge for a room only?	<i>Zashiki dake wa ikura desu ka?</i>
This is my name.	<i>Kore wa watakushi no namaye desu.</i>
This is my card.	<i>Kore wa watakushi no meishi desu.</i>
I am an English (American).	<i>Watakushi wa Eikoku-jin (Ameri-ka-jin) desu.</i>
I want a hot-bath.	<i>Furo ni hairitō gozaimasu.</i>
I like a cold-bath.	<i>Mizu-buro ga yoroshū gozaimasu.</i>
Please call a barber.	<i>Tokoya wo yonde kudasai.</i>
Shave my beard.	<i>Hige wo sotte kudasai.</i>
Cut my hair.	<i>Kami wo katte kudasai.</i>
Can you give us European food?	<i>Yōshoku ga dekimasu ka?</i>
Is the food ready?	<i>Shokuji ga dekimasu ka?</i>
I am thirsty.	<i>Nodo ga kawaki mashita.</i>
I am hungry.	<i>Onaka ga sukimashita.</i>
It is ready at any time.	<i>Itsu-demo yoroshū gozai masu.</i>
Please send these to the wash.	<i>Sentaku ni yatte kudasai.</i>
Bring me a Mosquito-net.	<i>Kaya wo motte-kite kudasai.</i>
Please show me the way.	<i>Annai shite kudasai.</i>
Please bring a candle.	<i>Rōsoku wo motte kite kudasai.</i>
Shut the window.	<i>Mado wo shimete kudasai.</i>
Please light the lights.	<i>Akari wo tsukete kudasai.</i>
Bring a fire (or blanket).	<i>Hi (ketto) wo motte kite kudasai.</i>
I feel unwell.	<i>Kibun ga warū gozaimasu.</i>
Is there a doctor here?	<i>Koko ni isha ga arimasu ka?</i>
Please call my boy.	<i>Watakushi no bōi wo yonde kudasai.</i>
I want a guide (or an interpreter).	<i>Annaisha (tsūben) ga hoshū gozaimasu.</i>
What is charge per day?	<i>Nikkyū wa ikura desu ka?</i>
I will start from here early tomorrow morning.	<i>Myōasa hayaku koko wo tachi masu.</i>

I want to be called at half past 4.	<i>Yoji-han ni okoshite moraitō gozaimasu.</i>
Bring the bill.	<i>Kanjō-gaki wo kudasai.</i>
Please order jinrikisha.	<i>Kuruma itchō yatōte kudasai.</i>
Please engage two coolies.	<i>Ninsoku wo futari tanonde kudasai.</i>
It is all ready?	<i>Shitaku wa dekimashita ka?</i>
Is nothing forgotten?	<i>Wasuremono wa arimasen ka.</i>
Many thanks for the trouble you have taken.	<i>Ōki ni osewa ni narimashita.</i>

SHOPPING.

Armour	<i>Gusoku</i>	Fan (not shutting)	<i>Uchiwa</i>
Arrow	<i>Ya</i>	Gong	<i>Dora</i>
Bamboo-works	<i>Takezaiku</i>	Gold-lacquer	<i>Kinmakiye</i>
Big	<i>Ōkii</i>	Green	<i>Aoi</i>
Bill	<i>Kanjō</i>	Guard (of sword)	<i>Tsuba</i>
Black	<i>Kuroi</i>	Guide-book	<i>Annaisho</i>
Blue	<i>Aoi</i>	Hanging-scroll	<i>Kakemono</i>
Bow	<i>Yumi</i>	Helmet	<i>Kabuto</i>
Brocade	<i>Nishiki</i>	Hilt	<i>Tsuka</i>
Bronze	<i>Karakane</i>	Incense pot	<i>Kōro</i>
Carvings	<i>Horimono</i>	Inlaid work (of gold or silver)	<i>Zōgan</i>
Cabinet	<i>Tansu</i>	Ivory	<i>Zōge</i>
Cheap	<i>Yasui</i>	Lacquer	<i>Urushi</i>
Cloisonné	<i>Shippō-yaki</i>	Lacquer-ware	<i>Nurimono</i>
Cotton	<i>Momen</i>	Map	<i>Chizu</i>
Crape	<i>Chirimen</i>	Mask	<i>Men</i>
Curios	<i>Kottōhin</i>	Medicine	<i>Kusuri</i>
Dear	<i>Takai</i>	Medicine box	<i>Inrō</i>
Drawing	<i>E</i>	Mirror	<i>Kagami</i>
Embroidery	<i>Nuitori</i>	Panel	<i>Gaku</i>
Egg-shell porcelain	<i>Usudeyaki</i>		
Fan (that shuts)	<i>Ōgi, sensu</i>		

Photograph	<i>Shashin</i>	Red	<i>Akai</i>
Photographer	<i>Shashinya</i>	Sword	<i>Katana</i>
Porcelain	<i>Setomono</i>	Silk	<i>Kinu</i>
Price	<i>Nedan</i>	Watch	<i>Tokei</i>
Pearl	<i>Shinju</i>	White	<i>Shiroi</i>

What is this?	<i>Kore wa nandesu ka?</i>
What is that?	<i>Sore wa nandesu ka?</i>
Show me, please.	<i>Misete kudasai.</i>
Is that all right?	<i>Yoroshū gozaimasu ka?</i>
That won't do.	<i>Sore dewa ikemasen.</i>
When will it be done?	<i>Itsu dekimasuka?</i>
How much?	<i>Ikura desu ka?</i>
Too dear.	<i>Taka-sugi masu.</i>
Make it cheaper.	<i>Yasuku shite kudasai.</i>
Haven't you cheaper ones?	<i>Yasui no wa arimasen ka?</i>
Are they all the same price?	<i>Mina dōne desu ka?</i>
How much does it all amount to?	<i>Mina de ikura ni narimasu ka?</i>
Send them to—Hotel.	<i>—hoteru ye todokete kudasai.</i>
Haven't you something new?	<i>Nanika atarashii-mono wa arimasen ka?</i>
What is this used for?	<i>Kore wa nanini tsukaimasu ka?</i>
What is this made of?	<i>Kore wa nani de dekite imasu ka?</i>
Pack them well.	<i>Yoku nizukuri wo shite kudasai.</i>
It is all?	<i>Sore dake desu ka?</i>
Please take care.	<i>Ki wo tsukete kudasai.</i>
What is the packing charge?	<i>Nizukuri-chin wa iuradesu ka?</i>
Send them to this address.	<i>Kono tokoro ye okutte kudasai.</i>
What is the cost of carriage?	<i>Okuri-chin wa ikura desu ka?</i>
Do you want to insure them?	<i>Hoken wo tsuke masu ka?</i>

MISCELLANEOUS.

Acrobat	<i>Karuwazashi</i>	Legation	<i>Kōshikan</i>
Actor	<i>Yakusha</i>	Letter	<i>Tegami</i>
Bad	<i>Warui</i>	Light (not heavy)	<i>Karui</i>
Bank	<i>Ginkō</i>	Mayor	<i>Shichō</i>
Bazaar	<i>Kankōba</i>	Military officer	<i>Rikugun-Shikan</i>
Bill	<i>Kanjō</i>	Money order	<i>Yūbin-kawase</i>
Cards (playing)	<i>Karuta</i>	Naval officer	<i>Kaigun-shikan</i>
Cards (visiting)	<i>Nafuda, meishi.</i>	Near	<i>Chikai</i>
Change (money)	<i>Tsuri</i>	Office	<i>Jimusho</i>
Cheque	<i>Kogitte</i>	Prefectural Office	<i>Kenchō</i>
Club	<i>Kurabu</i>	Pretty	<i>Kirei</i>
Cold	<i>Samui, Tsumetai</i>	Police-man	<i>Junsa</i>
Consulate	<i>Ryōjikan</i>	Police sergeant	<i>Keibu</i>
Copper coin	<i>Dōka</i>	Post	<i>Yūbin</i>
Dentist	<i>Haisha</i>	Post Office	<i>Yūbinkyoku</i>
Doctor	<i>Isha</i>	Parcel-post	<i>Kozutsumi-yūbin</i>
Dog	<i>Inu</i>	Postal-card	<i>Hagaki</i>
Embassy	<i>Taishikan</i>	Priest (Shintō)	<i>Tayū</i>
Exchange	<i>Ryōgayē</i>	Priest (Buddhist)	<i>Bōzu</i>
Fair (festival)	<i>Ennichi matsuri</i>	Sailor	<i>Suifu</i>
Far	<i>Tōi, empō</i>	Sea	<i>Umi</i>
Feast	<i>Gochisō</i>	Shampooer	<i>Amma</i>
Flea	<i>Nomi</i>	Shop	<i>Mise</i>
Gold	<i>Kin</i>	Shrine (Shintō)	<i>Yashiro, miya</i>
Gold-coin	<i>Kin-ka</i>	Silver	<i>Gin</i>
Good	<i>Yoroshii</i>	Small	<i>Chiisai</i>
Hard	<i>Katai</i>	School	<i>Gakkō</i>
Hurrah	<i>Banzai</i> (ten-thousand years) is the word of the Japanese national cry which expresses congratulation.	Soldier	<i>Heitai</i>
Iuk (Japanese)	<i>Sumi</i>	Stamp (postage)	<i>Yūbin-gitte</i>
Juggler	<i>Tejinashi</i>	Story-teller	<i>Hanashika</i>
		Teacher	<i>Kyōshi</i>

Tea-house	<i>Chaya</i>	draft	<i>Denpō-Kawase</i>
Tea-shop	<i>Hajaya</i>	Telephone	<i>Denwa</i>
Telegraph-office	<i>Denshin-kyoku</i>	Temple (Buddhist)	<i>Tera</i>
Telegram	<i>Denpō</i>	To-day	<i>Konnichi</i>
Telegraph-Office	<i>Denshin-Kyoku</i>	To-morrow	<i>Myōnichi</i>
Telegram	<i>Denpō</i>	Ugly	<i>Migurushii</i>
Telegraph-		Wrestler	<i>Sumōtori</i>
		Yesterday	<i>Sakujitsu</i>
<hr/>			
I	<i>Watakushi</i>	His, her	<i>Ano-hito-no</i>
My	<i>Watakushi-no</i>	It	<i>Sore, are</i>
You	<i>Anata</i>	We	<i>Watakushidomo</i>
Your	<i>Anata-no</i>	You (plur.)	<i>Anata-gata</i>
He	<i>Ano-hito, or Ano-otoko</i> (not polite).	They	<i>Ano-hito-tachi</i>
She	<i>Ano-hito, ano-onna</i>	This	<i>Kore</i>
		That	<i>Sore, are</i>
<hr/>			
1	<i>Hitotsu or ichi</i>	7	<i>Nanatsu or shichi</i>
2	<i>Futatsu „ ni</i>	8	<i>Yattsu „ hachi</i>
3	<i>Mittsu „ san</i>	9	<i>Kokonotsu or ku</i>
4	<i>Yottsu „ shi</i>	10	<i>Tō or jū</i>
5	<i>Itsutsu „ go</i>	11	<i>Jūichi</i>
6	<i>Muttsu „ roku</i>	12	<i>Jūni</i>
<hr/>			
20	<i>Ni-jū</i>	60	<i>Roku-jū</i>
21	<i>Ni-jū-ichi</i>	70	<i>Shichi-jū</i>
22	<i>Ni-jū-ni</i>	80	<i>Hachi-jū</i>
30	<i>San-jū</i>	90	<i>Ku-jū</i>
40	<i>Shi-jū</i>	100	<i>Hyaku</i>
50	<i>Go-jū</i>	1000	<i>Sen</i>

No. 1	<i>Ichi-ban</i>	1 o'clock	<i>Ichi-ji</i>
„ 2	<i>Ni „</i>	2 „	<i>Ni-ji</i>
„ 3	<i>San „</i>	3 „	<i>San-ji</i>
„ 4	<i>Yo „</i>	4 „	<i>Yo-ji</i>
„ 5	<i>Go „</i>	5 „	<i>Go-ji</i>

Half-past 1 o'clock—*ichi-ji han* or *ichi-ji san-jippun*.

Good morning.	<i>Ohayō, or konnichi wa.</i>
Good evening.	<i>Komban-wa.</i>
Good night.	<i>Oyasumi nasai,</i>
Good-bye.	<i>Sayōnara.</i>
That is so.	<i>Sayō de gozaimasu.</i>
That is not so.	<i>Sayō de gozaimasen.</i>
That is plenty.	<i>Sore de takusan desu.</i>
Please listen.	<i>Kiite kudasai.</i>
Just go and see.	<i>Chotto mite kudasai.</i>
Don't do that.	<i>Sō nasattewa ikemasen.</i>
Why do you do such things?	<i>Naze sonna koto wo nasai masu ka?</i>
Who is it?	<i>Dare desu ka?</i>
When is it?	<i>Itsu desu ka?</i>
I don't know.	<i>Shirimasen.</i>
Which is yours?	<i>Dochira ga anatano desu ka?</i>
This is mine.	<i>Korega watashi no desu.</i>
Please leave off.	<i>Oyoshi nasai.</i>
Is anything the matter?	<i>Dōka shi mashita ka?</i>
What a pity.	<i>Oshii koto desu ne!</i>
I have none at all.	<i>Sukoshi mo arimasen.</i>
Has nobody come?	<i>Dare mo kimasen desu ka?</i>
Can you?	<i>Deki masu ka?</i>
Yes, I can.	<i>Hai dekimasu.</i>
No, I can't.	<i>Iiya, dekimasen.</i>
What is the reason?	<i>Dō ni wake desu ka?</i>
It is your mistake.	<i>Anata no machigai desu.</i>
It is my fault.	<i>Watakushi ga warū gozaimasu.</i>
Please give it to me.	<i>Sore wo kudasai.</i>
I have not yet decided.	<i>Mada kime masen.</i>

It cannot be found.	<i>Midashi masen.</i>
Will you guarantee it?	<i>Uke-ai masu ka?</i>
It is a fine day.	<i>Yoi tenki de gozaimasu.</i>
It is hot.	<i>O-atsū gozaimasu.</i>
It is very cold.	<i>Taihen osamū gozaimasu.</i>
Come in, please.	<i>Ohairi nasai.</i>
Please wait here a little.	<i>Dōzo sukoshi omachi nasai.</i>
Please sit down.	<i>Dōzo okakenasai.</i>
Do you speak English. (French or German)?	<i>Igirisugo (Furansugo or Doitsugo wo hanashi nasai masu ka?)</i>
I speak a little.	<i>Sukoshi hanashi masu.</i>
This is my friend.	<i>Kore wa watakushi no tomodachi de gozaimasu.</i>
I am glad to see you.	<i>Omeni kakari mashite yorokobi masu.</i>
Where have you been?	<i>Dochira ye oide nasai masuka?</i>
What is this called in Japanese?	<i>Kore wa Nihon-go de nanto mōshi masu ka?</i>
Do you understand?	<i>Wakari masu ka?</i>
I do not understand.	<i>Wakari masen.</i>
It is very inconvenient.	<i>Yohodo fubendesu.</i>
Say it once more please.	<i>Dōzo mō-ichido itte kudasai.</i>
Thank you.	<i>Arigatō gozai masu.</i>
Don't mention it.	<i>Dōitashi mashite.</i>
Please do not trouble.	<i>Dōzo okamai nasai masuna.</i>
What time is it?	<i>Nanji de gozaimasu ka?</i>
Excuse me.	<i>Gomen nasai.</i>
Please come again.	<i>Dōzo mata oide nasai.</i>



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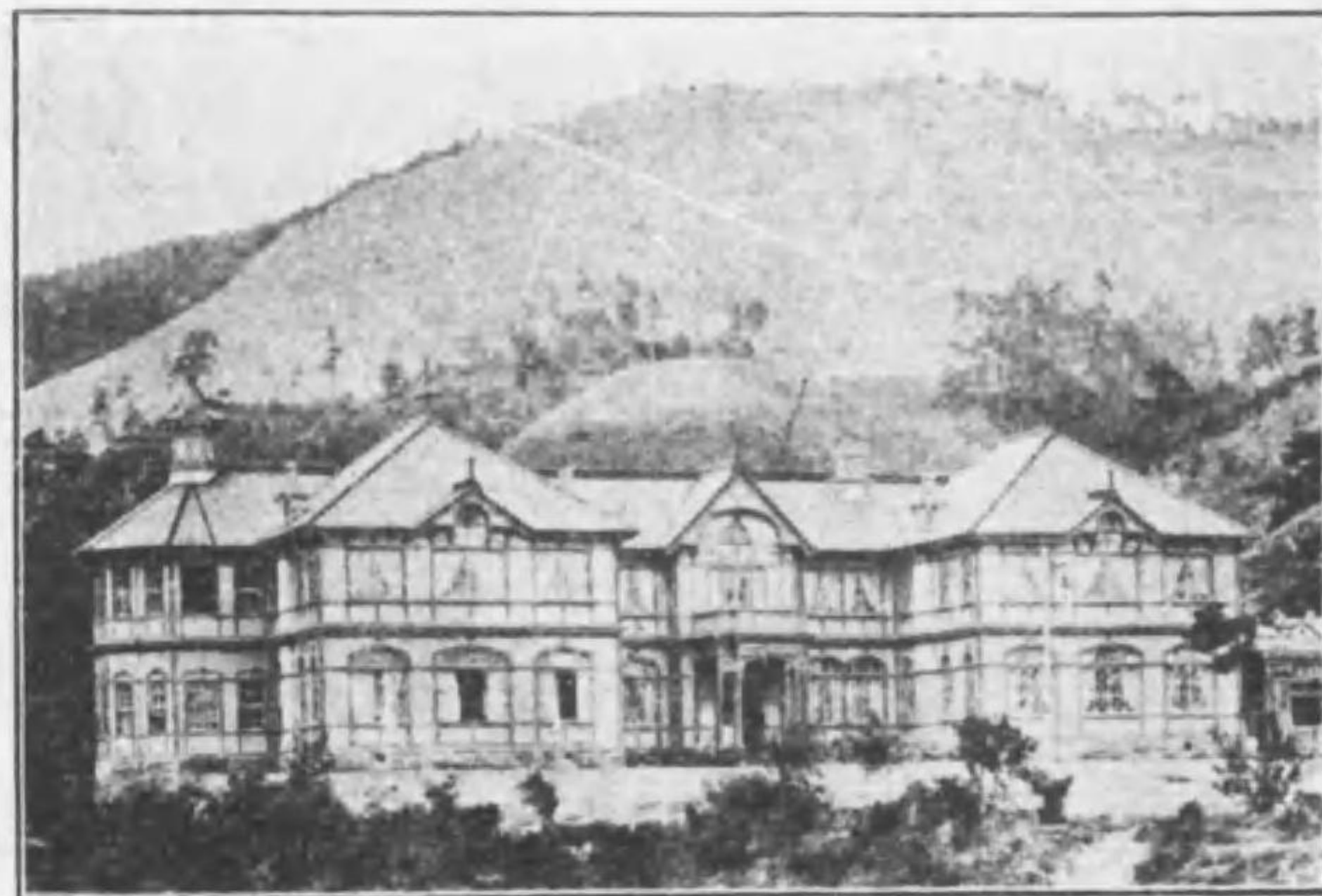
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TIME TABLE.

Between Fusan and Seidaimon (**West-Gate**):—
10 hours, once a day, 275 miles.

NORTH BOUND

Fusan leave ... 10.30 a.m.
Nandaimon (**South-Gate, Seoul**) arrive ... 8.30 p.m.

SOUTH BOUND

Nandaimon (**South-Gate, Seoul**) leave ... 8.30 a.m.
Fusan arrive ... 6.30 p.m.

Between Fusan and Shingishu (**New-wiju**):—
26 hours, once a day, 582 miles.

NORTH BOUND

Fusan leave 8.00 p.m.
Nandaimon (**South-Gate, Seoul**) arrive 6.50 a.m. (next day)
Nandaimon (**South-Gate, Seoul**) leave 7.10 a.m. (" ")
Shingishu (**New-wiju**) arrive 10.30 p.m. (" ")

SOUTH BOUND

Shingishu (**New-wiju**) leave 7.00 a.m.
Nandaimon (**South-Gate, Seoul**) arrive 10.20 p.m.
Nandaimon (**South-Gate, Seoul**) leave 10.40 p.m.
Fusan arrive 9.20 a.m.

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Fusan to Seidaimon (**West-Gate, Seoul**) 1st. class fare. 2nd. class fare.
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Heijyo (**Pyong-yang**) Yen 10.13 Yen 7.09
Heijyo (**Pyong-yang**) to Antoken
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Between Nandaimon (**South-Gate, Seoul**) and Jinsen (**Chemulpo**), tickets may be obtained at reduced fares.

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Seoul...Kobe about 37 hours	Yen 32.70	Yen 21.79
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Hankow Changteh Line.

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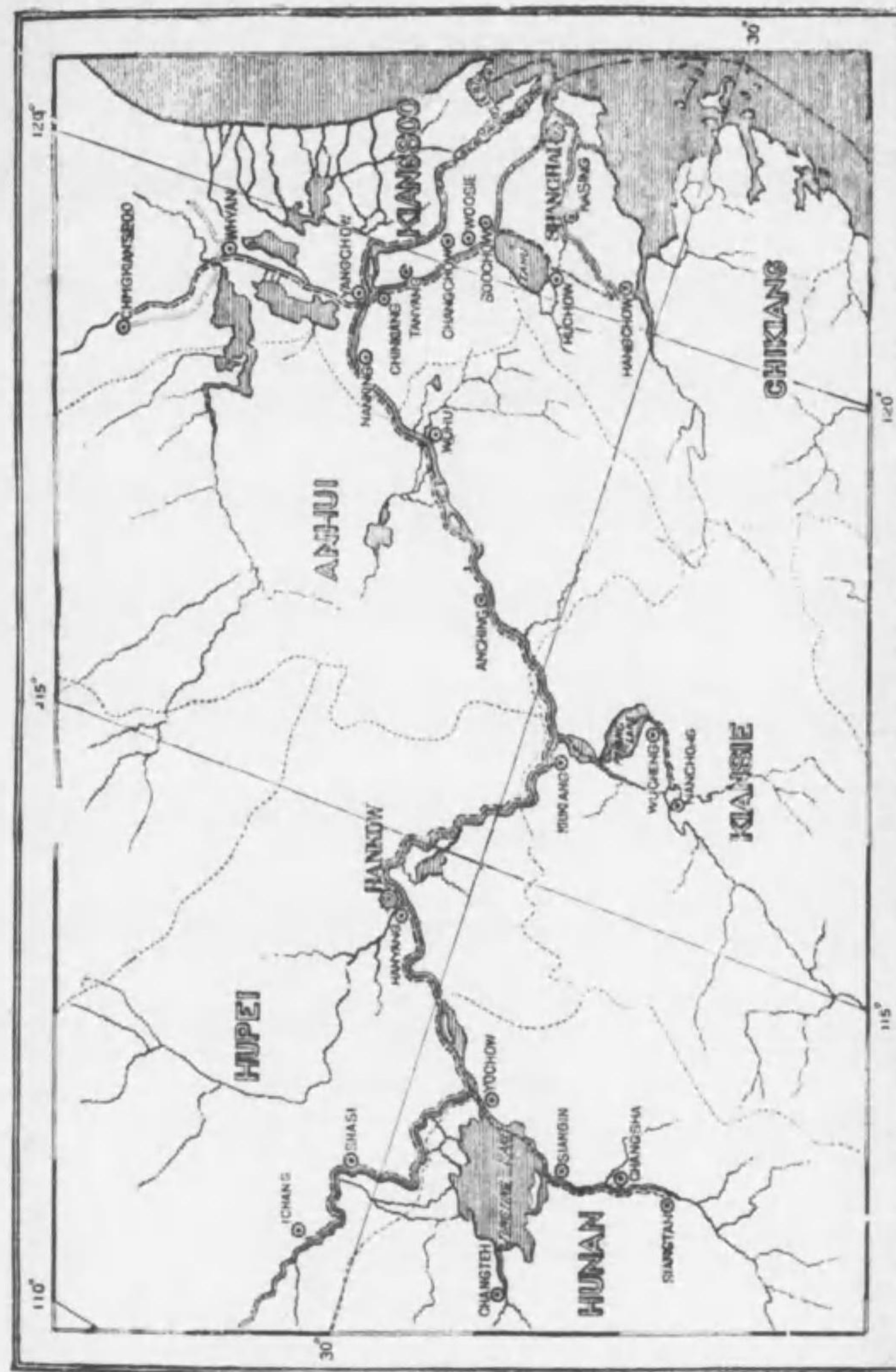
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There is
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that will
cheer you
up and
strengthen
you like
a good
cup of
Formosa
Tea.



Sold by all Provision stores in Japan.

FORMOSA TEA

How to make a refreshing drink.

Use freshly boiled water. Water which has been boiled long is flat.

Scald a porcelain tea pot. Pour out the hot water, and while the pot is still warm put in the required amount of tea and add boiling water.

Let it steep (not boil) from three to five minutes, according to strength desired, using $\frac{1}{4}$ oz. of the leaves to one quart of water, or about one teaspoonful for each cup. Serve at once.

In every part of the world Formosa Tea is noted for its delightful aroma as well as for its flavor and strength. Its excellence in these particulars give it a place far above the Ceylon and India teas, and all other teas throughout the world.

The color and fragrance of Formosa Tea are entirely natural, no foreign substances being added to produce its distinctive characteristics.

These are due solely to the special methods used in its manufacture. It is the purest of teas.

It is a well-recognized fact that a cup of tea in all seasons gives the most pleasant and refreshing effect of all beverages.

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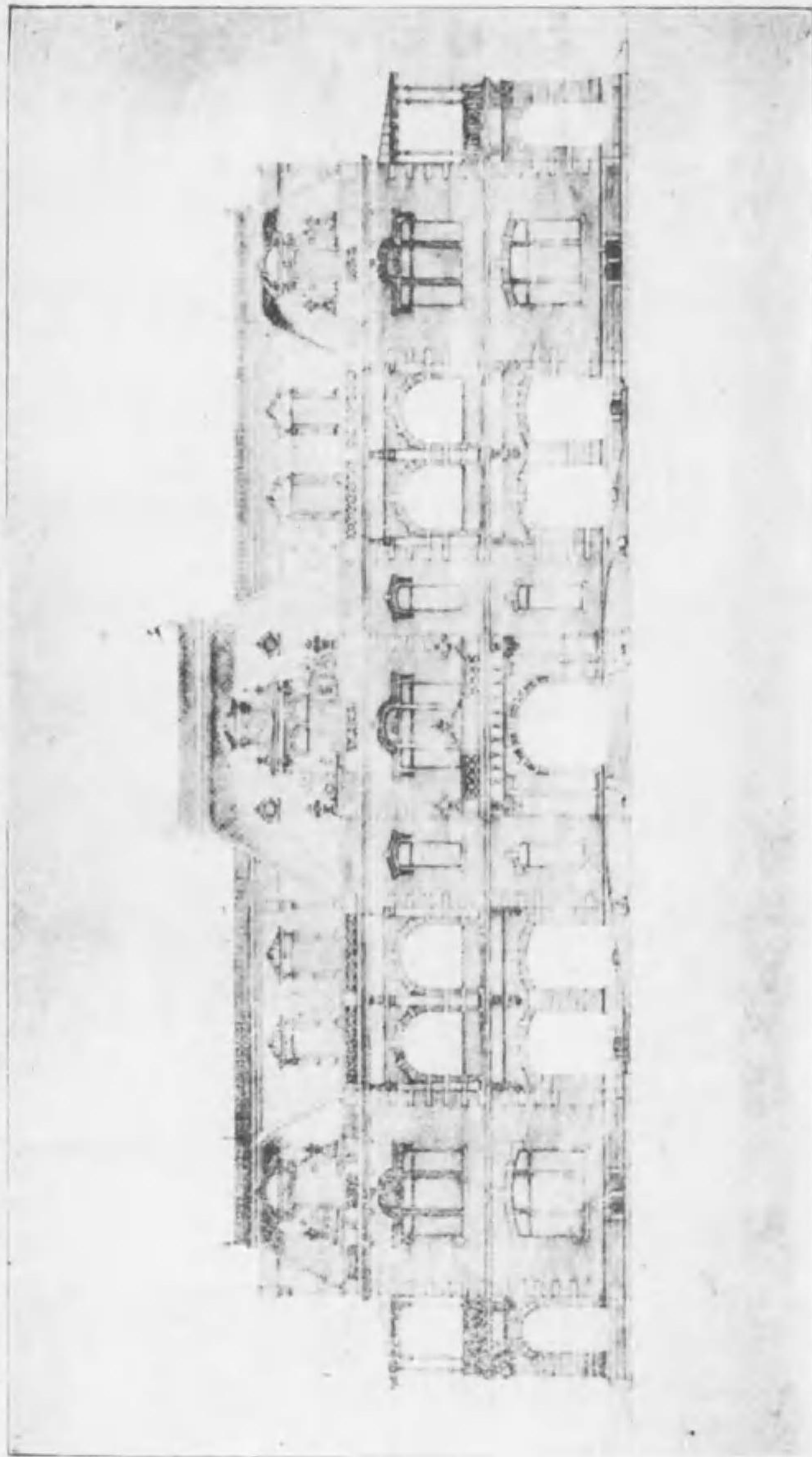
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Tel. No. 113, L. D.

39 Furumonzen, Kyoto,
Japan.

THE RAILWAY HOTEL IN FORMOSA.



This picture is taken from the design of the Railway Hotel, to be under the direct management of the Railway Department of the Government of Formosa.

This hotel, is to be located on the East Side of the broad street which fronts the Taihoku Railway Station. The building is now in course of construction and will open for business in October 1908. Its premises will cover 3,000 *tsubo*, and the building will be a three-storied brick structure covering 621 *tsubo*.

THE GROUND FLOOR.

A stately and commodious Main Entrance will precede the Central Hall, into which will open a grand and richly decorated parlour; two dining rooms, the larger one capable of entertaining about 300 guests, while the smaller one will be used for ordinary occasions. Near at hand will be found a Drawing-room, a Reading-room, and a Billiard-room, the latter furnished with three tables, one of which is in English style with the attached pockets. The necessary offices, and a Hair-dressing Saloon will also be found on this floor.

THE SECOND FLOOR.

This story will be reached by a Grand Staircase or by an Elevator, both of which will also lead into the upper Central Hall, where will be displayed, an exhibition of the various products of Formosa Island. Opening into this Hall are a Drawing-room, Parlours, and 11 sleeping Apartments.

THE THIRD STORY.

This will contain a commodious and quiet Reading-room, also 16 Sleeping Apartments with a waiters' office.

The whole plan of the Railway Hotel is grand in design, and will be strong in construction, while every convenience will be carefully and appropriately furnished.

Special attention will be given to the comfortable furnishing of beds, and the selection of the table decorations and necessary utensils.

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The *Cuisine* will be conducted in the highest style of French art.

Beverages of the finest quality, and of all descriptions will be always on supply.

The Railway Department of the Government of Formosa.

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DAITOKWAN HOTEL

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... JAPAN

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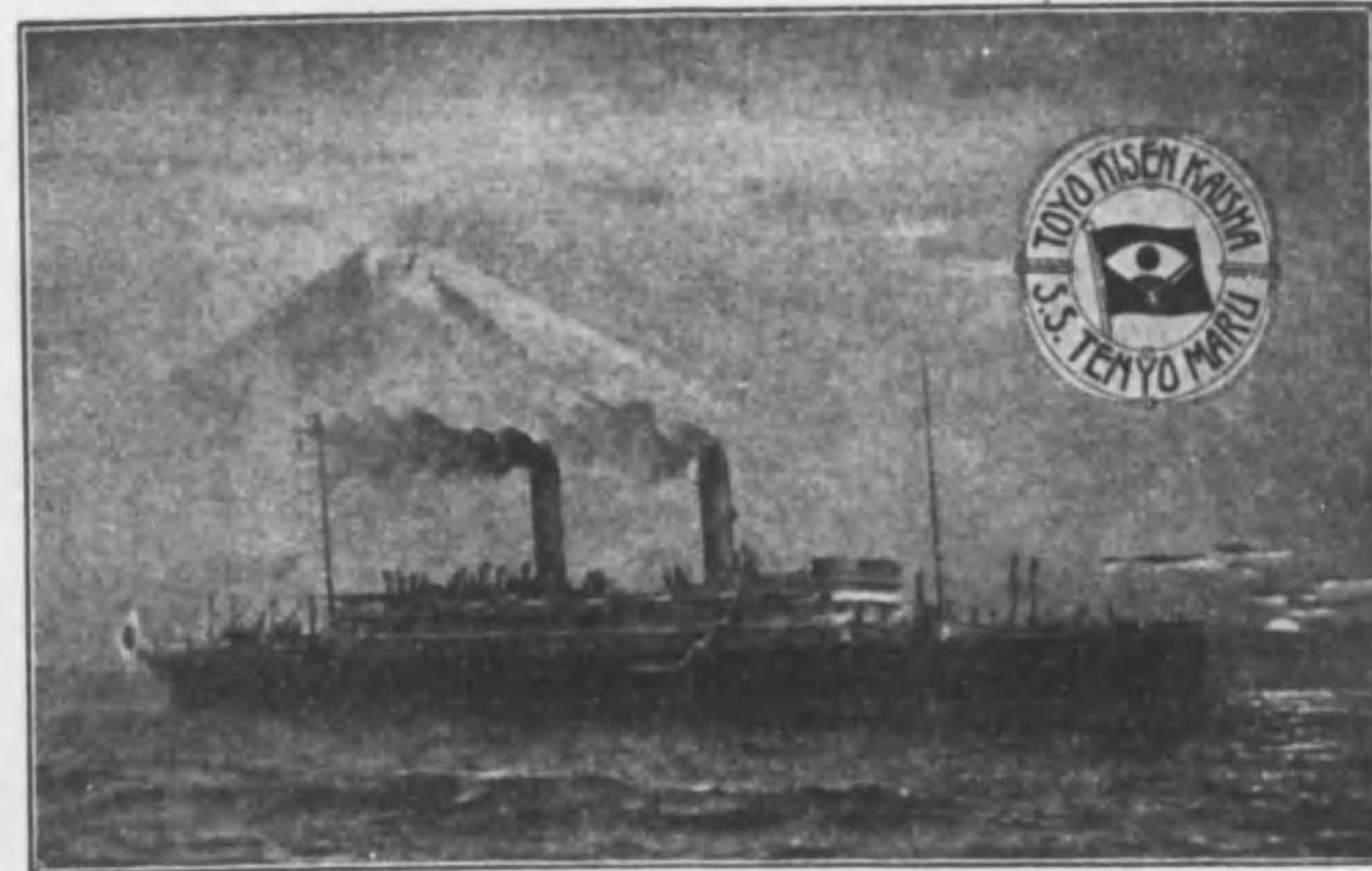
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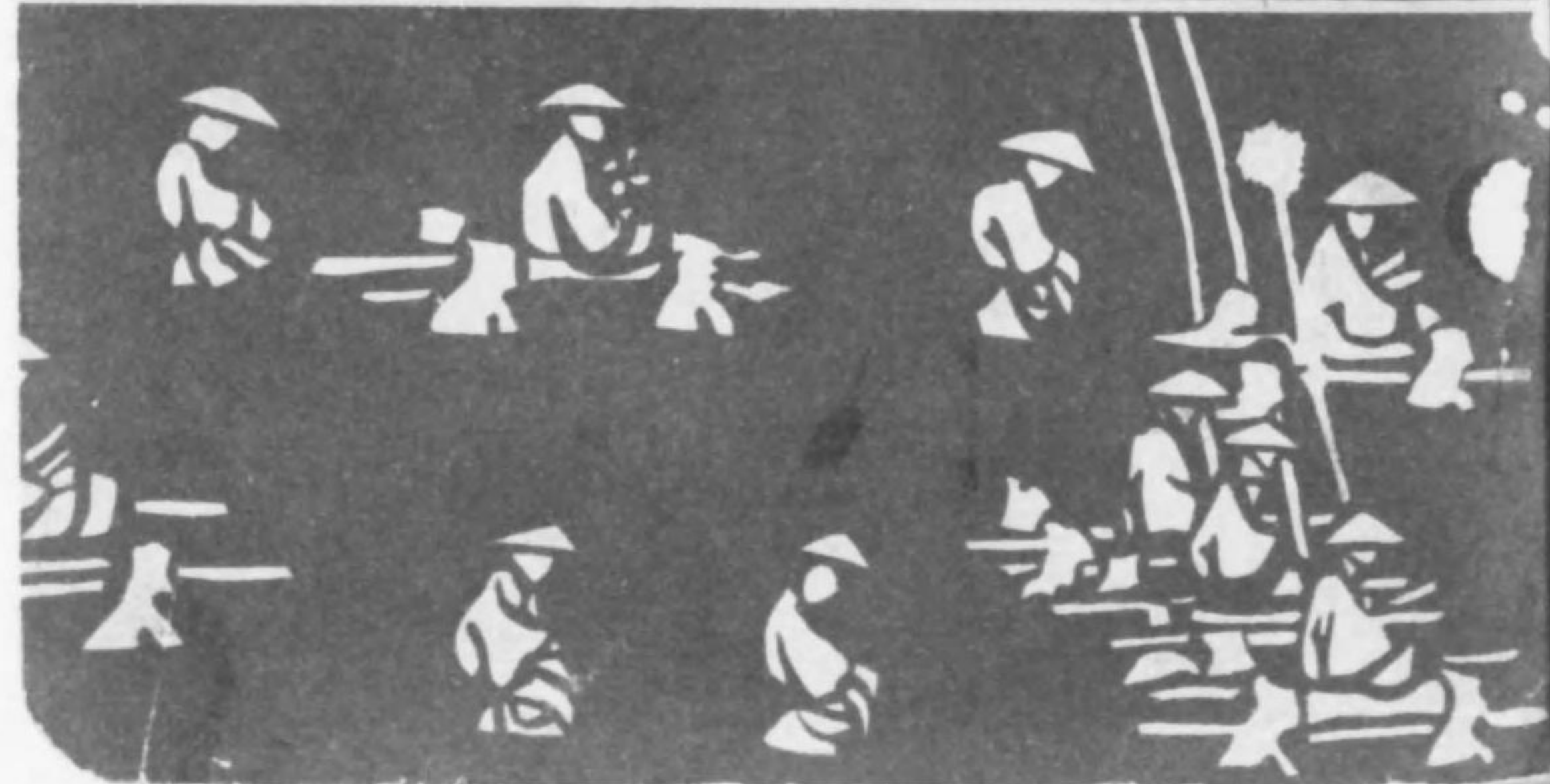
	Displacement Tonnage.	Speed.
"Tenyo Maru" - - - -	21,650	21 <i>Knots.</i>
"Chiyo Maru" - - - -	21,650	21 "
"Nippon Maru" - - - -	11,000	18 "
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"Hongkong Maru" - - - -	11,000	18 "

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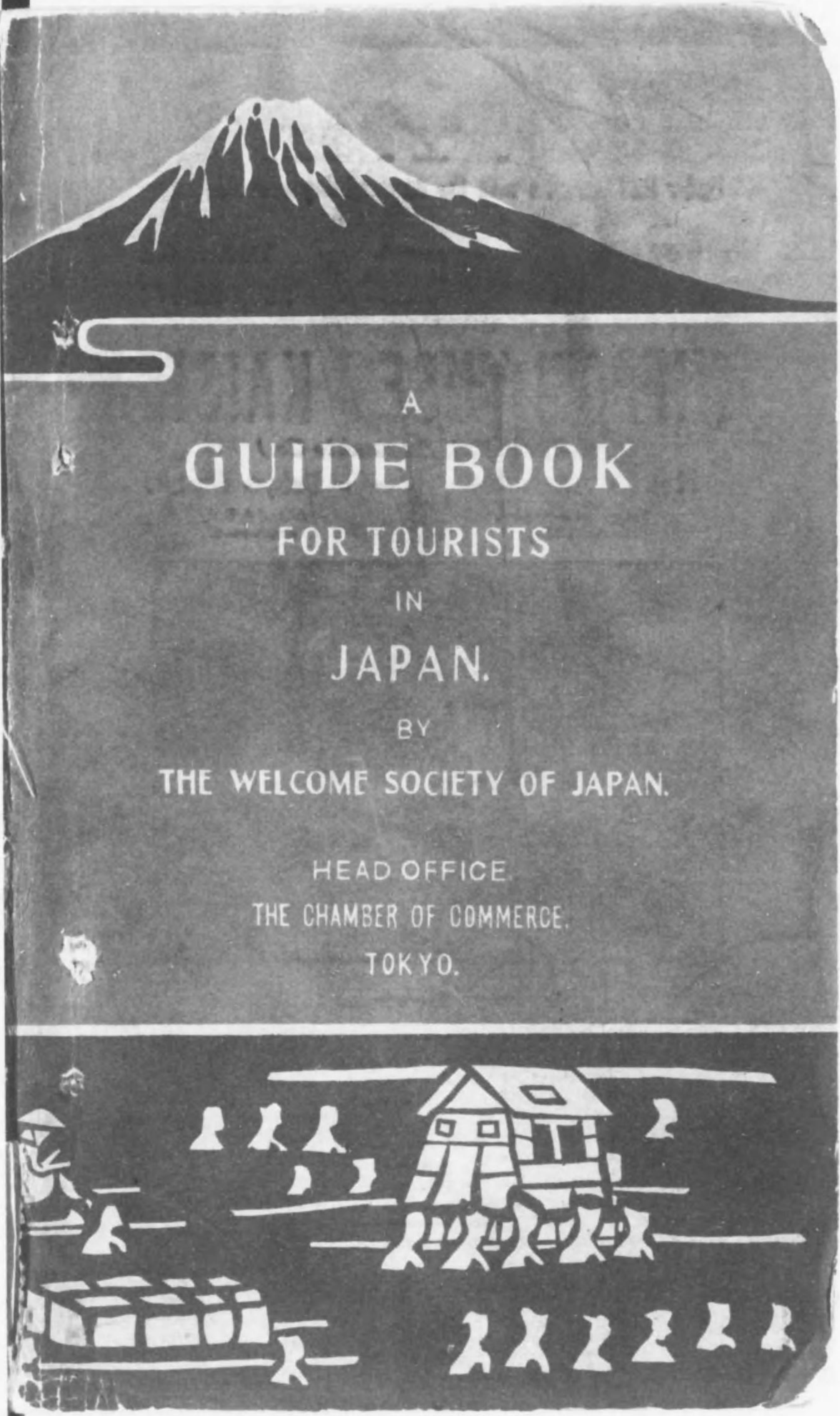


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Contract with the Imperial Japanese Government.

95 VESSELS



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350,000 TONS

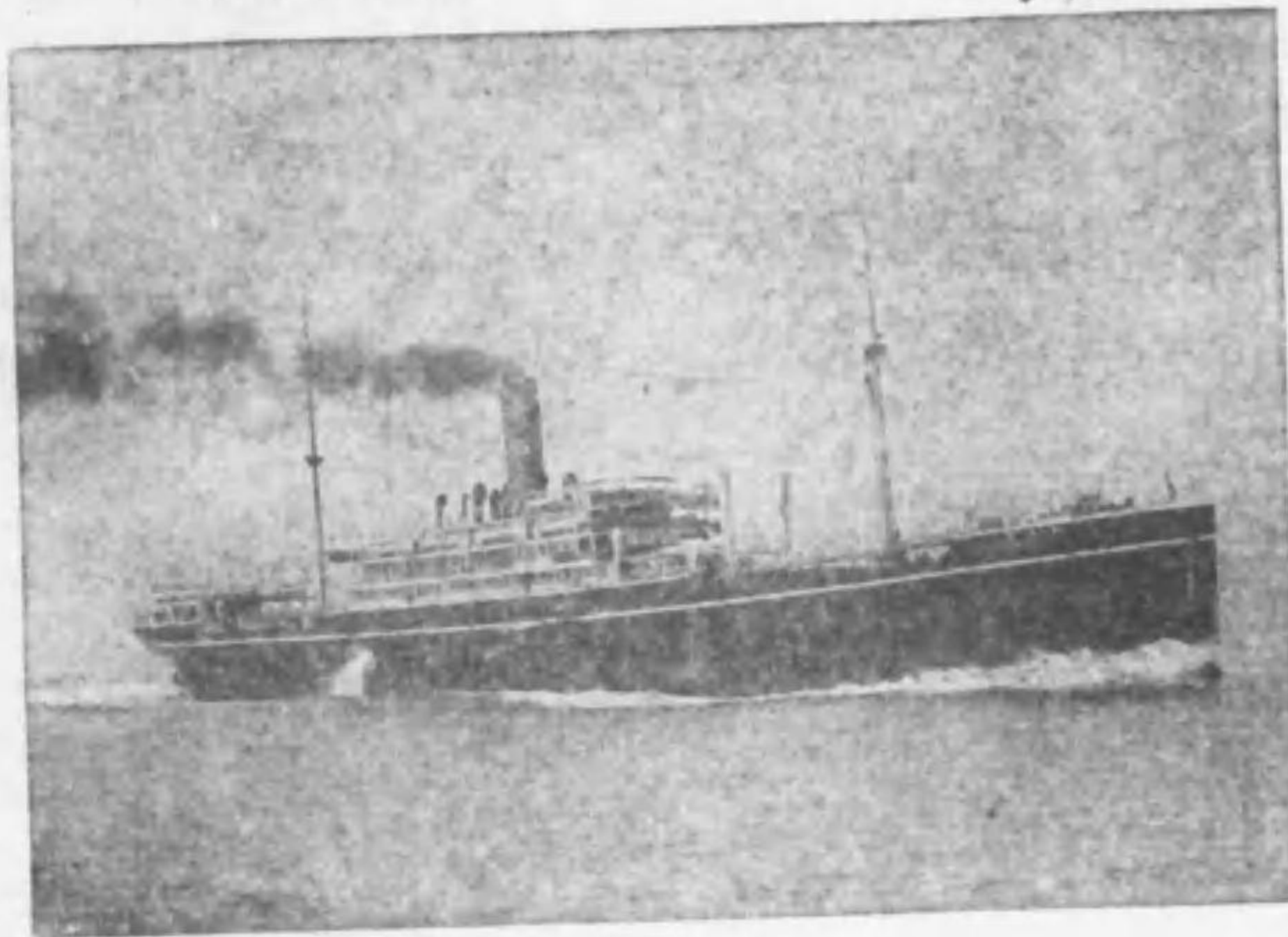
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Telegraphic Address:
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A1. and A B.C.
codes used.



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Australian Line	Four Weekly
Bombay Line	Fortnightly
Yokohama-Shanghai Line	Semi-Weekly
Yokohama-North China Line	Twice a month
Kobe-Vladivostok Line	Three Weekly
Kobe-Korea-North China Line	Four Weekly
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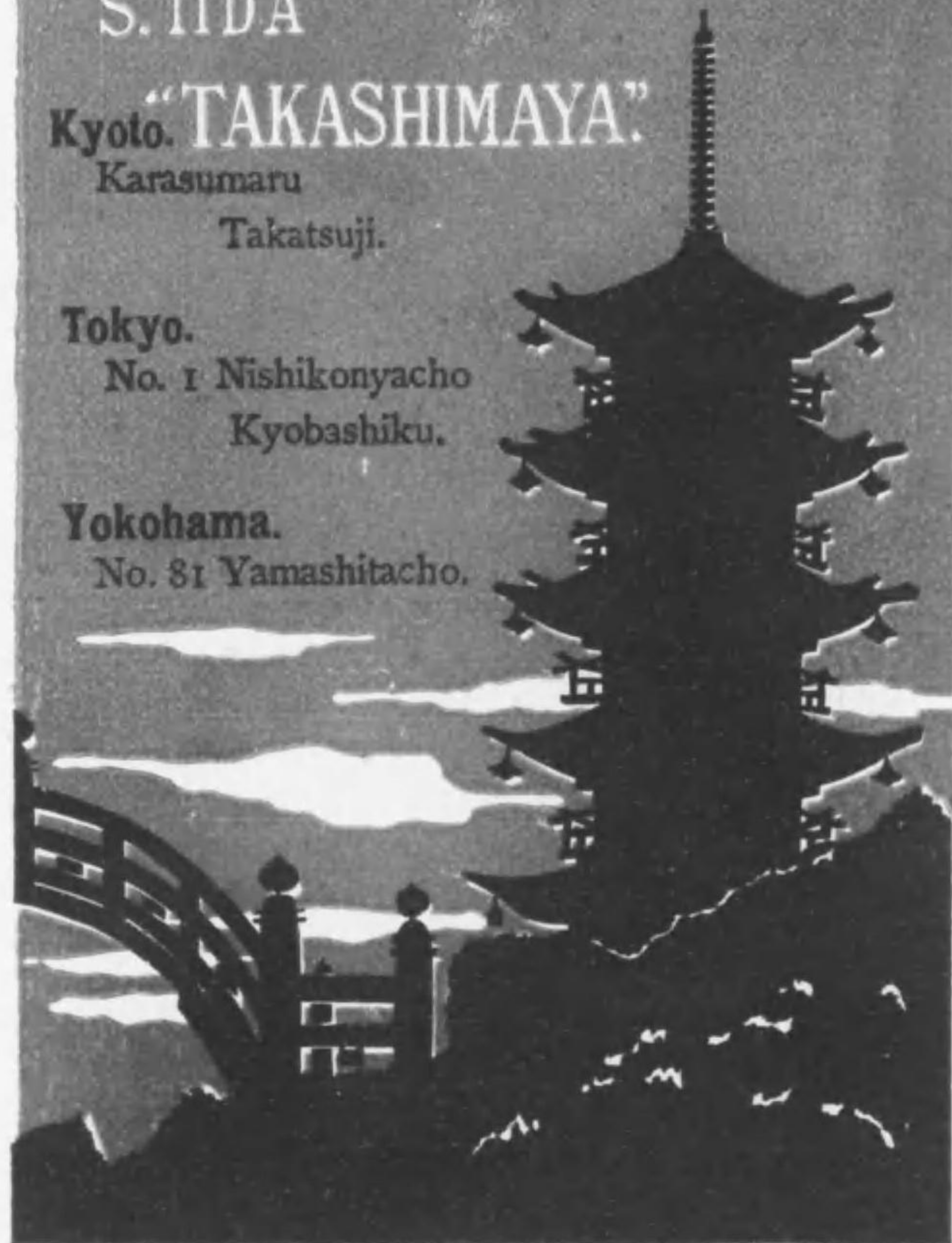
Tokyo.

No. 1 Nishikonyacho

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Yokohama.

No. 81 Yamashitacho.



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Bombay Line	Fortnightly
Yokohama-Singhai Line	Semi-Weekly
Yokohama-North China Line	Twice a month
Kobe-Vladivostok Line	Three Weekly
Kobe-Korea-North China Line	Four Weekly
Kobe-North China Line	Weekly

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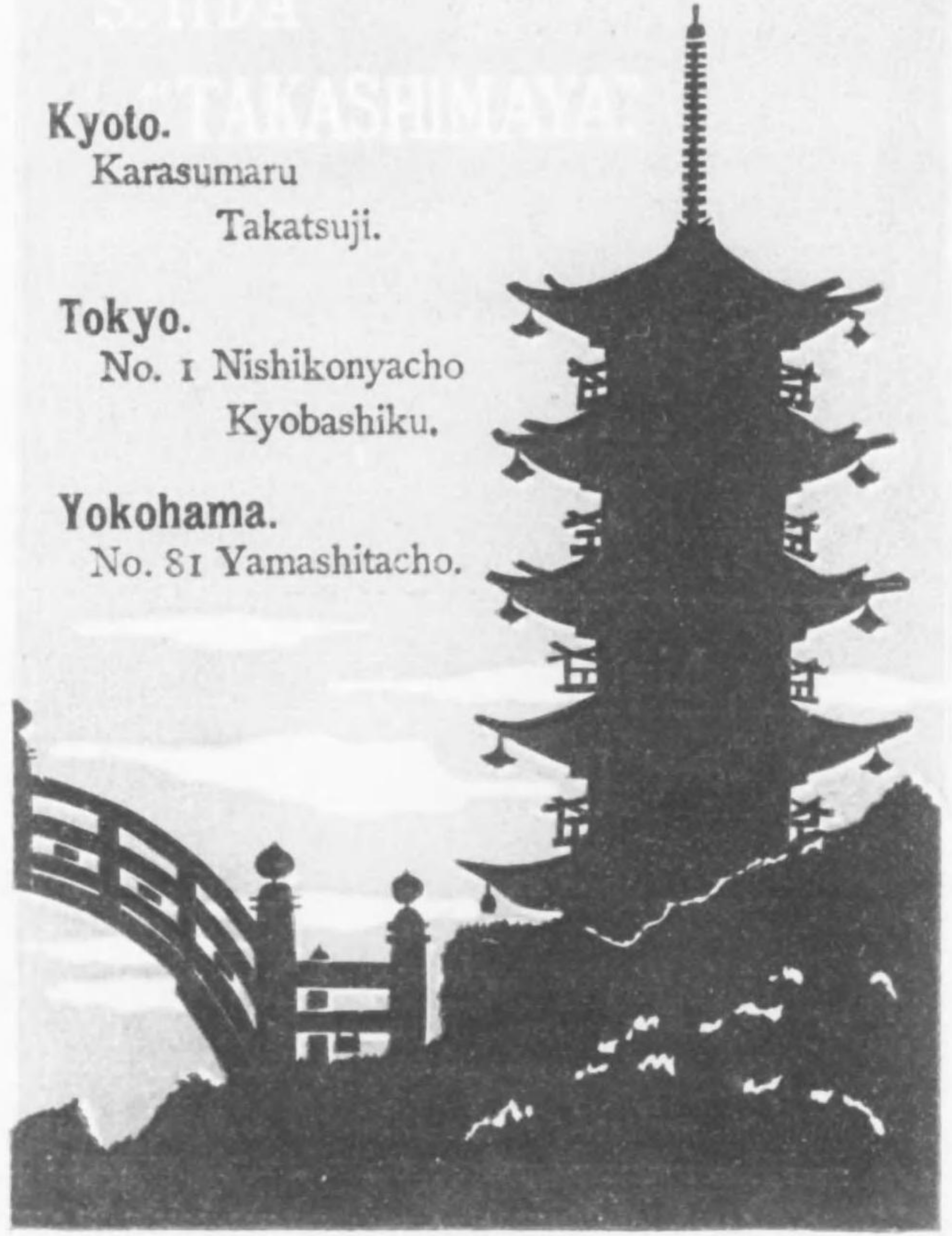
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Codes: A.B.C. 5th. Ed., A. 1. & Lieber's.

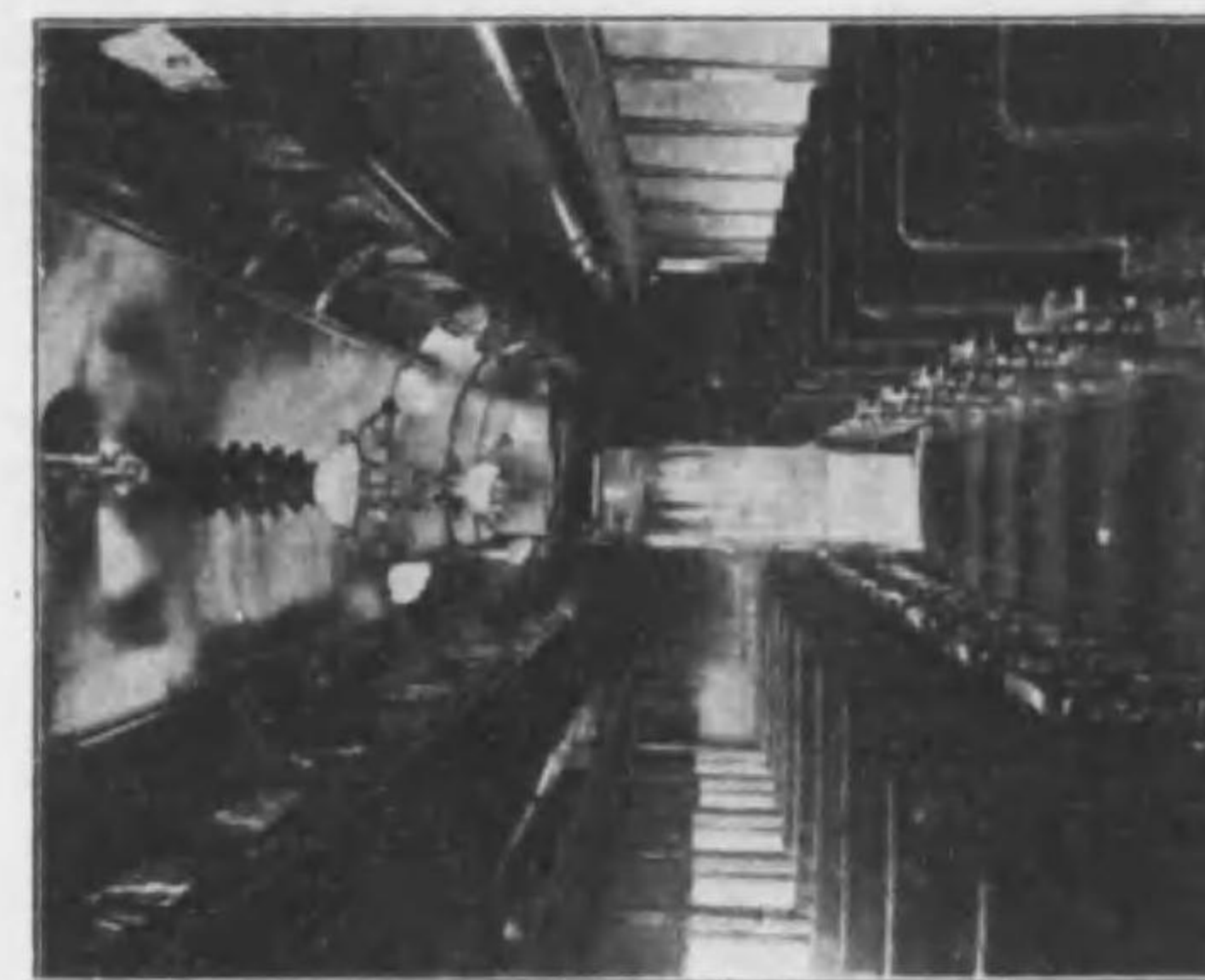
MAIN RAILWAY LINE—THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st. Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Shanghai Mail Steamers.

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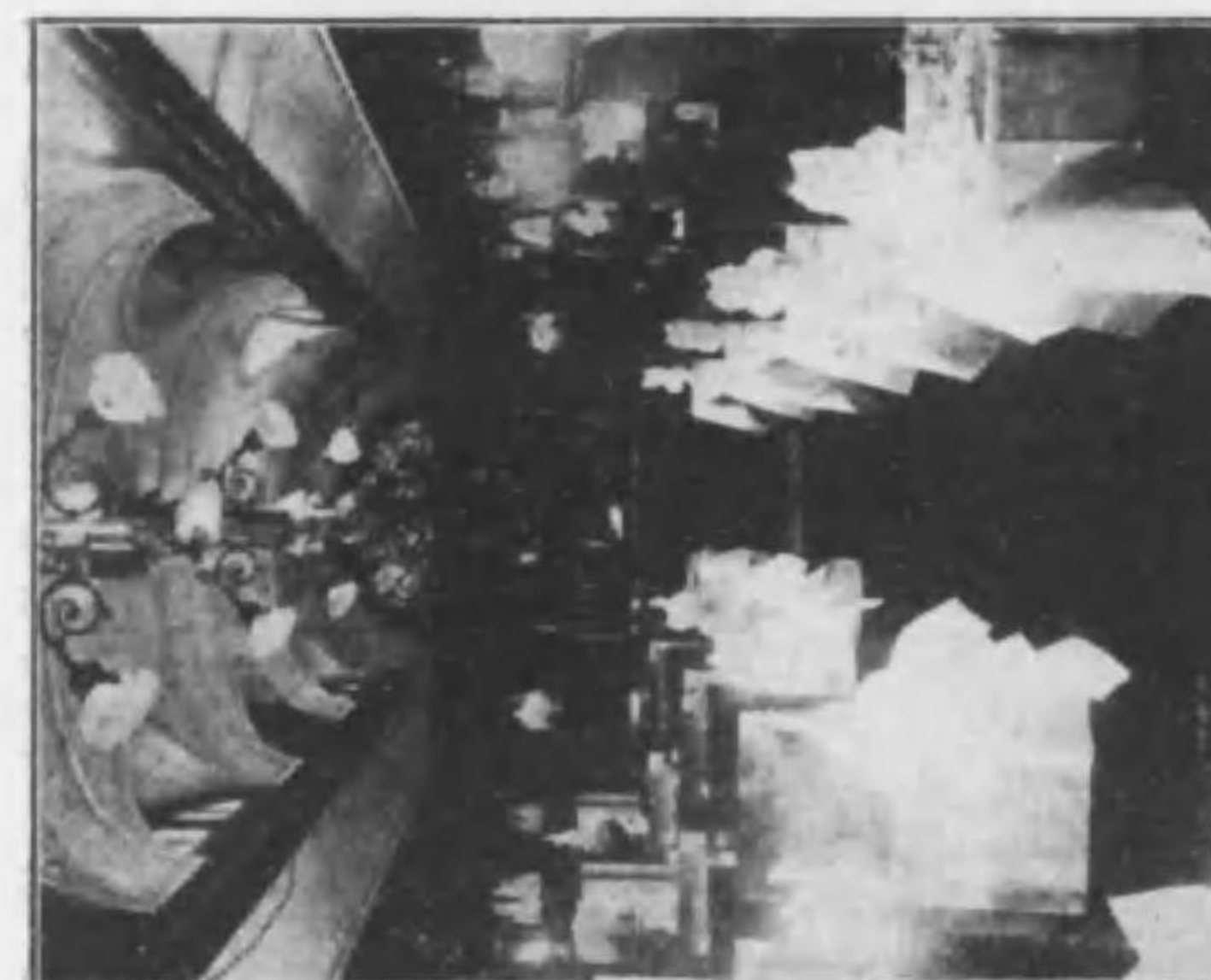
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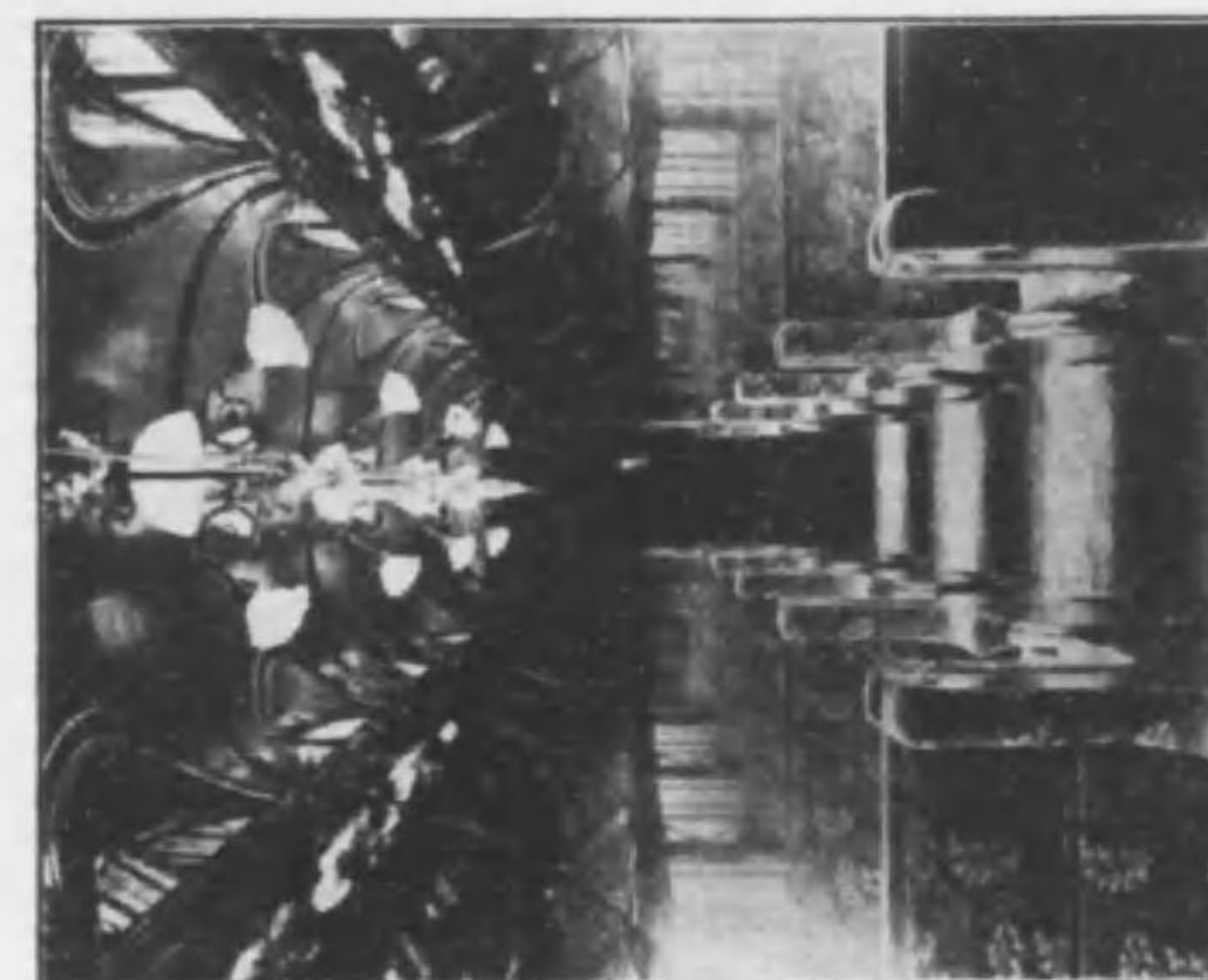
TICKET AGENTS: The International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.



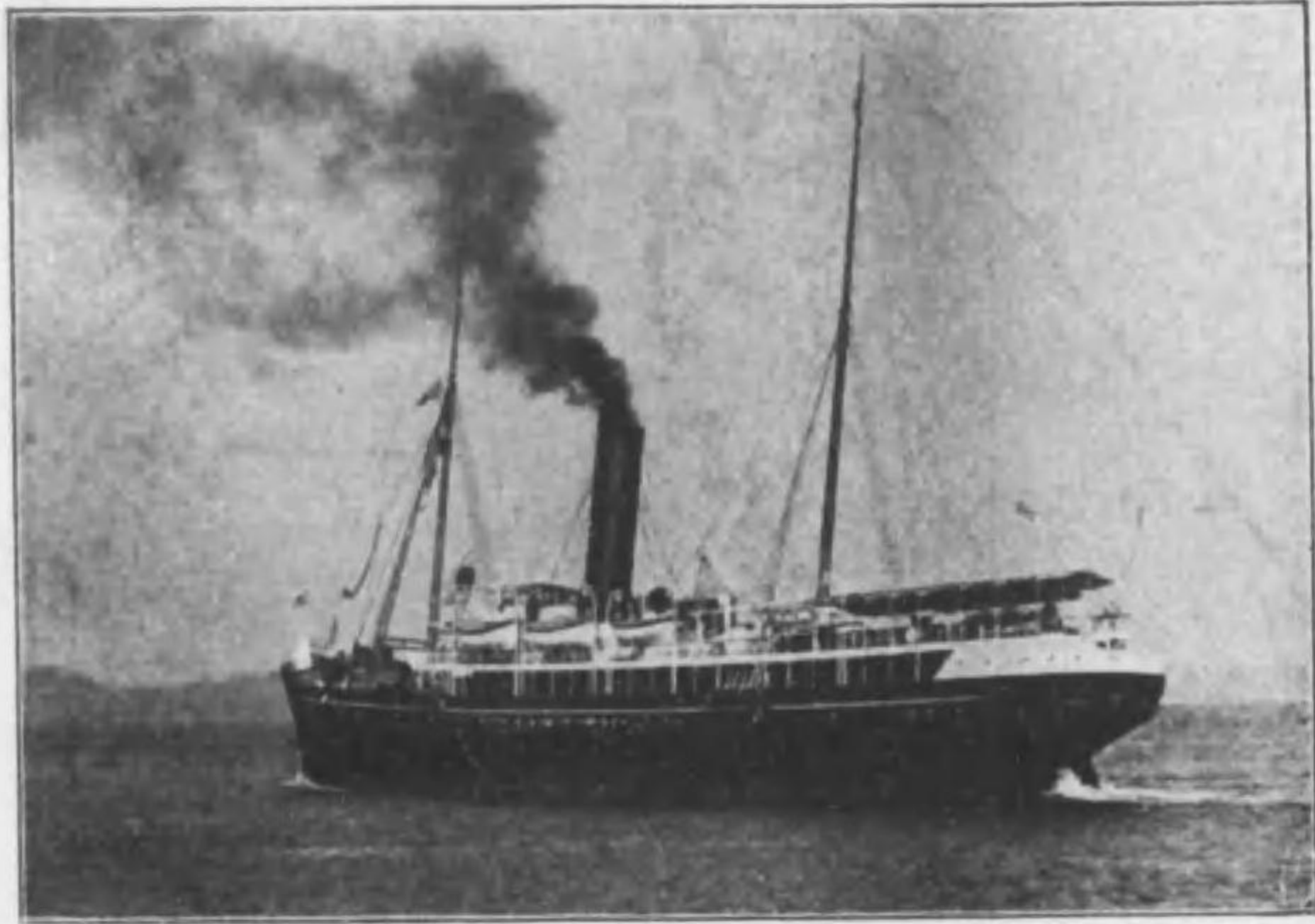
Interior of First Class Car. S. M. Ry.



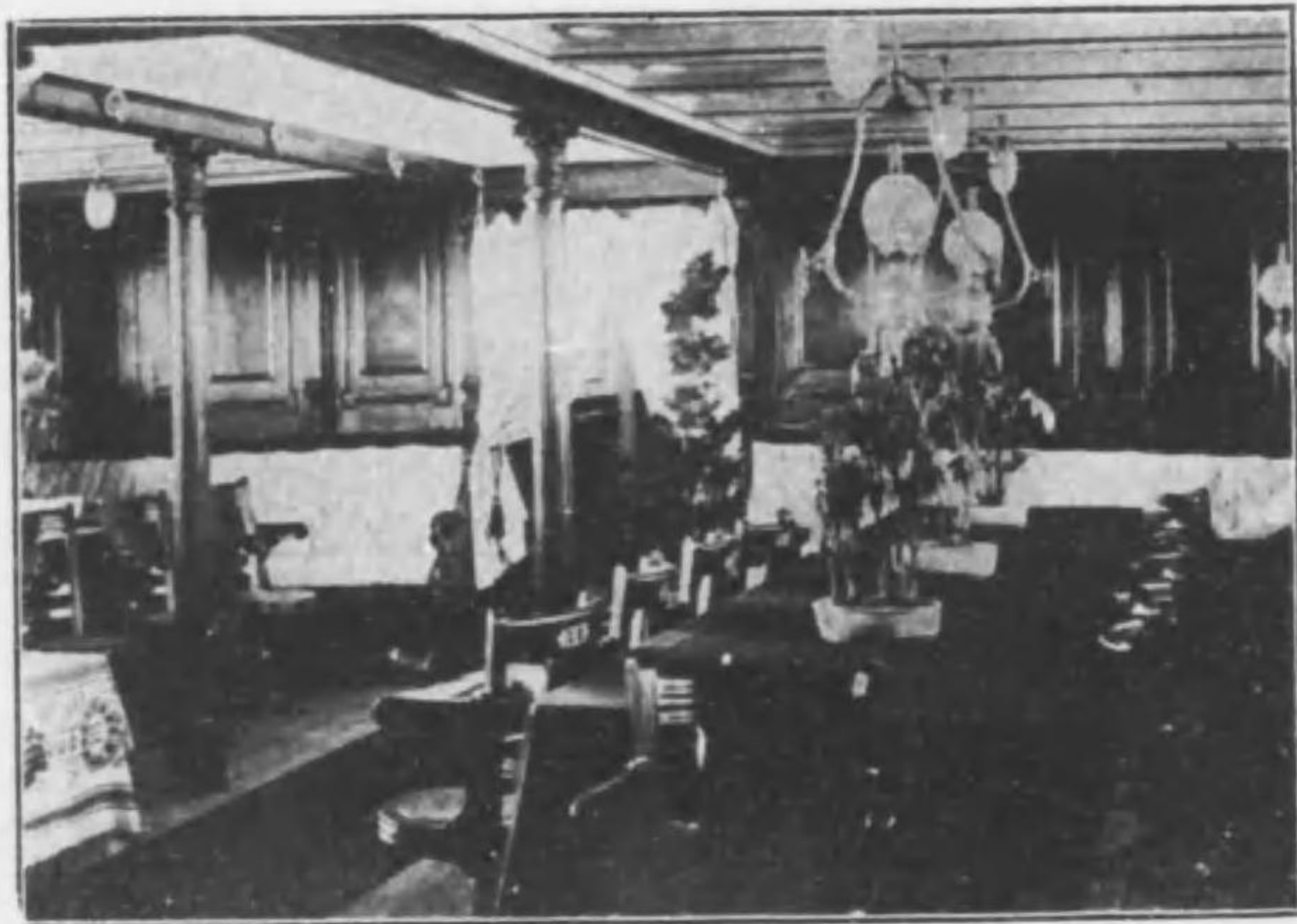
Interior of Dining Car. S. M. Ry.



Interior of Sleeping Car. S. M. Ry.



The S. S. "Kobe Maru." & "Salkjo Maru," S. M. Ry.



Saloon of the "Kobe Maru."

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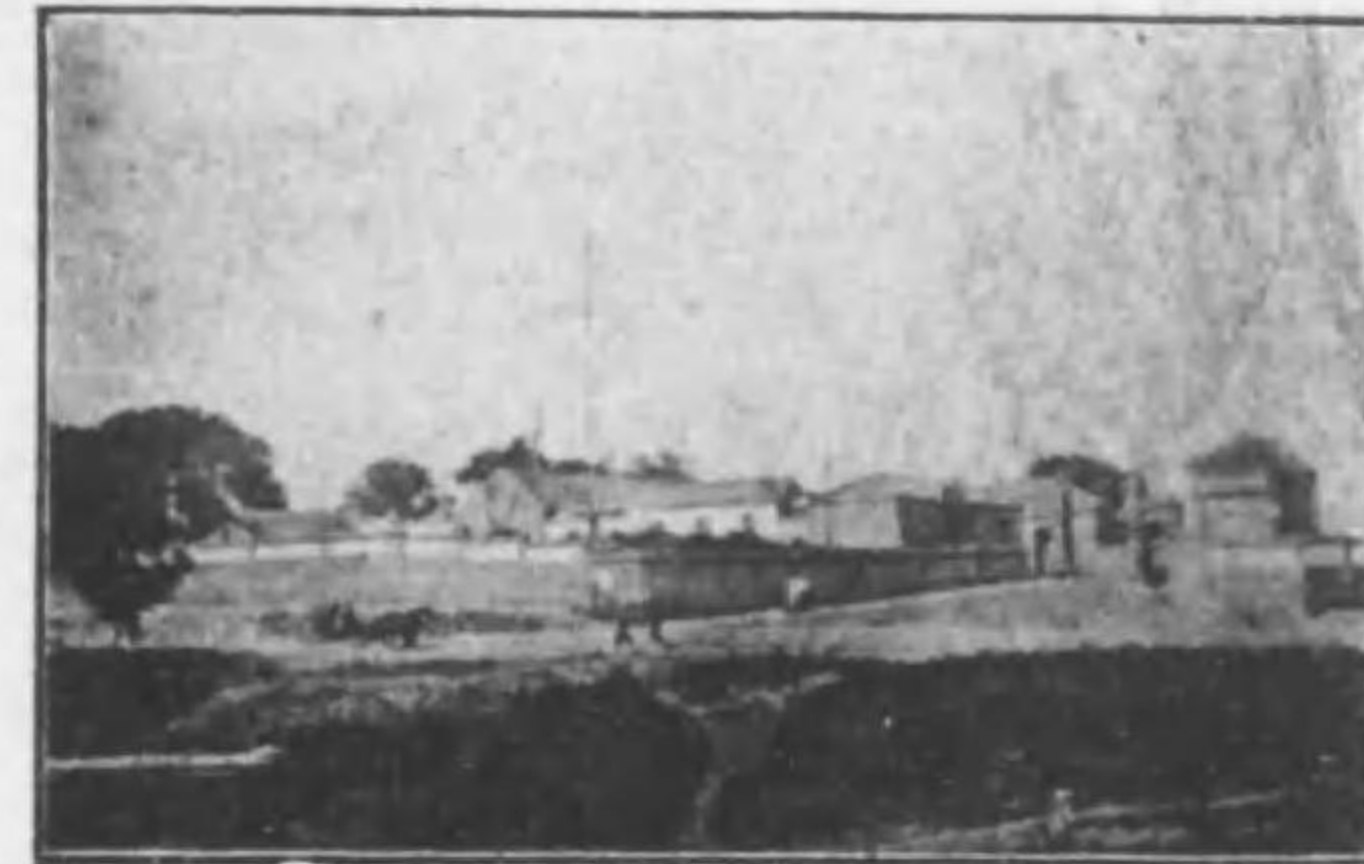
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The Yamato Hotel, Dairen.

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NOS. {	NANIWA	288
	"	382
	"	1881
	"	3778

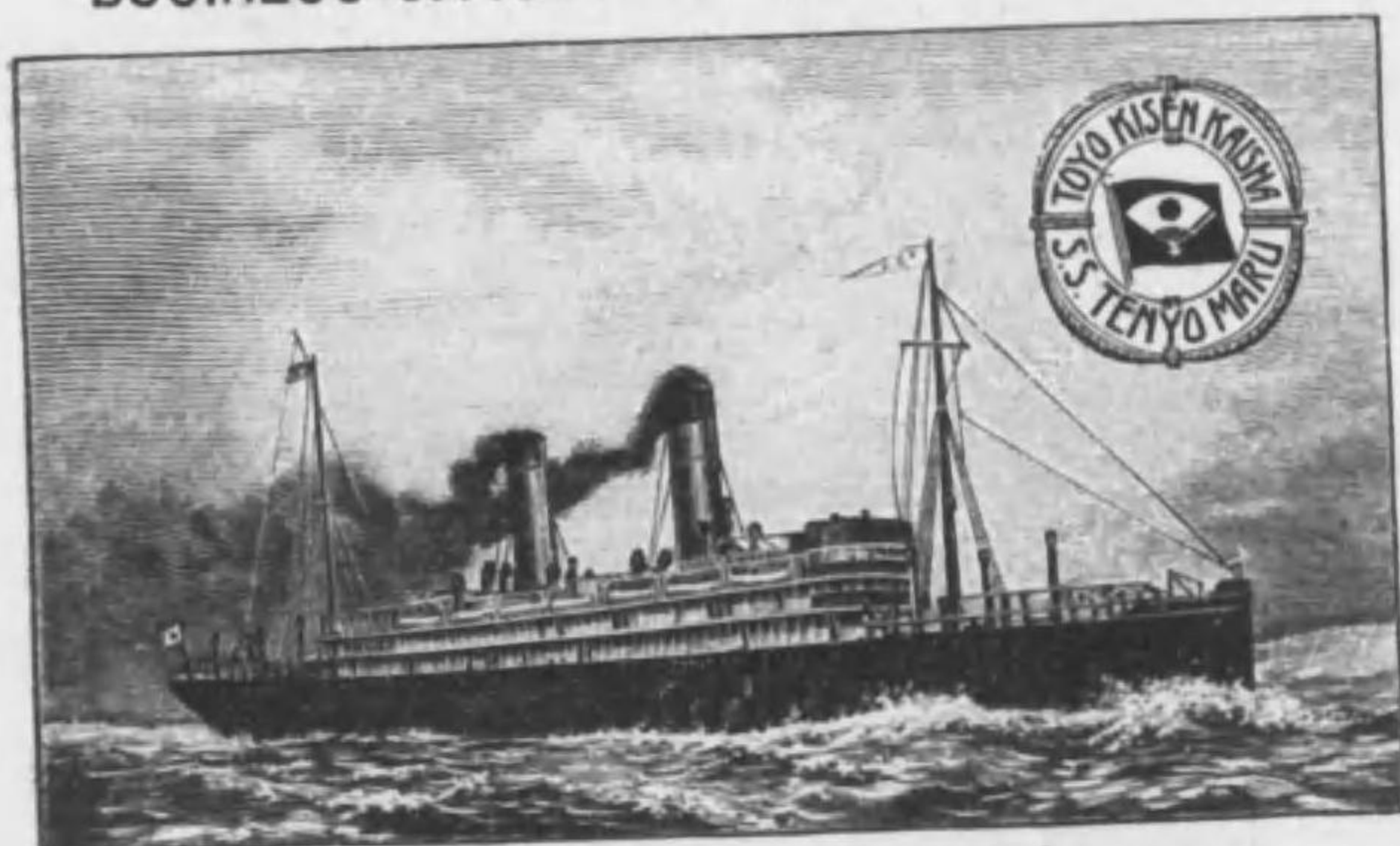
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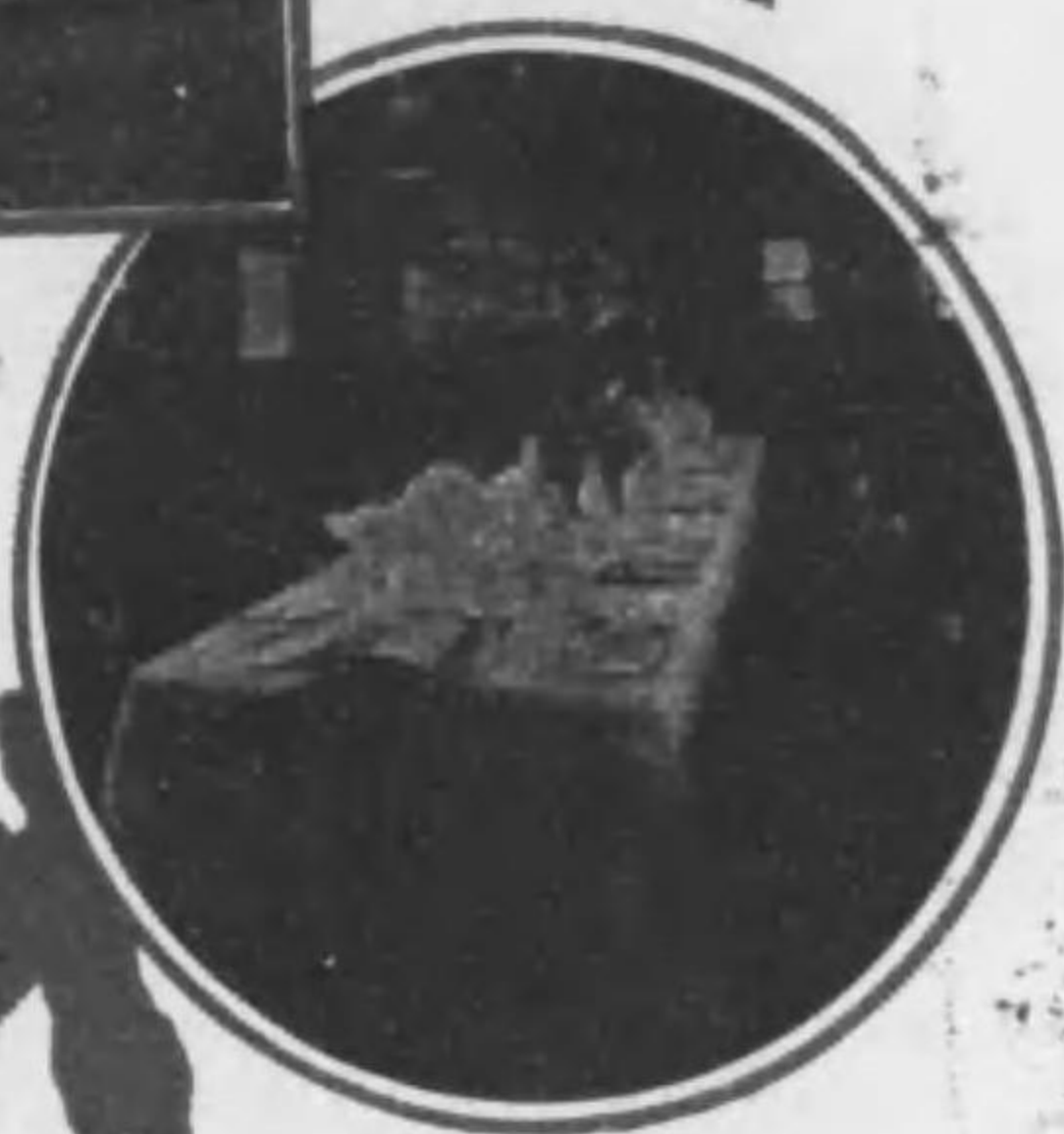
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OPEN TO CHARTER



Gross Tonnage . 198 Tons
Length 100 Feet
Speed 11 Knots
Passenger Accommodation
1st Class . . 10



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FOR TOURIST

IN
JAPAN,

BY
THE WELCOME SOCIETY OF JAPAN.
(KI-HIN-KAD)

THE WELCOME SOCIETY OF JAPAN.

FIFTH EDITION, REVISED.

HEAD OFFICE,

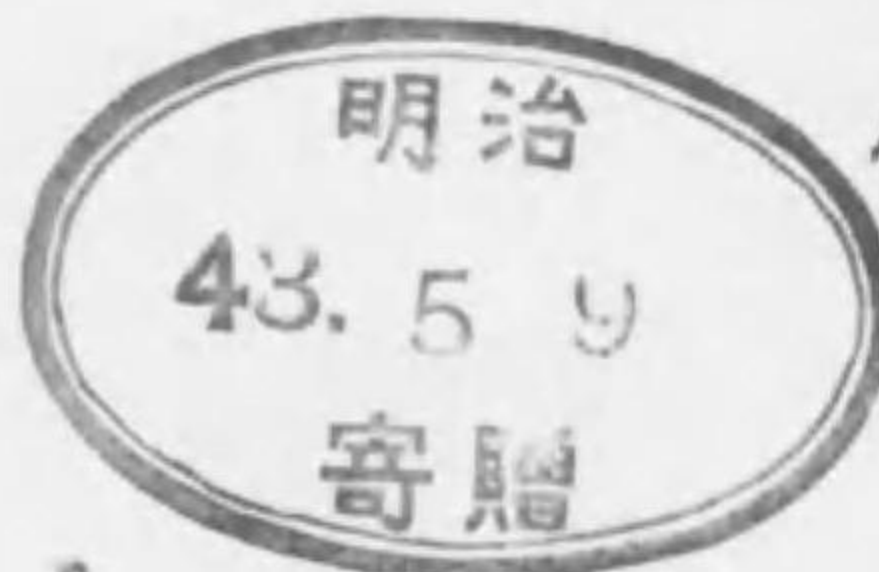
IN

THE TOKYO CHAMBER OF COMMERCE,

NO. 1, ITCHOME, YURAKU-CHO,
KOJIMACHI-KU,
TOKYO.

BRANCHES:

YOKOHAMA, AND KOBE.



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Pleasure Yacht for Inland Sea.

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Speed 11 Knots
Passenger
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1st Class . . . 10



The rates of chartering the yacht —

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Telegraphic Address WADADOCK.

Telephones: 90 (L.D.), 963 (L.D.), 1803 & 1932.

A GUIDE BOOK FOR TOURIST IN JAPAN.

BY
THE WELCOME SOCIETY OF JAPAN.
KIHIN-KAI.

FIFTH EDITION, REVISED

HEAD OFFICE,

THE TOKYO CHAMBER OF COMMERCE,

BRANCHES:

YOKOHAMA AND KOBE.

1910.

PREFACE.

THIS handy Guide-Book, supplement to the Latest Map of Japan, published by The Welcome Society of Japan, is intended to help tourists, whose time is naturally limited, in planning their course of journeys, and spending their time to the best advantages and thus enable them more easily to see the objects of interest, and to enjoy the most beautiful sceneries of the country. A careful revision, and a great improvement has been rendered in this edition, to which minute descriptions of Korea, and Manchuria have been added with a supplementary map of those localities. A vocabulary and many useful sentences are added at the end of this book which will render some assistance to whom entirely ignorant of Japanese language.

This Guide-Book is mainly distributed, and also presented to members of the Society, but to accomodate travellers in general, and to share its privileges to those who are not members, it may purchasable at the rate of 75 sen per copy inspite of its immeasurable value. However, the compiler would freely state to recommend "Murray's Hand-Book for Japan", to whom seeks a minute information in regard to conditions of various circumstances, and historical events of Japan.

The information courteously supplied from the Imperial Government Railway, the principal steamship companies, and various correspondents, for which the compiler gratefully acknowledges, has, in many cases, proved most serviceable.

Further corrections, or suggestions will be highly appreciated.

Tokyo, January, 1910.

The Welcome Society of Japan.

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(KIHN KAI)

Established 1893

SINCE the Empire of Japan opened her portals to foreign trade communications between the Orient and Occident have been steadily developed. In consequence, the number of foreign visitors annually, greatly increased, and the aspect of the country thereby has become somewhat modified.

Whilst unshakable, but peculiar characteristics, unparalleled in any other countries, exist; often presenting disagreeable inconvenience to our guests from distant lands; to adjust this, and to establish travelling facilities throughout the Imperial Region, a public-spirited community formed an organization called the Welcome Society of Japan.

The object and fundamental principle of this Society is.— To welcome foreign visitors to Japan, and render them all possible assistance during their sojourn. The Society aims at bringing within the reach of tourists the means of accurately observing the general features of the country, and the peculiar characteristics of the people; aiding them in their visits to noted places, to enable them to inspect famous objects of art, and give them the entree to social and commercial relations with the people: in short,—affording them facilities and conveniences towards the accomplishment of their various intentions; thus indirectly promoting, in however small a degree, our international intercourse and

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trade, and assisting to maintain the present close relations with other nations.

The Great object of this Society being recognized in the highest circles, the Imperial Household patronizes the organization, and has honoured it with a substantial subscription to show its good-will. Most of the foreign ambassadors and Ministers to Japan, and many Japanese of high reputation are its honourary members; while the head officers on board the principal Japanese and foreign steamers are all its special members. Life members pay one subscription of fifty Yen or more. Ordinary members—Japanese and foreign residents pay an annual subscription of five Yen. For foreign visitors the membership fee is three Yen, once for all; payment of which entitles them and their families to receive all the privileges and services of the Society.

For instance, if a traveller applies to the Society, the latter will gladly secure for him the services of a trustworthy guide or interpreter, will spare no pains to supply full information with regard to any matters of interest or convenience, and will do all to add to the security and comfort of his journey. The visiting member has special privileges, through letters of introduction from the Society, to visit such places that even ordinary members may not see. In addition to all this, the publications of the Society, such as—"Latest Map of Japan", "A Guide Book", and "Useful Notes and Itineraries for travelling in Japan", and other similar pamphlets are all freely presented to aid him in his journeyings.

It should be clearly understood that the Society is in no sense a money making corporation. On the contrary, its promoters and supporters contribute periodically, without receiving or expecting any return, such sums as are needed

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to maintain the organization and defray current expenses. Their unique purpose being to promote and facilitate between Japan and foreign peoples, such intimate intercourse as will tend to dispel racial prejudice, and break down the barriers between East and West.

IV



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PRESIDENT.

V



BARON E. SHIBUSAWA,
VICE-PRESIDENT.

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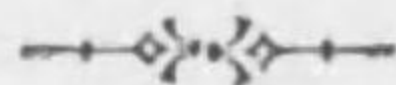
MEMBERSHIP.

According to Article 4 of the Statutes of the Welcome Society of Japan there are four kinds of members. The foreign Ambassadors and Ministers, the most distinguished foreign visitors, and several Japanese of high reputation, are elected to honorary members. One who pays fifty *yen* or upward for a time are accounted life-members. The other members of the Society both Japanese, and foreign residents pay a subscription of five *yen* per annum. In order to form the Society many Japanese and foreign residents contributed at first, a certain sum to defray the expenses of the Society, and on subsequent occasions when need has arisen they will have to supplement this contribution, but since the establishment of the Society not a *sen* has ever accrued to those members.

Foreign travellers are entitled to become members on payment of three *yen*. When they join the Society they are presented with a certificate of membership, a Map, a Guide-book of Japan, and other similar pamphlets published by the Society. During their sojourn in Japan they and their families are introduced to any the places with which the Society has special arrangement, and to receive any informations in regard their sightseeing and travelling. The names of the foreign tourist-members are kept as well as a list of the honorary, life and ordinary members of the Society. Henceforth, upon presentation of this particular certificate, they are entitled to receive all the privileges which were obtained from the Society at their first visit.

The board of officers of the Welcome Society of Japan, recognizing the fact of an immeasurable assistance being

hitherto freely imparted by the head officers on board the both Japanese, and foreign Steamers; and wishes to maintain further aid in promoting the progress of the Society, has elected them as special members, and has presented to them badges belonging to the Welcome Society of Japan.



PUBLICATION.

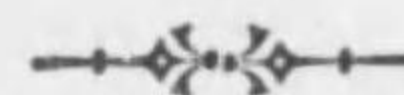
Latest Map of Japan for Travellers...	50	sen	per	copy.
A Guide-book for Tourists in Japan...	75	,,	,,	,,
Map of Manchuria, Korea, Formosa and Saghalien.....	50	,,	,,	,,

To accomodat travellers in general, and to share the privileges to those who are not members, the above publications of the Society are purchasable at the following Book-stores and Hotels etc., at rates greatly below their immeasurable value:—

Tōkyō.	{ Z. P. Maruya & Co, Lt. Tōri Sanchōme, Nihonbashiku.
	{ Sansai-sha, No. 10, Nishiki-chō Itchōme, Kanda-ku.
	{ Kyōbun-kan, Ginza Shichōme, Kyōbashi-ku.
	{ Imperial Hotel, Ltd. Uchiyamashita-chō, Kōjimachi-ku.
	{ Hotel Metropole, No. 1, Akashi-chō, Kyō- bashi-ku.
	{ Tōkyō Hotel, Atagoyama, Shiba-ku.
	{ Kelly & Walsh, Ltd. No. 60, Yamashita-chō.
	{ Max Nössler & Co., No. 92, Yamashita-chō.
	{ Z. P. Maruya & Co., Ltd. Bentendōri.
	{ Yoshikawa-Shoten, Bentendōri Itchome. Jūjiya, No. 5, Yatozaka.
Yokohama.	{ Nippon Yusen Kaisha, Kaigan-dōri, Shichōme.
	{ Tōyō Kisen Kaisha, Kaigan-dōri, Gochōme.
	{ Thomas Cook & Son, No. 41, Water Street.
	{ Grand Hotel, Ltd. No. 20, Yamashita-chō.
	{ Oriental Palace Hotel, Ltd. No. 11, Yama- shita-chō.

- Kamakura... Kaihin-in Hotel.
 Miyanoshita... Fujiya Hotel, Ltd.
 Kyōto. { Daitokuya, Kawaramachi-dōri.
 { Miyako Hotel Ltd. Sanjō.
 Kōbe. { The Tor Hotel, Ltd.
 { Z. P. Maruya & Co. Ltd. Motomachi It-
 { chōme.
 { Kawase Nissindo. No. 24, ,,
 Tsuraga. N. Fedoroff Agent of Russian Volunteer
 Fleet.
 Moji Furugōchi-Shoten, Higashi-Hommachi.
 Kumamoto. J. Nagasaki, Kamidōri Shichōme.
 Nagasaki. ... { Nagasaki Press, No. 20, Ōura.
 { Mr. F. H. Hunt, No. 4, Ōura.
 { Mr. H. Yasunaka, Sakaya-machi.
 { Nippon Yūsen Kaisha.
 Tientsin. The China Times, Ltd.
 Shanghai. ... { Kelly & Walsh, Ltd.
 { Brewer & Co., Ltd. 31, Nanking Road.
 Hongkong. ... Thomas Cook & Son.
 Manila. American Book & News Co.
 London. Kegan Paul, Trench, Trübener & Co., Ltd.
 43, Gerrard Street.
 Glasgow. John Smith & Son, No. 19, Renfield Street.
 Bremen. Max Nössler & Co.
 Berlin. Monatsschrift "Ost-Asien," Kleinbeerenstr.
 New York { Brentano's Union Square.
 U.S.A. { The Great Northern R. R. Co.
 Seattle { Mr. W. A. Ross, General Passenger Agent
 U.S.A. { of Great Northern S. S. Co.
 Boston Dunning & Co.
 U.S.A.

- Cincinnati... The First National Bank.
 U.S.A. (Steamship Department.)
 Los Angeles. German American Saving Bank.
 U.S.A. (Steamship Department.)



SPECIAL PRIVILEGES.

The following places can be introduced by the Society's letters of introduction only to tourist members and their families :—

ON PREVIOUS APPLICATION.

Tōkyō Imperial University. (Tuesdays).
 Kyōto Imperial University.
 Tōkyō Imperial University Hospital.
 Fine Art School.
 Sugamo Prison. (North-West Suburb), and other Prisons and Penitentiaries in Japan.
 Houses of Parliament in Session.
 Mr. Ōkura's Art Museum. (Sundays).
 Count Ōkura's Garden. (West Suburb).
 Arsenal Garden. (Tuesdays).
 Baron Shibusawa's Mansion and Garden. (North Suburb).
 Mr. Kajima's Garden.
 Central Meteorological Observatory.
 Government Printing Bureau.
 Government Paper Factory.
 Dai Nippon Brewery Co., Ltd.
 Fuji Paper Mill. (Omiya, Suruga Prov).
 Imperial Iron Foundry. (Yedamitsu, Chikuzen Prov).
 Miike Coal Mine. (Miike, Chikugo Prov).

ON IMMEDIATE REQUEST.

THE CITY OF TŌKYŌ.

Anthropology Department of the Imperial University.
 (Tuesdays)

Peer's School.
 Higher Normal School.
 Higher Normal School for Girls.
 Higher Commercial School.
 Higher Technical School. (Tuesdays and Fridays).
 First Higher School.
 Nautical School.
 Blind and Dumb School.
 Academy of Music.
 Keiō-Gijuku University.
 Waseda University.
 Girl's University.
 Industrial School for Girls.
 Girl's Fine Art School.
Ikebana. (The Art of Arranging Flowers).
Chano-yu. (Ceremonial Tea service).
 Prof. Kanō's *Jūjitsu* School. (4 to 6 p.m. every day; 10 to 12 a.m. Sundays; and from 4 to 7 a.m. for about 30 days in the coldest season of the year).
 Police Fencing Halls.
 House of Peers.
 House of Representatives.
 Court of Cassation.
 Court of Appeal.
 District Court.
 Observatory.
 Military Hospitals.
 Charity Hospital.
 Asylum for Paupers.
 Rich Exchange
 Stock Exchange
 Embossed Wall-Paper Factories.

Shibaura Works.
Ishikawajima Dock-Yard.
Satake Yashiki Garden. (Dai Nippon Brewery Co. Ltd).

THE ENVIRONS OF TŌKYŌ.

Japan Athletic Society's Fencing Hall. (South Suburb).
Agricultural College of the Imperial University. (do).
Japan Red-Cross Hospital. (South-West Suburb).
Yodobashi Water Works. (West Suburb).
Agricultural Experimental Station. (North Suburb).
Ōji Paper Factory. (do.).

PROVINCES.

Agricultural College. (Sapporo, Yezo Island).
High School of Forestry. (Morioka, Rikuchū Prov.).
Second Higher School. (Sendai, Rikuzen Prov.).
Medical School. (do.).
Ōshima Raw Silk Factory. (near Utsunomiya, Shimotsuke Prov.).
Ashio Copper Mine. (near Nikkō).
Kiriū Fabric School. (Kiriū, Kōtsuke Prov.).
Tomioka Raw Silk Factory. (Tomioka, Kōtsuke Prov.).
Hachiōji Raw Silk Factory. (Hachiōji, Musashi Prov.).
Yokohama Commercial School. (Yokohama).
Yokohama Dock Co. (do.).
Temporary Engineering Bureau of the Financial Department. (do.).
Nagoya Raw Silk Factory. (Nagoya).
Miye Raw Silk Factory. (near Yokkaichi, Ise Prov.).
Miye Cotton Spinning Mill. (Yokkaichi, Ise Prov.).
Kuwana Cotton Spinning Mill. (Kuwana, Ise Prov.).
Fourth Higher School. (Kanazawa, Kaga Prov.).

Medical School. (Kanazawa, Kaga Prov.).
Third Higher School. (Kyōto).
Higher Technological School. (do.).
Fine Art and Industrial School. (do.).
Dyeing and Fabric School. (do.).
Blind and Dumb Asylum. (do.).
Porcelain Experimental Station. (do.).
Girls' Higher School. (do.).
Imperial Mint. (Ōsaka).
Ōsaka Castle. (do.).
Ikuno Silver Mine. (Ikuno, Tajima Prov.).
Sixth Higher School. (Okayama, Bizen Prov.).
Medical School. (do.).
High Normal School. (Hiroshima).
Marquis Asano's Garden. (do.).
Besshi Copper Mine. (Besshi, Iyo Prov.).
Tagawa Coal Mine. (Tagawa, Buzen Prov.).
Kanada Coal Mine. (Kanada, Buzen Prov.).
Medical College of the Imperial University. (Fukuoka).
Mitsubishi Dock-Yard. (Nagasaki).

SPECIAL NOTICE.

*Prisons and Penitentiaries, Are Admitted Only to Noble men,
Civil, Naval and Military Officers, Professors of Universities,
Members of Parliament, Doctors, Graduates of Universities,
Editors and Advocates.*

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Kana Characters and Vocabulary.

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Abbreviations.

¥ = Yen. hr. = Hour. min. = Minute.
 m. = English mile. rikisha. = jinrikisha.
 N. = North. S. = South. E. = East. W. = West.
 Inhab. = Inhabitant.

Explanation of Signs.

⊕ Foreign food provided.
 □ Railway junctions
 ⊙ Allowed to alight and take other trains.
 × Telegrams received.
 △ Victuals sold.
 * Shown by the introduction of the Welcome Society of
 Japan.

I. Plan of Tour.

Tourists arriving by the steamers of the Pacific Mail S. S. Company, and the Tōyō Kisen Kaisha, from San Francisco; and of the Great Northern S. S. Company and the Nippon Yusen Kaisha, from Seattle; and of the Canadian Pacific Railway Co., from Vancouver; and of the Northern Pacific Steamship Co., and the Ōsaka Shōsen Kaisha, from Tacoma, touch first at Yokohama. From Yokohama the steamers proceed to Kōbe.

The Steamers of the Peninsular and Oriental S. N. Company, from Hongkong or Shanghai, and of the Messageries Maritimes, the Norddeutscher Lloyd, the Nippon Yusen Kaisha and the China Navigation Co. from Shanghai land their passengers first at Nagasaki. From Nagasaki the steamers proceed to Kōbe and Yokohama.

Yokohama, Kōbe and Nagasaki, therefore, are the starting points whence the tourist commences his tour to the interior regions of the country according to his plan. Travellers from Vladivostok, however who take the steamers of the Ōsaka Shōsen Kaisha and the Russian Volunteer Fleet arrive at **Tsuruga**, an important port along the coast of Japan Sea.

How long he can stay in Japan is the first question a tourist should ask himself before laying his plans of travel in this country. If the time is limited only one week at his disposal, perhaps the best plan is to land in Yokohama and visit Tōkyō, Nikkō and Kyōto departing finally from Kōbe. If he lands at Kōbe he may travel *vice versa*. Of course this is a very hasty trip, that a minute observation can not be expected in such a short period. If he is able to spend two week in Japan he may visit Tōkyō, Nikkō, Kamakura,

Miyanoshita, Nagoya, Kyōto, Nara and Ōsaka, and depart from Kōbe, or *vice versa*. If he has three weeks, he can add to the foregoing list of places, one of the following scenic routes:—Matsushima, Yamada, Ama-no-Hashidate or Miyajima. etc.

Should circumstances allow him to remain longer, then. It would be a good plan for him to visit and refresh himself at some of the famous hot springs; i. e. Shiobara, Ikao, Kusatsu, Atami, Takarazuka, Arima, Dōgo, Beppu, Takeo and Unzen, etc., or choose some of the following trips:—from Tōkyō to Kōfu and the Rapids of Fujigawa; from Kōfu or Karuizawa along the Nakasendō; from Ōsaka to Kōyasan Monastery; from Okayama or Hiroshima to the Great Shrine of Izumo; from Nakatsu to Valley Yabakei; from Yatsushiro to Kagoshima and the Rapids of Kumagawa.

If he is happened to be in the month of July or August, it would be suggestible to undertake an ascent of the world-famous Fuji-yama. Lake Shōji at the N. foot of Fuji is a good summer resort. Fishing may be engaged in with much success throughout the country. Especially, worth seeing is the skillful means of catching fish at Gifu, where cormorants are used instead of lines or nets. Trout fishing is also quite amusing in the neighbourhood of Tōkyō, and at many other places.

A trip to Hokkaidō or Yezo Island is very enjoyable during the summer, and the salmon fishing in the Ishikari river is well worth seeing.

A Majority of the cities, and towns mentioned above are connected by railways (the total mileage of railways throughout the country are 5,209 miles 32 chains on August 1909), at certain places are conducted by hand-cars, or tramways. *Jinrikisha* can be obtainable at almost everywhere in the country, but the places where it cannot be accessible by

means of such conveyances may be reached by "chairs," *Kajo* (palanquin), or on horse back.

If the tourist can spare still more leisure, it will be rather interesting to visit the hermit region of Korea, and recently unlocked country of Manchuria. Steamers leave frequently from Kōbe, and Shimonoseki, but mail transportations are limited at the latter port.

The traveller, in his tour through the Orient usually proceeds on his way from Hongkong to Japan direct, or via Shanghai, or *vice-versa*, as above mentioned, but for the matter of only a little deviation in his voyage he can visit Formosa without any difficulty.

In planning a course of tour, from the stand point of a traveller, four different ways are suggested, so as to avoid unnecessary means of wasting time as far as possible, but utilize it to the best advantages.

Nevertheless, if the time is so limited within the mentioned period, he should omit some of the places on the route, that the proposer leave it at his disposal.

1. Fifteen Days' Tour from Yokohama.

The mileages stated within brackets generally denote the distance from the starting point.

Date	
1st.....	Yokohama (chief open port).
2nd	An excursion to Kamakura (noted for the Great Buddha) and Enoshima, a picturesque Island.
3rd	Yokohama to Tōkyō (28 min. by rail).
4th	Tōkyō (Capital of Japan).
5th	Tōkyō to Nikkō (5 hrs. by rail).
6th	Nikkō (the most famous temples in Japan) to Tōkyō.

Date	
7th	Tōkyō to Miyanoshita (hot springs and fine scenery (in Hakone district (5 hrs. rail, tram and <i>rikisha</i>).
8th	Miyanoshita.
9th	Miyanoshita to Shizuoka (Important town), (4¼ hrs. by <i>rikisha</i> , tram, and rail).
10th	Shizuoka to Nagoya (noted for its castle and golden dolphins), 4 hrs. by rail.
11th	Nagoya to Kyōtō (Former capital of Japan) 3½ hrs, by rail
12th to 13th...	Kyōtō. An excursion to Nara (Ancient capital of Japan.)
14th	Kyōtō to Ōsaka (Commercial and manufacturing city), 47 min. by rail.
15th	Ōsaka to Kōbe (Important open port), 42 min. by rail.

2. Four Weeks' Tour from Yokohama.

1st.....	Yokohama.
2nd	An excursion to Kamakura and Enoshima Island.
3rd	Yokohama to Tōkyō.
4th to 5th.....	Tōkyō.
6th	Tōkyō to Nikkō.
7th to 8th.....	Nikkō and Chūzenji, good summer retreat with a beautiful Lake.
9th	Nikkō to Sendai (Capital of Rikuzen Prov.) in 8½ hrs. by rail.
10th to 11th...	Sendai to Matsushima (one of Three Great Sights of Japan).
12th	Sendai to Tōkyō via Mito, capital of Hitachi Prov. (coast line) in 10 hrs. by rail.

XXIV

Date	
13th	Tōkyō to Kōfu (capital of Kai Prov.) in 6 hrs. by rail.
14th	Kōfu. An excursion to Mount Mitake.
15th	Kōfu to Miyanoshita in Hakone via the Rapids of Fujigawa—2½ hrs. by tram; 7 hrs. by boat; 3¾ hrs. by rail; 2 hrs. by tram and rikisha. (or Kōfu to Sano on Tōkaidō.)
16th to 17th	Miyanoshita. An excursion to Lake Hakone.
18th	Miyanoshita to Shizuoka.
19th	Shizuoka to Nagoya.
20th	Nagoya to Nara via Kameyama in Ise prov. in 4½ hrs. by rail. An excursion to Tōnomine Shintō temple.
21st	Nara to Kyōto via Uji (noted for tea plantations) in 1½ hrs. by rail.
22nd to 24th	Kyōto. An excursion to the Rapids Hozugawa or Lake Biwa.
25th	Kyōto to Ōsaka.
26th	Ōsaka to Takarazuka (famous mineral springs via : kanzaki junction in 1 hr.
27th	Takarazuka to Kōbe in 1½ hrs. by rail.
28th	Kōbe.

3. Five Weeks' Tour from Kōbe.

	Days
Kōbe	2
Okayama (noted for its landscape gardens). Miyajima (one of the Three Great Sights of Japan)...	2
Maizuru (naval port on the Japan Sea) and Amanohashidate (one of the Three Great Sights of Japan)...	2
Maizuru to Ōsaka	1
Ōsaka and Nara...	3
Kyōto	6

XXV

	Days
Kyōto to Gifu (noted for Cormorant fishing) or Nagoya..	1
Shizuoka (capital of Suruga Prov.) and the fine Shintō temple of Kunōzan	2
Miyanoshita and the beautiful Lake Hakone. Atami Hot Springs (noted for its geysers)	4
Kamakura and Enoshima Island	1
Kamakura to Nikkō	1
Nikkō, Lake Chūzenji and an excursion to Ashio (the largest copper mines in Japan)	4
Tōkyō	4
Yokohama	2
Total	35

4. Seven Weeks' Tour from Nagasaki.

Nagasaki (oldest open port) and a trip to Unzen Hot Springs by steam-boat	3
Nagasaki to Futsukaichi in Chikuzen Prov., Musashi Hot Springs and the celebrated Shintō temple of Dazaifu	2
Futsukaichi to Nakatsu in Buzen Prov. via Kokura junction and the picturesque Valley of Yabakei	2
Nakatsu to Shimonoseki via Moji (crossing the western entrance of the Island Sea)	1
Shimonoseki to Miyajima Island	1
Miyajima. Hiroshima (capital of Aki Prov.). Okayama, or the silver mines of Ikuno...	2
Okayama to Ōsaka via Akashi and Maiko (celebrated for the charming scenery along the eastern entrance of the Island Sea)	1
Ōsaka. Nara, Tōnomine Shintō temple and Yoshinoyama (the best place for cherry flowers in Japan)	3