Under the growing sense of crisis over a foreign menace, Nagasaki supported the introduction of Western technology, which started in the late Edo period.

With "Dejima" as the only window to the outside world during the period of national isolation, Nagasaki has contributed to Japan’s modernization by serving as a place to acquire knowledge from overseas.

**The origin of Japan’s modernization is here.**
Why did Japan need to be modernized?

In the era from the late Edo period to the Meiji period, Japan absorbed a wide range of Western technology and knowledge, and underwent the industrialization process in about 50 years, which is an exceptional rate.

The arrival of the Far East Fleet of 4 ships led by Commodore Perry was the beginning of such success. The samurai warriors, who saw those steamships that moved without wind, worked hard for the modernization of heavy industry such as iron and steel making, shipbuilding and coal mining. Nagasaki produced brilliant figures that helped protect Japan, and adopted the latest technology from overseas before the other cities in Japan did. It played a major role in Japan’s modernization.

In Nagasaki, we can see the industry that has developed since that time. Let us visit the legacies that the samurai warriors left for us and imagine the days in the era of significant change.

Thoughts of protecting Japan from a foreign menace were a driving force to promote modernization.

The news of China’s defeat in the First Opium War, which broke out in 1840, came as a great shock to the Japanese in the late Edo period. It also brought the Japanese a huge sense of crisis. They thought, ‘we will not have a chance against the country that the great China could not defeat, because it owns steamships which travel over the seas freely and cannons which can fire at enemies in the distance.’

Moreover, when ‘Hai-guo Tu-zhi’ (the writing that recorded the maps and history of China and Western countries as well as Western technology) written after the Opium War by Wei Yuan was introduced to Japan, the sense of crisis and momentum toward revolution grew even more intense among the feudal domains in Japan.

This incident is said to have affected such feudal retainers as Shoin Yoshida, Shunsak Sakuma, Kamba Katate, and Ryosuke Sakamoto who played an active role in the late Edo period. The pace of Japan’s modernization was accelerated rapidly starting at this period.

In the midst of the turbulent late Edo Period, feudal retainers introduced new technology with untiring zeal.

Deeply alarmed, feudal retainers of the domains started to try Western science. In order to make iron, which was essential for industry, reverberatory furnaces were constructed in such places as Kagoshima and Hagi through trial and error. After the arrival of the black ships in 1853, the Edo government decided to import Western-style warships to strengthen coastal defense. In 1855, the Nagasaki Naval Training Institute was established to train commissioned officers, and produced many feudal retainers that later played an important role.

In 1861, the Edo government completed the Nagasaki Ironworks, Japan’s first full-scale Western-style factory. The workers who filed off screw thread with sandpaper up until a few years before, learned Western science and turned themselves into mechanics of screw cutters and machine tools imported from Holland. They built the foundation of Japan’s heavy industry.

Thomas Blake Glover brought Britain’s technology to Japan.

The samurai warriors, who worked tirelessly for industrialization by solely relying on Western studies literature, finally had a supporter: a Scottish trading merchant named Thomas Blake Glover, who came to Nagasaki at the opening of Nagasaki Port in 1858. He was only 23 years old at the time but talented as a merchant; he founded his own firm, Glover and Co., at the age of 23. He had his house constructed in 1863, this Western-style wooden building known as the Glover House still remains in Glover Garden today. Overlooking the ship traffic and Nagasaki Ironworks, this place attracted many foreigners, and it became an important place for the samurai warriors who aspired for industrialization to gain information about the latest technology.

Sending feudal retainers to London.

Human resources development was a key factor in the acceleration of modernization.

Glover initially engaged in exporting raw silk and tea. After arranging the trade of ships for the Satsuma Domain, he started illicit trade of arms and warships for the southwest major domains, including the Choshu Domain. By doing so, he gradually built a strong connection with feudal retainers. He also helped the feudal retainers, desperate to learn industrial technologies from all over the world, to travel to his homeland, Britain.

In 1863, Glover helped the Choshu Domain retainers Hirobumi Ito, Kaoru Inoue, Yosai Yamao, Kinsuke Endo, and Masaru Inoue (Choshu Five) travel from Yokohama to London. Also he helped send the 19 Satsuma Domain retainers, including Tomosuke Godai, Minetoshi Terasima and Arinori Mori (Satsuma Student) in 1865. They learned firsthand about Britain’s industry which was leading the world at the time, and brought its superior technology back to Japan. They later became important figures that took the lead in modernizing Meiji Japan.
Direct introduction of Britain’s science and technology and foreign engineers.

Glover set up a joint venture with the Satsuma Domain retainers who came back to Japan after studying abroad, and constructed the Kosuge Slip Dock for repairing ships. He invested heavily in this business directly importing machinery from Britain. He also directly introduced Western technology by inviting engineers from Britain for the construction of modern spinning factories, which the Satsuma Domain aimed to own. In addition, he hired a British engineer named Marris to develop the Takashima Coal Mine, where Japan’s first steam-propelled winding machine was used; it enabled more efficient and large-scale coal mining. In short, Glover’s actions, introducing full-scale technology from Britain after much trial and error, were the major factor in accelerating Japan’s modernization.

Those who studied in London played a major role.

The Cho-shi Five who studied in London played an important role in the Meiji Government. Hirobumi Ito became the First Opium War

From a country of samurai warriors to an industrial country: Milestones of the miraculous transition

In only a half century, the nature of the country was innovatively changed and the foundation of an industrial country was built. Considering the geography and the era, this is a rare, special event in the world’s history. Let us trace the unique path that remains today.
Sites of Japan’s Meiji Industrial Revolution At A Glance! Kyushu - Yamaguchi And Related Areas

The facilities that show proof of Japan’s Meiji industrial revolution remain in 8 different prefectures, mainly in Yamaguchi Prefecture and those in Kyushu. Nagasaki City has 8 heritage sites, including the Hashima Coal Mine and Glover House.

**Fukuoka Prefecture**
- Saga Prefecture
- Miyazaki Prefecture
- Oita Prefecture
- Kumamoto Prefecture
- Nagasaki Prefecture
- Yamaguchi Prefecture
- Shizuoka Prefecture

**Kyushu - Yamaguchi And Related Areas**

### Sites of Japan’s Meiji Industrial Revolution

#### Yawata Area
- Imperial Steel Works
- Iron and Steel Making
- Shipbuilding
- Coal Industry

As the industrial modernization continued after the Meiji Restoration, the demand for iron and steel increased. In order to accommodate such demand, the Imperial Steel Works was established as Japan’s first integrated plant for iron and steel making. After much trial and error, in 1910 it accounted for more than 90% of the national production of steel. The Imperial Steel Works contributed greatly to the development of Japan.

#### Hagi Area
- Hagi Reverberatory Furnace
- Ebisugahana Shipyard
- Ohitayama Tatara Iron Works
- Hagi Castle Town
- Shokasonjuku Academy

The Hagi (Choshu) Domain actively introduced Western technology. Many of its valuable heritage items, such as a reverberatory furnace to cast cannons and a shipyard to build a warship, remain in this area.

#### Miike Area
- Miike Coal Mine and Miike Port
- Misumi West Port

The modernization of coal-mining techniques progressed at the Miike Coal Mine. The social-infrastructure was improved too: the Miike Coal Mine Railway and Miike Port for coal shipping were constructed.

#### Hamaish Area
- Hashino Iron Mining and Smelting Site

Kamaishi produced high quality iron ore. The Morioka Domain embarked on iron manufacturing, thinking that pig iron made from high quality iron ore was necessary for casting cannons. Under the leadership of Takato Oshima and others, the construction of three blast furnaces started in 1858. It is Japan’s oldest existing remains of Western-style blast furnaces.

#### Nirayama Area
- Nirayama Reverberatory Furnaces

After the arrival of Perry in 1853, it was decided that the Nirayama Reverberatory Furnaces would be constructed as government-run reverberatory furnaces. With technical assistance from the Saga Domain and others, it was completed in 1858. It is Japan’s oldest existing legitimate reverberatory furnace in Japan.

#### Saga Area
- Mettsu Naval Dock

In an attempt to facilitate the foundation and development of a Western-style navy, the Saga Domain had its retainers train in the Nagasaki Naval Training Institute as students of naval warfare, and established the Osada-Nobutaka (Forerunner of Mettsu Naval Dock) in 1858. The Saga Domain also constructed such facilities as a dry dock for ship repair, and in 1865, it built the Ryofu-maru, Japan’s first practical steamship.

#### Glover House
- Kosuge Slip Dock
- Takashima Coal Mine
- Hashima Coal Mine
- Former Pattern Shop
- Dry Dock No. 3
- Giant Cantilever Crane
- Senshokaku
- Senshokaku Guest House

Industrial Revolution Heritage sites in Nagasaki, which promoted Japan’s modernization. See pages 7-16 for details.

- Glover House
- Kosuge Slip Dock
- Takashima Coal Mine
- Hashima Coal Mine
- Former Pattern Shop
- Dry Dock No. 3
- Giant Cantilever Crane
- Senshokaku
- Senshokaku Guest House

**Nagasaki Area (8 heritage sites)**
At the time, the town of Nagasaki was brimming with the enthusiasm of those dreaming of a new dawn for Japan. Glover soon started to show a remarkable performance beyond his position as a foreign entrepreneur. Glover interacted with the anti-Shogunate retainers from such domains as Satsuma, Choshu and Tosa, and helped Japanese young retainers, who aimed to obtain the information of the West, study abroad and travel overseas. He helped many young men, including Hirobumi Ito from the Choshu Domain and Tomotsugu Goda from the Satsuma Domain, study abroad. Because he also traded with the Kameyama-shachu led by Ryoma Sakamoto, he is called a shadow hero of the Meiji Restoration.

Glover contributed to Japan’s modernization through trade for shipbuilding, coal mining, and tea making. Glover had achievements in various fields such as shipbuilding, coal mining, railroad, fishery, minting, and beer industries. He participated enthusiastically in Japan’s modernization; he had a steam locomotive run on Oura Beach in 1865, seven years before Japan’s first railway opened, and developed the Takashima Coal Mine and constructed a modern ship repair dock in Kusago in 1868. The Takashima Coal Mine Hiokkei Pit was jointly established by the Saga Domain and Glover, and the latest machines from Britain were introduced there. It was a modern coal pit utilizing Japan’s first steam engine. In the shipbuilding industry, Glover constructed the Kusago Slip Dock (commonly known as the Abanos Dock) in cooperation with the Satsuma Domain, accommodating the needs of the times when ships often had mechanical failures. He introduced a winch powered by a steam engine and built a winch house, which is Japan’s oldest existing brick building.

In the tea making industry, he constructed a large factory. Another foreign entrepreneur, Ringer, took over this business. After the Meiji Restoration, Glover maintained ties with the Meiji Government, importing machinery for the Japan Mint at the Ministry of Finance. However, in 1870, Glover and Co. went bankrupt, because of sluggish sales of arms and uncollected funds from the domains.

He remained in Japan even after that, and kept contributing to Japan’s modernization by, for example, participating in the management of Mitsubishi.

The ownership of Glover House was transferred to the Nagasaki Shipyard of Mitsubishi Heavy Industries Ltd. during the war. The residence was donated to Nagasaki City in 1957 to mark the 100th anniversary of the foundation of the Nagasaki Shipyard, and is open to the public in Glover Garden, one of Nagasaki City’s tourist facilities...

Glover spent the rest of his days in Japan

Glover after the Meiji Restoration

Even after Yataro Iwasaki of Mitsubishi took over the Takashima Coal Mine in 1881, Glover still managed it as a director. He also played an active role as a senior adviser for Mitsubishi Zaibatsu after 1885. He recommended Iwasaki participate in the reconstruction of Spring Valley Brewery (a beer manufacturing and sales company) which had faced financial difficulty; this built the foundation of the Kirin Brewery (current Kirin Holdings). Glover greatly contributed to Japan’s modernization, and the Japanese government awarded the Order of the Rising Sun, Gold and Silver Star to him to honor his achievements; he was the first foreigner to receive it. He died at the age of 73 at his home in Tokyo in 1911. He now rests in the Sakamoto International Cemetery with his family.

Glover’s group is in the Sakamoto International Cemetery in Nagasaki City. He rests with his wife Tsuru, next to his son Tsuruoka and his wife.

Glover spending the Order of the Rising Sun, Gold and Silver Star (Owned by Nagasaki Museum of History and Culture)
**Kosuge Slip Dock** (Abacus Dock) [Mitsubishi Nagasaki Shipyard facility]

Completed by Glover and the Satsuma Domain retainers, with the aim of repairing foreign ships.

Western ships were purchased through foreign trading companies in Nagasaki in the late Edo period. But most of them were secondhand and often had mechanical problems. However, there were no facilities for repairing/fitting out ships in Nagasaki at the time, and the demand for a ship repair dock increased among domestic and overseas ship owners and sailors. In 1866, a plan to build a repair dock in Kosuge was created by Thomas Blake Glover and the Satsuma Domain retainers, including Tomosaburo Gobina and Tatsumaki Komatsu. Kosuge-ura is close to the entrance to the current port of Nagasaki, and because of the narrow cove stretching sharply into the shore, it was the perfect site to pull ships in and host them up for repair.

They invited engineers from Britain and construction started. They constructed a slipway on which a ship was placed by laying out 174 meter-long rails from the land into the sea. They also built a Slip Dock which used the slipway to hoist ships up off the sea.

"Abacus Dock," historical remnants of value as the origin of Japan’s shipbuilding industry.

The Kosuge Slip Dock, completed in 1869, was a Western-style modern dock, and its winch house is Japan’s oldest existing brick building. A ship was placed on the slipway at full tide and hauled up with a hoisting machine and a hoist-style steam engine. While it was out of the water, its bottom was repaired and fit out. After the repair work was done, the procedure was reversed and the ship was let back down into the sea.

The winch house is Japan’s oldest brick building, with its exterior wall made of “Konnyaku” bricks.

Japan’s oldest existing brick building, the Kosuge Slip Dock. It was constructed with bricks thinner than ordinary bricks, commonly called “Konnyaku” bricks. There are various theories as to why those bricks were used; one of them is that the temperature of the burning kiln could not become high enough to make normal-sized, thicker bricks.

**Takashima Coal Mine** (Takashima Hokkei Pit)

The modern coal pit utilizing Japan’s first steam engine.

The Takashima Coal Mine and Hokkei Pit were the first coal pits in Japan constructed with the aid of foreign capital and technology. Because of the remains of the steam engine such as a vertical pit remaining in the ground in good shape, they are major examples that show the early days of Japan’s modern coal mining technologies.

In Takashima, located offshore in the west of the Nagasaki Peninsula, coal mining started around the 18th century. After Japan opened its ports, Nagasaki was a base for transporting coal and supplying coal for steamships from Western countries.

With an increasing demand for coal as fuel for steamships from Western countries, the Saga Domain and Glover and Co. started to jointly manage the development of the Takashima Coal Mine in 1868. They invited a British engineer named Morris and built a vertical pit utilizing Japan’s first steam engine in Takashima. In 1869, they reached coal seams at 43 meters in depth, and this pit was named the Hokkei Pit. At the Hokkei Pit, a steam engine was installed outside the pit, and a coal box was moved up and down with a winding machine to deliver coal to the surface. A steam pump was also installed to drain water off, and a windmill was placed outside the pit for ventilation.

The Hokkei Pit was the first modern coal pit where an ocean floor coal field was mined using Japan’s first steam engine, utilizing the latest Western technology and machinery.

**The Takashima Coal Mine built the foundation of Japan’s coal industry.**

It is said that the amount of coal mined at the Takashima Coal Mine reached 300 tons a day, but in 1876, it was abandoned because of sea water flooding. However, its coal production techniques, completely different from conventional techniques, were later introduced at Chikuho and Miki Coal Mines, leading to the development of coal mines in Japan.

Some vertical pit mouths remain in Takashima today. The remains of the Hokkei Pit became a Nationally Designated Historic Site in 2014. Glover, who was involved in the development of the coal mine, had a villa on Takashima.
Hashima Coal Mine
(Gunkanjima or Battleship Island)

Hashima Coal Mine is an undersea coal mine developed by Mitsubishi as a fully-operational modern coal mine. Surrounded by the high rising sea wall and chimneys that once endlessly spewed out smoke, it did not take long before people started calling the island Battleship Island, or Gunkanjima in Japanese. Its distinct appearance and atmosphere are now drawing people's attention more than ever as an architectural heritage site symbolizing Japan’s modernization (industrialization).

A modern coal mine that once produced quality coal and led the age of modernization in Japan.

Hashima Island is located about 18km southwest of Nagasaki Port. It is a small island with an area of 6.5ha. Until the end of the Edo Period, fishermen would dig out the coal appearing on the rock surface and called it “sea mining.” It was a kind of side-job to make extra money.

At this point, development of Hashima (Gunkanjima) started. After Shafts No.2 and No.3 were completed, the amount of coal produced in 1897 surpassed the amount produced at the Takashima Coal Mine. Since Hashima-mined coal was high in quality, it was mainly supplied to the Imperial Steel Works as raw material for producing steel. It was around this time that Mitsubishi’s company-owned ship the Yugao-maru started operating, a distilled water machine was set up for supplying fresh drinking water, and an elementary school was built as part of the project to enhance the residential environment on the island. And along with the development of the mines, a series of land reclamation projects around the island were carried out.

Hashima was originally an island that measured approximately 320m north to south and 120m east to west. But after six reclamation projects, the island became triple the original size, to 480m north to south and 160m east to west by 1931.

Historical residential ruins consisting of Japan’s first concrete apartment buildings.

At the Hashima Coal Mine, mine development was underway along with a rush in building housing for accommodating the bourgeoisie worker numbers. In 1916, Japan’s first high-rise reinforced concrete apartment building was completed. During the peak, the island's population reached more than 5,000, which was at that time nine times the population density of Tokyo.

More than half the island was used for mining and the rest was covered with residential buildings, schools, and a hospital for workers. And because these buildings were so close to each other, people on the island all lived like one big family. There were schools, a hospital, stores and everything needed to live a normal life on the island. They even had a cinema, pachinko parlor, and other leisure facilities. However, after establishing an era as the island of coal, the energy revolution in the 1960s began to affect the industry where rationalization eventually forced the mine to close down in 1974. In April of the same year, Hashima became a deserted island.

In Hashima, huge and complex shafts, some of which went down as deep as 1,000m, were dug underground to mine coal from the seabed. The Hashima Coal Mine helped Japan’s modern industry by extracting quality coal from the seabed which was used for manufacturing steel.

From 2008 to 2009, a visitor walkway through the island and some sightseeing spots were built for welcoming tourists. Tourists have been allowed to come ashore on one part of the island since April 2009. Hashima became a Nationally Designated Historic Site in 2014.

Clean coal from the warehouse was placed on a belt conveyer to be loaded on to a coal cart. Until it was shut down in 1974, the coal mine supported Japan’s energy demand.

(You can see Gunkanjima as if you have just come ashore.)

The story of the battleship Tosa and Aihachi, a geisha from Nagasaki.

The battleship Tosa, after which Gunkanjima was nicknamed, was built and launched in 1921, but was scrapped due to the Washington Naval Treaty established the following year. Aihachi, a geisha from Nagasaki, who was known for her love of sumo and the navy, one night discovered that the Tosa was to be towed to Kure and sunk in to the sea. Upon this discovery, she expressed her grief through an improvised song that she sang during a farewell party among sailors and workers from the Nagasaki shipbuilding company. “Tosa is a gentle child. Leading this child to the port of crane goes Mt. Satsuma Osumi Fuji. The morning sun shines, yet I am full of tears...” This episode became famous after Nagasaki-born playwright Tokutaro Nagami presented a contributing article about the fate of the battleship Tosa in the March 1934 edition of Bunka Koron. (Access) Gunkanjima landing cruise courses, service schedules, fees, reservations and contact details differ by cruise company. Please see p.18 for contact details.
Mitsubishi, founded by Yataro Iwasaki, made some great contributions to Japan's modernization.

Yataro Iwasaki was born as the first son of a poor masterless samurai from the Tosa clan of the chika rank, but eventually became the leader of one of Japan's largest companies.

When Yataro was 21 years old, he went to Edo (now Tokyo) to build his life through education. However, when he heard his father had been assaulted by the village headman, he decided to return home, appeal, and go to prison. While in prison, his inmate taught him business and how to use an abacus. This was the first step for him to become the top businessman in Japan.

In 1867, he was asked by the Tosa clan to work as head of its commercial organization as well as the caretaker of Nagasaki. Eventually, he decided to take over operation of the Kaiseikan, which was scheduled to close for the clan's administration reform, and in 1868 he launched a new company named the Tsukumo Trading Company and started a shipping business. Following the Meiji Restoration, the company changed its name to Mitsubishi, which became Yataro's privately owned company.

While running his shipping business, Yataro invested hugely in shipbuilding and introduced Western technology before anybody else. With the new technology, he not only built ships but also manufactured various large machines, such as main engines, reciprocating steam engines, steam turbines, and boilers for ships but also manufactured various large machines, such as main engines, reciprocating steam engines, steam turbines, and boilers for ships.

Former Pattern Shop: The oldest extant building in the Nagasaki Shipyard.

The Former Pattern Shop was a place for making wooden molds that served as models of iron casts used for casting iron produced in the Nagasaki Shipyard.

The factory is a two-story brick building featuring a roof truss that supports the roof. It is one of the largest pattern shops built in Japan in the 30s of the Meiji Era (1897-1906). The factory was built in 1898 next to the iron cast factory and is the oldest existing building in the Nagasaki Shipyard. Here, iron cast production was a merger between Western technology and Japan's traditional woodcraft technique.

The building of the Former Pattern Shop is now used as a museum.

The Giant Cantilever Crane

The Giant Cantilever Crane that stands high at the center of Nagasaki Port is the first hammer head electric crane installed in Japan.

The crane that survived the air raid and atomic bombs during the war is still used for delivering large products. The giant cantilever crane was produced by UK-based Appleby, and installed in the Akousuna Pier of Nagasaki Shipyard by another UK-based company. Motherwell in 1909. It has a lifting capacity of 190 tons and operates with an electric motor. The UK-based company Motherwell transported the crane after dismantlement and sent a British engineer, Gardner Roger, to supervise the crane's installation and provide technical guidance. By the time the crane was installed, the Nagasaki Shipyard had become the largest private shipyard in Asia. In 1968, one of the world's finest luxury liners, the Tyrwhitt, was completed. In the same year, the first Japan-made land and marine steam turbines were completed.

In 1961, the crane was relocated to Mizunoura Pier as the surrounding sea was reclaimed due to expansion of the machine factory. The crane is still in use today for loading steam turbines and large ship propellers manufactured in the machine factory.

Senshokaku Guest House

A modern Western-style building designed by a Japanese architect.

Senshokaku Guest House is a wooden Western-style building built on a hill on the ocean side of the main building on the premises of Mitsubishi Heavy Industries’ Nagasaki Shipyard overlooking the No. 3 Dry Dock. Construction started in 1903 as the house of Heigoro Shoda, the director of the Nagasaki Shipyard, and was completed in 1904. It was the following year when Prince Higashifushimi Yorihito, captain of the warship Chiyoda, stayed overnight at the house, and he named the building Senshokaku in appreciation of the magnificent view. Tatsuo Sone, who designed the building, studied western-style architecture as a member of the inaugural class of the Imperial College of Engineering (now the Department of Architecture at the University of Tokyo) from British architect Josiah Conder, and became a pioneering Japanese architect. Conder was then teaching design as an advisor for Mitsubishi after being introduced to the company by Thomas Glover. At the request of the shipyard director, Heigoro Shoda, Conder introduced Tatsuo Sone to the company. Sone joined the company in 1903 and started working for the Mitsubishi Marunouchi Architectural Office where he designed Senshokaku. The two-story Western-style wooden building (with a brick-made basement) has bedrooms and a hall on the second floor, a dining room, reception room, and a study on the first floor, and a kitchen on the basement floor. The lawn, garden, and trees are maintained by Mitsubishi to preserve the conditions present when the house was built.
Soon after, Japan opened up after the Tokugawa Shogunate’s rule came to an end, Americans, British, and other westerners started to visit Nagasaki.

Look at the industrial heritage, then...

You can see some of Glover’s magnificent work along the coast.

As soon as the ship leaves port, you will see on the hill to your left the Glover House, which is a Western-style house built by Thomas Glover, a Scottish merchant. A view of this elegant Western house through the greenery is very exotic.

On the other side of the ocean from the Glover Garden, built by Thomas Glover, a Scottish merchant. A view of this elegant Western house through the greenery is very exotic.

The Glover House viewed from a ship.

If you look to the right from Iojima, you will find the Koyagi Plant of the Nagasaki Shipyard. If the time is right, you will be able to see tankers and luxury passenger boats, which will make you realize once again that shipbuilding is Nagasaki’s main industry. In Takashima, an island next to Iojima, you can find ruins of another coal mine that was developed by Glover, who introduced excavation using the steam engine. The Takashima Coal Mine Museum, which is full of historical items, is a place highly recommended.

We can now see Hashima (Gunkanjima), an island that prospered through its coal mines.

Once you come ashore on Gunkanjima, you will be able to learn the history of Nagasaki’s coal mining, starting from the revetments built during the Meiji era and Japan’s oldest apartment buildings built in the Taisho era, which both lead to the Showa era. You will also see how the mined coal is used as an energy source to develop the iron manufacturing and ship building industries that have also developed and spread along the coast of Nagasaki.

The history of Nagasaki started from the sea and Japan’s industrialization started from Nagasaki. When you look at the now popular industrial heritage sites from off shore, you can see how they blend so well with the scenery of Nagasaki, making us realize that they are something very familiar to us.

Nagasaki started developing in the 16th century, gradually expanding its land through reclamation of the sea. Dejima was completed in the 17th century, and trade with the Netherlands began. Soon after, Japan opened up after the Tokugawa Shogunate’s rule came to an end, Americans, British, and other westerners started to visit Nagasaki.

Since Nagasaki is genuinely a port town that started its development from the sea, see evidence of Nagasaki’s multi-layered history from a tour boat, as you head for the industrial heritage site, Hashima (Gunkanjima).

Going under the Megami Ohashi Bridge.

Megami Ohashi Bridge.

As you look from the boat, you will see how they blend so well with the scenery of Nagasaki, making us realize that they are something very familiar to us.
Trade between Japan and the Netherlands began in 1600 after the Dutch ship De Liefde was stranded in a place which is now in Osaka Prefecture (the navigator was Willem Adams, who later became known as Anjin Miyagi). The Netherlands was given a trade license by the Tokugawa government in 1609 and opened a trading post in Hirado. Since then, for 218 years until the opening of the country to foreign trade, the Netherlands played an important role in Japan’s modernization.

Dejima

One of the reasons why Nagasaki had a strong influence on Japan’s modernization is because Dejima was the window to overseas.

Nagasaki Kameyama Shachu Memorial Museum

The museum is built on the original site of Japan’s first trading company established by Ryoma Sakamoto and his supporters during the last days of the Tokugawa Shogunate. Inside the building, which has been restored very accurately, you will find documents about people visiting Sakamoto and the Kameyama Sachu, as well as other historical materials about Nagasaki during the last days of the Tokugawa Shogunate. These materials tell how Nagasaki, where Sakamoto was very active, played an important role in Japan’s modernization.

Nagasaki Museum of History and Culture

Known to be one of Japan’s few museums with a theme of “The History of overseas exchange,” the Nagasaki Museum of History and Culture has approximately 48,000 valuable historical materials. Visitors can see a wide range of historical documents that tell how Nagasaki’s relationship with the West started and how trade began. It also has restored a part of the Magistrate’s Office as an exhibition room where details of the function and role of the office are provided.

Nagasaki’s Dejima

Dejima once disappeared during the Meiji era due to a number of construction works on the port, however it is now gradually being restored by Nagasaki City. In 2002, two buildings, the Deputy Factor’s Quarters, Kitchen, First Ship Captain’s Quarters, No. 1 Warehouse, and No. 2 Warehouse were completed. In 2009, five more – the Sea Gate, the Chief Factor’s Residence, Town Elders’ Room, No. 3 Warehouse, and the Head Clerk’s Quarters - were completed and are open to the public. Six more are currently under construction, scheduled for completion in 2016.

Nagasaki Port

The port of Nagasaki, the second largest city in Kyushu, is Japan’s second largest port. With the opening of the Dutch trading post in Hirado and the establishment of Japan’s first trading company in Nagasaki, the port’s importance increased. In 1871, the Osumi Line (the first railway line in Japan) began operation. Large-scale development took place in 1890, and since then, 10 more terminal areas were added. In 2001, the Karasuma Terminal was completed. Today, it has become the world’s largest port, handling several million containers per year.

Access to industrial heritage candidate sites

From JR Nagasaki Station, take the streetcar, line 1 bound for Shinkanji-cho and get off at Dejima-machi. Take a 5-minute walk from Dejima-machi and get off at the Glover House terminal. Walk for about 10 minutes to Glover Garden.

From JR Nagasaki Station, take the Nagasaki Bus bound for Hori-kanai (via Tomachimachi) and get off at Kusazakura-machi. Walk for about 5 minutes.

Tourist Information

Tel: 095-828-4134 (Mitsubishi Heavy Industries, Ltd., Nagasaki Shipyard Museum)
Under the growing sense of crisis over a foreign menace, Nagasaki supported the introduction of Western technology, which started in the late Edo period. With “Dejima” as the only window to the outside world during the period of national isolation, Nagasaki has contributed to Japan’s modernization by serving as a place to acquire knowledge from overseas. /The origin of Japan’s modernization is here.

Sites of Japan’s Meiji Industrial Revolution and Nagasaki’s Industrial Heritage

Tourism Promotion Division, Nagasaki City Hall

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