

Chronology

- 1590** TOKUGAWA Ieyasu constructed the town of Edo (current Tokyo), and also dug the canal "Onagi-gawa River".
- 1603** TOKUGAWA Ieyasu established the Edo Shogunate in Edo, and Edo became the center of politics and economy.
- 1647** Funa-bansho was set up at the western part of Onagi-gawa River, facing Sumida-gawa River.
- 1654** In those days, rivers in the Kanto region were connected each other centering around Edo. So "Network through rivers" was completed, allowing goods to be delivered through river or canal throughout the Kanto region.
- 1661** As goods delivered from Kanto region to Edo increased, warehouses increased along Onagi-gawa River. So it was moved to the eastern part of Onagi-gawa River, and called "Nakagawa Funa-bansho".
- 1701** The large-scale reclamation work was done, creating new canals. As more and more rivers crossed with Onagi-gawa River, the volume of goods carried into Edo through rivers increases.
- 1808** They cleared the bed of Onagi-gawa River by scooping out sand to allow large-sized boats to sail over Onagi-gawa River.
- 1867** The Edo shogunate was discontinued.
- 1869** Nakagawa Funa-bansho was abolished.

Koto City Culture and Community Foundation
(Public Utility Foundation)

Koto city  江東区 中山船番所資料館
NAKAGAWA FUNA-BANSHO MUSEUM

Address : 9-1-15, Ōjima, Koto City, Tokyo, Japan 〒136-0072
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What is Nakagawa Funa-bansho?

It is a shipping guard house, built in 1661 to exercise strict control over boats going in and out Edo through Onagi-gawa River (canal).

In those days, goods were transported by boat through canal, river or sea. So shipping guard houses were very important facilities.

Goods carried by boat mainly included rice, sake, soy sauce and agricultural products. Boats were not permitted to go through the checkpoint without a *tsūkō tegata* (passport).

The government officials also kept close supervision over arms hidden in goods.

Ladies were not allowed to enter or leave Edo freely, so they were also targets of supervision.

Nakagawa Funa-bansho had been the important facility to protect Edo over 208 years since 1661, and was abolished in 1869.

Opening time 9:30 a.m. ~ 5:00p.m.

(Entry is not allowed after 4:30p.m.)

Closed days Every Monday

(If it falls on a national holiday or a substitute national holiday, the museum will be closed on the following day)

Year-end & New Year holidays (from December 29 to January 3), but it may be temporarily closed for an exhibition change.

Means of transportation

Subway (Metropolitan Subway Shinjuku line)

5 minute-walk from "Higashi Ōjima Station" Ōjima-guchi exit.

Bus (Metropolitan Bas)

2 minute-walk from "Daigo Ōjima-sho"

Admission fees

| | Individual fee | Group fee |
|--|--------------------|--------------------|
| Adult (over 18 years old) | ¥200 per person | ¥150 per person |
| Child (including elementary/ junior/senior high school student) | ¥50 per person | ¥30 per person |

*The fee is applicable to one time entry. The group fee is applicable to a group of 20 persons or more.

SHIPPING
GUARD
HOUSE

NAKAGAWA FUNA-BANSHO MUSEUM



One Hundred Famous Views of Edo: Nakagawa-guchi
by UTAGAWA Hiroshige



公益財団法人
江東区文化コミュニティ財団

心にうるおい、地域ににぎわい。

Koto City Culture and Community Foundation

3 the 3rd floor

Permanent Exhibition Room

1) Reproduced Nakagawa Funa-bansho (shipping guard house)

During the Edo period (1603-1867), a lot of goods and people were transported by ship or boat. So many canals were built. Nakagawa Funa-bansho (shipping guard house) was established at the entrance for the canal to Edo (current Tokyo).

TOKUGAWA Iyasu (the first Tokugawa shogun) built "Onagi-gawa River" as the first canal in Edo. A part of the shipping guard house is reproduced on the stone mound.

Onagi-gawa River was connected with rivers spread all over the Kantō region including Tokyo, Kanagawa, Saitama, Gunma, Tochigi, Ibaraki and Chiba prefectures.

It was the main artery connecting Edo with each area of the Kantō region to transport rice, vegetables and lumber as well as special products including soy sauce, dried sardines (fertilizer), salt and sake.



▲ An excavated round tile



2 the second floor

Local History & Life of Showa (mid-20th century) Corner

1) History of Koto city (agriculture)

The agriculture in Koto city area featured a wide variety of vegetables, because the Koto city was located close to the big city "Edo." Well-known vegetables from this area included Kameido Japanese radish, Suna mura spring onions, eggplants and carrots.



▲ Vegetable replicas

2) History of Koto city (fishing & laver cultivation)

In the beginning of the Edo Period, fishermen began to live in the area near Eitai-bashi Bridge built over Sumida-gawa River. They caught fish and shellfish from Tokyo Bay, and the catches were called "Edo-mae (from Tokyo Bay)." The local specialties included *asari* clams and oysters. They are well-known for "Fukagawa-meshi" boiled rice served in a bowl topped with *asari* clams.



▲ Fishing equipment

◀ Reproduction Diorama



▼ An excavated bowl



◀ Excavated miniature toys



2) Water transport throughout Edo

You can learn the water transport in the Edo period (1603-1867) through the drawing of the river system and the upper courses of a river, map of nationwide markets connecting with Osaka and Edo by sea transport, and a model of typical river boat.



▲ Kantō Water flow chart

3) Changing from Edo to Tokyo

From the beginning of the Meiji period (1868-1912), steamships began to go back and forth on Onagi-gawa River. Many river routes were built, connecting the center of Tokyo and Tone-gawa River, Lake Kasumigaura and so on. The landscape suggests the civilization and enlightenment in the early Meiji period.



▲ A view diorama of Onagi-gawa river (1909)

4) Edo traditional rod and fishing culture

The history of fishing culture around Edo and fishing equipment are displayed.



▲ Edo traditional rods

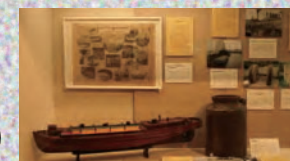


Observatory room

From the observatory room, you can see the right-angled mouth of Onagi-gawa River. The old Nakagawa Funa-bansho used to be located in the area from there to this museum.

3) History of Koto city (water transport & modern industry)

Since the Edo period, the large-sized casters stood along Onagi-gawa River. As the modern industry developed in Japan since the Meiji period (1868-1912), Koto city became a factory district, including cement, chemical fertilizers, refined sugar and flour milling by machine. Because there were many canals.



▲ A boat transport chemical products

4) Everyday life of Showa

Several pieces of nostalgic news in those days are on a black-and-white television. You can catch a glimpse of the daily life of people.



▲ Living room of Showa era