

The Story of Tadotsu Past and Present

~ Streams and peace, the town that all live lively ~

WELCOME to TADOTSU

藩

STORY



The Story of the Feudal Clan

In 1827 (Bunsei 10) “Jinya” brought fresh life to Tadotsu.

“Amagiri castle” (天霧城), a mountain castle in the Muromachi period

Tadotsu has two histories as the castle town. One is that the Kagawa family who is from Kagawa-sho, Koza-gun, Sagami Province (相模国高座郡香川庄) set up an official residence in Hondai in 1364 (the Muromachi period) and developed a castle town in Tadotsu. The other is that the branch domain of Marugame Kyogoku clan was founded in Tadotsu in the Edo Period.

The Kagawa family had ruled the west of Kagawa for approximately 200 years. They built Amagiri Castel as the base of war time, which is one of the most famous mountain castles (yamajiro, 山城) in Kagawa prefecture. Mt.Amagiri is 360 meters above sea level and was strategically important place where they looked down at the Tossaka Pass and could widely view the Seto Inland Sea. A dry moat, a well, a part of the stone wall is left around the keep of the castle (honmaru, 本丸) at the top of the mountain. They are important cultural heritages and designated as a national historical site in 1990.

Tadotsu clan “Jinya”

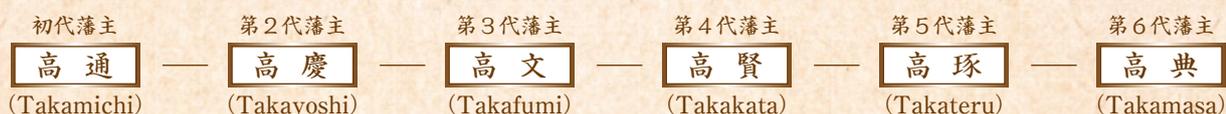
Tadotsu came back to life again as a castle town when the Kyogoku clan entered the domain in 1694 (Genroku 7). KYOGOKU Takamichi (京極高通) became the first feudal lord. He and his descendants governed Tadotsu for 176 years until the Meiji Restoration, and handed down many cultural heritages.

The Tadotsu lord governed in Marugame castle until the third feudal lord Takafumi (高文). In 1826 (Bunsei 9), in the time of KYOGOKU Takakata (京極高賢) as the forth feudal, they started building a samurai residence (Jinya, 陣屋) in Tadotsu. Jinya is residence of daimyo (大名, feudal lord) who is not allowed to build castle and it doesn't have a tenshukaku (天守閣, keep) and large-scaled yagura (櫓, large turrets), moats and stone walls. Tadotsu jinya was completed in 1827 (Bunsei 10). It set up outer walls and three gates and equipped with a residence, chorenba (調練場, shooting practice field), a weapon storage, a drum tower, hanko Jimeikan (藩校自明館, domain school), kenjutsu dojo (剣術道場, a training hall for swordplay), a rice warehouse, a workshop and so on.

The premises measured about 6,600 tsubo (坪). The samurai residences were arranged on the east side of the Jinya along the main street (ote-dori, 大手通り) across the moat.

In addition, KYOGOKU Takateru (京極高琢) as the fifth feudal lord spent five years from 1834 through 1838 on the construction of Tadotsu harbor and built the leading harbor of the Seto Inland Sea. He is named the wise lord who built the base of today's Tadotsu port.

【多度津藩京極家 Tadotsu Clan, Kyogoku family】





多度津藩陣屋(家中)模型写真(資料館蔵)

The picture of the model of Tadotsu clan's Jinya in Kachu (displayed in the Tadotsu Town Museum)



林 求馬邸(奥白方)

The residence of HAYASHI motome (Okushirakata, Tadotsu-cho)

In the end of Edo period, HAYASHI Motome (林 求馬) as the chief retainer of Tadotsu Kyogoku clan put up his residence in Okushirakata before they built another palace to avoid the bombardment from foreign ships.

"Hirohamasyoin (弘濱書院)", which is the private school in those days, is rebuilt in the residence.



富井邸(家中)

The Tomii House (Kachu, Tadotsu-cho)

The main building and the shin-zashiki (新座敷, new Japanese - Style room), the storehouse, the gate of the Tomiis' residence, are registered as national cultural properties. TOMII Yasuzo (富井泰藏) had been getting important posts of the Tadotsu feudal clan for many years.

海

STORY



天保9年港浦完成後の多度津港(金毘羅参詣名所図会・巻四)

Tadotsu port that was after construction in Tempo 9 (Konpirasankei-meishozue vol.4)

The Story of the Sea

Communication between shipping agents and feudal retainers soon developed into the major construction of Tadotsu.

Development of the Port

The history of Tadotsu port began as a berth around the mouth of Sakura-gawa River which flowed through the town center. A lot of boats for pilgrimage to Kotohiragu Shrine and Kitamae-bune (北前船, cargo vessels) were in harbor. It is said that both sides of the river up to Toyotsu-bashi Bridge were full of the boats especially on New Year's Day and during Konpira Festival. Tadotsu-kaido which started from the harbor to Iyo-kaido via Tsuruhashi was called Konpira-kaido and was crowded with horses and Kago (駕籠, sedan-chairs).

During the Tempo period, the merchants in Tadotsu gradually improved their performance and prospered. In a short time, the port of Sakura-gawa river got small and shipping agents desired a new harbor.

The construction of Jinya caused an unexpected effect that communication among the feudal retainers, shoya (庄屋, village headman) in the domain and merchants got closer, movement to construct a new harbor gathered momentum.



「一太郎やあい」像

The statue of Ichitaro yahi

As previously described, the fifth feudal lord KYOGOKU Takateru (京極高琢) thought the port was essential for the town development. After overcoming many hardships and spending five years and a great amount of money, he completed a new port. It was large-scale construction for those days. It was said that one thousand and several hundred cargo-vessels entered port in a half year.

By the completion of the new port, Tadotsu became a collection and distribution center and the base of prayer visitors from the Chugoku, Shikoku, Kyusyu, and even far from Edo area to visit Kotohiragu Shrine and Zentsuji Temple. Shipping agents, wholesale dealers, merchants in Tadotsu prospered. Tadotsu was getting one of the best ports in the Seto Inland Sea.

In addition, at the time of the Russo-Japanese War, Tadotsu served as a port of departure for the front and a port of return of the sick and wounded.

高見島・佐柳島 Takamijima Island and Sanagijima Island

Ura in Takamijima is a village of tile-roofed houses and high stone walls arranged stepwise on the steep slope. It presents an appearance equal to groups of historic buildings. Furthermore, it was appeared on movies several times as beautiful scenery of the Seto Inland Sea where waves are quiet.

Both islands retain a rare burial system, Ryobosei (両墓制), which separate a tombstone erected in honor of the dead (mairibaka, 参り墓) from the actual burial site by the sea shore (umebaka, 埋め墓).



高見のたたずまい
Ura village in Takamijima



佐柳：長崎地区の両墓制
Ryobosei in Nagasaki village, Sanagijima



高見：浜地区の両墓制
Ryobosei in Hama village, Takamijima

The Ryobosei in Nagasaki, Sanagijima is Cultural Property designated by Kagawa prefecture, that in Hama, Takamijima is Cultural Property designated by Tadotsu town.

Climbing a winding stone stairs to halfway up the mountain in Hon-ura, Sanagijima, there is the Daitengu-jinja Shrine (大天狗神社).

It is called “Daitengu-san” among local people and enshrines Sarutahiko-no-kami (猿田彦神) and a spirit of trees. There is a stone figure of long-nosed goblin (Tengu, 天狗). A legend has it that the shrine visitors could find their lost articles and repel thieves.



だいてんぐ
Daitengu-jinja Shrine

商

STORY

弁財船模型
(宝暦5年高見八幡宮に奉納)
(多度津町立資料館展示)
The model of Bezai-sen
(dedicated to the Takami Hachimangu Shrine in 1755)
(displayed in the Tadotsu Town Museum)



The Story of the Commerce

“Tadotsu Port” became a distribution center of Kitamae-bune, and port of call for pilgrimage to Konpira

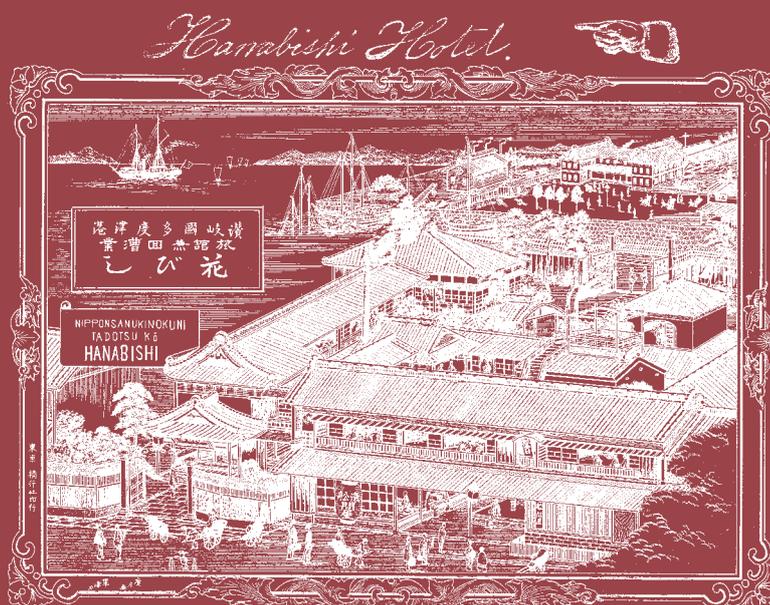
Shipping agencies and the bustle of the visitors to Kotohira-gu Shrine

To construct Jinya made Tadotsu town a rush to build at once. Carpenters, plasterers, stonemasons and blacksmiths assembled in Tadotsu, and the trade of building materials as timbers became active.

By the completion of the new port, Tadotsu became a relay station in the port of kitame-bune (cargo vessels). Tadotsu also became a collection and distribution center of marine products, sake (liquor), clothe and general merchandise from Hokkaido. General consumption increased and life of people became active.

Kitamae-bune freighted with Sanuki-sanpaku (讃岐三白, sugar, cotton and salt) took the westward sea route. They went through Kanmon Straits into the Sea of Japan, and called at Echizen, Sado and Hokkaido. They carried back hosika (干鰯, sardines for manure) and marine products. By this, there were many manure dealers in Tadotsu and they did good business.

In the Edo period, most of cargo vessels sailing all over the Japanese coast were Bezai-sen (弁財船) developed mainly in Seto Inland Sea, which could not stand stormy weather.



花びし 旅館
Hanabisi Ryokan

And shipping agencies in Tadotsu prospered as lumber dealers, manure dealers, sugar dealers, and grain dealers. Shipbuilding and repair industry, oil industry, brewing industry and manufacturing industry of sugar also thrived in the town.

The prosperity of Tadotsu port was written in “Konpirasankei-meishozue (金毘羅参詣名所図会)”.

This port is next to Marugame and very prospering. Its geographical feature is originally good and so convenient to moor that many ships are in harbor. Inns for ship passengers are standing in a row on the seashore. There are many drink and food stands on the seaside. Street vendors selling noodles and sweets, other merchants and shipwrights are coming and going on the street. The town is always busy.

Also, visitors to Kotohiragu Shrine by boat from or to Chugoku and Kyusyu area moor here, then visiting Zentsuji Temple and climb Mt.Zozu. It is so convenient that many people keep their boats wait here in Tadotsu and visit Kotohiragu Shrine.

The Meiji period began, and the domestic marine transportation became active year by year. In the Seto Inland Sea, the regular line between Osaka, Kobe and Chugoku, Shikoku, Kyushu area had gradually developed, and steamships frequently harbor at Tadotsu.

The renovation work of Tadotsu Port as a result that the improvement of the port to fit steamships, unlike conventional Japanese-style ships, was demanded. It was completed in 1912 (Meiji 45).

After that, large-scale reclaiming work by the seaside land creation project was started in 1970 (Showa 45), and the town accomplished progress to the construction ferry quay and the development of the large industrial site.

At the present, shipbuilding industry, a bridge construction company, steelwork industry, and food companies have launched into the developed land.



大型船舶建造風景
The dockyard for large ships

As commercial activity became brisk after Kanbun period in the first half of the Edo period, hikifuda (引き札) that is advertisement handbill made by stores and wholesale dealers came to be used flourishingly. They were used for opening greetings of new shops, product advertisements, and fliers to distribute on the street. They are origin of the modern advertising. The etymology of hikihuda is not sure, but there is an opinion that it was come from a handbill attracting customers.

At first, hikifuda simply represented commodities which shops handled by the single color printing, but they became colorful by multicolored printing after the Meiji period. Some were beautiful or auspicious, and others were narrative. They were also recycled as interior. For example, they were put on walls or fusuma (襖, sliding paper-door) in the house, and in the public bath.



(元 宮川材木店)
(現 宮川建具店)
Former timber dealer, Miyagawa
Present joiner, Miyagawa



(現 宮崎時計店)
Present Miyazaki watch-shop

陸

STORY



ハチロク

The 8620 steam locomotive (nicknamed, "Hachiroku") ran from 1935 (Showa 10) to 1970 (Showa 45). Today, it is displayed at JR Tadotsu station as a symbol of the birth place of railroad in Shikoku.



給水塔

Water tower : Completion of construction - 1913 (Taisho 2)
Water storage tower made of reinforced concrete was rebuilt in 1950 (Showa 25).



道標

The stone road sign was built from Meiji period to Taisho period. It says "Kisyaba (汽車場, station)", Migi hashikura-michi (右はしくら道, Hashikura road to the right), Sugu Kompira Michi (すぐ金刀比ら道, Kompira road immediately), Sugu Funaba (すぐふなバ, The port immediately).

The Story of the Land

From Tadotsu, the westernization of Sanuki started.

Tadotsu is the roots of the railways in Shikoku.

It started from the strong impression of the locomotive between Shinbashi and Yokohama that KAGEYAMA Jinemon saw in Tokyo.

The train is faster than allows. Waitresses and a dining car appeared.

In the Meiji period, the traffic on the seas became popular by the spread of steamships, but the maintenance of the ground transportation had not been yet carried out. The people who went on board from each place of Hanshin or the Chugoku district and went on shore in Kagawa generally visited to Kotohiragu Shrine to pray for the security of the voyage and enjoyed sightseeing and an excursion. While Tadotsu and Marugame were entrance port of pilgrimage to Kotohiragu Shrine, there is no other way for the visitors to walk along Kompira-kaido or to ride on Jinrikisya (人力車, a rickshaw).

A shipping agency "Osumiya (大隅屋)" the fifth, KAGEYAMA Jinemon (景山甚右衛門), went to Tokyo to inspect the railway service between Shinbashi and Yokohama. He aimed at the transportation of visitors to Kotohiragu Shrine for a hint by this, and planned the opening of railroad business. In 1889 (Meiji 22), he established Sanuki Tetsudo Co., Ltd. (Sanuki Railway), which started from Tadotsu to Marugame and Kotohira.

This train service was 7 months later established than Iyo Tetsudo, but Sanuki Tetsudo became the basis when the railway network of Shikoku expanded. And so Sanuki Tetsudo is the origin of present JR Shikoku. Moreover, it was an epoch-making event. The people at that time were surprised to say that the train is faster than allows.



昔の駅舎
The former station building



景山甚右衛門
KAGEYAMA Jinemon



大正3年新築の
四国水力電気株式会社本社
The new head office building
of Shikoku Waterpower
Electric Co., Ltd. built in
1914(Taisho 3)

運賃表
Fare table of Sanuki Tetsudo

In 1897(Meiji 30), 7 stations (Utazu, Sakaide, Kamogawa, Kokubu, Hashioka, Kinash and Takamatsu) were installed. In 1902(Meiji 35), a dining car with beautiful waitresses appeared, and that events attracted public attention. The fare from Tadotsu to Kotohira was 24 sen for the first-class, 8 sen for the second class.

In addition, SHIGA Naoya (志賀直哉) described Tadotsu Station in a paragraph of masterpiece " Anyakoro" (暗夜行路, A Dark Night's Passing).

The fire in a stove was burning well in the waiting room of the station. The train which was slightly smaller than normal arrived when he waited there for approximately 20 minutes. He went to Kotohira on it.

Sanuki Tetsudo was merged by Sanyo Tetsudo in 1904 (Meiji 37), when the connection transportation began between them. In 1906 (Meiji 39), it was nationalized by the Railway Nationalization Act.

Tadotsu made its mark on history as a standard-bearer of the Westernization not only for the marine transportation but for being the birthplace of the railroad in Shikoku.

The electric industry “the light of civilization”

Takamatsu Electric Light Co., Ltd. aimed at an electricity business first in Kagawa and was established in 1895 (Meiji 28) receiving help of the old feudal lord Matsudaira family.

In the west of Kagawa, Sanuki Electric Co., Ltd. was also established in 1900 (Meiji 33) for the towns along Sanuki Tetsudo such as Marugame, Tadotsu, Zentsuji and Kotohira and started lighting in sequence. However, as the price of coal rose, they changed power supply from thermal power into hydroelectric to meet increasing demand for electric. So the company’s name was also changed to Shikoku Waterpower Electric Co., Ltd.. They constructed power lines to connect each substation in Kagawa. By this, they were able to supply electric not only for the light but for power demand of factories.

They were dissolved to transfer the power-distribution business to Shikoku-haiden Power Distribution (四国配電) by the government's ordinance to control power distribution in 1942 (Showa 17), after that they were succeeded by Shikoku Electric Power Tadotsu branch by electric reorganization in 1951 (Showa 26). They were the base of the electric industry in Kagawa.

Tadotsu, We are full of pep!



So-odori
(Tadotsu Natsumatsuri : held at the beginning of August)



Fireworks of Tadotsu Festival
(held on the same day of So-odori)



National Kite Flying Competition
(held on the same day of Sakura Matsuri)



Sakura Matsuri
(held at the beginning of April)



Joint Sports day between residents of Takamijima and Sanagijima



Hatsu-oyogi
(at Tadotsu Port every New Year)



The 77th temple of the Shikoku 88 temples, Sotazan Doryuji Temple
●10 minutes' walk from JR Tadotsu station●

Its origin says that powerful clan, WAKENO Michitaka (和気道隆), built a temple that enshrine Yakushi Nyorai (薬師如来, Healing Buddha) as the principal image in the Nara period.

It is known by the name of Menaoshi Yakushi (眼なおし薬師, Buddha who cure eye disease) and crowded with visitors through the year.

It keeps many cultural properties designated by the nation and Kagawa prefecture.



Kumade Hachiman Shrine
●15 minutes' walk from JR Kaiganji station●

The main enshrined deities are the Emperor Ojin (応神天皇) and his mother, Empress Jingu (神功皇后). It is believed as the chief tutelary deity of Tadotsu and Shirakata. According to the origin of the shrine, it was named after a happening that Empress Jingu called at Tadotsu to avoid a storm on her way back from sankan-seibatsu (三韓征伐, the conquest of three countries in old Korea) left one of the rakes used in the conquest on the departure.



The 18th temple of the Shikoku 20 additional temples,
The 18th temple of the Shikoku 36 Fudo temples
Bybugaura Kyonozan Kabirae-in Kaiganji Temple
●3 minutes' walk from JR Kaiganji station●

Its origin says that this temple started in 807, when Kobo Daishi (弘法大師, Kukai空海) constructed a main hall and enshrined Miroku Bosatsu (弥勒菩薩) which he curved. It is also said that he curved a figure of himself and built Okunoin (奥之院) in 816.



The headquarters of Shorinji Kempo
●20 minutes' walk from JR Tadotsu station●

Shorinji kenpo, which was started by SO Doshin (宋 道臣) in 1947 (Showa 22), is one of Japanese martial arts and it aims human improvement. A lot of Kenshi (拳士, Shorinji kenpo players) visit here for training all year around.

Each year, On October 5, Daruma festival is held to commemorate the long-lasting virtues of Daruma Daishi (達磨大師), and not only kenshi but many people visits.



【Traffic Information】

- From Sakaide interchange 20 min. by car.
- From Zentsuji interchange 15 min. by car.
- From Takamatsu Airport approx. 50 min. by car
- From Kotohiragu Shrine approx. 25 min. by car
- From Takamatsu city approx. 50 min. (expway 30min.) by car

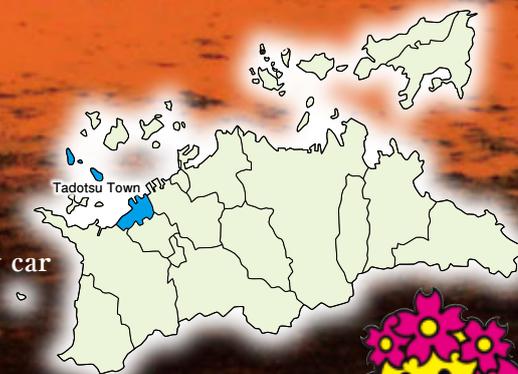
■ Further Information

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Tadotsu Town Mascot Character
「Sakura-chan」

Cover photo : Akira Kimura "We come again to our sea"

Some photographs in this booklet won at the photo contest held by Tadotsu town sightseeing association.