

Chapter 2 Modern Hiroshima

Industrial Promotion Hall



Ninoshima Island.



2-01, 2-02 Views of the city from the head office of Hiroshima Denki (present-day Chugoku Electric Power Company) June 13, 1936

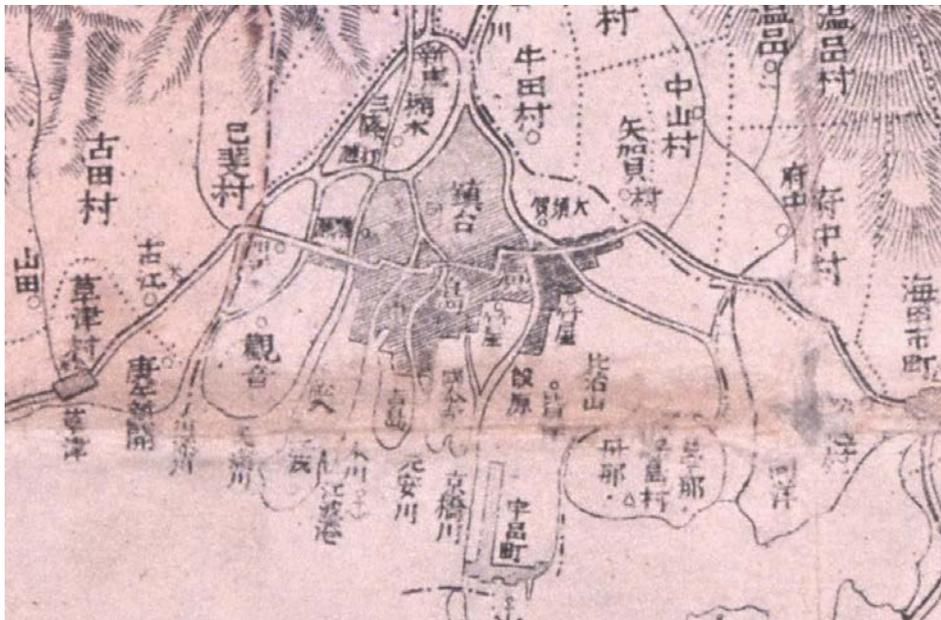
The photograph on the left looks northwest. The dome of the Hiroshima Prefectural Industrial Promotion Hall and today's Rijo-dori Avenue can be seen. The photograph on the right looks south, showing the Hiroshima City Public Hall, Hiroshima City Hall, and Ninoshima Island.

Birth of the City of Hiroshima

Meiji Restoration

In June 1853, Commodore Matthew Perry, Commander of the United States East India Squadron, arrived at Uraga, near Edo (present-day Tokyo). This led to the turmoil of the last days of the shogunate. Due to the war against Choshu, soldiers sent by the shogunate and from different domains spent months in the castle town, bringing a wartime economic boom to Hiroshima. However, people had hard lives due to the soaring prices of major commodities throughout Japan, which caused a succession of uprisings. Demanding social reform and justice, people destroyed the houses and properties of rich farmers, rice merchants and others.

In December 1867, the Decree for the Restoration of Imperial Rule was issued, abolishing the shogunate and establishing a new government centered on the Emperor. In July 1871, aiming to create a powerful unified nation capable of confronting foreign powers, the new government abolished the system of feudal domains (*han*) and established prefectures, thereby eliminating all *han* around the country.



2-05 Map of Hiroshima around the time the Municipal System was implemented (1892)

In Hiroshima, too, the Hiroshima Domain ruled by the Asano clan ceased to exist, and Hiroshima Prefecture was established.

The prefectural government office was initially located within the main enclosure of Hiroshima Castle. However, after a garrison (*chindai*, an early Meiji-era army unit) was stationed there, the prefectural office was repeatedly relocated. In 1878, it moved to a newly constructed building in Kako-machi.



2-03 Hiroshima Prefectural Government (c. 1935)

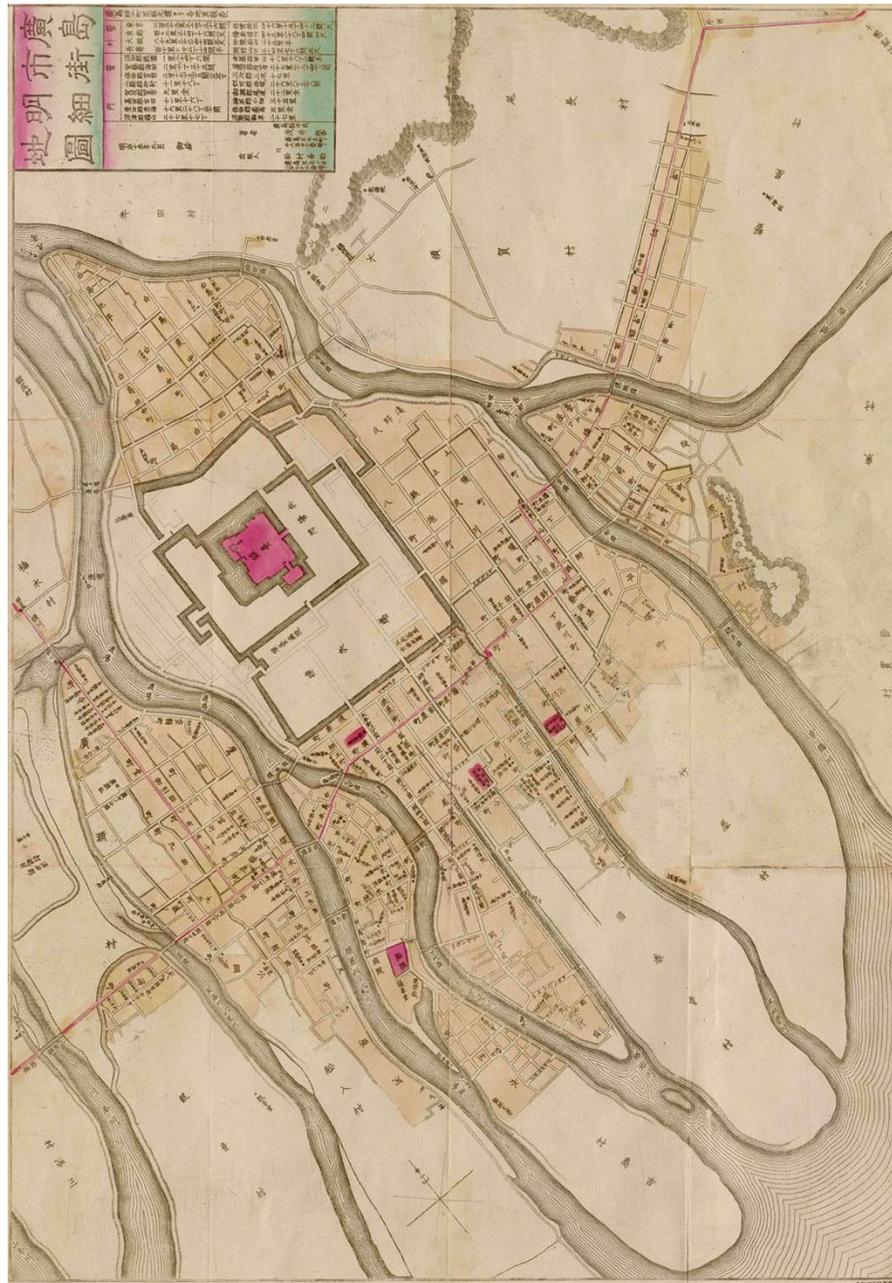
Birth of the City of Hiroshima

On April 1, 1889, the Municipal System was implemented, and the City of Hiroshima was established as one of Japan's first cities. At that time, the city's area was approximately 27 km²; there were 23,824 households and a population of 83,387. The city hall was initially located at Nakajima-shinmachi (now Nakajima-cho). In 1928, it moved to the newly constructed building at its current site in Kokutajji.



2-04 The first city hall building

An outpost of the Army's garrison (*chindai*) was established on the castle grounds in 1871. Two years later, following the Conscription Ordinance, this became the Hiroshima Garrison of the Fifth Military District. In 1875, a drill ground for training soldiers (later the West Drill Ground) was established in Moto-machi. In 1890, the East Drill Ground was established at the foot of Mt. Futaba. Military facilities became concentrated mainly in the areas surrounding Hiroshima Castle and the East Drill Ground. The Hiroshima Garrison became the Fifth Division in 1886, and Hiroshima became a key military base.



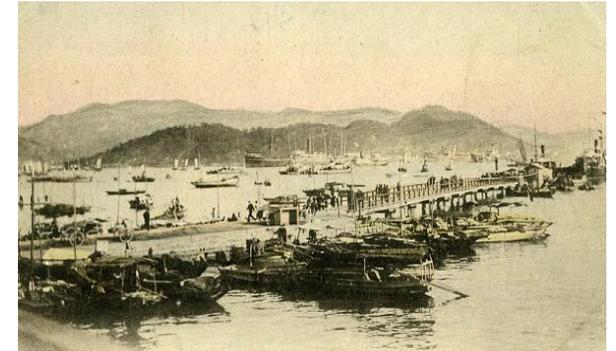
2-06 City map published in 1882
The main enclosure of Hiroshima Castle is marked as "Garrison."

Construction of Ujina Port and opening of the Sanyo Railway Line

Construction of Ujina Port

Sadaaki Senda, who became Governor of Hiroshima Prefecture in April 1880, planned to promote logistics by building a port in Ujina capable of accommodating large steamships as well as roads leading to the port.

This plan was protested by local residents, primarily those whose livelihood depended on coastal fishing. After gaining their understanding, the construction finally began in September 1884. It took five years to construct the port, which was completed in November 1889. The new port enabled large cargo ships to anchor, and the shallow waters between Minami Shingai (present-day Minami Ward) and Ujinajima Island (present-day Motoujina, Minami Ward) were reclaimed into a vast area of land.



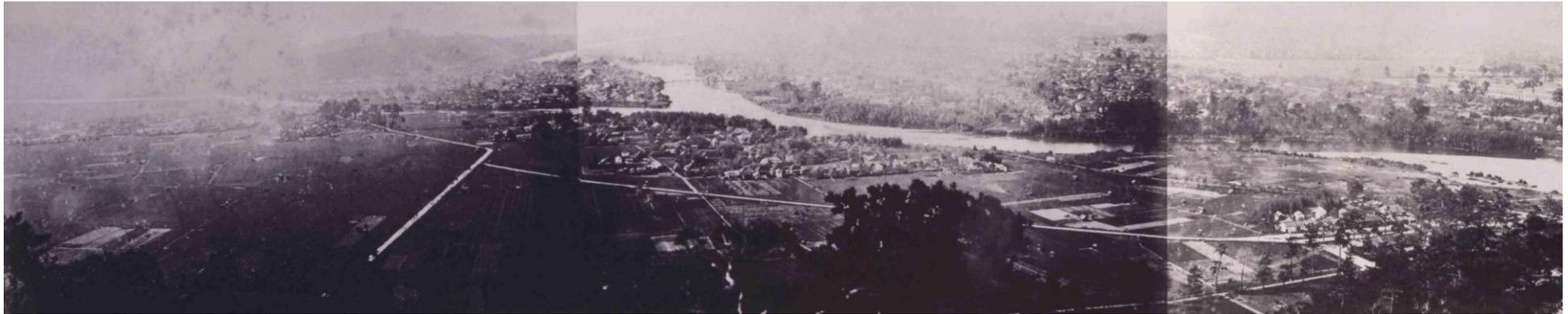
2-07 Ujina Port, completed in 1889

Opening of the Sanyo Railway Line

The railway line that began operating between Shinbashi in Tokyo and Yokohama in 1872 gradually extended across the country. In 1892, the Sanyo Railway Line reached Itozaki (in today's Mihara), and in June 1894, it reached Hiroshima, right before the First Sino-Japanese War broke out. The railway line was extended to Tokuyama in 1897 and to Shimonoseki in 1901, and became a vital logistics artery. The Sanyo Railway Company was nationalized in 1906, becoming part of the Japanese Government Railways (later Japanese National Railways).



2-08 Hiroshima Station around the time it opened



2-09 Panoramic photograph from Mt. Futaba (c. 1877)



2-10 Panoramic photograph from Mt. Futaba (c. 1894)



2-11 Panoramic photograph from Hijiyama Hill (Late 1920s)

First Sino-Japanese War, Russo-Japanese War and Hiroshima

When the First Sino-Japanese War broke out in August 1894, the Ujina Line, a military railway between Hiroshima Station and Ujina Port was hastily constructed in a little over two weeks. With Hiroshima Station being the western terminal of the railway from Tokyo, and with Ujina Port capable of accommodating large vessels, Hiroshima became a military logistics base for dispatching troops and supplies to the war front. In September of the same year, the Imperial Headquarters, the supreme wartime command, was relocated from Tokyo to Hiroshima Castle, and the Emperor stayed at the castle. In October, an extraordinary session of the Imperial Diet was convened in Hiroshima. This was the only time the Imperial Headquarters was located outside Tokyo.



2-13 Temporary Imperial Diet Building constructed on the West Drill Ground (in the vicinity of today's Municipal Waterworks Bureau building in Moto-machi)

On the left is the House of Representatives; on the right is the House of Peers. (1894)

After the First Sino-Japanese War, wars broke out one after another, including the Boxer Rebellion in 1900 and the Russo-Japanese War from 1904 to 1905. Against this backdrop, numerous military facilities in addition to the Fifth Division were established within the city, such as the headquarters of the Army Transport Department, which oversaw the transportation of military supplies and personnel, as well as supply depots for ordnance, clothing, food and other provisions. In this way, Hiroshima increasingly became a military city. This was closely linked with the development of the industries and economy of Hiroshima.

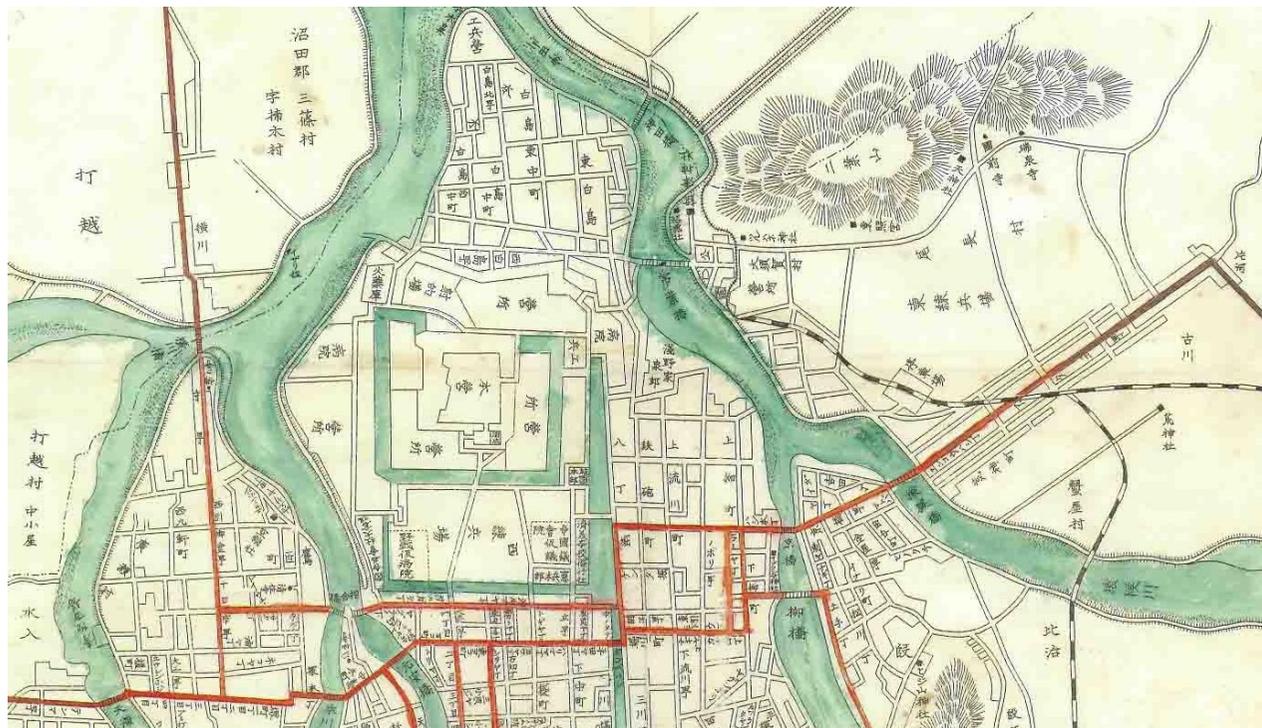


2-12 Imperial Headquarters

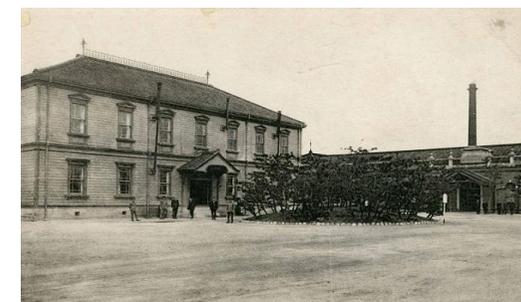
The building on the right is the Imperial Headquarters located within the main enclosure of Hiroshima Castle.



2-14 Transport vessels anchored at Ujina Port (1894)



2-15 Around Hiroshima Castle in 1894, from a city map published after the start of the First Sino-Japanese War



2-17 Ujina Branch of the Army Provisions Depot (c. 1926)



2-16 Ujina Port became Japan's largest base for transporting troops. (1902)

The building in the center, behind the military pier, was the Taiwan Army Supply Depot, which moved its headquarters to Ujina in 1902. It was renamed the Army Transport Department in 1904. The structure of the seawall along the seashore resembled a slipway to accommodate the large tidal range of the Seto Inland Sea. People, horses, and cargo were loaded onto barges there and transported to military ships offshore.

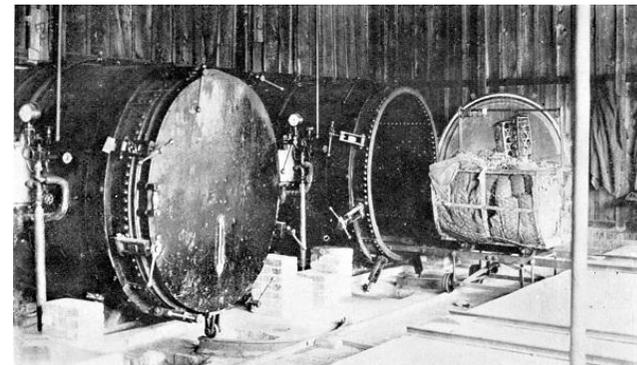


2-18 Hiroshima Substation of the Army Clothing Depot, under construction (1905)



2-19 Arsenal at the Army Ordnance Depot, under construction (c. 1913)

During the First Sino-Japanese War, cholera was brought in by soldiers returning from battlefields and spread primarily in the city. As patients increased within the army as well, a temporary army quarantine station was established on Ninoshima Island in Hiroshima Bay in 1895. Returning soldiers underwent quarantine and isolation there, and their clothing and belongings were disinfected.



2-20 Steam disinfection equipment at Ninoshima Quarantine Station

A prisoner-of-war (POW) camp was located at the temporary army quarantine station on Ninoshima Island from 1917 during World War I until it was closed in 1920. German soldiers and other POWs from Qingdao in Shandong Province, China were detained there.

During this period, local citizens interacted with them through soccer matches, concerts, and other activities such as an exhibition introducing art and handicrafts made by POWs. These interactions influenced the development of sports and music activities in Hiroshima.



2-21 Photograph of the participants in a goodwill soccer match with German prisoners of war (January 1919)

Transformation into a modern city

Development of urban infrastructure

Installation of water supply and sewage systems

Along with the establishment of military facilities and other developments, urban infrastructure was also developed, including the installation of water supply systems.

In Hiroshima, infectious diseases were often transmitted by the river water, which was used for drinking water in the city. Therefore, installation of a water supply system became a high priority. The military also recognized that a water supply system was essential to make full use of Hiroshima as a military base. In November 1895, shortly after the end of the First Sino-Japanese War, the military decided to install its own water supply system. It was completed in August 1898. By connecting to this military system, the city began supplying water to the citizens in January 1899.



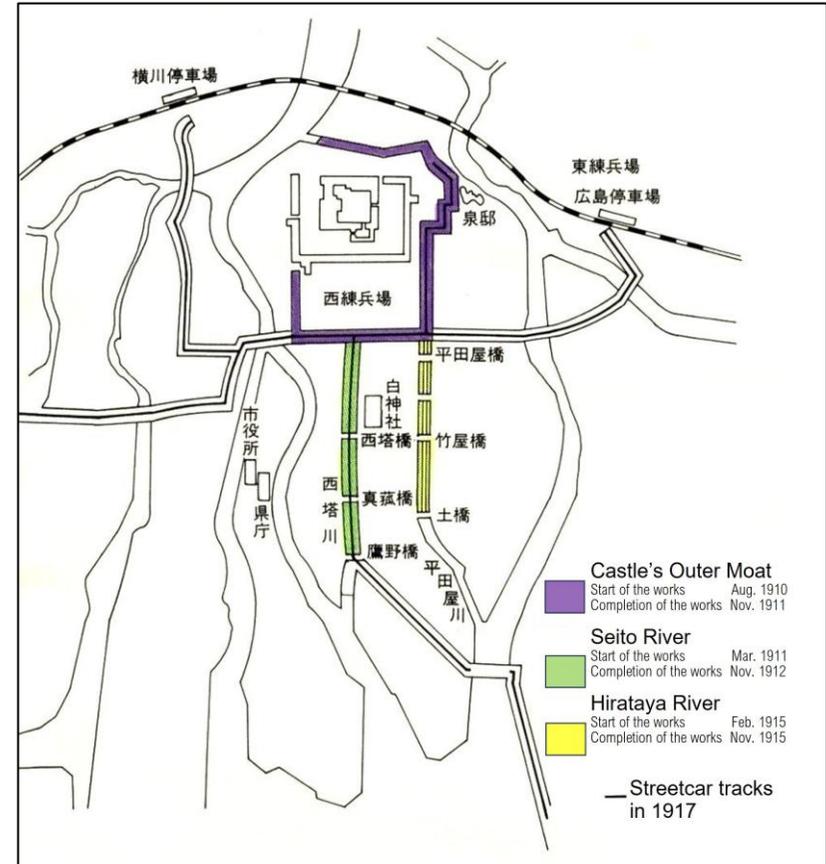
2-22 Water purification plant in Ushita (present-day Higashi Ward) (c. 1898)

The installation of a sewage system was planned in 1906 as a five-year project, and construction began in March 1908. The work was completed in May 1916 after repeated delays due to financial and other reasons.

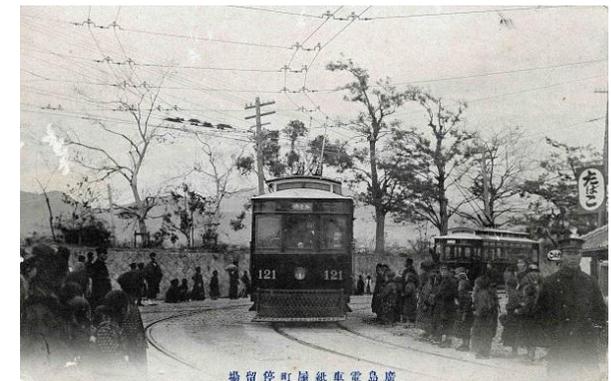
Reclamation of Hiroshima Castle's moats and canals, and development of streets

The cityscape significantly changed as the outer moats of the castle and canals were filled in. The reclaimed land was made into streets, on which streetcar tracks were laid.

In November 1912, the Hiroshima Electric Railroad (now Hiroshima Electric Railway) opened three streetcar lines including a line from Hiroshima Station to the Aioi Bridge via Kamiya-cho, by laying tracks on those streets. Streetcars replaced horse-drawn carriages and became the city's primary means of transportation.



2-23 Filling in the castle moats and canals, and laying streetcar tracks



2-24 Streetcars running in the Kamiya-cho area, around the time of their inauguration (1912)

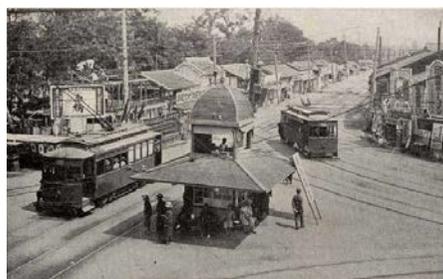
The stone wall of the outer moat can be seen behind the streetcars.



2-25 Seito River and Hiroshima Girl's Higher Elementary School (near today's Hiroshima City Hall) (Mid-Meiji era (late 19th century))



2-27 Streetcar tracks on the line from Kamiya-cho to Ujina, laid on a filled-in canal, the Seito River, looking north from the head office of Hiroshima Denki (now Chugoku Electric Power Company) (May 1935)



2-26 Kamiya-cho Intersection. Switch tower combined with waiting area.

The Urban Planning Law, which aimed to modernize Japanese cities and provide a comfortable living environment, was applied to the City of Hiroshima in 1923. Based on this law, streets, parks, green spaces, and other elements were incorporated into the urban planning. While some of the planned streets and parks were built, the project stalled due to war. As the war situation worsened, buildings on sites intended for wide streets were demolished to create firebreaks.

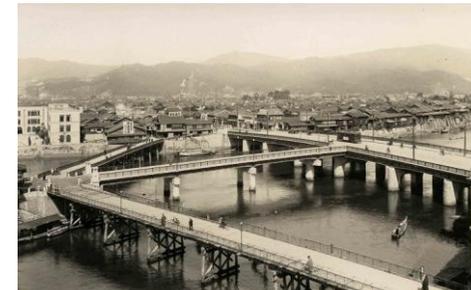
During the Edo period, for political and military reasons, building bridges was restricted except along the Saigoku Highway running east to west through the castle town. Ferries were used to cross rivers. Although these restrictions were lifted in the Meiji era, building bridges as public works projects remained difficult. Consequently, fee-charging ferries and wooden toll bridges were still used. Wooden bridges were frequently washed out by floods. In the 1920s, major wooden bridges spanning rivers in the city were replaced one after another with sturdy bridges made of steel and concrete.



2-28 Aioi Bridge in the early Meiji era.
A toll booth stands at Jisenji-no-hana, the northern end of the Nakajima district.



2-29 The Aioi Bridge was built in 1878.
The five-story restaurant Gokairo is seen across the bridge to the left. A sign indicating the toll stands in the lower right.



2-30 Aioi Bridge in the shape of an H, after the T-shaped bridge was completed (c. 1935)



2-31 Aioi Bridge with streetcar tracks (c. 1939)



2-32 Kyobashi Bridge (c. 1932)

Development of Transportation

Opening of railway lines

Following the extension of the Sanyo Railway Line to Hiroshima in 1894 and the establishment of the Kure Line between Kure and Kaitaichi by the national government in 1903, the Hiroshima Branch of the Dai-Nippon Light Railway began operating the Kabe Line between Yokogawa and Gion in 1909. The line was extended to Kabe Station in June 1911. The Geibi Line, which goes to the northern part of the prefecture, was opened by the Geibi Railway, first to Shiwachi in April 1915 and then to Shobara in December 1923. Thus, railways connecting Hiroshima City with towns and villages to the north, and further inland to the Bihoku region, drastically changed the flow of goods and people.



2-33 Kabe Light Railway Yagi Bairin Station

Construction of electric railways for streetcars

Streetcar lines began operation in the city in 1912 and continued to expand. With the opening of the lines from the Miyuki Bridge to Ujina in April 1915 and from Sakan-cho (now Tokaichimachi) to Yokogawa in November 1917, transportation in the city area became much more convenient.

Construction of a suburban electric railway began in 1920, and it reached Miyajima-guchi in 1931. The opening of this Miyajima Line promoted residential development along the railway line. In 1936, the Rakurakuen Amusement Park opened.



2-34 Rakurakuen Amusement Park (August 1936)

Development of automobiles

After the Meiji Restoration, people were free to travel, and as industry developed, short-distance travel by rickshaws, horse carriages, oxcarts, and other vehicles thrived. Automobiles also became more common from around the late Meiji era.

In 1928, Hiroshima Noriai-Jidosha (a bus company) began operations in the city. In 1929, an automobile association was established by taxi companies, and transportation by automobile became increasingly common.



2-35 It is said that this bus ran between Kabe and Yokogawa in 1903.



2-36 Kamiya-cho Intersection (September 1935)

Financial institutions such as Geibi Bank lined the street. The picture also shows the signboard of a taxi company.

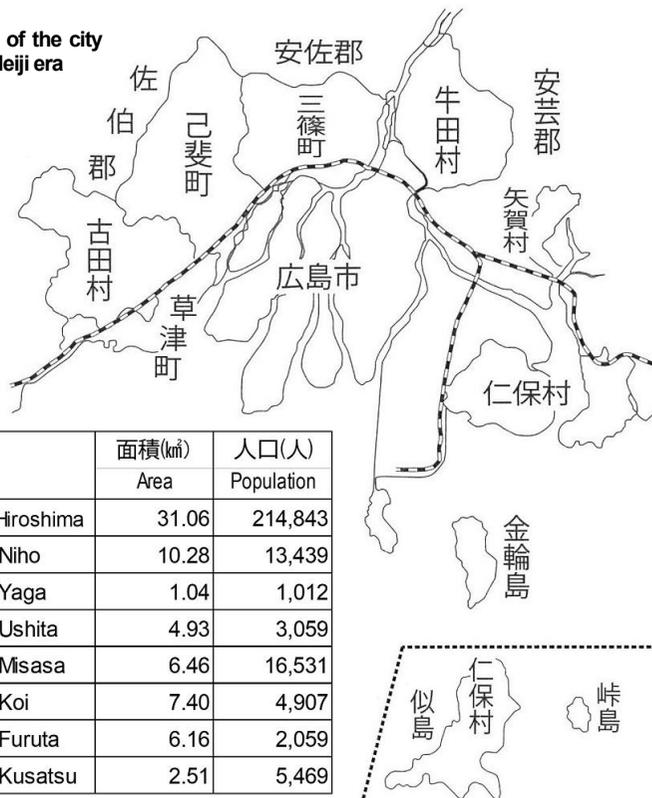
Expansion of the city area

In September 1904, the City of Hiroshima merged with Ujinajima by separating it from Nihojima Village. Ujinajima was then renamed Motoujina-machi. In 1925, an area of 69,880,424 m², including the City of Hiroshima and the neighboring villages of Niho, Yaga, Ushita, and Furuta and towns of Misasa, Koi, and Kusatsu, was designated as an urban planning area. Following this, the city pursued mergers with these towns and villages, which all became part of the city in April 1929. As a result, the population exceeded 270,000, making Hiroshima the seventh largest city in Japan.



2-37 Houses in the town of Misasa (now Misasa-machi) before it became part of the City of Hiroshima (c. 1930)

2-38 Expansion of the city area since the Meiji era



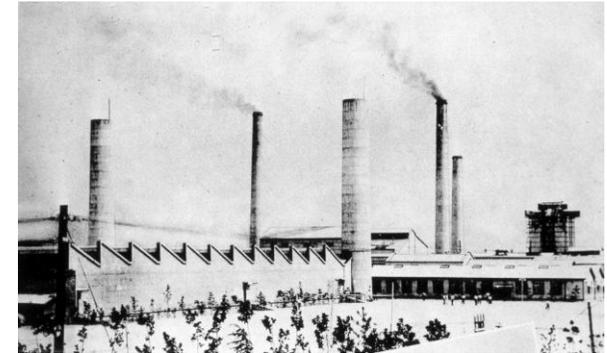
Industries and economy

Industrial Development

Manufacturing industries

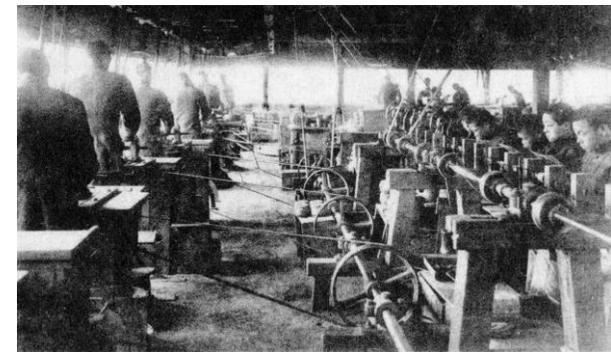
The Hiroshima region had traditional industries from before the Meiji era, including the production of textiles made of *yamamayu* silk (silk from the wild oak silkworm), *kamoji* (hairpieces), and wooden clogs, as well as cotton spinning, and foundries. Based on these traditional industries, new industries evolved and proliferated in the area.

Hiroshima had a long tradition of producing cotton, which was renowned as “Aki Cotton” in the Edo period. In 1882, Japan’s second government-operated cotton spinning mill was built in Hiroshima. Relocated multiple times due to water shortages and other reasons, the government mill gradually declined, but the private spinning industry that emerged from it laid the foundation to attract a factory of Teikoku Jinzo-Kenshi (today’s Teijin) and other businesses.



2-39 Kinka Jinken's rayon factory in Hiroshima. It was established in Ujina-machi in 1933.

Hiroshima is the nation’s biggest production center of sewing needles. This began in the early Edo period as a household industry. In 1924, Hiroshima accounted for 90% of the sewing needle production in Japan.



2-40 Nakata Seishin's needle factory in Misasa (Early 1910s)

From the early Meiji era until the postwar years, Hiroshima Prefecture was one of Japan's leading producers of canned food. During the war, demand for canned food surged in response to the need to supply provisions to the battlefields. Canned food was produced at the Army Provisions Depot and at many other factories in the city. Meat, Hiroshima's specialty oysters, fish, and mandarin oranges were also canned. Canned mandarin oranges, in particular, were mostly exported.



2-41 Canning factory of Hiroshima Livestock Company (Early 1920s)

As for modern heavy industries as well, new factories were invited and constructed. Hiroshima Toyo Kogyo (now Mazda), which began as Toyo Cork Kogyo, started production of three-wheeled trucks in 1931. Known as *auto-sanrin* or *batanko*, these three-wheeled trucks played a part in logistics from wartime through the postwar reconstruction period until four-wheeled vehicles became common.



2-42 Production of three-wheeled trucks

In 1920, the Japan Steel Works established its Hiroshima Plant to manufacture primarily naval weapons. Construction of Mitsubishi Heavy Industries' shipbuilding and machinery plants began in 1943 on reclaimed land in Eba and Kanon, where ships with simple structures (wartime standard ships) and their components for wartime mass logistics were manufactured. The operation of these factories significantly contributed to the development of heavy industries in Hiroshima.

Agriculture, forestry, and fisheries

In 1888, the year before the Municipal System was introduced, arable land accounted for only 4% (1,082 m²) of the city area. The salty soil was unsuitable for rice cultivation. In terms of the agricultural product value at the time, cotton ranked first, hull-less barley second, rice third, and indigo fourth. These were the main agricultural products. In 1914, in terms of cultivated area, barley ranked first, followed by the green vegetable called *hiraguki* (now called *Hiroshima-na*), green onions, white radishes, rice, and cotton in that order. Cotton production had significantly declined, and vegetables had become the main agricultural products. As the population grew, production of vegetables to be shipped to the city increased in the nearby towns and villages.



2-43 Harvesting *Hiroshima-na*



2-44 Oyster farming (c. 1941)

In the aquaculture industry, Hiroshima's famous oysters and *nori* seaweed were cultured in the shallow coastal waters and transported by ship to distant markets.



2-45 Drying *nori* seaweed (February 1955)

Commerce

During the Edo period, shops developed primarily in the merchant districts in the castle town. In the Meiji era, people gradually became free to open shops. At first, commercial areas developed along the Saigoku Highway, particularly in the Nakajima district. Along the streets created by filling in a moat and a canal, modern financial institutions such as banks and department stores were built. With the introduction of streetcars and the opening of the Shintenchi amusement quarter, the bustling commercial center shifted east, to such areas as Kamiya-cho, Hatcho-bori, and Ebisu-cho.

Wholesale markets for agricultural, fishery and other products were also gradually developed. In addition to the Nakanotana Market, which had been in operation since the Edo period, other markets opened including a fish market in Ote-machi 7-chome (now 3-chome) and a vegetable market in Ote-machi 8-chome.

Hiroshima Prefectural Commercial Exhibition Hall and industrial development

Alongside traditional industries, modern industries linked to munitions developed in Hiroshima in the late Meiji era. Particularly after the Russo-Japanese War (1904–1905), rapid population growth and the local procurement of large quantities of military supplies boosted the economy within and around the city. With its economic growth, Hiroshima faced the need to create a hub facility to develop competitive products, to improve quality, and to expand sales channels, in order to survive the fierce competition in the domestic market of modern industry, which had previously been relatively underdeveloped in Hiroshima.

The Hiroshima Prefectural Commercial Exhibition Hall was completed on April 5, 1915 as a facility to promote the industry in the prefecture. Later it was renamed the Hiroshima Prefectural Products Exhibition Hall, and then the Hiroshima Prefectural Industrial Promotion Hall. The operations of the hall included collecting and displaying local products as well as samples from other prefectures; conducting surveys and consultations related to commerce and industry in the prefecture; providing a venue to access books, newspapers, and magazines related to trade; and



2-46 Hiroshima Prefectural Commercial Exhibition Hall, which served as the primary venue for the Hiroshima Prefectural Products Promotion Fair (1915)

design consultations. It was also used for expositions and art exhibitions, which contributed to the development and promotion of culture in Hiroshima.



2-48 Venue of the Hiroshima Prefectural Trade Fair (August 1936)

2-47 Entrance to the Hiroshima Prefectural Trade Fair at the Hiroshima Prefectural Industrial Promotion Hall (August 1936)

Emigration

Before the war, the largest number of emigrants among all the prefectures in Japan were from Hiroshima Prefecture. In 1885, the government-contract emigration program called *Kanyaku Imin* started, and among the first 945 emigrants to Hawaii, 222 were from Hiroshima Prefecture. After this, many people from the City of Hiroshima and neighboring counties such as Saeki, Aki, Numata and Takamiya emigrated to various countries including the United States mainland, Canada, and South American countries such as Peru and Brazil. According to statistics including those of the Ministry of Foreign Affairs on the number of issued passports and on emigrants, the number of emigrants from Hiroshima Prefecture between 1899 and 1941 was approximately 96,000, which accounted for about 15% of the total number of emigrants from Japan. Japanese emigrants, who started as contract laborers, endured hardships and became independent farmers and shop owners, and built their communities together with their children.



2-49 Emigrants' family from Hiroshima, working on their orchard in California (1928)

Changes in the city

The opening of streetcar lines drastically changed the cityscape. The streetcar street (today's Rijo-dori Avenue), east of Ote-machi-dori Street, replaced Ote-machi-dori Street as the main north-south artery. This was one of the factors leading to the shift of the bustling commercial center from the Nakajima-honmachi area, which had thrived since the castle was built, east to Hatcho-bori and Shintenchi.

Nakajima district

The Nakajima district was the area between the Motoyasu and Honkawa rivers, with the Saigoku Highway running through it. During the Edo period, it was the busiest commercial area in the castle town, serving as a key transportation hub where the land and water transportation routes converged. Even after the Meiji era, various shops along the highway and on the riversides sold local products, *shikohin* (luxury items such as tea, sake, etc.), imported goods, and many others. There were also wholesalers, restaurants, inns and movie theaters there. The shopping area extended to Sakai-machi and Tsukamoto-cho, beyond the west bank of the Honkawa River.



2-50 A depiction of a shop selling Hiroshima needles, in Nakajima-honmachi in the early Meiji era



2-51 East end of Motoyasu Bridge. Beyond the bridge is Nakajima-honmachi. (c. 1926)



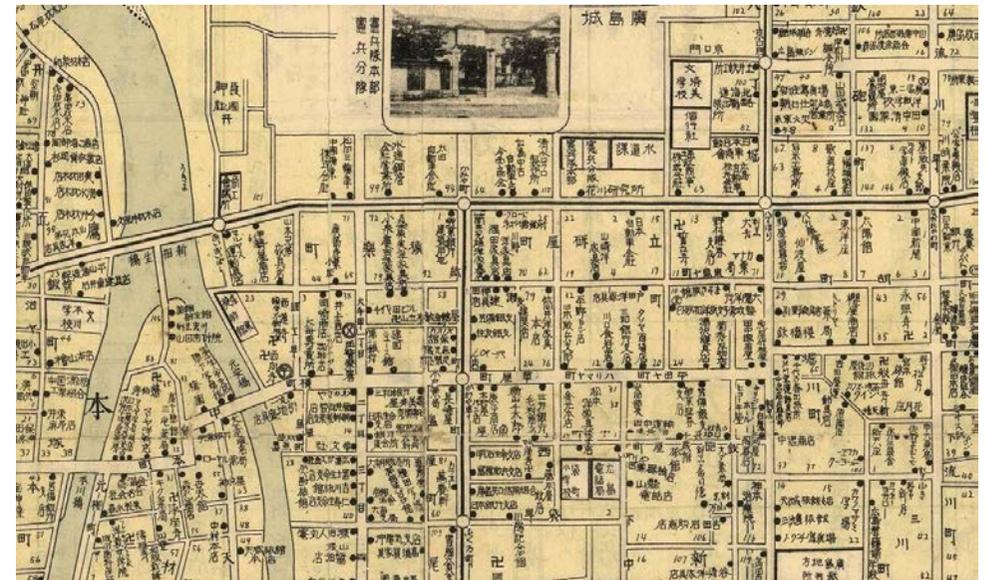
2-52 Honkawa Bridge. Tsukamoto-cho is on the other side of the river. (Around the Taisho era (early 20th century))



2-53 Showa Cinema in Nakajima-honmachi (c. 1935)



2-55 Hiroshima Hondori Street, looking toward Nakajima-honmachi (Taisho era (early 20th century))
The modern building in the foreground on the right is the Hiroshima Post Office. The Motoyasu Bridge with its iron railings is visible.



2-54 City map of Hiroshima published in 1939

Hondori Street (Kawayacho-dori Street)

As part of the Saigoku Highway, Hondori Street, on the opposite side of the Motoyasu River from the Nakajima district, was also a busy street from the days of the castle town. Even after the Meiji era, many shops stood along the street. As Hatcho-bori and Shintenchi developed as busy commercial districts, Hondori Street further developed, serving as a path to connect these newly developed areas with the Nakajima district. In 1925, "lily-of-the-valley" electric lamps were installed, and concrete buildings for financial institutions as well as smaller Western-style buildings were constructed.



2-56 Lily-of-the-valley lamps along Hondori Street (c. 1935)

Ote-machi-dori Street

The street between the current main store of Edion and the Prefectural Citizen's Culture Center had flourished as a main street running north-south in Hiroshima since the founding of the castle town. Even after the Meiji era, banks and other financial institutions lined the street. Until a streetcar street was built by filling in the Seito River (now Rijo-dori Avenue), Ote-machi-dori Street served as the main north-south artery.



2-57 Ote-machi-dori Street, looking north, in the early 20th century.

The building on the far left is Hiroshima Prefectural Agricultural and Industrial Bank, built in 1906. The tower on the right is the Hiroshima Branch of Nippon Kasai, an insurance company.

Kamiya-cho

Streets were created by filling in Hiroshima Castle's outer moat (today's Aioi-dori Avenue) and the Seito River (today's Rijo-dori Avenue), intersecting at Kamiya-cho. The streetcar lines from Hiroshima Station to the Miyuki Bridge via Kamiya-cho and the line from Kamiya-cho to Koi were laid on these streets. In this way, Kamiya-cho became a transportation hub. Financial institutions began to be built along the streetcar street going to Miyuki Bridge (along today's Rijo-dori Avenue).



2-58 Kamiya-cho Intersection (c. 1930)

Hatcho-bori

In 1913, the year after the streetcar lines opened, the Teikoku-kan opened where Fukuya's main store stands today in Hatcho-bori. It was the second permanent motion-picture theater in Hiroshima. Other motion-picture theaters and tent shows followed, transforming this area into a new entertainment district. In October 1929, the Fukuya, the first department store in Hiroshima, opened on the north side of the street. In 1938, its eight-story new wing opened. This is Fukuya's main store today.



2-59 Fukuya in Hatcho-bori.

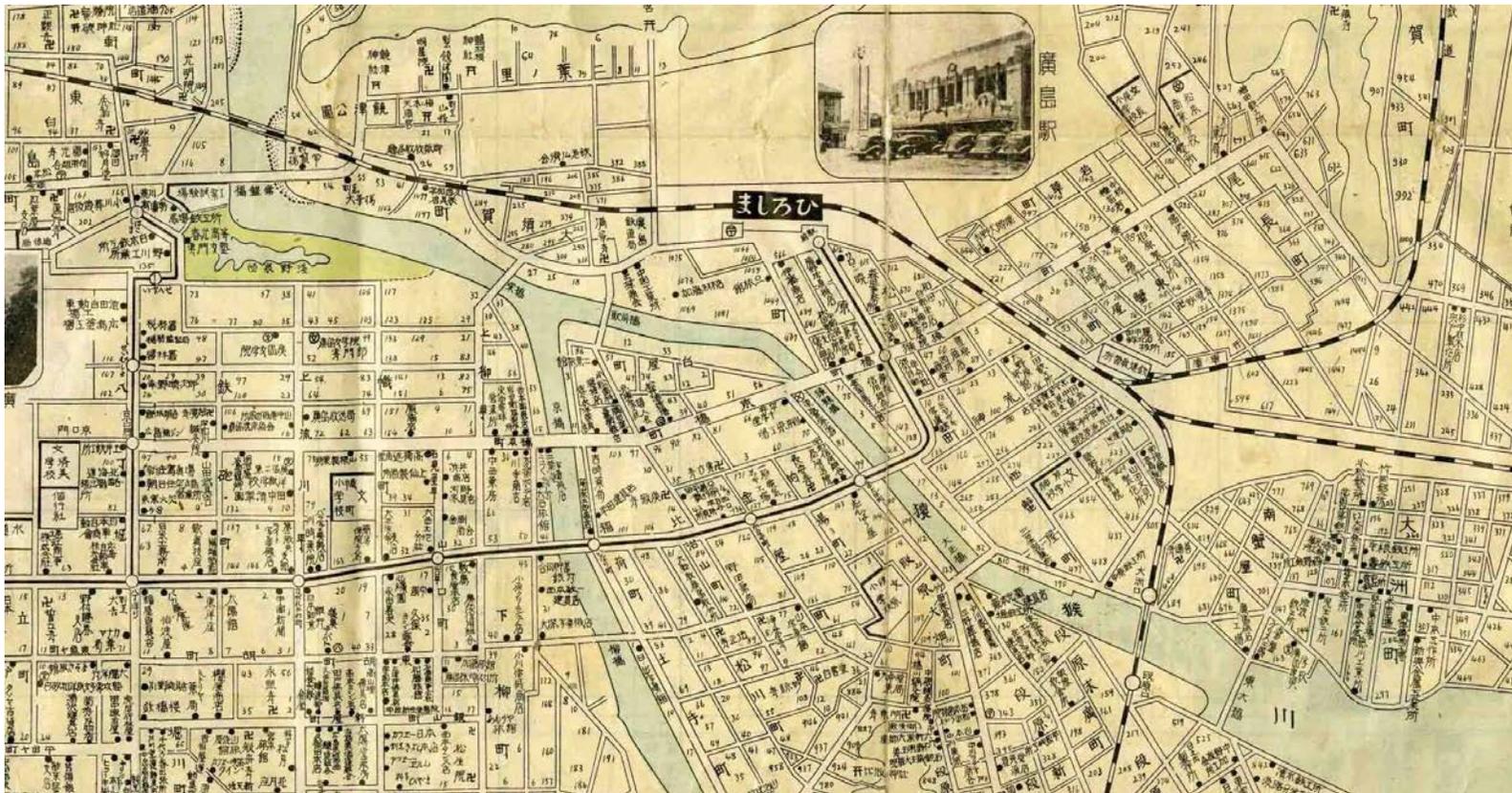
The building on the right is the new wing of the department store (today's main store). The lower building on the left across the streetcar street is the original main store, which opened in 1929. (c. 1940)

Shintenchi

In 1921, the Shintenchi amusement quarter was established in Horikawa-cho and became a bustling commercial area with motion-picture theaters as well as other small and large theaters, restaurants and various other shops. In 1927, the amusement quarter expanded east. This new area was called Higashi-Shintenchi (East Shintenchi), to distinguish it from the original Shintenchi in the west.



2-60 Shintenchi (Late 1920s)



2-61 City map of Hiroshima published in 1939

Hiroshima Station area

Hiroshima Station opened in June 1894 as a station on the Sanyo Railway Line. To avoid the city center, the station was located in the village of Osuga. Therefore, the station area developed separately from the downtown commercial districts.

Hiroshima Station was the terminal for the Sanyo Railway Line, for the military railway Ujina Line, and for the Geibi Railway Line, as well as for streetcars bound for Hatcho-bori. The station area attracted inns, restaurants, financial institutions, wholesalers, shops and many others and became Hiroshima's gateway by land. Shops stood all the way to Hatcho-bori along the streetcar line and the Saigoku Highway.



2-62 The reinforced concrete station building completed in 1922. To its left is a post office.

Life and culture

Hiroshima as an academic city

The new Meiji government, established in 1868, pursued the *bunmei kaika* (westernization and modernization) of Japan and a policy of *fukoku kyohei* (enrich the country and strengthen the military) as the foundation for building a modern state. To support this, the government gave priority to developing human resources and raising the level of people's knowledge. In 1872, the Education System was promulgated, and elementary schools began to be established for primary education. By 1875, elementary schools had been established throughout the current city area of Hiroshima.

For secondary education, the Hiroshima Foreign Language School (later the Hiroshima English School) and a normal school for training elementary school teachers were established in Hiroshima by the national government in 1874. The Hiroshima Prefectural English School (former Hiroshima English School) became the Hiroshima Prefectural Middle School in 1877, and later the Prefectural Hiroshima First Middle School. As for girls' secondary education, Hiroshima Eiwa Jogakko (later Hiroshima Jogakuin) and the Hiroshima Private High School for Girls (later Yamanaka Girls' High School) were founded in 1887.

Secondary education was not yet common among the general public in the 1880s, but as the number of students seeking secondary education gradually increased, secondary schools such as middle schools, girls' high schools, and vocational schools increased in the city from around the 1890s onward.

The teacher shortage due to the rapid increase in secondary schools led to a need for a higher normal school to train competent teachers. Hiroshima Prefecture and the City of Hiroshima endeavored to invite a higher normal school to be established in Hiroshima, following the one established in Tokyo. This came to fruition, and in 1902, the Hiroshima Higher Normal School opened as the first higher education institution in Hiroshima.

Subsequently, the Hiroshima High Institute of Technology was established in 1920, Hiroshima High School in 1923, and the Hiroshima Higher Education College for Women in 1928. In this way, Hiroshima became a city with many higher education institutions.



2-63 Hiroshima Higher Normal School (c. 1926)

The opening of the Hiroshima Higher Normal School led to the establishment of affiliated elementary and middle schools within the city, greatly contributing to the advancement of primary and secondary education. Initiatives by the school's teachers and students, such as music activities, various sports competitions, and opening the school library to the public, also contributed to the development of culture and sports among the citizens.

In 1929, the Hiroshima University of Literature and Science was established based on the Hiroshima Higher Normal School. These institutions became one of the two major centers for teacher training in Japan, along with the Tokyo University of Literature and Science and the Tokyo Higher Normal School. In this way, Hiroshima came to be called an "academic city" and developed as the center of education and culture in the Chugoku and Shikoku regions. The Hiroshima Higher Normal School enrolled about ten students from Korea, China, and Taiwan every year in the 1920s. The Hiroshima University of Literature and Science also enrolled students from overseas from the year it was founded. In the 1930s, students from Manchukuo under the control of Japan's Kanto-gun (Kwantung Army) were studying at the university, and toward the end of World War II, students from Southeast Asia were also enrolled there.

Hiroshima High School (Hiroko) opened in 1923, along with Himeji High School in Hyogo Prefecture. They were the last high schools established by the national government. Prior to this, students had attended the Sixth High School in Okayama and other high schools near Hiroshima in order to enter Imperial Universities. After Hiroko opened, the number of local students advancing to Imperial Universities increased.



2-64 Hiroshima High Institute of Technology (c. 1926)



2-65 Hiroshima University of Literature and Science (c. 1935)



2-66 Hiroshima High School (c. 1926)

Culture and Sports

The Asano family, who ruled Hiroshima for many years during the Edo period, influenced Hiroshima's development into a city capable of appreciating culture and arts by the end of Edo period. When the First Sino-Japanese War began in 1894 and the Imperial Headquarters was located in Hiroshima, many people flowed into the city from Tokyo and other areas. Many foreigners, including correspondents from different countries, also visited the city. As Ujina Port became the hub for sending troops and supplies overseas, Hiroshima transformed into a logistic base. It continued to develop as a bustling city with many visitors, fostering a unique cultural environment in which culture was appreciated while being a military city.

Arts

Regarding music, the Teimi Music Society was formed in 1907 by the faculty and students of the Hiroshima Higher Normal School. Their regular concerts introduced Western music to the wider public. Later, concerts featuring teachers from the Tokyo Music School were held, providing opportunities for citizens to hear live Western music performed by top musicians.



2-67 Teimi Music Society of Hiroshima Higher Normal School (1920)

In the field of fine arts, artists who had received the most advanced art education at the Tokyo Fine Arts School and at art schools overseas became involved in art education in Hiroshima in 1898, dramatically raising the level of art in Hiroshima. Their activities were not limited to school education but also included establishing art groups and organizing exhibitions, which brought new developments to the art scene in Hiroshima. When the Hiroshima Prefectural Commercial Exhibition Hall opened in 1915, it became a venue for the Hiroshima Prefectural Art Exhibitions and other exhibitions.

Sports

Modern sports were introduced to school education in the Meiji era with sports days, and spread to the secondary and higher education mainly as extracurricular activities.

Baseball, a major sport in Hiroshima, began in 1886 at the prefectural normal school, which trained elementary school teachers. Track and field was first introduced to Hiroshima as a competitive sport by a physical education teacher who joined the faculty of the prefectural normal school in 1909.

Swimming began in 1893, and soccer was also introduced. Hiroshima frequently won national championships in many sports events and became known as a sports powerhouse.

Cultural facilities

The Hiroshima City Public Hall opened in 1908 (in Kokutaiji-machi, near the current Naka Ward Office). The hall, a restaurant building renovated into a public hall, was frequently used for gatherings and meetings.

Theatrical plays were mostly staged at the Kotobukiza in Koami-cho and the Shintenza in Shintenchi. Concerts of Western music were mainly held in the Hiroshima Higher Normal School auditorium and other school auditoriums.



2-68 Welcoming the Hiroshima Prefectural Hiroshima Commercial School team after they won their third title at the National Secondary School Baseball Championship (Summer Koshien). (1930)



2-69 Hiroshima City Public Hall, used by the juries for the National Confectionery and Candy Fair, held in Hiroshima in 1921

The Hiroshima Prefectural Commercial Exhibition Hall, designed by Jan Letzel, was completed in 1915. While it served to promote industries in the prefecture by displaying local products, selling them, and supporting businesses, it also played an important role in disseminating, cultivating, and propagating culture by hosting art exhibitions, expositions and other events.



2-70 Inside an exhibition room at the Hiroshima Prefectural Commercial Exhibition Hall, which was used as the primary venue for the Hiroshima Prefectural Products Promotion Fair (1915)

In 1913, Kankokan opened to the public at Sentei (Shukkeien Garden) as a museum to display artworks from the Asano family's collection. In 1940, Kankokan was donated to Hiroshima Prefecture together with Shukkeien Garden. It burned down in the atomic bombing. The Hiroshima Prefectural Art Museum now stands at almost the same location.



2-71 Kankokan (Taisho era (early 20th century))

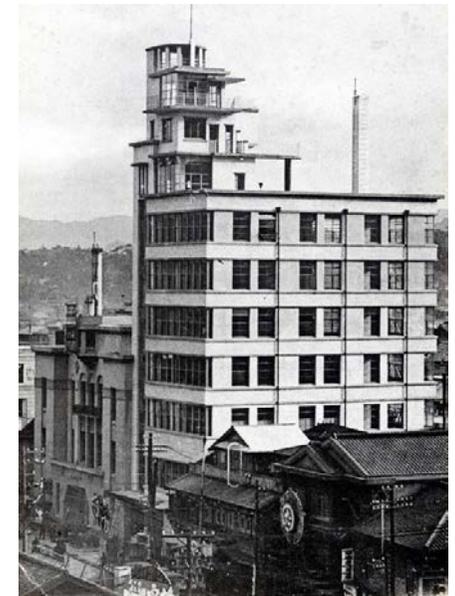
In 1926, the Asano Library opened in Ko-machi to house books and documents mainly related to Hiroshima from the Asano family's archives. The library was donated to the City of Hiroshima in 1931. The building burned in the atomic bombing, leaving only the outer structure. Some of the valuable materials, which had been moved outside the city and thus were spared, are now held by the current Hiroshima City Central Library.



2-72 Asano Library (1926)

Newspaper companies and broadcasting stations

During the mid-Meiji era, the *Geibi Nichinichi Shimbun* was the leading newspaper in Hiroshima, but from around the late Meiji era, the circulation of the *Chugoku Shimbun* began to grow, and it overtook the *Geibi Nichinichi Shimbun* in the Taisho era. By the Showa era, the *Geibi Nichinichi Shimbun* had declined, and it was absorbed by the *Chugoku Shimbun*. Branch offices of other newspaper companies were also established in the city, including those of the *Osaka Asahi Shimbun* and the *Osaka Mainichi Shimbun*, as well as the *Domei Tsushin*.



2-73 The new building of the *Chugoku Shimbun* (foreground), completed in 1936 in Kami-nagarekawa-cho (present-day Ebisu-cho).

To its left was the company's main building.



2-74 Hiroshima Broadcasting Station, completed in Kami-nagarekawa-cho (present-day Nobori-cho) in 1928

In July 1928, three years after radio broadcasting began in Japan, the Japan Broadcasting Corporation (NHK) opened the Hiroshima Broadcasting Station to start radio broadcasting in Hiroshima. The Hiroshima Broadcasting Station produced its own programs, too, such as programs featuring music performed by local musicians, the military band of the Kure Kaiheidan (a naval training unit in Kure), the Teimi Music Society's orchestra, the Hada Revue, and others.