



NAGASAKI

The Industrial Heritage of Nagasaki Prefecture

Sites of Japan's Meiji Industrial Revolution: Kyushu - Yamaguchi and Related Areas
Now on the World Heritage Tentative List

How to get to Nagasaki

Trains to Nagasaki

JR Pass Holder? Come to JR Nagasaki Station, a Western terminus Station of Japan Railways.

- Tokyo Station --- 7 hours
- Kyoto Station --- 4 hours 50 minutes
- Osaka Station --- 4 hours 30 minutes
- Hiroshima Station --- 3 hours
- Fukuoka (Hakata) Station --- 1 hour 50minutes

Flights to Nagasaki

International flight (from Shanghai, Seoul) or domestic flight (from Tokyo, Osaka or other major cities) to Nagasaki Airport.

-International Flights to Nagasaki

- Shanghai --- 1 hour 35 minutes
- Seoul --- 1 hour 25 minutes

-Domestic Flights to Nagasaki

- Tokyo (Haneda Airport) --- 1 hour 50 minutes
- Nagoya --- 1 hour 25 minutes
- Osaka (Itami Airport, Kansai Airport, Kobe Airport) --- 1 hour 15 minutes
- Okinawa (Naha Airport) --- 1 hour 30 minutes

*From Nagasaki Airport to JR Nagasaki Station --- 40 minutes by bus



From Fukuoka

- 2 hours 20 minutes by express bus
- 1 hour 50 minutes by JR train from JR Hakata Station (accessible by subway, bus or taxi from Fukuoka Airport)

Flights to Fukuoka

International flight (from the Netherlands, Singapore, the Philippines, Hawaii etc.) or domestic flight to Fukuoka Airport then take an express bus or JR train to Nagasaki.

Estimated Travel Time

FROM	TO	BY	DURATION
NAGASAKI AIRPORT			
	JR Nagasaki Station	Bus	40min
	JR Sasebo Station	Train	1hr20min
	Huis Ten Bosch	Bus	55min
	Unzen	Bus	2hrs
	Hirado City	Bus	3hrs

JR NAGASAKI STATION

Nagasaki Airport	Bus	40min
JR Sasebo Station	Train	1hr40min
JR Huis Ten Bosch	Train	1hr25min
Huis Ten Bosch	Bus	1hr20min
Unzen (Onsen)	Bus	1hr40min
Hirado City	Bus	3hr5min
Hirado City	Train + Bus	3hr50min

JR SASEBO STATION

Nagasaki Airport	Bus	1hr20min
JR Nagasaki Station	Train	1hr40min
JR Nagasaki Station	Bus	1hr30min
JR Huis Ten Bosch	Train	20min
Huis Ten Bosch	Bus	45min
Unzen	Train + Bus	2hr30min
Hirado City	Train + Bus	1hr35min
Hirado City	Bus	1hr25min

HUIS TEN BOSCH

Nagasaki Airport	Bus	55min
JR Nagasaki Station	Train	1hr20min
JR Sasebo Station	Bus	45min
Hirado City	Train + Bus	1hr55min
Hirado City	Bus	2hr10min
Unzen	Bus	2hr15min
Unzen	Train + Bus	2hr10min

TSUSHIMA

Nagasaki Airport	Air	35min
Fukuoka Airport	Air	35min
Hakata Port	Jetfoil	2hr15min

IKI

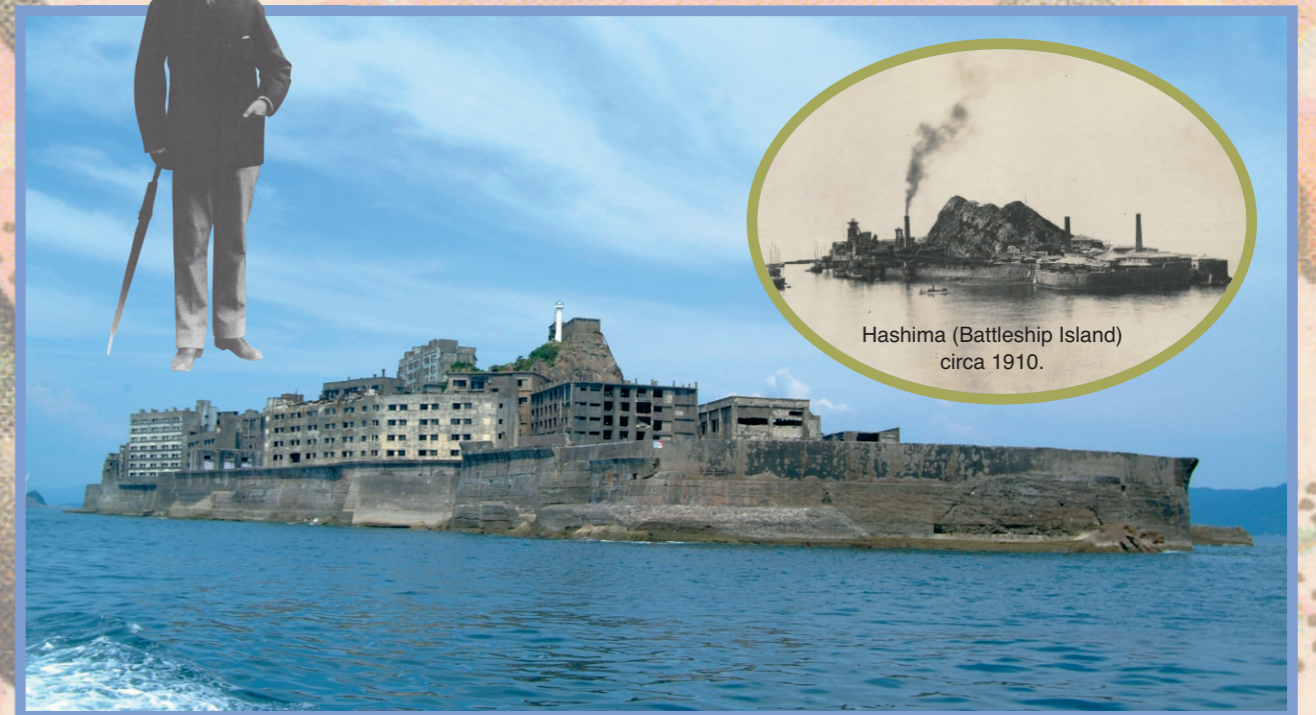
Nagasaki Airport	Air	30min
Hakata Port	Jetfoil	1hr10min

GOTO ISLANDS

Nagasaki Port	Jetfoil	1hr
Sasebo Port	Jetfoil	1hr20min

OJIKA ISLAND

Sasebo Port	Jetfoil	1hr30min
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Hashima (Battleship Island)
circa 1910.



Glover family wedding in 1897

(Above) The former coal-mining island of Hashima (Gunkanjima) rides the waves like a battleship.
(Below) Today, the former Glover house is one of Nagasaki's most popular tourist attractions.



Find out more at:
www.visit-nagasaki.com



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Nagasaki Prefecture Convention & Tourism Association

TEL:+81-95-826-9407 FAX:+81-95-824-3087

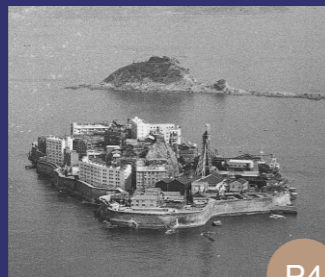
Email: nagasaki@ngs-kenkanren.com





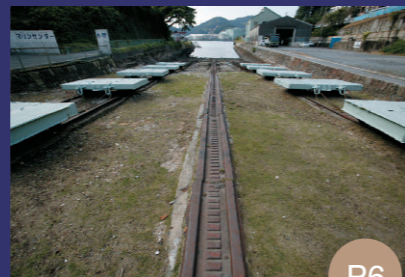
The Glover house circa 1890

P2



Hashima (Battleship Island)

P4



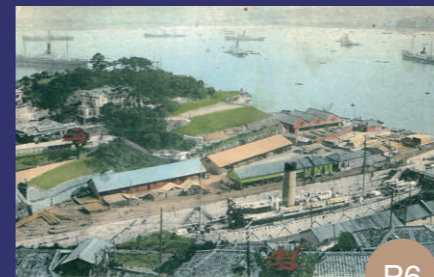
Kosuge Ship Repair Dock

P6



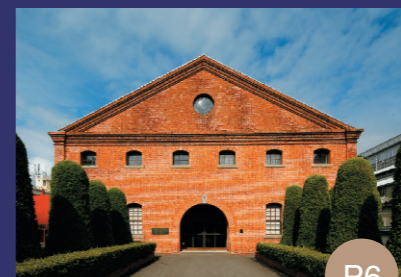
Cantilever Crane

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Mukojima Dock & Senshokaku

P6



Mitsubishi Former Pattern Shop (Museum)

P6

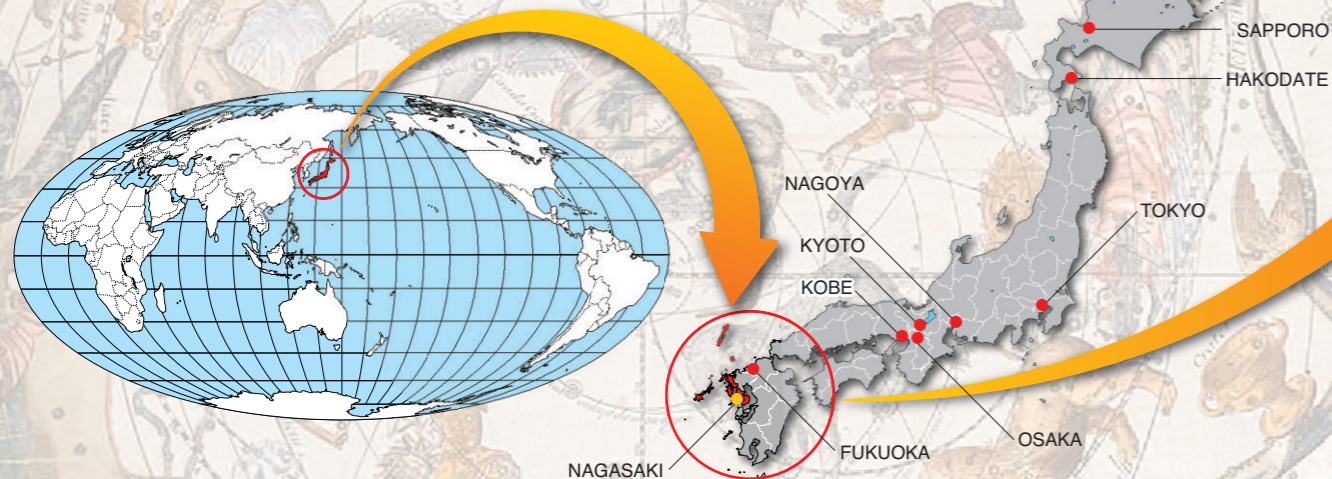


Takashima

P7

Nagasaki: Where East Meets West

Nagasaki Prefecture served for centuries as Japan's western gateway to the outside world. Buddhist priests made Tsushima and the Goto Islands their last stop before braving the dangerous voyage to China in the 7th through 9th centuries. European traders and missionaries frequented local ports until the Tokugawa Shogunate enforced a ban on Christianity in the early 17th century, while Nagasaki merchants sent "red seal ships" to trade and barter in Southeast Asia. During the period of national isolation from 1641 to 1859, Nagasaki enjoyed wealth and international fame as the only place in Japan where foreigners were allowed to live and the only faucet for information from abroad. When the Tokugawa Shogunate reopened the national doors in 1859, Nagasaki thrived as the closest port to Shanghai, the only city in the country with an infrastructure geared to foreign trade, and a receptacle for the information and technology of a new era.



Foreigners played a vital role in the development of Nagasaki over the centuries.



A. Valignano (1539-1606), Italian Jesuit who promulgated Christianity



P.F. von Siebold (1796-1866), German physician who taught the rudiments of surgery and botany to Japanese students



H. Harges (1815-1871), Dutch engineer who helped establish the Nagasaki Iron Foundry



J.L.C. Pompe van Meerdervoort (1829-1908), Dutch physician who established Japan's first modern hospital



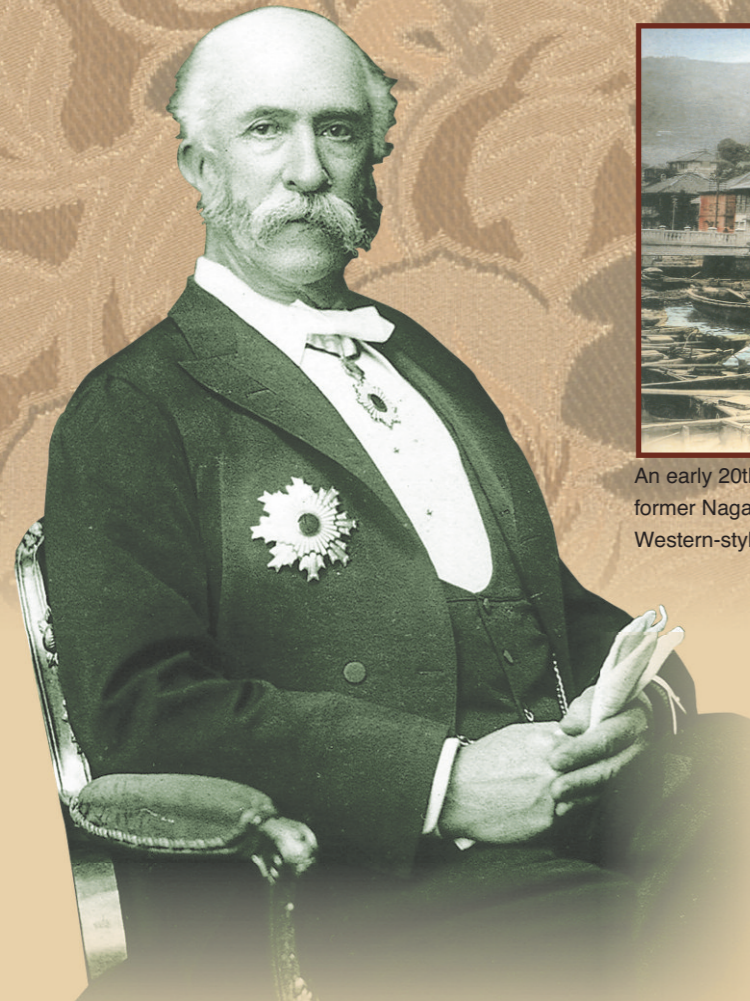
T.B. Glover (1838-1911), British entrepreneur who contributed to Japan's economic and industrial development



Sites of Japan's Meiji Industrial Revolution
 (1) Former Glover House

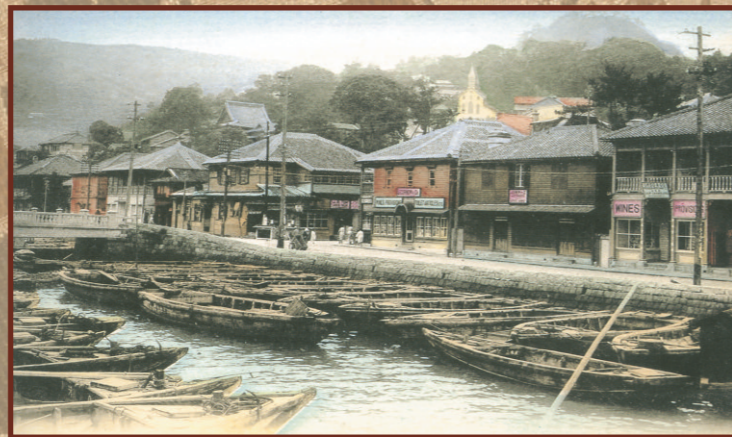
The Vista from Glover Garden

Built in 1863, the former house of Scottish merchant Thomas B. Glover remains on its original site as the oldest Western-style building in Japan, combining Japanese and European architectural styles and symbolizing Japan's project of modernization in the Meiji Period. Glover served as a channel for the news of the Industrial Revolution and carved out a niche in history by helping to introduce coal mining, mechanized ship repair, steam locomotives and other technologies. Today, the former Glover house is preserved in Glover Garden along with the houses of British merchants Frederick Ringer and William J. Alt. On its perch overlooking Nagasaki Harbor, Glover Garden preserves precious heritage buildings and acclaims the contributions of foreign residents in various fields such as tea production, newspaper publishing, shipbuilding and fisheries.



Thomas B. Glover, 1838-1911

Born in Scotland, Glover came to Nagasaki in 1859 at the age 21 and went on to establish Glover & Co. and to make remarkable contributions to the development of Nagasaki as a trade port and the introduction of shipbuilding, coal mining and other modern industries to Japan.



An early 20th-century picture postcard captures the Oura River area of the former Nagasaki Foreign Settlement. Oura Catholic Church and gracious Western-style houses nestle on the Minamiyamate hillside to the upper right.

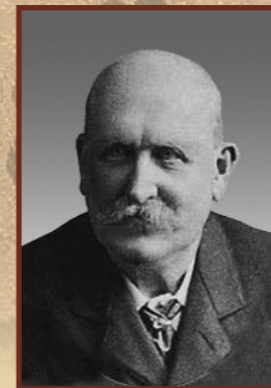


The former Mitsubishi No.2 Dock House, moved to Glover Garden in 1974, commands a spectacular view over the harbor and city streets of Nagasaki.



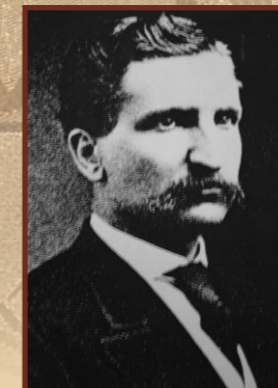
The former Glover house as it looks today.

Frederick Ringer, 1838-1907



A native of Norwich, England, Ringer came to Nagasaki in 1865 to work for Glover & Co. Three years later he joined Edward Z. Holme in founding Holme, Ringer & Co., which went on to make important contributions to the economic development of Nagasaki.

William J. Alt, 1840-1905



British merchant William J. Alt arrived in Nagasaki in 1859 and exported Japanese tea in cooperation with Oura Kei, the daughter of a prominent Nagasaki merchant. He also cooperated in the foundation of the Mitsubishi Company.



Like the former Glover and Alt houses, the former Ringer house is a national important cultural asset and a rare example of architectural collaboration.



Erected in 1865, the former Alt House evokes an elegant fusion of Japanese and European architectural styles, including what is probably the first European fountain built in Japan.

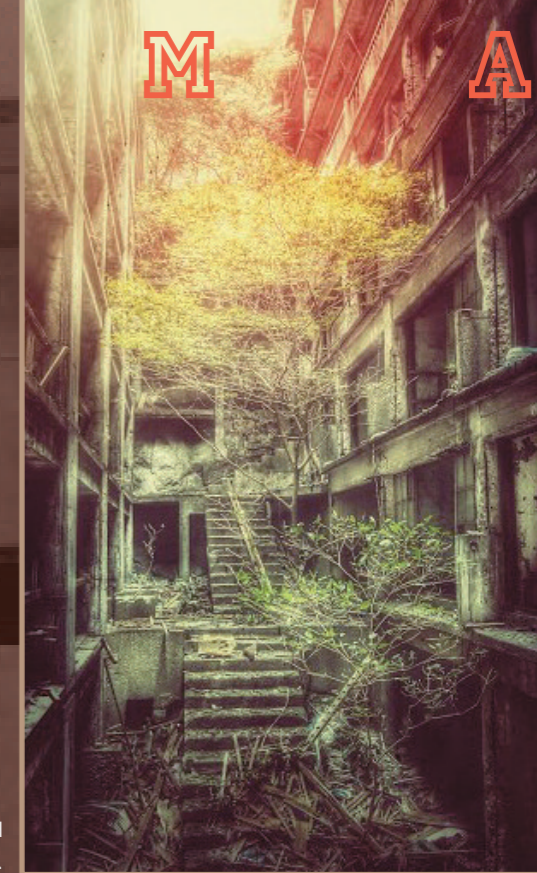
Sites of Japan's Meiji Industrial Revolution
 (2) Hashima (Gunkanjima, Battleship Island)

Hashima: The Ghost Island

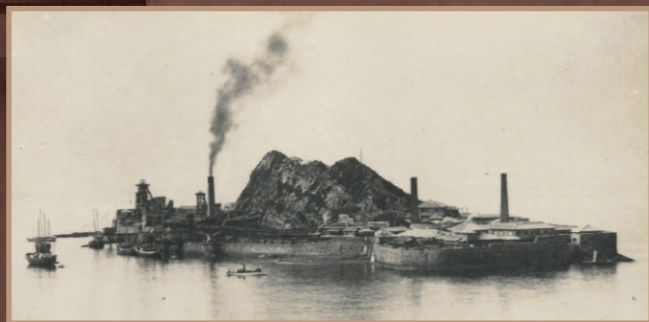
Hashima, better known by its nickname "Battleship Island," lies on the East China Sea 18 kilometers from the city of Nagasaki. The other 505 uninhabited islands dotting the coast of Nagasaki Prefecture are covered with forest, but Hashima looks like a bare slab of rock and concrete, bristling with the ruins of high-rise buildings and surrounded by a concrete sea-wall resembling the hull of a ship. The coal mine established here in the late 19th century disgorged huge quantities of high-grade coal and played a key role in the development of modern Japanese industries. Workers and their families formed a swelling community around the entrance to the mine, living under such overcrowded conditions that by the 1950's the island accommodated the highest population density ever recorded on Earth. Since its abandonment in 1974, the island has remained frozen in time, haunting the imagination of visitors from around the world and even inspiring the design of a set in the recent James Bond movie "Skyfall."



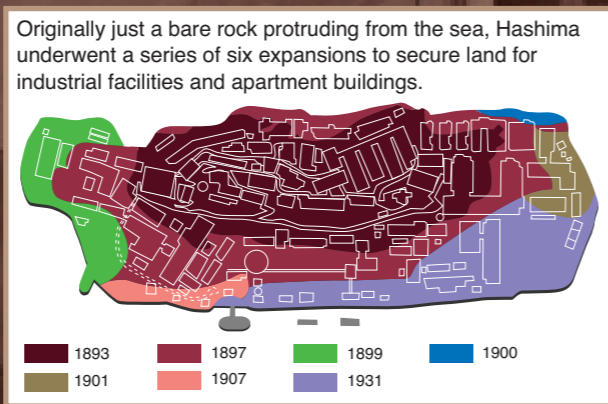
Residents formed a tight-knit community and enjoyed all the facilities and amenities of a small city.



The buildings have been left to the wind and rain and are now off-limits to the public.



Hashima (Battleship Island) circa 1910. A rim of flat land for industrial facilities and worker dormitories was created using slag from the coal mine.



Hashima boasted the highest distribution of television sets in Japan (almost 100%).



Roof farms were established to educate the island's children, who would otherwise see little greenery.



Typhoon sightseeing
 Residents became accustomed to the winds and high waves that battered the island every year.



Erected in 1916, building No.30 (center) was the first large-scale reinforced concrete building in Japan.



Children play in the shadow of one of the huge apartment blocks. (Right)
 The site as it looks today.



The crew of the movie 'Skyfall' visited and filmed these buildings, and then built their set based on what they had seen.

Sites of Japan's Meiji Industrial Revolution
 < 3 > Related Sites

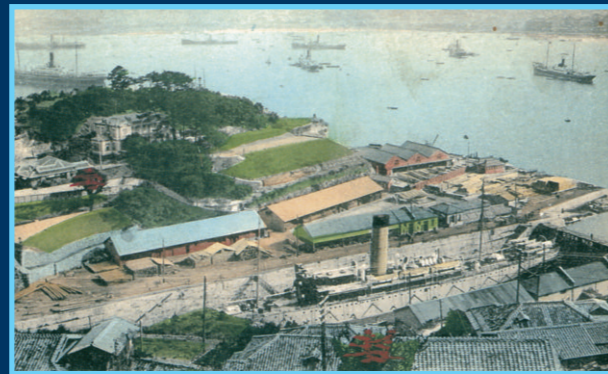
Building Blocks of Shipbuilding and Coal Mining

In 1854, when Admiral James Stirling led a delegation to Nagasaki to appeal for the conclusion of a treaty between Britain and Japan, his crew noticed evidence of coal diggings on the island of Takashima outside Nagasaki Harbor. Fifteen years later, Thomas Glover helped the Nabeshima (Saga) Domain introduce steam engines and other equipment, a collaboration that resulted in Japan's first modern coal mine and set a precedent that was quickly repeated throughout Nagasaki Prefecture and other parts of the country.

Transportation became another urgent concern after the opening of Japan's doors. Dutch engineers helped to establish an iron foundry that would later grow into the Mitsubishi Nagasaki Shipyard, one of the largest shipbuilding facilities in the world. Again Thomas Glover played a vital role, working with the Satsuma Domain to build the first steam-powered slip dock at Kosuge and inviting British engineers to assist in the installation and operation of equipment.



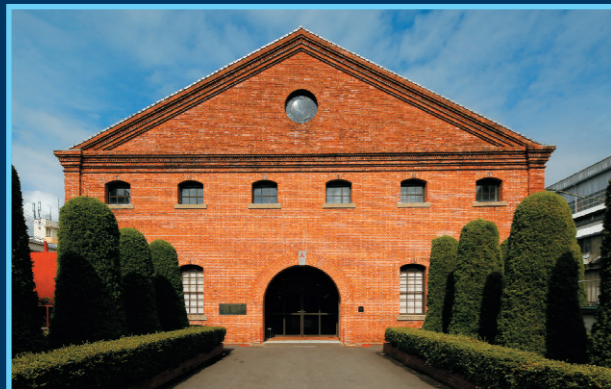
The Scottish-built cantilever crane has a height of 61 meters tall, an arm reach of 73 meters and a lifting capacity of 150 tons. It is still in operation more than a century since its installation.



An early 20th-century postcard shows Mukojima Dock, with Senshokaku (the Mitsubishi Nagasaki Shipyard guesthouse) visible in the trees. The shipyard is not open to the public.

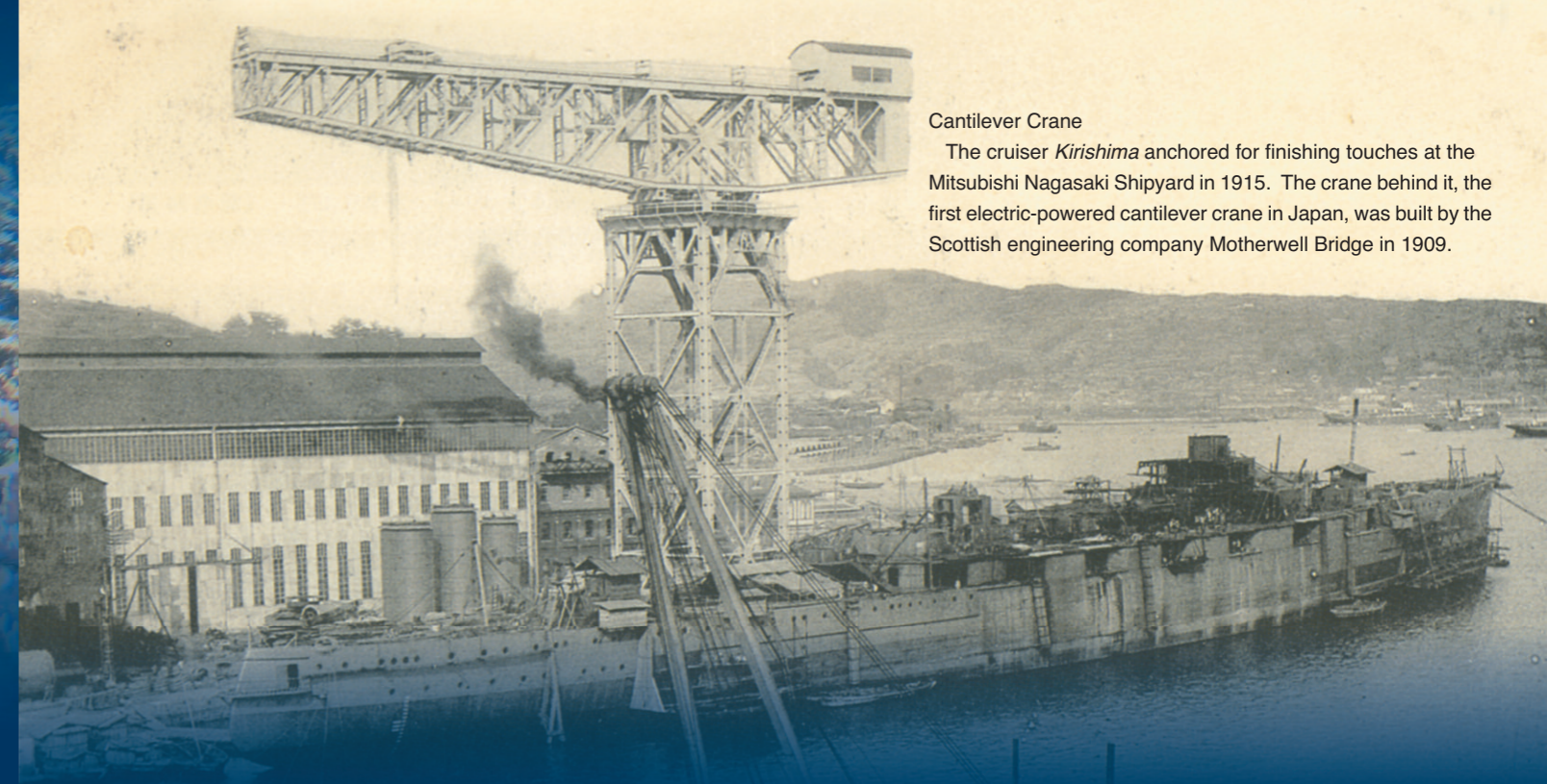


The site as it looks today.



Built in 1898, the beautiful red-brick factory building in the Mitsubishi Nagasaki Shipyard remains in use today as a museum. Reservations are required.

Thomas Glover cooperated with the Satsuma Domain in importing equipment from Britain and establishing the Kosuge Ship Repair Dock. Completed in 1868, the dock is the oldest Western-style shipbuilding facility in Japan and a national historic site.



Cantilever Crane

The cruiser *Kirishima* anchored for finishing touches at the Mitsubishi Nagasaki Shipyard in 1915. The crane behind it, the first electric-powered cantilever crane in Japan, was built by the Scottish engineering company Motherwell Bridge in 1909.



This lithograph was included in an article in *The Illustrated London News* reporting Admiral James Stirling's 1854 visit to Nagasaki. The map shows the position of the four British warships anchored outside Nagasaki Harbor, with evidence that the crews had noted coal diggings on Takashima Island.



Thomas Glover laid tracks along the coast of Takashima Island to transport coal.



The Takashima Coal Mine Museum provides a wealth of related information.



Aside from its history as the site of Japan's first modern coal mine, Takashima is blessed with pristine beaches, turquoise water and a coral reef teeming with subtropical sea life. A 35-minute ferry trip brings visitors from the port of Nagasaki.

Nagasaki Prefecture: The Vanguard of Modernization

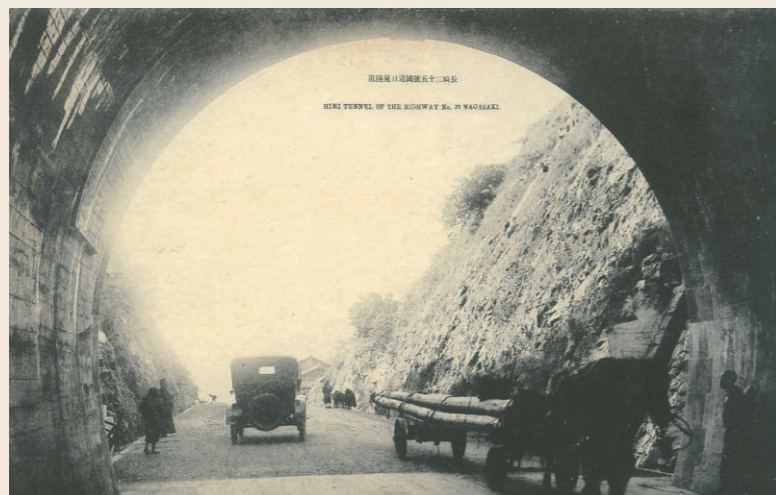
Nagasaki Prefecture is scattered with evidence of its leading role in the modernization of Japan. In 1886, the Imperial Japanese Navy established a base in Sasebo to take advantage of the city's protected harbor, proximity to China and Korea, and abundant supplies of coal. Today, Sasebo is still an important naval facility, accommodating both the Japan Maritime Self-Defense Force and the U.S. Fleet Activities Sasebo. Other sites nearby include the red-brick warehouses dating back to the 19th century, and one of the world's oldest cantilever cranes still operating in a modern shipyard. Railroad aficionados meanwhile can ride the old lines connecting Sasebo with Hirado and Nagasaki via former coalfields and porcelain towns, enjoying views of gorges traversed by early iron bridges and pristine coastal villages. The former Unzen Line that connected Aino and Obama before its closure in 1938 is now a forested road still passing through old railroad tunnels, skirting the remains of platforms and stations, and offering visitors a glimpse into the past.



Red-brick factory buildings began to appear on the Sasebo waterfront around 1887, the year after the foundation of the Sasebo Naval District. Many remain in excellent condition in the precincts of the Japan Maritime Self-Defense Force and the U.S. Fleet Activities Sasebo.



The 250-ton cantilever crane built by Sir William Arrol & Co. of Glasgow in 1913 is still operating today in the Sasebo shipyards. Of three cantilever cranes remaining today in Japan, two are located in Nagasaki Prefecture.

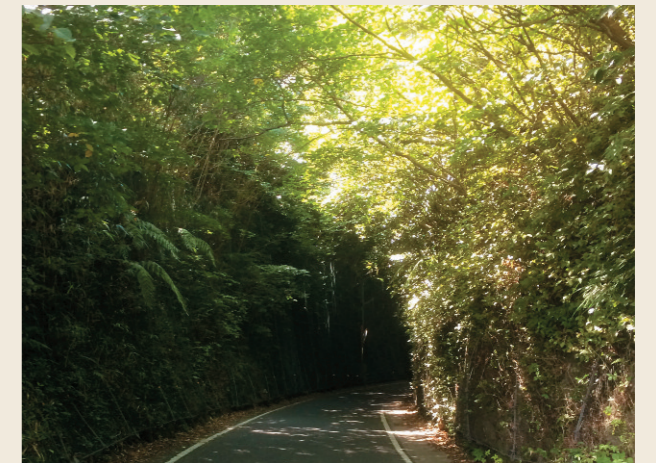


Nagasaki Prefecture completed the 624-meter Himi Tunnel in 1926, at the time the longest road tunnel in Japan. Still in use today, the tunnel went on to serve as a vital road access to Nagasaki in the new age of motorization.



Yoshii River Bridge

The Sasebo Light Railroad Co. was established in 1918 to carry coal from the collieries of northern Nagasaki Prefecture. The railroad underwent expansions until being taken over by Japanese National Railways in 1944. Matsuura Railway Co. Ltd. is the current operator. Several historic bridges punctuate the line from Sasebo to Hirado, including the concrete-arch Yoshii River Bridge (1944) and the Daiichi Emukae Bridge, an iron structure of unique curving and sloping design built in 1939.



The railroad connecting Aino with the hot-spring town of Obama ceased operation in 1938, but the train tunnels remain on the road built along the former line.



Steam locomotives pulled the trains carrying precious coal and delivering passengers to their destinations.

View of Omura Bay on the JR Omura Line connecting Isahaya and Sasebo. An early 19th-century picture postcard shows the national railway line on the coast of Omura Bay between Isahaya and Sasebo. The railroad is still in use today and the scenery largely unchanged.

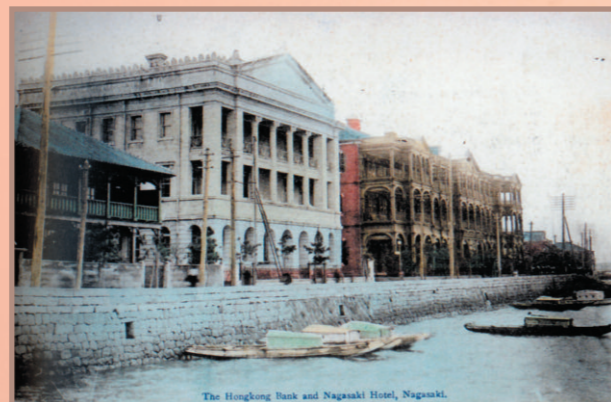


“See the Light” in Nagasaki

The Japanese word for tourism, *kankō*, literally means “see the light.” Nagasaki has always been one of Japan’s best-known tourist destinations, both for Japanese people mesmerized by the glow of international exchange and foreigners seeking a glimpse into the heart of Japan. In the 19th century, Unzen gained fame for its volcano-fed hot springs and cool pine air. People of various nationalities arrived from Shanghai, Hong Kong and other ports of China and Russia, adding to the cosmopolitan atmosphere of Nagasaki. American authors Pearl Buck and Helen Keller and Indian poet Rabindranath Tagore were among the visitors to Unzen during its heyday prior to World War Two. In 1898, a British resident of Shanghai wrote to *The North China Daily News* describing the lovely mountain scenery of Unzen and praising its “hills, valleys, mountains and ravines clothed in verdure of great variety, and an atmosphere so pure and spirit bracing that it almost impels one to laugh aloud, for no other reason than one feels it a joy to be alive.” An hour and a half by car from Nagasaki, Unzen remains a popular resort dotted with reminders of its colorful past, including Japan’s first public golf course.



In 1923, Nippon Yusen Kaisha (NYK) launched an express service between Nagasaki and Shanghai using two ultra-modern steamships built at William Denny and Brothers of Dumbarton on the River Clyde. Christened the *Nagasaki-maru* and *Shanghai-maru*, the 550-ton ships provided a convenient connection between Japan and China and accelerated the construction of waterfront and railroad facilities in Nagasaki.



The former Hong Kong and Shanghai Bank building (left) is still standing today. Travelers arriving by ship stayed at the Nagasaki Hotel (right) before departing for Unzen.



Shippoku cuisine reflects the eclectic regional culture of Nagasaki. Diverse dishes of Japanese, Chinese and European origin are enjoyed at a round table in the Chinese fashion, but in a traditional Japanese setting.



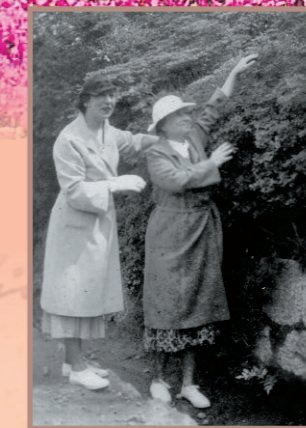
Opened in 1913, Unzen Golf Course is the oldest public course in Japan.



The Japan Tourist Bureau published numerous pamphlets extolling the beauty of Nagasaki, Unzen and environs.



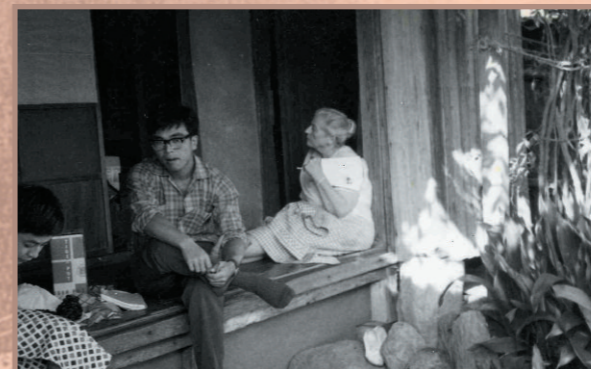
The “chair palanquin” was the conveyance of choice for wealthy foreigners vacationing in Unzen before the advent of motor cars.



Helen Keller won the hearts of Japanese people during her tour of Japan in 1937, including a visit to Nagasaki and a two-night stay at Unzen.



Autumn colors at Nita Pass, Unzen.



American Nobel Prize-winning author Pearl Buck visited Unzen with her missionary parents to escape the heat of China.



Rabindranath Tagore, the first Asian recipient of the Nobel Prize for Literature, visited Nagasaki in 1924 and enjoyed the hospitality of Japanese friends at Unzen.



The stylish illustration of Unzen and vicinity by Japanese artist Yoshida Hatsusaburo graced a tourist pamphlet published for visitors from abroad. Even Mt. Fuji is visible in the distance to the left.

The Christian Heritage of Nagasaki

Nagasaki Prefecture is home to another tentative World Heritage site, namely the “Churches and Christian Sites in Nagasaki.” In the late 16th century Nagasaki was a bustling international port studded with Catholic churches, frequented by European traders and missionaries, and populated almost exclusively by native Christians who ate meat and bread, drank wine from glass goblets, played chess and backgammon, and earned Nagasaki the nickname “Little Rome.” The Tokugawa Shogunate later enforced a strict ban on Christianity, and many of the Japanese faithful fled to remote parts of present-day Nagasaki Prefecture and remained in hiding until their discovery by French priests in 1865 and the granting of religious freedom in 1873. The “Churches and Christian Sites in Nagasaki” is a list of 13 churches and related places that embody the dramatic story of devotion and redemption. Another venue popular venue is the Shusaku Endo Literature Museum in Sotome. The former hidden Christian village served as a setting for Endo’s famous novel *Silence*, slated for cinematic adaptation by Martin Scorsese in 2015.



In front of Kuroshima Church (Sasebo).



Kashiragashima Church, a building of Romanesque design and stone construction, reached completion in 1919 after ten years of labor by local residents of the Goto Islands.



Built by French priests in 1864, Oura Catholic Church was the site of the discovery of the Japanese hidden Christians the following year. The building is Japan’s only National Treasure of European origin.



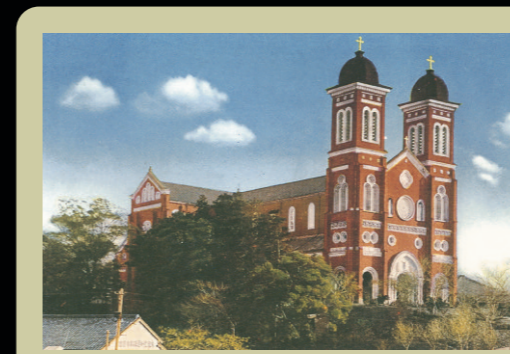
The former Gorin Church (Shimo-Goto)



Egami Church (Shimo-Goto)



The windows of Oura Catholic Church are designed in simple geometric patterns with glass stained in cardinal colors. An Italian-made statue guards a grave at Sakamoto International Cemetery, the final resting place of Thomas Glover and other foreigners who contributed to the industrial development of Japan.



Urakami Cathedral portrayed in a 1930s postcard.



La sortie des Offices à Urakami, Japon
Leaving the church after service, Urakami, Japan

The faithful gather for a photograph outside the church. The Urakami Christians hailed the completion of Urakami Cathedral in 1925, at the time the grandest church in East Asia, but the building was destroyed by the atomic bomb and some 8,500 of 12,000 parishioners perished. A new church of similar design now stands on the site.