

The Urban Landscape and Topography During the Transition Period from Medieval to Early Modern: Ejiri and Shimizu in Suruga Province as Examples

Aki YAMAMURA

(Translated by Sara KANG*, Yukitaka MIYOSHI**)

I. Introduction

The transition from the medieval to the early modern period was a time when many towns grew rapidly in size in various parts of Japan. Various facilities became increasingly dense in the areas where political, economic, religious and cultural functions were concentrated, and therefore, the early modern urban landscape developed in those residential areas such as castle towns, port towns and post towns. The purpose of this paper is to reveal the ways in which the topography of these towns was used and developed at this turning point in the urban history of Japan.

Through several research cases on the medieval urban landscape, I have suggested that one of the reasons for the big difference in the dispersive and compound nature of medieval urban landscapes was due to the diverse topographical conditions that varied by location (Yamamura, 2006a). In many cases, approximately until the first half of sixteenth century, old roads and highways selectively passed through stable, slightly elevated areas, and temples, shrines, residential buildings and towns were located not on swampy lowlands, but on stable land such as fine highlands. Therefore, my research has speculated that it was absolutely essential for the configuration of the urban landscape in medieval times to some extent overcome the landforms that were difficult to develop and secure the vast expanses of the land for the development from the late sixteenth century to the beginning of the seventeenth century (Yamamura, 2005, 2006a). In other words, I argue that the change of the urban landscape from medieval times to early modern times is reflected in the change of the relationship between the landscape and the topography.

This paper tests this hypothesis to examine a town that existed in the same location during the transition period from medieval to early modern. This paper uses the example of

* Ph.D. Candidate in History at Harvard University

** Graduated Student at Graduate School of Human and Environmental Studies, Kyoto University,
JSPS Research Fellow

a port town whose landscape and location was said to have been greatly affected by its topographical conditions. Naturally, port towns can only be located near water. Landforms near water are often complex and variable because they are affected directly by the geophysical power of water by way of changes in the weather or disasters, and the urban landscape of port towns were based on those topographical conditions. Considering the strong correlation between urban landscape and topography at port towns, how did this relationship change during the transition period? By tracing these changes, it is possible to investigate the utilization and development of the landforms of towns. Although this paper considers the single example of a port town, to some extent, it is still possible to observe from this example the actual conditions of the use and development of the environment in the same period.

This paper examines the port towns of Ejiri and Shimizu in Suruga province (present-day Shimizu-ku, Shizuoka city, Shizuoka prefecture). Starting in the 16th century, Ejiri and Shimizu functioned as the outer ports for Sumpu castle town, which was the center of Suruga province. Ejiri and Shimizu were located near the mouth of the Tomoe river, which connected them to Sumpu. Upon closer examination, Ejiri is close to the inland area, and Shimizu is facing the mouth of the river. This paper considers the area around the mouth of Tomoe river as a single entity, Ejiri and Shimizu.

Detailed geographical reconstructions of medieval and early modern age Ejiri and Shimizu are beyond the scope of this paper. The document sources that identify the facilities of the urban landscape of Ejiri and Shimizu and the specific process of its consideration will be the focus of my future paper. In this way, this paper is not based on empirical research concerning geographical reconstruction of the past, but rather closely discusses the relationship between landscape and topography.

II Location and Topography of Ejiri and Shimizu

Sumpu was connected to Ejiri and Shimizu by the Tomoe river and Tokaido highway (Figure1). Ejiri and Shimizu were located at the mouth of the Tomoe river. This river has a gentle stream with a slight incline at the bottom, winding through the passage. On the other hand, the riverbed accumulates sediment easily, and therefore the river basin becomes prone to overflowing when the water rises beyond a certain level. Until the development of the five major highways (Gokaido) in the Keichou era (1596-1615), Tokaido highway passed through the foot of the mountain on the north side of the river, avoiding the mouth and the flood plain of the Tomoe river. The route, presently called “Kitakaido,” which is north of Ejiri, passes almost straight from the northeast to the southwest.



Figure 1. the location of Ejiri and Shimizu

Ejiri and Shimizu are located on west of Shimizu Bay, which is separated from the Pacific Ocean by Miho Peninsula. Miho Peninsula is a spit formed by the sand and gravel carried by the ocean currents from the Abe river. This spit acts as a barrier, preventing the ports of Ejiri and Shimizu from being directly hit by the ocean waves. The coastal streams flow in Shimizu Bay counterclockwise from east to southwest, forming beach ridges at the mouth of the Tomoe river.

The following section examines the landform features of Ejiri and Shimizu. Figure 2 displays a landform classification map that is primarily based on the Meiji survey of 1887 at the scale of 1/2000. This map has been edited to include details from the land use of the Meiji topographical map and landforms from the aerial photographs taken by the U.S. military, the contours of an urban planning map of present-day Shizukoa at the interval of one meter, and the views on the topographical features published in Shimizu City History (Shimizu City History Committee, 1976). The coastal landform seems to have changed dramatically from medieval to early modern times, but it is difficult to precisely pinpoint the time period or year during the transition in which this occurred. Therefore, Figure 2 shows the basic topographical structure of Ejiri and Shimizu and does not necessarily indicate whether

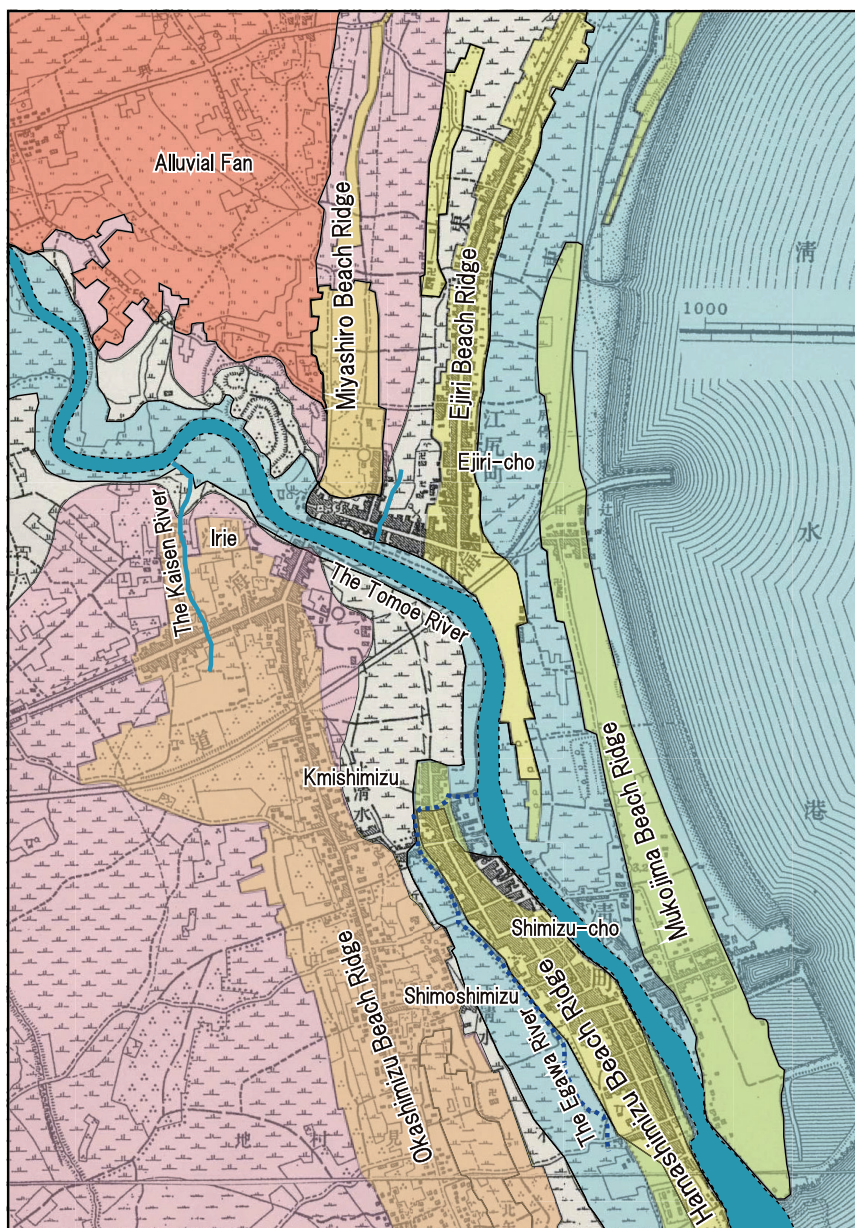


Figure 2. the topography of Ejiri and Shimizu

lagoons or beach ridges existed in the way that they are depicted in Figure 2 during the transition period.

There are at least three rows of beach ridges that formed along each side of the Tomoe river. The beach ridges are described in Shimizu City History (Shimizu City History Committee, 1976) as follows: Miyashiro beach ridge, one of the beach ridges on the north side

of the river, is made of yellow sand, approximately 5.5 meters above sea level, and Tokaido highway passed through this beach ridge during the early modern period. Ejiri beach ridge, also known as Suzuki island was approximately 2.5 meters above sea level and was formed at the beginning of the sixteenth century. Mukojima beach ridge is the newest one as it was formed at a higher speed rate in the Edo period. Turning to the south bank of the river, the most inland beach, Okashimizu beach ridge, is approximately seven to nine meters above sea level, larger than those on the north side of the river, and is based on a diluvial upland, covered with a layer of yellow-brown gravel with a thickness of four to five meters. Another two- to three-meter tall beach ridge extends southward and consists of sand and gravel, which is believed to have existed before the Kamakura period. Hamashimizu beach ridge, approximately two meters above sea level, extends southward along the river in the same direction as the previously mentioned beach ridge, and the port town of Shimizu developed there in early modern times.

It is generally believed that the beach ridges closest to the sea are those most recently formed. Therefore, on the north side of the river, it can be deduced that Miyashiro beach ridge is the oldest, Ejiri beach ridge is the second oldest at the beginning of the sixteenth century, followed by Mukojima beach ridge in the early modern period. On the south shore, the beach ridge south of Okashimitsu beach ridge formed during the Kamakura period, so it can be estimated that Okashimitsu beach ridge existed during ancient times. Accordingly, Miyashiro and Okashimizu beach ridges were formed first, Ejiri and Hamashimizu beach ridges were formed in the late medieval period, and Mukojima beach ridge was formed at a higher speed rate in the early modern period. In other words, during the transition period, Mukojima beach ridge was not yet fully developed, and there was a high possibility that Ejiri and Hamashimizu beach ridges were in the process of being formed and not yet as stable compared to Miyashiro and Okashimizu beach ridges.

The Tomoe river flows through the extended rows of beach ridges into Shimizu Bay. As mentioned earlier, if it can be argued that the beach ridges were formed gradually, then the location of the mouth of the river must have also moved with time. The mouth of the Tomoe river in its earlier stages was located between Miyashiro and Okashimizu beach ridges. The winding stream of this river created the wide swamp on the west side of these beach ridges. The inland side of the two beach ridges are thought to have once been an area filled with water such as lagoons or coves. The names of those surroundings, such as Irie (meaning cove) or Ejiri (meaning mouth of cove), indicate its landform.

The same applies to the inland side of Ejiri beach ridge, which extends southward. The

Tomoe river continues to bend southward at a ninety degree angle on the inland side of Ejiri beach ridge, so it is estimated that an area of water such as a lagoon or cove existed near the bend point as well. This lagoon or cove must be newer than the area behind Miyashiro and Okashimizu beach ridges and must have been formed in the late medieval period when Ejiri beach ridge formed by extending southward.

Between the beach ridges, it can be deduced that the narrow lowlands, which were paddy fields during the Meiji period, had been the coastline until the beach ridge towards the sea were formed. A body of water must have existed in the wide lowland space between Okashimizu and Hamashimizu beach ridge before Hamashimizu beach ridge was formed. The Egawa river, which flows through this lowland, is evidence of this sea or the older course of the Tomoe river, having left behind the development of Hamashimizu beach ridge and sediment accumulation between the beach ridges.

As stated above, the former landform of the mouth of the Tomoe river were significantly different from those found in the maps of the Meiji period. Even with sedimentation, water would have remained on the inland side of the beach ridges, leaving behind areas of water that would become river banks and marches. It is assumed that the coastline was uneven and located significantly more west than during the Meiji period.

New highlands, such as Ejiri and Hamashimizu beach ridges, were low in elevation and unstable during the period they were being formed, and in late medieval times, they were partly like long, narrow islands at the mouth of the river. On the other hand, inland beach ridges, such as Miyashiro and Okashimizu, which were older in formation, were wide and high in altitude. These would have been stable highlands in the late medieval times. The small alluvial fan, facing southwest on the west side of Miyashiro beach ridge on the north side of the Tome river, must have been a stable land far from the floodplains of the river, considering the fact that Tokaido highway passed through that area since ancient times.

III The Urban Landscape of Ejiri and Shimizu

Based on the previous unit, this unit considers the relationship between the urban landscape and topography of Ejiri and Shimizu. In order to explain the transformation of the relationship between the two, I divide the transition period from medieval to early modern times into three periods as a method of analyzing the large construction of castles, roads, and ports and their significant impact on the urban landscape in each period. The first period covers the first half of the sixteenth century when the Imagawa served as the provincial

constable of the ports of Ejiri and Shimizu. The second period focuses on the late sixteenth century, when the Takeda ousted the Imagawa out of Ejiri and Shimizu and built a new castle in its place. The third period examines the early seventeenth century when the Tokugawa shogunate improved Tokaido highway, the post towns of Ejiri, and Shimizu port as the outer port of Sumpu castle town. In addition, based on various sources such as documents of each period, early modern maps, the names of locations, and modern cadastral maps, this chapter identifies the locations and configurations of the temples, shrines, castles, residences of warriors, wharfs, markets, towns and roads on the landform classification map (Fig. 2). Based on these figures, I was able to reconstruct the urban landscape of each period by paying close attention to the relationship between the urban landscape and topography.

1 The Landscape of the First Half of the Sixteenth Century (Figure 3)

In the novel, *Konjakumonogatarishu*, written during the Kamakura period, Ejiri is depicted as a point of departure for people coming into Irie from Takahashi post town along Tokaido highway. In the fourteenth century, a wealthy merchant, Jogan, who handled the cargo vessels between Ise and Kanto, lived in Ejiri. Moreover, Ejiri was used as a site in Suruga province to ship goods to pay land tax by Enkakuji temple in Kamakura. All of this shows that Ejiri was an important port for the distribution of goods along the Pacific coast. Between 1532 and 1536, the fact that Hikozaemon of Ejiri was exempted from paying taxes on markets, lodgings for merchants, and his houses, reveals that Imagawa had control over the towns of Ejiri through influential merchants.

As described in the previous unit, while Miyashiro beach ridge was thought to have been stable in the late medieval period, it is estimated that Ejiri beach ridge, was still under formation and unstable land. The lodgings for merchants in Ejiri were most likely located around Hon-shuku on Miyashiro beach ridge in Figure 3, and the marketplace called Mikkaichiba was likely located near the southern end of the beach ridge. As mentioned above, if Ejiri was indeed the crossing point on the opposite bank of the cove across the Tomoe river, then the wharf must have been located on the end of Miyashiro beach ridge. This wharf must have been installed either in the area with stagnant water behind Miyashiro beach ridge or some location near the water facing the river. The town and market of Ejiri were located along the road that branched off from the ancient Tokaido highway heading towards Miyashiro beach ridge, and the wharf is estimated to have been located at the southern end of this road. Ejiri was an important hub of traffic for water and land transportation as it was the junction between Tokaido highway and the Tomoe river.

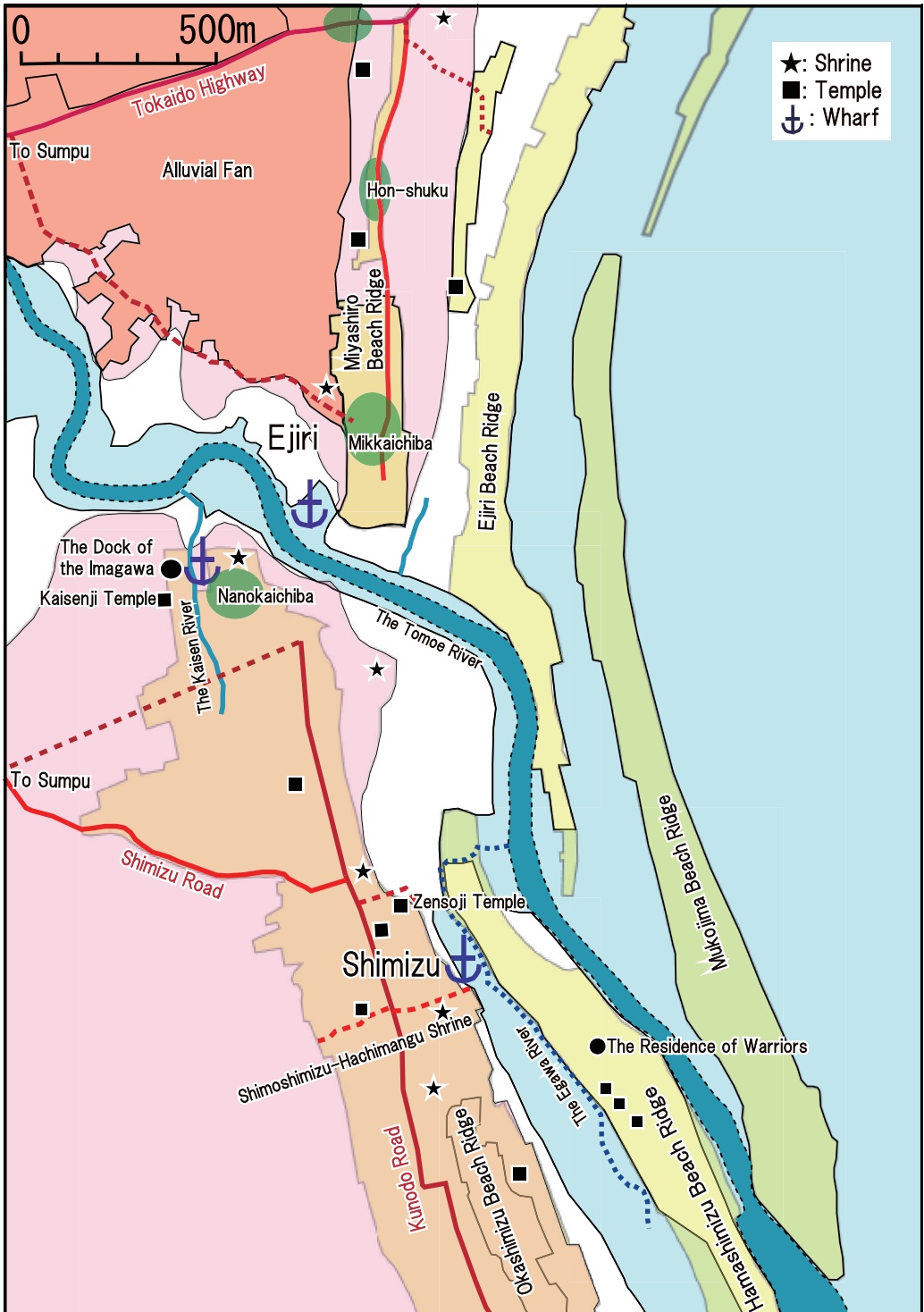


Figure 3. the landscape of the first half of the sixteenth century

The current area of Irie, formerly called Nanokaichiba meaning “marketplace” in Japanese, is estimated to have been located near the north end of Okashimizu beach ridge, near the end of a road called Kunodo. Here, a small river called the Kaisen river flowed into the Tomoe river, and boats travelled upstream on this river to the Kaisen bridge where the wharf was located. The facilities of the Imagawa, such as the vessel management office and the dock, as well as the large temple Kaisenji, which was recognized as a religious site by the Imagawa, were also located near this bridge. In this way, the facilities that had a close relationship with the Imagawa were located near this wharf. Therefore, it is believed that the Imagawa had more direct control over Nanokaichiba than over Mikkaichiba.

On one hand, the port of Shimizu at this time was known to have been used as a destination for vessels for the Imagawa as evidenced by documents that show that it was a port capable of mooring a large number of ships. On the other hand, it cannot be verified through historical documents from that period whether the same can be said for markets or lodgings in the towns of Ejiri.

If so, what was the landscape and topography of Shimizu? Places such as Shimizu-cho, Okashimizu, Kamishimizu and Shimoshimizu were located on the two beach ridges on the south side of the Tomoe river (Fig. 2), and Shimizu during this period is said to have been located on these beach ridges. Several temples and shrines existed on both of these beach ridges since the sixteenth century, and even older temples and shrines were located on the inner Okashimizu beach ridge. It is said that large vessels were able to enter the lowlands between these beach ridges until the Keicho era (1596-1615). There is a high possibility that these areas of water existed during medieval times considering the timing of the formation of the beach ridges. Considering the two factors—that a wharf existed in front of Shimoshimizu-Hachimangu shrine in the Kamakura period and that boats stopped in front of Ohama palace, which was built on the north side of Shimoshimizu-Hachimangu shrine during the early modern period, we can deduce that during the first half of the sixteenth century the area in front of Shimoshimizu-Hachimangu shrine was a site to load and unload goods, and the docking site was in the water area in between the two beach ridges. However, because several temples were found on Hamashimizu beach ridge, and the beach ridge was gradually developing, it is believed that sediment was already accumulating in the waters between the two beach ridges.

There were three possible routes for the collection and unloading of goods around Shimoshimizu-Hachimangu shrine, which were transported to the Imagawa's base in Sumpu. The first method was to carry the goods by water up the river and unload at

Nanokaichiba, which had a close relationship with the Imagawa. The second method involved the transporting of goods directly to Sumpu by water, bypassing Nanokaichiba. Finally, the third method was a land route that lead from the dock to Sumpu through Okashimizu beach ridge and Kunodo road. Here, I would like to point out that the houses of merchants who traded goods by vessels which existed until the Keicho era (1596-1615), as well as Zensoji temple, which was built by the Okabe family, who was part of the naval force for the Imagawa, were both located in Kamishimizu on Okashimizu beach ridge. These facilities, such as the wharf, temples and houses of merchants, were not located along Kunodo road through Okashimizu beach ridge, but were rather tangent to the area of water on the east slope of the beach ridge. From here, it is difficult to imagine that the main route used to travel from Shimizu was through land, and therefore among the routes to Sumpu mentioned above, the first and second routes through water were most likely used more frequently. The reason why it is impossible to confirm whether or not there was a town in Shimizu is because unlike Ejiri, the port of Shimizu was still economically underdeveloped as a point of transportation between land and water during this period.

2 The Landscape of the Late Sixteenth Century (Figure 4)

In 1568, Takeda Shingen invaded Suruga province and defeated the Imagawa. Ejiri castle was built in Ejiri, and in 1575, a major vassal of the Takeda, Anayama Nobukimi, entered the castle to serve as a base for control of Suruga and Totomi province. During this time, the Takeda allowed the Tsuchiya family, who had been part of the navy of the Imagawa, to govern the territory of Ejiri and Okashimizu, and also exempted them from paying the tax levied on ships. Both reveal that the Takeda, rather than the Imagawa, was controlling the ports of Ejiri and Shimizu. In 1579, Anayama Nobukimi improved Ejiri castle as there was an increased risk of military invasion by the Tokugawa or the Hojo. However, in 1582, Anayama Nobukimi surrendered to Tokugawa Ieyasu, and Ejiri Castle was handed over to the victor. The Tokugawa also renovated Ejiri Castle, and Nakamura Kazuujii, who was a vassal of Toyotomi Hideyoshi, entered Sumpu castle and named Yokohama Hayato as the castle guard of Ejiri Castle. In this way, Ejiri castle was built by the Takeda in 1567 and used until it was closed down in 1601.

Figure 4 shows the location and shape of the moats of Ejiri castle, estimated by the modern cadastral map, Ejirichochibanu, owned by Shimizu central library and the restoration map of Ejiri castle created by Mizuno (2001). It should be noted that Ejiri Castle was renovated several times and therefore the map by Mizuno (2001) does not indicate the

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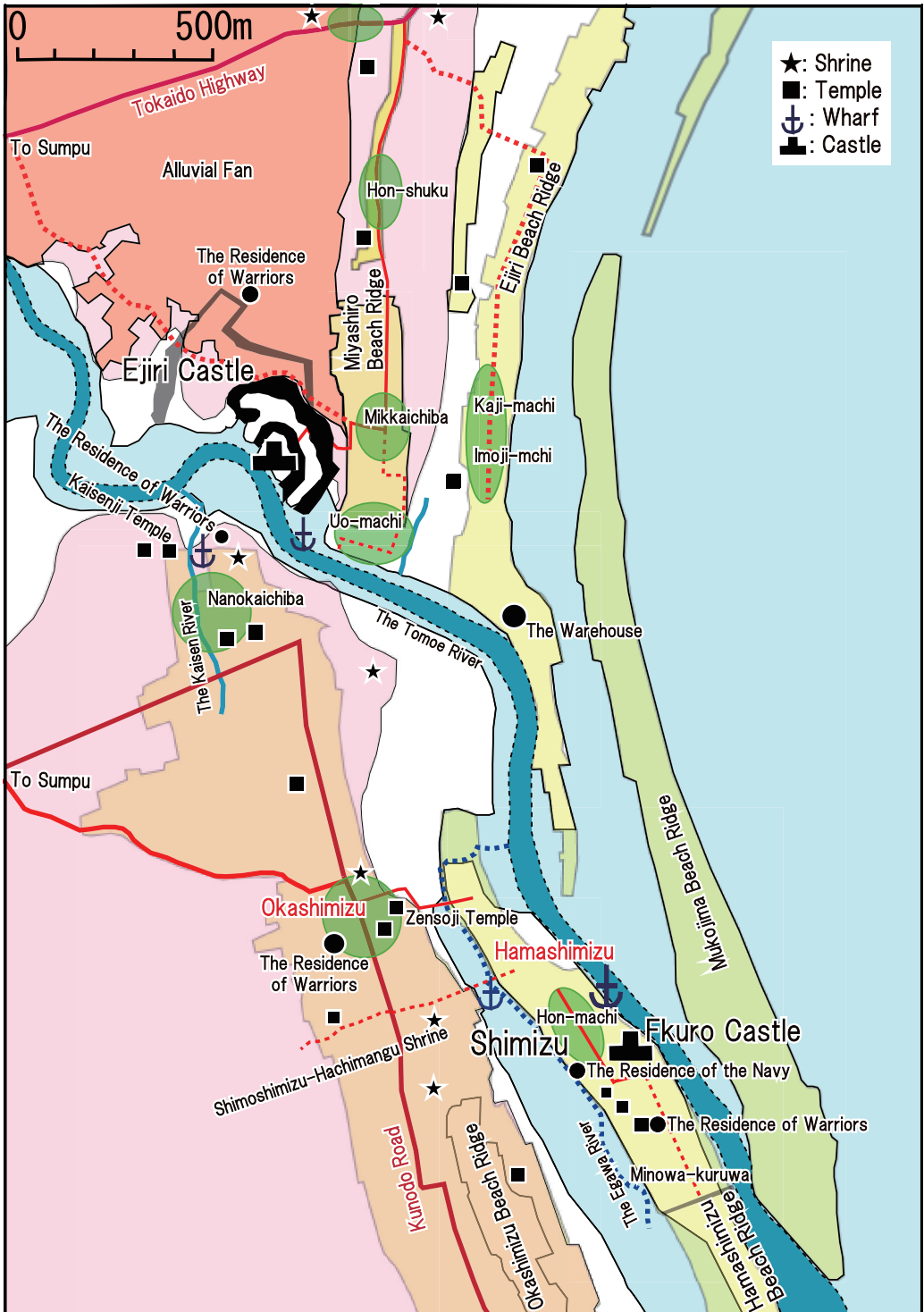


Figure 4. the landscape of the late sixteenth century

original form of the castle as it was constructed by the Takeda. According to Mizuno (2001), in 1579, Anayama Nobukimi added a new moat to expand the castle to the northwest. Taking this into consideration, it can be estimated that the former Ejiri castle faced the Tomoe river with two moats, which were in the shape of two semi-circles. The former channels or oxbow lakes of the Tomoe river were used to create the early moats. The Takeda built the main part of Ejiri castle on the floodplains of the undercut side of the meander curve of the Tomoe river.

This was situated in a swamp and was constantly exposed to the danger of flooding, and therefore it was not the best place for maintaining a castle for a long period of time. On the other hand, this site was very close to Mikkaichiba, the road on Miyashiro beach ridge, and the wharf in Ejiri. Nanokaichiba and the port under the direct control of the Imagawa were located on the other side of the river. In this way, Ejiri castle must have functioned as an effective place of control over the flow of goods on the Tomoe river because it was located near existing constituent elements of towns such as wharfs, markets, and roads. The Takeda must have chosen the site for the castle due to the economic benefits of the location. This is evidenced by the fact that the residences of the vassals of the Takeda are estimated to have been near Nanokaichiba and that Kaisenji temple near Nanokaichiba was recognized as a religious site by the Takeda as well as by the Imagawa.

Based on the renovations by Anayama Nobukimi, Ejiri castle was expanded towards the northwest in the opposite direction of the wharf and the market, and from this, it can be estimated that Ejiri castle began to take on a new and different role from its former economic function for water transportation. Anayama Nobukimi expanded the new part of the castle on an elevated alluvial fan, which was an area removed from the possibility of flood damage, and many of the residences of his vassals are estimated to have been located there. Anayama Nobukimi restructured the space of Ejiri castle in order to expand the residential area for the warriors in the castle as a foothold to rule Suruga province.

Next, we will examine the area around Ejiri castle. Hon-shuku, which was presumed to have been located on Miyashiro beach ridge in the early sixteenth century, was ordered to be relocated “to the outer part of Koshiha castle (Ejiri castle)” by Toyotomi Hideyoshi in 1591. According to this description, there is a possibility that the town adjacent to Ejiri castle, named Uo-machi in Figure 4, was Hon-shuku, which was moved during the Toyotomi period. Uo-machi was located on the swamp at the southern end of Miyashiro beach ridge, which was in a similar topographical condition as that of the earlier Ejiri castle.

If we focus on the estimation that Uo-machi existed since medieval times based on the name of its place, which reflects the business affiliated with the town, then the names of

towns such as Kaji-machi (blacksmith) or Imoji-machi (metal casting) suggest that it is possible that these same towns also date back to medieval times. Kaji-machi and Imoji-machi are located on Ejiri beach ridge, which is estimated to have been formed during the sixteenth century. Therefore, in the late sixteenth century, new towns were being built on unstable coastlands, such as the swamp at the end of Miyashiro beach ridge and the still-developing land of Ejiri beach ridge.

On the other hand, in 1570, Takeda Shingen built Fukuro castle in Shimizu, which continued to remain standing even after the death of the Takeda. Nakamura Kazuujii, who was a vassal of the Toyotomi and based in Sumpu castle, most likely stationed his warships in Fukuro castle and the living quarters of his navy behind the castle. In this way, the port of Shimizu was strengthened as a naval port.

Figure 4 shows that the landscape of Hamashimizu beach ridge near the sea in Shimizu changed greatly. A long and narrow town (Hon-machi) developed along the road that runs north and south through the middle of the beach ridge, and it is estimated that towns existed in Shimizu during this period. Fukuro castle was built on the south end of Hon-machi. The southern part of this beach ridge was still forming as it was newer than the north, but even on this developing land, the Takeda built a part of Fukuro castle called Minowa-kuruwa, where the residences of retainers were located. In other words, the outline of Fukuro Castle must have been expanded in the opposition direction of the towns. The residences of the navy serving the Takeda and the Nakamura are said to have been located on the western side of Hon-machi, and the warrior governments after the Takeda's rule most likely actively developed the wide area on Hamashimizu beach ridge and seized the ports in order to control the naval force and its function as a method of water transportation.

Considering the fact that Fukuro castle faced east, the wharf of Shimizu port under the warrior government was likely not located in the water area between Okashimizu and Hamashimizu beach ridge, which was used as a port in the first half of the sixteenth century, but rather on the east side of Hamashimizu beach ridge. Because it was possible for vessels to sail into the port between the beach ridges until the Keicho era (1596-1615), the wharf on the east side of the Shimoshimizu-Hachimangu shrine may still have been functioning. However, this area of water may have become buried by earth and sand as Hamashimizu beach ridge was developing. This area of water may not have been wide and deep enough for many large warships to enter. In other words, it can be argued that rulers aggressively expanded the boundaries of the castle southward because of the construction and expansion of the new port in Shimizu.

The port town, Hon-machi, in Shimizu was most likely connected to Sumpu not only through the Tomoe river but also through land on Kunodo road. Residences for warriors were located on the west side of Kunodo road, and the estate of the Okabe family, the commander of the navy, was located on Okashimizu beach ridge. While maintaining its functions as a port, Okashimizu beach ridge likely became the hinterland of the port towns on Hamashimizu beach ridge.

3 The Landscape of the Early Seventeenth Century (Figure 5)

In 1601, the Tokugawa improved Tokaido highway which connected Kyoto and Edo by setting up post-horse supplying towns. By 1607, a wooden bridge named Chigo bridge was built over the Tomoe river, thus completing the Tokaido highway in Ejiri. In this way, Ejiri-shuku was formed as a post town for the early modern Tokaido highway and developed into a series of towns by linking with Irie-machi, which was on the southern shore of the Tomoe river. Ejiri castle was simultaneously demolished as Tokaido highway was being improved in 1601, which suggests that the Tokugawa built these facilities with the intention of restricting the functions of Ejiri-shuku as a place for lodging and transportation.

The newly renovated Tokaido highway ran through Ejiri beach ridge, turned west at a sharp angle at Tenma-cho, arriving at Uo-machi, which was located at the end of Miyashiro beach ridge, where it again turned southward at a sharp angle, and then crossed over the Tomoe river. When the highway reached the south bank of the river, it then turned west and headed straight to Sumpu. The fact that this route repeatedly bent at ninety degrees, in Ejiri-shuku in particular, suggests that it had been artificially made. However, as estimated in the previous section, if towns such as Uo-machi, Kaji-machi, and Imoji-machi did exist in the late sixteenth century, then we can conclude that the entire route of Tokaido highway was not constructed all at once, but instead existing towns were connected to one other. Let us consider the relationship between the previously mentioned route and its landforms. The route of the highway was located on Ejiri beach ridge, which was still developing southward. It passed through the swamp between Miyashiro and Ejiri beach ridge, crossed over the Tomoe river at the closest point to Miyashiro and Okashimizu beach ridge, and afterwards, it was extended to the west as far as possible through the upland area of Okashimizu beach ridge. In other words, the development of the still-forming part of the beach ridge and the swamps at the end of the beach ridge, which started in the late sixteenth century, continued into the early seventeenth century. Simultaneously, the swamps in between the beach ridges were being used to create new forms of development. In the first quarter of the seventeenth

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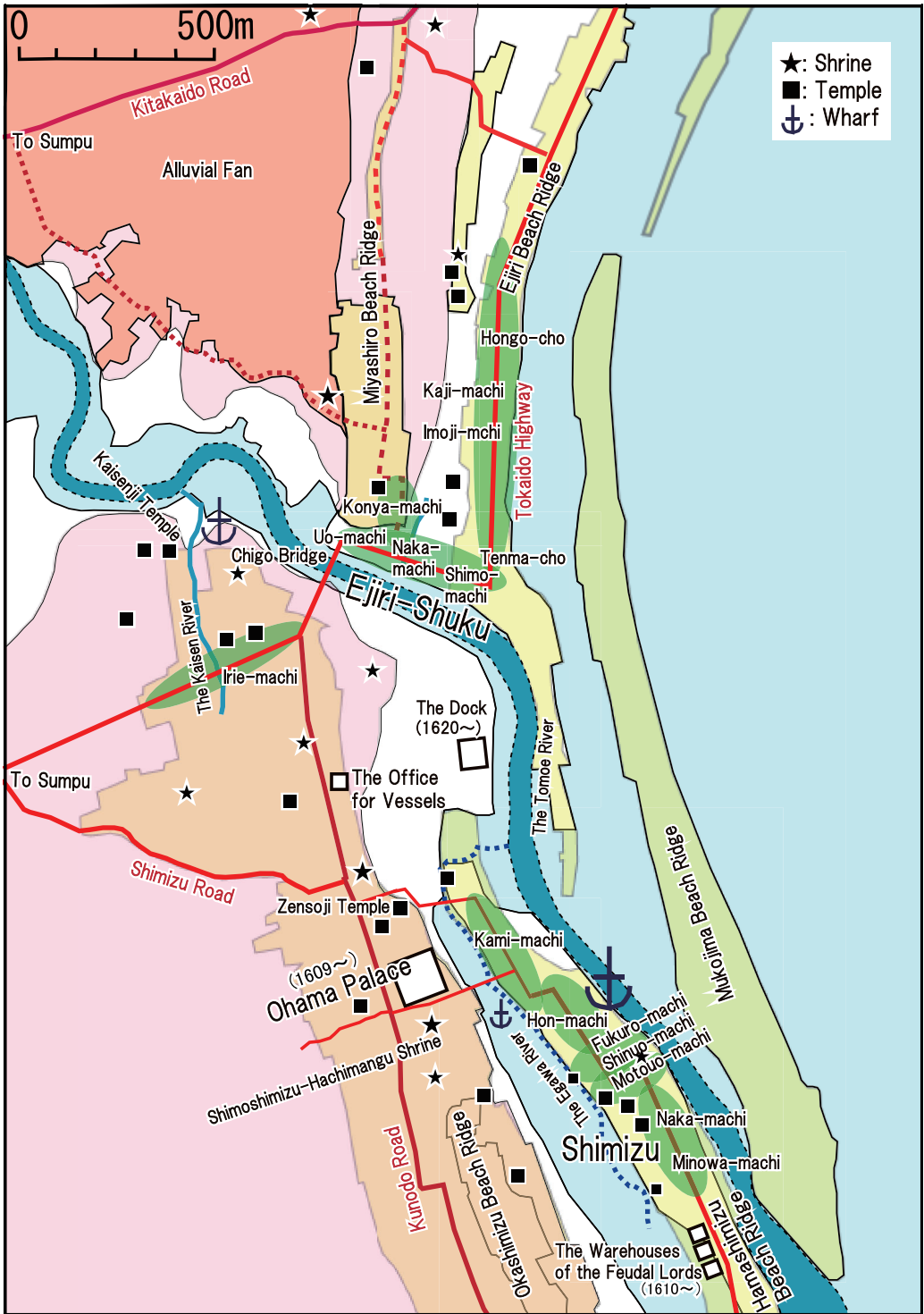


Figure 5. the landscape of the early seventeenth century

century, the promotion of lowland development between Miyashiro and Ejiri beach ridge was achieved through the construction of multiple temples in the swamp. As a result, the completed landscape of the early modern post town of Ejiri took the shape of a long, extended line.

Concerning Irie-machi, only the stable, northern edge of Okashimizu beach ridge was used. The existence of a wharf, which is evidenced by the official announcement board for vessels located at the end of Chigo bridge, indicates that Irie-machi functioned as a hub for water and land transportation after the medieval period, unlike Ejiri.

Next, I would like to reconstruct the urban landscape of early modern Shimizu. Shimizu clearly functioned as the outer port of Sumpu castle town, and its function as a port was further enhanced in the early modern period. The urban landscape of Shimizu changed dramatically accordingly. In 1609, the Tokugawa Shogunate built Ohama palace on Okashimizu beach ridge. At the time, there was still water in the lowlands between the beach ridges, which allowed vessels to enter the port at the east side of the palace. However, towards the end of the sixteenth century, the main port had been moved to the east side of Hamashimizu beach ridge, and therefore, the port on the east side of the palace was used exclusively by the Tokugawa family to travel to Sumpu. It is believed that the offices which controlled the official vessels and sailors were established on the high ground of Okashimizu beach ridge during the Keicho era (1594-1615), and therefore, Okashimizu beach ridge, which was connected to Sumpu by Kunodo road, continued to be used as the hinterland of Shimizu port by the warrior government.

Fukuro Castle continued to be maintained for a while and also functioned as the residential area for warriors in its outer compound. In addition, in 1610, the storage house and lumber yard were placed in the outer compound, and the castle strengthened its role as the main facility of the port management for the Tokugawa Shogunate. In the same year, the feudal lords in Sumpu built their warehouses on the southern portion of Hamashimizu beach ridge. This beach ridge played an important role as the base for their supplies to Sumpu, which then led to further development of this beach ridge.

However, the urban landscape of Shimizu changed dramatically when the Fukuro castle was demolished in 1614. New towns were formed in the ruins of Fukuro castle and the residences of the vassals. Three towns (Fukuro-machi, Shinuo-macho, and Motouo-machi), were granted the privilege called “Uoza” and established at the site where the castle’s moat had been located. These three towns were located along three small streets leading to the coastline of the east side of Hamashimizu beach ridge. The residents of these new towns were

said to have been relocated from Kamishimizu. If this account is true, then the merchants who traded goods by vessels and the owners of the vessels, who were residents of Kamishimizu during the medieval period, were also most likely transferred to Hamashimizu beach ridge. These three towns most likely made use of the coastline as they were all directly connected to the waterfront. In addition, new towns were being built inside Minowa-kuruwa, and as a result, a dense urban space formed on Hamashimizu beach ridge. In this way, at one point, port management functions became centralized on Hamashimizu beach ridge as political facilities became concentrated in Shimizu. However, policies changed after 1614, when the economic functions of the port town became prioritized and urbanization became rapidly promoted. As a result, the early modern characteristic of Shimizu's urban landscape appeared in the form of densely packed streets along the waterline of Shimizu.

IV The Relationship between the Landscape and Topography of Ejiri and Shimizu in the Transition Period from the Medieval to Early Modern Period

Based on the results of the unit three, I will summarize how the relationship between the urban landscape and topography of Ejiri and Shimizu changed from the mid-sixteenth to early seventeenth century.

In the first half of the sixteenth century, towns including markets (Mikkaichiba, Nanokaichiba) and lodgings (Hon-shuku) were distributed along the road that ran through the stable inland beach ridges, which were the oldest in Ejiri. The area of water on the inland side of the beach ridges were used as ports, and the tip of the beach ridge functioned as the wharf. The older, stable beach ridge was used most frequently in Shimizu. However, Shimizu was different from Ejiri in that the port in Shimizu was located on the long, narrow area of water between two beach ridges and the port-related facilities were posted on the gentle slope of the beach ridge while facilities and towns in Ejiri were distributed along the tip of the beach ridge and along the road. In any case, there is no evidence that the swamps, such as the flood plains along the Tomoe river and the lowlands between the beach ridges, were used during this time period.

In the latter half of the sixteenth century, both Ejiri and Shimizu developed on unstable areas such as the flood plains along the Tomoe river and on the developing beach ridges by the sea. In Ejiri, the castle was built on the flood plain on the undercut side of the meander curve of the Tomoe river by reusing the former channels and oxbow lakes of the river. On the eastern side of this castle, Uo-machi formed on the lowland at the end of the beach ridge. Even the beach ridge where Kajimachi and Imoji-machi was located was most likely not as

stable due to the fact that it began to be formed in the sixteenth century. Furthermore, the development of unstable areas were carried out more actively and widely in Shimizu than in Ejiri. In Shimizu, Hon-machi and Fukuro castle were located on Hamashimizu beach ridge, which was developing like Ejiri beach ridge in Ejiri. Hon-machi formed along the road that penetrated Hamashimizu beach ridge and the outer outline of Fukuro castle extended further southward, occupying a wide portion of the beach ridge.

However, it should be noted that the development of the swamps and the beach ridges does not necessarily mean that the seashore was also used widely. The long and wide area along the sea was not used as a wharf. The town was not built facing the coastline but rather faced the road that extended inland. Additionally, although the expansion of Ejiri Castle led to the use of the area of alluvial fan, it is surprising that the lands that are clearly higher in elevation than its surroundings, such as alluvial fan or the elevated parts of beach ridges, were not used as an urban space either in Ejiri or Shimizu in medieval times.

The relationship between the urban landscape and topography changed greatly starting in early modern times. In Ejiri, the new post town of Tokaido highway, the usage of the lowland between the two beach ridges was a new form of lowland development. This new development was occurring at the same time as the development of the extended part and the swamp at the tip of the beach ridge, which had already been taking place. The expansion of that new development connected existing towns and facilities, leading to the creation of an urban landscape, which consisted of a series of towns lined up along the highway. In Shimizu, the southern part of the beach ridge continued to be developed starting from the end of the sixteenth century and into the beginning of the early modern period. This was due to the fact that the functions of Shimizu as the outer port of Sumpu castle town was regarded as more important, and it became necessary to construct a new port on the beach ridge by the sea rather than in between the beach ridges, where the accumulation of sediment made it difficult to be used as a port. However, the landscape of the port, which was directly linked to political power, changed greatly along with the destruction of Fukuro castle. New towns were built at the site where the castle had been located and a dense, urban landscape began to rapidly form. Some of these new towns were different from those that were located along the road that passed through the beach ridge, and instead these towns formed streets that crossed the beach ridge toward the coastline. As for the inland side, large political facilities of the Tokugawa Shogunate were built on the high parts of the inland beach ridges, which continued to be used as the hinterland of the port of Shimizu. This finally allowed for the development of the high areas of the beach ridges in Shimizu and Ejiri.

The conclusion of this article aims to clarify the changes in the relationship between the urban landscape and topography during the transition period. In short, from the late sixteenth to early seventeenth century, the development of unstable lowlands such as the flood plains and the beach ridges by the sea, enabled the creation of the early modern landscape of post towns and port towns. However, this change in landscape was not achieved through the intervention of a specific warrior government, but instead through gradual natural changes. First, the development of land was limited to parts of flood plains, former lagoons, and the developing parts of beach ridges. After that, gradually, the swamps between the beach ridges as well as the areas lying next to the sea were developed. In addition, the use and development of these landforms did not occur simultaneously. The use of the flood plains and the low swamps between the beach ridges began in Ejiri before Shimizu, while the development of the beach ridge by the sea occurred in Shimizu first. In this way, I would like to confirm that there were regional differences even in nearby areas in the methods in which land development was conducted depending on the different functions of villages and towns, as well as their relationships with transportation routes.

Is this relationship between landscape and topography applicable to other port towns? While this paper theorizes the development of land without identifying the main agents, it is important to ask the following question: who are the agents of change in this development? In order to answer this question, we must conduct studies that compare and contrast other port towns with the examples shown in this article.

In regards to the reconstruction of the urban landscape of Ejiri and Shimizu, much work on spatial analysis remains to be done, such as examining the land allotments of cadastral maps and the relationship between street patterns and micro-landforms. As mentioned in the beginning of this paper, I plan to prepare a separate empirical study on this topic from the viewpoint and methods of historical geography.

Although this paper cites a single example of a port town, this research, which looks at the changing process of the relationship between urban landscape and topography, is a step in the right direction for the study of the historical relationship between the natural environment and humans as it relates to urban development. The relationship between nature and humans in towns before the early modern period is too often simplified as one of “harmony.” By presenting examples as specific as possible, my research instead emphasizes the importance of analyzing the process of “coexistence” or “development” with landscapes within the political, social, cultural and economic context of the same era.

(Graduate School of Human and Environmental Studies, Kyoto University)

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