



H.I.M. THE EMPEROR OF JAPAN.

(Born Nov. 3, 1852; acceded Feb. 13, 1867; crowned Oct. 13, 1868.)

ADVANCE JAPAN
SERVANTS OF IN
SOCIETY,
POONA.
A NATION THOROUGHLY IN EARNEST.

BY

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Southern Japan.*

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TO HIS IMPERIAL MAJESTY,
THE EMPEROR OF JAPAN,
UNDER WHOSE
LIGHTENED AND BENEVOLENT RULE THE EMPIRE HAS ADVANCED
TO A POSITION IN THE FRONT RANK AMONG THE
POWERS OF THE WORLD,
AND HAS
ENGRAFTED THE ARTS AND SCIENCES OF THE WEST
UPON THAT
OLDER CIVILISATION OF THE ORIENT
WHICH FOR MANY CENTURIES
HAD DISTINGUISHED THE TERRITORY OF
DAI NI-HON,
This volume is most respectfully inscribed
BY HIS MAJESTY'S FORMER SERVANT IN THE
DEPARTMENT OF PUBLIC WORKS,
THE AUTHOR.

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DESIGN ON COVER.

The Japanese National flags support the ribbon and medal awarded by the Emperor *for valour*, which takes the place in Japan of our Victoria Cross. There are many recipients of it in connection with the late Chinese War.

The five-pointed Star and Cherry-blossom are respectively the badges of the Japanese Army and Navy.

The Chrysanthemum is the Official Crest of Japan, and the adjoining leaf and flower of the *Kiri* tree form the private badge of the Japanese Emperor.

PREFACE.

THE contest just concluded between Japan and China had the effect of directing public attention to the serious side of the Japanese character. A people capable of waging warfare so systematically and successfully cannot fail to occupy a most prominent position in the twentieth century, now so near its dawn. But though they have shown themselves to be well equipped for the fray, the tendency is distinctly towards the re-establishment of peaceful intercourse with China, on that footing of perfect equality which was unattainable so long as the people of the Middle Kingdom held in derision the efforts of the Japanese nation to excel in the arts of the Occident.

Now that the supremacy of Japan in the matter of armaments has been acknowledged by her ancient rival, the way has been paved for a reconciliation which shall have widespreading effects not only upon the future of the two nations more immediately concerned, but upon the policy of the Great Powers of the West. Japan has

taken up a position from which she cannot recede, and, without being aggressive, she will strive not only to maintain that position but to continually improve it. The ambition she cherishes will not attain its fruition until she has constituted herself as powerful a force on the eastern flank of Asia as is the United Kingdom on the north-west edge of Europe. In no way has she sought more diligently to strengthen herself than in the formation of a potent fleet, and the adequate training of her sailors. She has added to her resources by the capture of her enemy's vessels, as did the British in days of old, and she has devoted large sums, in the current estimates, to the supply of gigantic line-of-battle ships which will be in no way inferior to those of highly-organised European navies.

The acquisition of Formosa gives Japan a vastly improved strategical position in Far Eastern Waters, and though she has chosen to relinquish her claim to Liao-Tung, she has benefited in no inconsiderable degree by her magnanimous renunciation of her right to an increased indemnity. Such treatment of a fallen foe will raise Japan immeasurably in the world's esteem, and is in harmony with the repeated utterances of the Japanese Emperor disclaiming any intention of inflicting needless privations upon the Chinese people at large, with whom his Majesty had no quarrel. Such generosity will not be lost upon those at the head of affairs in Peking, and the actual outcome of the military struggle may not improbably be the revival of

those cordial relations between the two Powers of the Orient which existed in past centuries. Though the conditions are reversed, and the former pupil has become the tutor, it will be none the less advantageous to China in the end that the practical result of the war has been to convince her Government of the utter folly of longer rejecting the lessons of the age.

In the last chapter of this book I have sought to indicate the direction in which a mutual understanding between the recent combatants may bring about important events bearing upon the future trade of European countries. The way to China now lies through Japan, for unquestionably Japan has made a deeper and more lasting impression upon her neighbour than had previously been made by any other nation. The blow has been all the more severely felt by China in that the Power which inflicted it was one which she had previously affected to hold in contempt. The consciousness that the Japanese Emperor has shown moderation in his hour of triumph will not tend to lessen the humiliation of the vanquished, but it may render a return to intimate friendship not only possible, but comparatively speedy of accomplishment. The form which its outward expression may take is a matter in which the Western Powers are keenly interested, but it is likewise one in which they may not be enlightened for some time to come. Negotiations will proceed very leisurely, now that peace has been secured, and the outer circle of nations may have to judge of

their tenour mainly by results. The future conceals nothing more calculated to amaze the casual observer than the effects which are certain to follow in the train of re-established amity in the East. Everyone admits that the opening-up of China to general intercourse would be fraught with stupendous consequences, though few care to pursue the subject so far as to ascertain in what way the change may be effected.

In this necessarily imperfect work I have sought to draw attention to some of those characteristics of the Japanese and their undertakings which have tended to make of them at this hour a nation to be honoured. Their ancient history has been touched upon with a view of showing that they always had in them the materials of a great and powerful people. In many respects it has been found impossible, within ordinary limits, to enumerate even a tithe of the notable qualities and features of their daily existence. Only the salient points have been touched upon, and attention has been invited rather to the practical side of the national disposition than to the exquisite productions of their fine arts, or to the innate poetry of their nature. Those who would pursue these branches of study have a wealth of material at hand in the admirable works of Sir Edwin Arnold, Mr. Basil Hall Chamberlain, Mr. William Anderson, Mr. Josiah Conder, and many other writers eminently qualified to deal with such subjects effectively. Upon ethnological points the massive product of Dr. Rein's investigations will be found to satisfy, in volume

PREFACE.



form, every demand which the student may make upon it. Personally I have revived my recollections of places and incidents, with which I was well acquainted years ago, by the perusal of the publications of the late Mr. J. R. Black, to whom I have alluded in connection with the establishment of newspapers in Japan. I must also express my indebtedness to the columns of the Yokohama Press for some of the earlier history of the settlement, and to other contemporary works which have enabled me to recall to memory associations with which I was familiar in a long residence in the Japanese Empire. My stay in the interior in connection with public works gave me uncommon facilities for acquiring a knowledge of the habits and ideas of the rustic population, and I was fully prepared to find the raw material of the Army, as gathered by conscription, capable of being worked up into the splendid force which Japan has recently placed in the field, and for the exhibition of that dauntless heroism which has marked its achievements in Korea and Manchuria. The men went into battle singing the praises of their monarch in a verse which is venerable for its antiquity as a musical as well as a literary composition :—

*Kimi ga Yo wa
Chi yo ni, Ya chi yo ni,
Sazare ishi no
Iwa wa to narite,
Koke no musu made.*

Sir Edwin Arnold has very kindly given me his version of this :

THE NATIONAL ANTHEM OF JAPAN.

May our Lord's dominion last
Till a thousand years have passed,
Twice four thousand times o'ertold !
Firm as changeless rock, earth-rooted,
Moss of ages uncomputed
Grow upon it, green and old !

Edwin Arnold.

I trust that in my endeavour to attract attention to those solid qualities of perseverance and determination to excel which mark the Japanese people, I shall have afforded some inkling of the sturdy mechanical bent which has contributed in no small degree to raise them to the position they now occupy. The practical phases of their character are so interwoven with the romantic and poetical that there has been no little danger of the distinction being altogether lost to Europeans, who have to judge only by what they see of the nation's products. Within the past few months the Japanese have appeared to many in entirely a new light. To me they have ever been an intensely painstaking, hard working, frugal, and thoughtful people, imbued with a resolve to succeed in whatever they undertake, and with the innate conviction that nothing is beyond their powers of attainment. My effort to portray them in this character will go far, I hope, to secure for me, with the general reader, that measure of cordial forbearance in regard to the shortcomings of my book of which I stand so palpably in need.

J. M.

London, May, 1895.

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APPENDIX I.

The Tokaido Route.

Miles from the Capital.	Town.	Population.	Remarks.
18	Yokohama ...	143,754	
55	Odawara ...	22,000	Ancient seat of Government, thirteenth century.
70	Miyanoshita ...	4,000	Natural sulphur springs.
72	Hakoné ...	3,000	Mountain Pass 3,500 feet above sea level.
75	Atami ...	3,000	Natural springs. Sea bath- ing.
80	Mishima ...	15,000	
120	Shidzuoka ...	36,343	Seat of former Shôgun.
167	Hamamatsu ...	25,000	Extensive general trade.
191	Toyohashi or Yoshida ...	18,000	Large junk trade.
209	Okazaki ...	21,000	Crape and cotton goods.
233	Nagoya... ..	185,776	Pottery, silk, and general large trade.
252	Gifu ...	32,406	Crape and silk fabrics.
287	Hikone ...	17,000	Old Castle Town.
318	Otsu ...	31,279	Mart for lake-borne mer- chandise.
330	Kioto ...	308,266	Porcelain, lacquer, and other specialities. Former seat of Imperial Government.
352	Osaka ...	479,546	The Manchester of Japan. Greatest trade.
376	Kobé ...	148,625	Foreign Treaty Port, with extensive trade.

APPENDIX II.

The Ko-shiu Kai-do Route.

Miles from the Capital.	Town.	Population.	Remarks.
24	Hachioji ...	8,000	Silk.
53	Sarubashi ...	3,000	Curious cantilever bridge.
82	Kofu ...	33,408	Silk. Claret.

The Nakasendo Route (Central Mountain Road).

Miles from Tokio.	Town.	Population.	Remarks.
81	Yokokawa ...	2,000	Reached by railway from the Capital.
87	Karuisawa ...	1,500	Summer retreat near Asama Mountain.
140	Shimo-no-Suwa	3,000	On Lake Suwa. Hot mineral springs.
164	Narai ...	2,400	Near ancient battle-field, sixteenth century.
178	Fukushima ...	7,000	Magnificent mountain scenery.
236	Ota ...	3,000	On river Kiso.
251	Gifu ...	32,406	Silk fabrics (Gifu chirimen).

Here join Tôkaido.

The Nakasendo is justly celebrated for its natural beauty ; the road surmounts pass after pass, amid the finest scenery of the apanese islands.

APPENDIX III.
The Sanyodo Route.

Distance (Eng. Miles) from Kobé. Tokio.		Town.	Population.	Remarks.
—	376	Kobé... ..	148,625	Foreign Treaty Port.
35	411	Himeji	28,000	Leather wall papers. Silver mines at Ikuno, 25 miles distant.
86	462	Okayama	50,114	Extensive rice-growing district.
84	460	Ushimado	9,000	} Prosperous grain ports on the Inland Sea.
134	510	Onomichi	27,000	
132	508	Tomotsu	17,000	
173	549	Hiroshima	90,901	Recent Army Headquarters, Chinese War.
174	550	Kuré	7,000	Naval Station.
204	580	Iwakuni	12,000	Famous bridge of Kintai-bashi.
242	618	Mitajiri	17,500	Thriving sea-port in Suwo.
280	656	Shimonoseki	33,000	Principal grain port of the South.

This road for the greater part of its length borders the "Inland Sea."

APPENDIX IV.

The San-in-do Route.

Miles from Kyoto.	Town.	Population.	Remarks.
—	Kioto	308,266	Ancient capital.
40	Fukuchiyama ...	8,000	Inland town; agricultural produce. Noteworthy old castle.
57	Miyadzu	14,000	Rising sea-port. Steamers to Shimonoseki. Grain and dried fish.
72	Toyooka	17,000	Chief town of Tajima.
99	Tottori	25,000	Close to sea; extensive trade in silk and cotton.
156	Yonago... ..	14,500	Port for Oki Islands.
168	Matsuyé	45,526	Thriving sea-port of west coast. Much paper manufactured.
169	Sakai	46,566	
236	Hamada	19,000	Chief town of Iwami.
298	Yamaguchi	19,000	Sulphur springs.
334	Shimonoseki ...	33,000	Joins Sanyodo route near Yamaguchi.

This road for the most part borders the Sea of Japan.

APPENDIX V.

The Tosando (Oshiu-Kai-do).

Miles from the Capital.	Town.	Population.	Remarks.
65	Utsu-no-miya ...	33,334	Ancient castle. Chief town of Tochigi Ken.
114	Shirakawa ...	24,500	Seat of War in 1868. Silk. On fine river Abukuma.
154	Nihonmatsu ...	16,500	Large silk trade.
168	Fukushima ..	29,000	Exports of raw silk and silkworms' eggs. Thriving town.
217	Sendai ...	70,558	Large prosperous town. Grand old castle.
272	Ichinoseki ...	12,000	Near sea-port of Kozenji.
329	Morioka ...	32,044	Iron ore. Spun-silk goods. Excellent fruits.
372	Ichinohé ...	13,000	
445	Aomori ...	28,400	Large well-built town. Lacquer ware. Extensive salmon fisheries.

A good road branches off at Sendai to Akita on the north-west coast, about 160 miles, practicable throughout for *jin-riki-sha*.

At Ishinomaki, near Sendai, shipbuilding is a prominent feature of the trade, and there are slate-quarries. Steamers call.

APPENDIX VI.

Nan-Kai-do (Island of Shikoku).

Distance. English Miles.	Town.	Population.	Remarks.
—	Matsuyama ...	34,762	Sea-port in Iyo, on Inland Sea
58	Kochi ...	34,533	Steamer from Kobé: 15 hours' passage. Thriving city. Fine public buildings.
52	Uwajima ...	21,000	Paper. Noted sardine fisheries.
27	Matsuyama to Nagahama ...	13,000	Port on Inland Sea, mouth of River Hiji
113	Kochi to Tokushima ...	62,218	On fine river Yoshino. Largest town in Island.
87	Takamatsu ...	35,594	Grain exports.
70	Marugame ...	17,000	Busy port on Inland Sea.

The neighbourhood of the rapids of the River Yoshino affords splendid views.

In Tosa province two crops of rice are grown annually.

APPENDIX VII.

Sai-Kai-do (Island of Kiushiu).

English Miles.	Town.	Population.	Remarks.
—	Moji ...	11,000	Opposite Shimonoseki. Large export of coal.
7	Kokura...	13,000	Ancient stronghold of historical interest.
48	Hakata...	56,003	Also called Fukuoka; divided by river only.
70	Kurume ...	26,000	Castle. Agricultural town.
105	Takasé ...	19,000	Battle-field of 1877.
121	Kumamoto ...	59,089	Ancient castle, besieged in 1877.
140	Misumi ...	8,000	Rising port. Large coal exports.
147	Yatsushiro ...	17,000	Busy sea-port.
254	Kagoshima ...	55,812	Porcelain. Cloth. Ancient fortress.
33	Kokura to Nakatsu ...	12,750	Busy port on Inland Sea.
80	Oita ...	30,100	Thriving sea-port; trades to Kobé, Osaka, etc. Hot springs near.
137	Nobéoka ...	27,500	Large town on river Gokasé.
196	Miyazaki ...	19,000	
17	Kurumé to Saga ...	29,600	Great rice-producing district. Splendid castle.
91	Nagasaki ..	63,038	Treaty Port. Ancient Dutch Settlement.

APPENDIX VIII.

Hokkaido (Island of Yezo).

English Miles.	Town.	Populat on	Remarks.
—	Hakodaté ...	53,000	Treaty Port. Considerable general trade.
67	Fukuyama ...	23,000	Formerly Matsumaye. Ancient castle town.
217	Sapporo (Capital) ...	12,500	Around Volcano Bay.
236	Poronai... ...	9,500	Coal mines. Daily output, 900 tons.
239	Otarunai (Temiya) ...	26,000	Great herring fishery.
—	Kushiro ...	13,000	Steamer from Hakodaté. Coal and sulphur exports.
16	Shibetcha ...	2,500	Railway to Iwo-San (Sulphur Mountain), whence large quantities of pure sulphur are exported.
42	Akkeshi ...	8,500	Thriving Port. Great oyster reefs.
79	Nemuro ...	11,000	Agricultural College.

At Kushiro are many relics of the Stone Age.

APPENDIX IX.

Population.

Contrary to general belief, Japan has many centenarians, as the following table, compiled from the official census taken 31st. December, 1893, will show.

The entire population consists of:--

Males	...	...	...	20,752,366
Females	...	...	...	20,337,574
Total	...	...	...	41,089,940

*Of whom	...	4,892,415	were under	5 years.
"	...	4,413,215	were between	5 and 10 "
"	...	4,396,477	"	10 " 15 "
"	...	4,077,702	"	15 " 20 "
"	...	6,340,779	"	20 " 30 "
"	...	5,400,230	"	30 " 40 "
"	...	4,779,647	"	40 " 50 "
"	...	3,183,270	"	50 " 60 "
"	...	2,350,755	"	60 " 70 "
"	...	1,028,823	"	70 " 80 "
"	...	216,271	"	80 " 90 "
"	...	7,723	"	90 " 100 "
"	...	72	"	100 " 104 "
"	...	10	"	104 " 108 "

2,551 ages were uncertain.

One female and one male have attained the patriarchal age of 108 years. —

APPENDIX X.

Trade at Ports; 1894.

The relative value of the Trade conducted at the following ports of the Japanese Empire, only the first six of which are yet open to Foreign Commerce as "Treaty Ports," may not be without interest in consideration of the new compact entered into last year. At present Exchange rates the *yen* about equals one florin.

Port.				Total Value of Exports and Imports, in Silver Yen.	Total Customs Dues Collected, in Silver Yen.
Treaty Ports.	Yokohama	...	...	123,463,049	3,397,885
	Kobé-Hiogo...	...	...	86,348,616	2,111,969
	Osaka	...	...	4,779,180	108,419
	Nagasaki	...	...	8,972,458	185,879
	Hakodaté	...	...	723,893	39,158
	Niigata	...	...	44,367	2,511
	Shimonoseki	...	...	2,780,167	18,542
	Moji	...	...	1,417,958	6,405
	Hakata	...	...	19,059	218
	Karatsu	...	...	252,842	910
	Kuchi-nô-tsu	...	...	1,568,051	4,172
	Misumi	...	...	22,187	55
	Idzugahara	...	...	44,592	1,072
	Shishimi	...	...	16,043	436
	Sasuna	...	...	12,668	314
	Fushiki	...	...	28,058	1,369
	Mororan	...	...	28,627	95
	Otaru	...	...	205,702	1,607

Last year the Total Value of Japanese Produce

and Manufactures Exported amounted to ... 112,171,175 Yen.

Of Foreign Produce Exported (to Korea, &c.) 1,074,910 "

113,246,085 Yen.

The Total Value of Foreign Produce and Manu-

factures Imported amounted to ... 117,371,361 Yen.

Of Japanese Produce Imported (from Korea, &c.) 110,594 "

117,481,955 Yen.

APPENDIX XI.

Meteorological Observations.

The Japanese Government has established a very complete system, under which observations are recorded hourly at 10 stations, and every four hours at 38 other stations, storm-warnings being telegraphed to the harbours on the coast, and signals hoisted for the benefit of mariners.

The range extends from Naba, in the Loo-Choo Islands, to Cape Soya, in the extreme north of Yeso.

Seven of the stations are in the island of Kiushiu, three in Shikoku, ten in Yeso, one in Tsu-shima, one in the Loo-Choo group, and twenty-six on the mainland of Hondo.

The maximum temperature of the air is observed in July and August at Kochi, Osaka, and Kanazawa, being slightly above 35° Celsius at these places.

The minimum is of course to be found recorded at the stations in Yeso, where 19° Celsius has been met with, even at Hakodaté, in mid-December.

At Tokio the extremes were 34° 4' on the 16th August and 6° 8' on the 22nd January.

APPENDIX XII.

Cotton Spinning.

Recent returns show that in this industry are embarked more than forty companies, with a total capital of close upon ten millions of *yen*. Subjoined will be found particulars of some of the more important undertakings.

District.	No. of Companies.	Capital invested (<i>Yen</i>).	Weight of Cotton Spun (Tons).	Horse-power of Engines Employed.		Coal used (Tons).
				Steam.	Water.	
Tokio ...	2	1,300,000	4,280	950	—	11,828
Tochigi ...	1	150,000	257	—	63	—
Yamanashi ...	2	70,000	491	—	70	—
Aichi ...	3	459,920	1,881	650	36	4,913
Miyé ...	1	595,000	4,047	650	15	6,043
Osaka ...	9	4,208,740	22,343	4,437	25	46,802
Kioto ...	3	92,900	297	80	50	—
Okayama ...	4	739,200	5,161	879	—	9,636
Hiroshima ...	1	201,420	420	55	40	1,265
Fukuoka ...	2	450,000	1,885	375	—	558
Kobé-Hiogo ...	2	325,000	2,244	80	10	3,767
Wakayama ...	1	154,500	823	140	—	1,748

APPENDIX XIII.

Mines.

The returns from the mines which are worked by the State show that the average annual output is in round numbers as under : —

Gold (2 mines)	...	...	...	7,700 ounces
Silver (2 mines)	...	...	...	204 000 „
Copper (2 mines)	...	...	...	23 tons
Iron (1 mine)	...	...	...	3,300 „
Coal (2 mines)	...	...	...	14 700 „

Those mines which are in the hands of private companies yield annually, on the average, about as follows :—

Gold ...	...	...	...	16,500 ounces
Silver	...	...	...	1,850,000 „
Copper	...	...	...	20,750 tons
Iron ...	...	...	...	19,500 „
Lead ...	...	...	...	940 „
Antimony	...	...	...	190 „
Manganese	...	...	...	4,200 „
Sulphur	...	...	...	24,500 „
Lignite	...	...	...	18,000 „
Graphite	...	...	...	4,100 „
Coal ...	...	...	...	4,850,000 „

APPENDIX XIV.

Posts and Telegraphs.

Post Offices, 3,169.

Postal Telegraph Offices, 535.

Telegraph Stations, 96.

Road Postal Service, 28,164 English miles.

Railway Postal Service, 1,794 English miles.

Length of telegraph lines, 8,430 English miles.

Length of telegraph wires, 24,204 English miles.

Letters carried in 12 months	...	...	...	221,563,619
Newspapers and Magazines carried in 12 months	...	...	...	50,829,700
Books and Packets	"	"	"	5,412,424
Official Telegrams	"	"	"	298,344
Private	"	"	"	4,720,587
Service	"	"	"	216,641
Average per 100 inhabitants	{ Letters, etc.			6'66
	{ Telegrams			11'61

Telephones.

			Offices.	Subscribers.	Length of Lines. Wires. (English Miles.)		Receipts.	Expenditure.
							<i>Yen.</i>	<i>Yen.</i>
Tokio	...	...	17	1,032	251	2,332	36,561	17,288
Yokohama	...	...	3	257	25	202	11,919	5,830
Osaka	...	...	2	141	37	278	7,318	5,218
Kobé-Hiogo	...	...	2	174	22	187	8,581	4,623

The lines were opened in Tokio and Yokohama in December, 1890.
The lines were opened in Osaka and Kobé-Hiogo in March, 1893.

Electric Lighting.

	Stations	Capital.	Public Lamps.	Private		Receipts.	Expenditure.
				Houses.	Lamps.		
		Yen.				Yen.	Yen.
Tokio	...	9 839,444	159	2,423	17,336	196,676	133,656
Kioto	...	1 70,000	19	740	1,716	20,045	11,422
Osaka	...	2 360,000	1	2,429	7,056	86,796	29,997
Yokohama	...	1 173,829	150	405	3,593	25,811	26,817
Hakoné	...	1 7,300	5	13	175	576	408
Hobé-Hiogo	...	1 113,840	54	521	2,690	31,057	14,537
Nagoya	...	1 78,800	5	433	1,970	18,927	10,603
Kumamoto...	...	1 31,500	22	169	1,111	8,177	6,327

APPENDIX XV. Railways in Japan.

	Capital.	Length (English Miles).			Cost of Construction.
		Open.	Constructing.	Proposed.	
	Yen.				Yen.
State Railways ...	—	557	—	—	35,418,997
Nippon Company	20,000,000	593	5	—	19,809,342
Sanyo " ...	13,000,000	145	—	153	7,125,962
Kiushiu " ...	11,000,000	136	53	82	5,854,380
Hokkaido " ...	6,500,000	205	—	—	6,598,061
Kwansei " ...	6,500,000	59	23	—	2,745,662
Osaka " ...	2,300,000	32	6	4	2,090,643
Riômô " ...	1,500,000	52	—	—	1,457,385
Kôbu " ...	1,350,000	23	4	—	752,312
Hankai " ...	400,000	6	—	—	358,935
Sanuki " ...	300,000	10	—	—	282,791
Iyo " ...	135,000	7	3	—	78,753
Chikuhô " ...	2,500,000	25	4	—	1,749,819
Kushiro " ...	200,000	26	—	—	169,996
Other Companies	7,438,000	—	168	119	—
Total ...	73,123,000*	1,876	266	*358	84,493,038

* A great part has recently been completed and opened for traffic.

APPENDIX XVI.

Average Cost of Food, etc., in Japan.

					s.	d.	
Rice	...	...	...	...	3	3	per bushel.
Barley	...	...	...	...	1	6	"
Wheat	...	...	...	...	2	0	"
Beans	...	...	...	...	2	2	"
Salt	...	...	...	...	0	10	"
Wine	...	...	...	...	0	8½	per gallon.
Tea	...	...	...	...	0	4½	per lb.
Sugar (White)	...	...	...	...	0	1¾	"
Sugar (Brown)	...	...	...	...	0	1½	"
Tobacco	...	...	...	...	0	3½	"
Charcoal	...	...	...	...	0	1	"
Coal	...	...	...	...	8	6	per ton.

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