

The expansion of Edo

With Tokugawa Ieyasu's entry to Edo in 1590, development of the castle town was advanced. Among city construction projects undertaken since the establishment of the Edo Shogunate government in 1603 is the creation of urban land through reclamation of the Toshimasasaki swale (currently the area from Nihombashi Hamacho to Shimbashi) using soil generated by leveling the hillside of Kandayama.

In 1601, construction of the roads connecting Edo to regions around Japan began, and in 1604, Nihombashi was set as the starting point of the roads. This was how the traffic network between Edo and other regions, centering on the *Gokaido* (five major roads of the Edo period), were built. *Daimyo* feudal lords and middle- and lower-ranking samurai, *hatamoto* and *gokenin*, gathered in Edo, which grew as Japan's center of politics, society, and culture.



Changes in land reclamation

Until the Edo government started reclaiming land from the sea, there was an inlet called Hibiya-irie at the estuary of the former Hirakawa River. To its east was the Edomaeto peninsula (currently the area from Ginza to Nihombashi), and further east at the estuary of the Shakujii River was Edo Minato harbor. In 1603, Hibiya inlet was reclaimed, expanding the built-up area of Edo.

Prepared from *Tokyo-ko no henshen* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.



Waterways in the early Edo period (end of the 16th C.)

Prepared from *Edo no kawa, Tokyo no kawa* (Rivers of Edo, rivers of Tokyo) by Masao Suzuki, Inoueshoin.



Kan-ei Edo Zenzu (Total Plan of Edo) From the collection of the Bunkyo City Library.

The oldest existing map of Edo, which shows the city in the early Edo period before the Great Fire of Meireki. The built-up area of the city spread mainly over the west side of Sumida River.



The five major roads and post towns

Post towns were born along the five major roads of the Edo period, with post stations which provided lodgings and express messengers who transported goods. Naito-Shinjuku, Shinagawa-shuku, Senju-shuku, and Itabashi-shuku were the closest post towns to Edo, forming the general periphery of Edo's built-up area.

Prepared from *Ino daizu saishikizu* (Large Colored Map by Ino Tadataka).



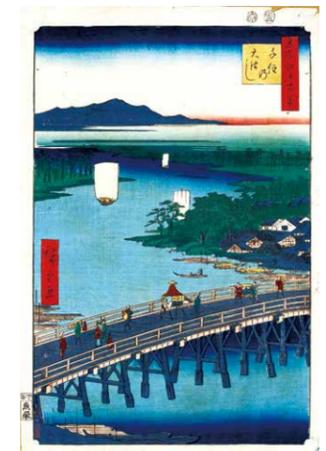
Nihombashi *Shinsen Edo meisho Nihon-bashi yukibare no zu* (Famous Places in Edo, Newly Selected: Clear Weather after Snow at Nihombashi Bridge) From the collection of the National Diet Library.

Nihombashi, which was set as the origin of the five major roads (Tokaido, Koshu-kaido, Oshu-kaido, Nikko-kaido, Nakasendo), was bustling with people.



Itabashi-shuku *Dai 2 Kiso-kaido Itabashi no eki* (The Sixty-nine Stations of the Kiso-kaido Road: No. 2, Itabashi Station) From the collection of the National Diet Library.

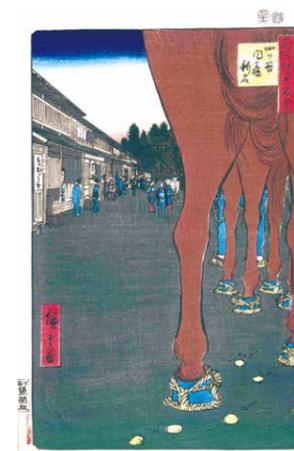
A post station along the Nakasendo road (currently around the Honcho, Nakajuku, and Itabashi 1-chome and 3-chome areas in Itabashi-ku).



“One Hundred Famous Views of Edo: The Great Senju Bridge”

From the special collection room of the Tokyo Metropolitan Central Library.

Senju-shuku was located along the Nikko and Oshu-kaido roads. It was also a logistics center with the Great Senju Bridge and Senju produce market nearby.



“One Hundred Famous Views of Edo: Yotsuya Naito Shinjuku”

From the special collection room of the Tokyo Metropolitan Central Library.

A post station located along the Koshu-kaido road (currently around the area from Yotsuya 4-chome to Shinjuku 3-chome, Shinjuku-ku).



Shinagawa-shuku *Tokaido gojusantsugi Shinagawa, hinode* (Fifty-three Stations of the Tokaido Road: Shinagawa: Sunrise) From the collection of the National Diet Library.

A post station located along the Tokaido road (currently around the area from Kita-Shinagawa Station to Aomono-Yokocho Station on the Keikyu Main Line). It bustled as the gateway to Edo from the western part of Japan.