poor from moving. It costs a lot of money to move in Japan, so the annual custom of digging up certain roots keeps the moving companies rich. For rented accommodation it is expected that a new tenant will pay one month's rent equivalent in agent's fee, one or two months' rent equivalent for deposit money, the same again for key money (which is not returned), plus one month's rent in advance and moving costs on top of that. In this way, each time he moves he must pay at least half a million yen. Sometimes his company will pay if they have ordered the move, but for the ordinary salaryman requested by his company to uproot himself, his wife and his children to move to another province in the company's name it is a burden as great as that of the poor *tozama* lords.

There is a special term for those poor salarymen who must move from one end of the country to the other for the sake of their company and as a pledge of loyalty to it: *tanshin funin. Tanshin* means 'single,' and *funin* means 'to take up an assignment.' This is an offshoot from the times when the whole family was expected to move, for nowadays with competition in education at its peak, most families are reluctant to uproot their children and take them out of a prestigious school that will ensure their future in the job market as a sacrifice to the husband's company. Therefore, in recent years, the men have been going it alone.

It has always been necessary for a worker in a secure Japanese company to jump when his company called the tune, no matter what his age. Demonstrations of loyalty go much further than work quality in the race up the corporate ladder. To refuse to move when the company requires it would be tantamount to passing up promotion. A few companies have even introduced a clause in their employees' contracts stipulating that the employee may refuse *tanshin funin* if he wishes but it is on the understanding that he will forgo promotion after he has reached a certain level, and his pay raises each year will be cut by half. Statistics show that by age group, the highest number of men agreeing to *tanshin funin* is in the 40s to 50s group. This is the generation that grew up according to pre- and early post-war values that dictated the husband's first loyalty was to his company, not his family. But the younger generations are rebelling against *tanshin funin,* complaining that they want to spend more time with their families and insisting that such a move would be disruptive to their wives and children. But still, they are in the minority.

The current trend is for a couple to buy a house within a couple of hours' commuting distance from the nearest big city, which is the husband's place of work, and rent a small apartment in the city for the husband to live alone in. In Tokyo, the capital, a fortune is being made on the building of one-room units complete with bath, kitchen, TV, washing machine, telephone, breakfast and dinner services, a cleaning maid, and 24-hour medical service. The fast-food trade is a multi-million dollar industry, mostly thanks to *tanshin funin* husbands who want quick and ready-to-eat food to consume on the premises or take home to their little units. These dual households are certainly a turn-around from the traditional system of three generations under one roof, but overall is not inconsistent with Tokugawa tradition that set the style of modern Japan. Some wives even complain their husbands learn to do far too well without them although the same could be said of some wives without their husbands.

(Ann Nakano)

Taste of Tokyo

Au Bateau Ivre

I can say with confidence that none of my readers will protest my selection of Bateau Ivre from among the numerous French-style restaurants and bistros in Tokyo.

Ryohei Higuchi, the owner and chef, studied cuisine in France. He opened his restaurant seven years ago with the determination to reproduce in Tokyo as closely as possible the food and mood of provincial France.

The bar at the right of the entrance, the wooden floor, the magnificent antique lamp, the white-and-black interior, the washroom with free eau de cologne—all are the result of his loving efforts to recreate a French provincial restaurant.

The name, *Bateau Ivre* (Intoxicated Boat), is a particularly appropriate selection. It comes from a famous poem by Arthur Jean Rimbaud, the roaming poet whose popularity is on the rise in Japan.

The menu features the cuisine of the Brittany region, with some offerings in the Spanish style. Particularly satisfying are the salad and meat dishes.

At lunchtime, *table d'hôte* starts from ¥1,900 up. Delicious also is the ¥2,900 course of *brocolis au beurre fondu, langue de bœuf sauce piquant,* dessert and coffee, and the ¥3,900 course of *moules à la provençale, confit de canard,* dessert and coffee.

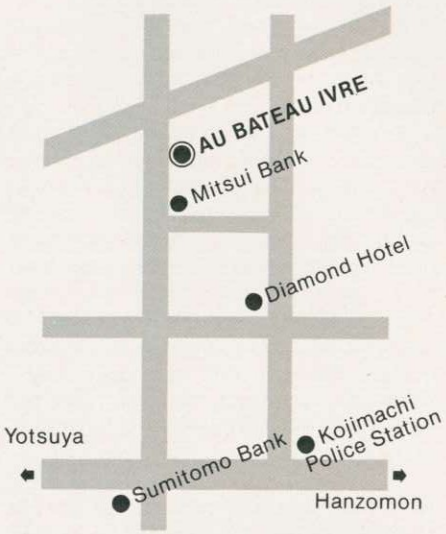
The restaurant has a wide selection of wines, but I recommend the house wine, Barillet, which is a product of Côte-d'Or in the Bourgogne. ¥800 for a carafe.

Popular dinner dishes are *salade de gambas vinaigre de Xérès* (¥2,200), *magret de canard aux morilles* (¥4,800) and *tripes à l'espagnole* (¥2,600).

Owner-chef Higuchi explains his creed thus: "Most people have the impression that French cooking is expensive and for the gourmet. Real French dishes, however, are inexpensive and for the common people. I want our customers to enjoy regional French dishes which are both inexpensive and come in generous servings."

The cosy restaurant seats 25. Although quite chic, it has an unaffected, relaxing atmosphere. Reservations are necessary for lunch. The shop is located on a quiet, sloped road one block south of the British Embassy.

(Yoshimichi Hori, editor-in-chief)



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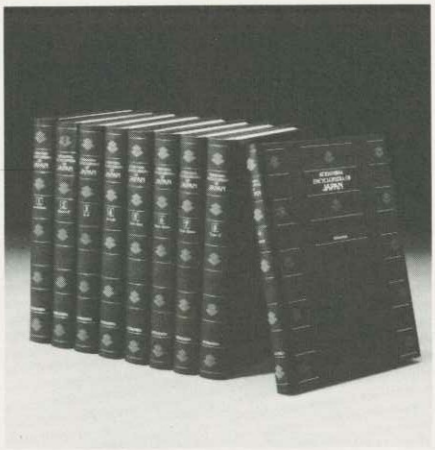
Bookshelf

Kodansha Encyclopedia of Japan

Published by Kodansha
November 1983, Tokyo
9 vols.; US$600 (¥140,000)

While it is Japan's massive trade deficit which garners most of the international attention, Japan has run an equally massive cultural trade deficit for the last century. Profuse numbers of foreign books are translated into Japanese, yet few are the Japanese works which go beyond Japan's shores. Japanese students and



scholars go to great pains to learn foreign languages, yet few non-Japanese are capable of functioning in Japanese. As a result, Japan appears "inscrutable" and the emotions of the trade relationship are exacerbated by stereotyping.

Happily, there has been increased awareness of this information trade imbalance and its resultant perception gap in recent years, and more and more works are being published about Japan in non-Japanese languages to bridge this gap.

One recent work is especially noteworthy—the nine-volume *Kodansha Encyclopedia of Japan*. Concise yet readable, this is truly a treasure trove of information on Japan. The nearly 10,000 entries were written by authoritative specialists in Japanese business, politics, science and technology, history, the arts, and the many other fields covered. Guided by advisory committees in both Japan and the United States, this decidedly international undertaking has brought together the contributions of some 550 Japanese and 650 non-Japanese scholars from over 15 nations.

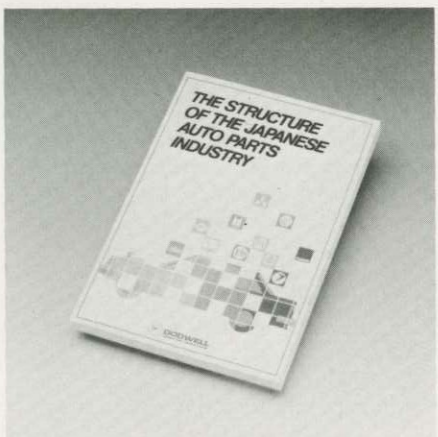
The work was jointly planned and edited at Kodansha's Tokyo office and at a specially created headquarters in Cambridge, Massachusetts. Edwin O. Reischauer is chairman of the encyclopedia's U.S. Advisory Committee, whose membership includes such other well-known Japan scholars as Gerald Curtis, Ronald Dore and Ezra Vogel. The Japanese Advisory Committee, chaired by Shigeto Tsuru, includes such other distinguished authorities as Jun Eto, Ichiro Kato, Chie Nakane, Shuji Takashina, and Tadao Umesao. By Reischauer's estimation, the text's authorship is about 40% Japanese and 60% non-Japanese. Reischauer has called the *Kodansha Encyclopedia of Japan* the first comprehensive encyclopedia that seeks to present the totality of a major world culture in a foreign language.

The *Kodansha Encyclopedia of Japan* contains over 1,000 illustrations, including maps, photos, and easy-to-understand technical drawings. The encyclopedia's ninth volume consists of a lengthy index of approximately 50,000 entries given in English, romanized Japanese and Japanese script. Chock-full of facts, figures, cross-references, and other valuable aids, it is a reliable and enjoyable reference source for everyone who wants or needs to know more about Japan. Priced well within the encyclopedia range, the complete set is available for ¥130,000 until the end of March 1984 (within Japan only) and ¥140,000 (US$600) thereafter.

(Frederic Uleman)

The Structure of the Japanese Auto Parts Industry

Published by Dodwell Marketing Consultants
September 1983, Revised 2nd Edition, Tokyo
347 pages; US$400 (¥80,000)



Dodwell Marketing Consultants, a division of the well-known British trading company, has made a name for itself as the author and publisher of a range of "guides" to Japanese industry, one of which focuses on the major industrial groupings and the relationships between their member companies.

In the present book Dodwell has applied a similar approach to the Japanese auto components industry, starting from the thesis that the industry consists of a series of vertically oriented "families," each of which is affiliated to one of the major automobile makers. The book identifies 11 "families" (or seven if one subsumes the Nissan Diesel and Fuji Heavy Industry groups into the larger Nissan group and those of Daihatsu and Hino into Toyota). In an introductory section it discusses how the "families" came into existence, how they differ from each other, and how the pyramidal structure of the Japanese auto components industry may be changing in response to various "challenges." These include the low growth of the automobile industry as a whole and the move toward overseas production on the part of major car makers.

After completing its structural analysis of the auto components industry, the Dodwell book in effect becomes a reference work providing basic data (including production breakdowns, sales figures, details of corporate affiliations, etc.) on several hundred major car components makers. Later sections include a country-by-country guide of the component industry's overseas investments, a guide to "who buys what from whom" and statistical data on Japan's imports and exports of auto parts. An index enables the reader to follow mentions of individual component makers through each of the four major sections of the book.

As with its structural analysis of the major Japanese business and industrial groupings, Dodwell's description of the Japanese motor industry runs the risk of presenting a picture which is tidier and more schematic than reality. However, the notion of the Japanese industry as a series of mutually independent pyramids does at least serve to highlight the differences between the way the Japanese auto components industry is organized and the situation in, for example, the U.S.

Dodwell rightly points out that Japanese car manufacturers "buy in" a larger proportion of the components that go to make up their vehicles than do American companies. It is also probably correct in claiming that relationships between U.S. car component makers and car assemblers are typically "horizontal" whereas the Japanese auto makers have stressed "vertical" relations with their suppliers.

By a vertical relationship Dodwell means the dependence of an auto components maker on a single customer for the bulk of its sales (or in some cases for technical or managerial assistance). The book makes the interesting point that the vertical relations that exist between auto assemblers and some "major" components makers are paralleled by a second and even a third series of vertical links between the larger component companies and *their* suppliers. The "families" of companies that exist within this kind of framework can frequently number well over a thousand different enterprises in contrast with the much more limited numbers of companies servicing a major U.S. car manufacturer.

Dodwell avoids committing itself on the strengths or weaknesses of the Japanese industry's "pyramidal structure" beyond suggesting that it may be subject to change. The merit of the book is that it provides relevant information about the Japanese motor industry in a form which is accessible to foreigners, while posing a number of thought-provoking questions about the future. This may sound a modest achievement but it is probably as much as can be said about many more ambitious works on the Japanese economy.

(Charles Smith)