

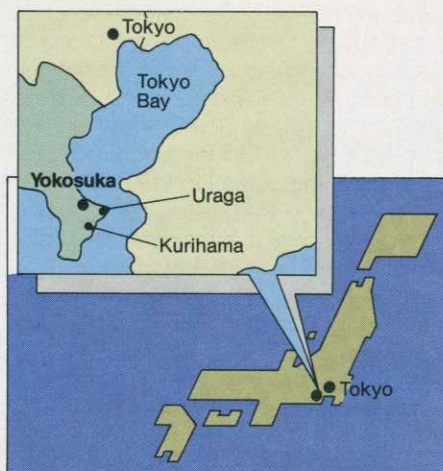
## Miura Peninsula: A Place in History

In July 1853 four American "black ships," led by Commodore Matthew Perry of the U.S. East Indian Naval Forces, appeared in the waters off Yokosuka Bay to knock—a little forcefully, maybe—on the door of Japan, which had been closed for more than two centuries.

Nearly 140 years later, in October 1990, the aircraft carrier *Midway* and other battleships of the U.S. 7th Fleet sailed out of their home port of Yokosuka with high-tech weaponry and elite troops bound for the Persian Gulf.

Physical conditions and geographical location are perhaps the main factors that determine an area's fate, historical role and economic foundations, and Yokosuka just happened to be located at the entrance to Edo Bay (now Tokyo Bay), behind which stood the nation's capital (Edo, now Tokyo). So whatever the will of its inhabitants, Yokosuka was destined to play an important role in Japan's modern history, and particularly in its relations with America.

The city of Yokosuka lies on Miura Peninsula at the entrance to Tokyo Bay, a small area of land jutting out as if to block access to the bay. The east coast of the peninsula, especially the part extending from Yokosuka to the tip, faces the west coast of the larger Boso Peninsula across the bay. The narrow navi-



A monument built in 1901 commemorating the landing of Commodore Matthew Perry in 1853.

gable passage running between these peninsulas, called the Uraga Channel, presents large vessels entering and leaving Tokyo Bay with one of the most congested and difficult routes to navigate in Japan.

Surrounded on three sides by the sea, Miura Peninsula is blessed with a warm climate. The existence of many ancient shell mounds proves that people inhabited the area from prehistoric times. During the Edo period (1603–1868), when the whole peninsula fell under the direct administration of the Tokugawa shogunate in Edo, Yokosuka was the site of Uraga magistrate's office and a guardhouse that inspected shipping cargo and passengers bound for and from the capital. With the arrival of Perry's ships, this modest little peninsula was shunted into the forefront of modern Japanese history.

### Opening of Japan's modern age

The starting point for a trip from Tokyo to Miura Peninsula is Shinagawa station on the Japan Railways Yamanote loop line in Tokyo. From here, you reach Yokosuka, home of the U.S. 7th Fleet and a Japanese Self-Defense Forces base, in about 70 minutes by the JR Yokosuka line and in about 50 minutes by special express on the Keikyu Railways.

The history of Yokosuka as a naval port began with the opening of Japan's mod-

Small Nation Doctrine as enunciated by Professor Masao Maruyama and other intellectuals who advocated democracy and freedom and who argued that Japan should seek to be an economic rather than a military power. It was this doctrine that won the support of the people and fueled the postwar recovery.

The second point that I would take issue with is their depiction of Japan as a planned economy. While not denying that there have been a number of economic plans in postwar Japan, from the initial plan for postwar recovery through the income-doubling plan of the 1960s, and that these plans have at times had a decidedly Soviet-like air about them, these plans were not born because, as the authors suggest, of an incestuous relationship between the business leaders and the bureaucrats, and nor were the plans' drafting and implementation left entirely to MITI's discretion. These economic plans were formulated to move Japan from its centrally administered wartime economy back to a free-market capitalistic economy, and the whole point of MITI's administrative guidance, despite all that has been said about it, has been to contribute to the development of the private-sector market economy.

In the same vein, my third quibble is with the authors' praise of Nakasone as a champion of market-opening measures. While it is true that Nakasone was a very vocal advocate of market-opening, the need was already clear to economists and other opinion leaders well before the April 1986 Maekawa Report.

Finally, my fourth difference with the authors is over their assertion in Chapter 8 ("Japan's World Utopians and Realists") that the Japanese are utopians and that Japan's social engineers are busy trying to turn their dream of a perfect society into reality. This is either undeservedly high praise or bitter sarcasm. Japanese are not seeking Japan's World. All they are asking is to be permitted a part of the decision-sharing as well as the burden-sharing.

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ern age. In 1864, 10 years after Japan opened its doors to the outside world, the shogunate's chief treasurer, Oguri Kozukenosuke Tadazumi, took a group of French technicians on a trip around Tokyo Bay in search of a good site for a foundry and shipyard. At that time, the Japanese government invited many foreign scholars, technicians, teachers and other experts to help in the modernization of Japan. Noting that Yokosuka Bay had a similar topography to the French naval port of Toulon and that the depth of the water in the bay was sufficient, the French team advised that it would be a good location. In 1865 work began on Yokosuka Shipyards (predecessor of the Yokosuka Naval Arsenal) under the guidance of the French shipbuilding engineer Léon Verry. It was completed in May 1968 by the Meiji government, which took power when the shogunate collapsed.

The birth of Yokosuka as a naval station and future military port was in line with the Meiji government's policy of building a prosperous nation with a strong military force. In the nearly 80 years up to the end of World War II, Yokosuka served as the main port for Japan's Imperial Navy. And the city's destiny remained unchanged even after Japan's defeat in 1945. It is still a military port; only the name of the military has changed.

The area in front of JR Yokosuka station and facing the sea is now a park, on the other side of which can be seen the docks of the U.S. naval base. On a Saturday afternoon in mid-February this year, the docks stood empty. In the period when the Japanese Imperial Navy used this port, this area was surrounded by a two-meter-high concrete wall to maintain secrecy. It was turned into a park and opened to the public in about 1950. In one part of the park stand two bronze busts, one of the shogunate's chief treasurer, Oguri Tadazumi, and the other of Verry.

The quiet atmosphere of this park, where families enjoy taking a stroll, often changes to one of heated protest, for this is also the site where local citizens' groups stage their demonstrations.

Some 10 minutes by train from Yokosuka brings you to Kurihama, the final stop on the JR Yokosuka line. Kurihama



A boy intent on fishing ignores the empty U.S. naval docks on the opposite shore.

also can be reached by the Keikyu Railways. A 15-minute ride by bus from in front of the station takes you to Perry Park, facing Kurihama beach. The park features a monument built in 1901 by the America's Friend Association in commemoration of Perry's landing, and the Perry Memorial Hall, constructed in 1987 to mark the 80th anniversary of Yokosuka's establishment as a municipality.

### Critical moments

It was on July 8, 1853, that the four black ships—the steamship *Mississippi* leading the *Susquehanna*, *Plymouth* and *Saratoga*—appeared off Uraga. Following the development of their capitalist economies, the nations of Europe and America were hoping to open up the markets of Asia, including Japan. America especially hoped to establish Japan as a stepping-stone to the huge Chinese market and as a port of call for its whaling vessels operating in the North Pacific.

Even though they were used to seeing foreign vessels, the residents of Uraga were startled by the blank warning shots fired by the four U.S. ships and immediately informed the shogunate, which was nonplussed. (Satirical short poems and woodprints of the time clearly reveal how bewildered the government officials were.)

Perry's objective was to deliver a letter requesting the opening of Japanese ports to foreign vessels from U.S. President Millard Fillmore to the shogunate. Refusing to deal with minor local officials, Perry stubbornly stood his ground and flaunted his strength until top officials representing the shogunate appeared. Eventually the shogunate set up a reception house on Kurihama beach and allowed Perry to come ashore on July 14 to deliver the letter. Perry then departed from Uraga, promising to return the following year for a reply. No doubt the shogunate was very relieved.

Perry returned on January 7, 1854, this time with seven vessels, and Japan and the United States signed a treaty of peace and amity in Yokohama on March 3, thereby bringing to an end Japan's 200-year-old policy of isolation.

The accumulation of knowledge, theories and information, it seems, does not necessarily make people any wiser. In the shogunate's final years, Japan's external policies and domestic politics were confused by a tangle of ideologies and interests, so it is difficult to give a simple evaluation of people's behavior at that time. The same is true for today's Japan.

Nevertheless, most of Japan's leaders and government officials at those critical moments of the nation's existence were clearly brave and heroic in their efforts to

determine of their own accord what was the best direction for their country to take as it sought to develop an independent economic and political structure. Looking up at the monument to Perry in the fading late afternoon sunlight, I thought it shameful that the Japanese people do not have such courageous and qualified leaders today.

Miura Peninsula is one of the most popular recreation areas for people living in metropolitan Tokyo. Just off the southern tip of the peninsula is a tiny island called Jogashima, which is linked by a

bridge to the mainland. Strolling along Jogashima's beach and gazing out at the Pacific Ocean can be wonderful. But try to keep away from the area during the holiday season, when the bridge tends to be jampacked. If you like fresh fish, try one of the small seafood restaurants near the island that store fish and shellfish in tanks. The prices are reasonable.

On the west coast of Miura Peninsula, about in the middle, is the resort of Aburatsubo, which, with its splendid marine park, is another of the peninsula's attractions. During the war,

Aburatsubo served as a base for special-purpose submarines.

If it is hiking you want, you will find many one-day family courses crossing the peninsula both vertically and horizontally. But wherever you go, beware of the traffic congestion during the holiday season. It would be a shame to spoil a pleasant outing by getting caught in a traffic jam on the way back.

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## Table Talk

### Chinese Restaurant Tenryu

Last October I visited Brazil and Argentina and learned firsthand how harshly inflation can affect people's lives. However, even their economic woes haven't dampened their ability to enjoy life.

One of the most unique foods of Brazil is *churrasco*, which is served at specialized restaurants called *churrascarias*. There are about 50 *churrascarias* in Rio de Janeiro alone. What they serve resembles the kebab and shish kebab barbecues of the Middle and Near East, but are far larger. Big chunks of beef and pork are skewered and broiled over a charcoal fire and seasoned with salt. Simple indeed, yet totally delicious.

Where I ate, the waiter brought in, one after another, 15 varieties of skewered meat. The hump meat, the heart, and a meat between filet and the sirloin of the humped cow were all delectable, and astonishingly cheap. At Porcao, a first-class *churrascaria*, we ate until we could not stuff in another morsel, and were asked to pay only about ¥4,400 a head for both food and our *caipirinha* drink.

Buenos Aires is famous for its sublime

beef steak. As soon as I arrived, I went to the city's top restaurant, La Cabana, and had a sirloin steak of almost 500 grams. The delicious taste of that cut still lingers in my mouth, and the bill was only ¥5,000. It is said that beef tastes best when it comes from a three-year cow, and tastes especially superb when the cow is a heifer. I was so carried away by the exquisite meal and top-flight atmosphere of La Cabana that I forgot to ask the manager about the age of the cow whose meat I had been treated to. I still regret this.

It is regrettable that there are very few restaurants in Tokyo that serve such good food at inexpensive prices as Porcao and La Cabana. The Chinese restaurant Tenryu is one of that very select few. I have been patronizing this Chinese restaurant since 1952, two years after its opening.

In those days, it was already lauded as the best restaurant in Tokyo for *jiaozi* fried dumplings stuffed with minced pork. Flavor suffered slightly when the handmade dough of the dumpling was replaced by a machine-made substitute, but thanks to the chef's skill in blending flour and just the right amount of water, Tenryu retains its reputation for serving the best fried dumplings in Tokyo. And the price! A dish of eight jumbo fried dumplings is only ¥750.

Tenryu is so popular that queues 50 meters long form up outside at lunchtime. Chiyo Nakagawa, the owner of Tenryu, says that garlic is not used in dumplings in China, the country of their origin, and

therefore Tenryu does not use garlic either. Good news for people who worry about their breath!

Recently, a Chinese restaurant with an English name opened in the bustling Roppongi section of Tokyo. It has attracted young people because of its aggressive trendiness, even serving Chinese dishes with a knife and fork. Yet the taste is mediocre and the prices eye-poppingly high at ¥20,000 for a course dinner. Compared with such establishments, Tenryu, preserving the time-honored tradition of Beijing-style Chinese cuisine and customer satisfaction, is a priceless rarity.

Tenryu has a branch restaurant in Gardena in Los Angeles for aficionados who stray away from home.

(Yoshimichi Hori, editor-in-chief)

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Open throughout the year. Business hours 11:30 a.m. to 8 p.m. on Sundays and holidays, 11:30 a.m. to 9 p.m. on weekdays.

