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A History of Japanese Emigration Ships

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"Emigrants to North America in the Meiji Era" (January 1994)
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1. Social Origins of Early Japanese Emigrants to North America

The Tokugawa Shogunate began issuing exit visas in November 1866 (Keio 2). In that year, the Ministry of Foreign Affairs in Edo (now Tokyo) issued visas enabling Kanda Aioi-cho and seventeen other people from Namigoro to travel to the United States. These eighteen people are said to have been entertainers. Emigrants to the United States in the early days were entertainers and students seeking to broaden their knowledge, and very few planned to reside there permanently. The first emigrants intending to remain permanently were the "Wakamatsu Colony" who settled west of Sacramento in 1869 (Meiji 2), as mentioned in the first article in this series.

Later, in 1890, fifty Japanese led by Ishizaka Koreki from South Tama settled in the Sacramento delta and tried growing hops. The eldest son of Ishizaka Masataka, a leader of the Popular Rights Movement in Mitama, Koreki eventually became one of the publishers of the Japanese newspaper *Shin Nippon* in Oakland. Incidentally, Koreki's older sister, Minako, married Kitamura Tokoku [a well-known writer—Trans.] "for love" (i.e., she, not her parents, chose her husband).

After failing in his efforts to grow hops, Koreki went to Sacramento, where he noted the existence of a Japanese brothel. Many Japanese international businessmen in the Meiji Era ran brothels in China and Southeast Asia, and soon they set up similar businesses in North America. According to the newspaper *Asano Shinbun*, on May 23, 1889 (Meiji 22), in Yokohama, with its many foreigners, there were nearly 3,000 prostitutes out of a population of about 120,000.

Table 1, "Japanese Residents in the United States," shows that until the mid-1880s there were very few Japanese in the U.S., perhaps less than 1,000. As emigration to North America was unrestricted, it is difficult to ascertain these emigrants' occupations, but most of the Japanese emigrants around this time were farm laborers and orchard workers. In 1890, two brothers from

Wakayama Prefecture who were successful nurserymen, Yonoshin and Kentaro Domoto, bought two acres of land in Oakland. This was the first land bought by Japanese in the United States. For hardworking, dexterous Japanese, flower-growing and gardening were--and continue to be--favored fields in the United States.

The Domoto brothers left for the United States aboard the *Oceanic* (weight 3,707 tons, built in 1871) of the U.S.-based Occidental & Oriental Steamship Company (O&O) in November 1884 (Meiji 17). This ship was a former North Atlantic liner, chartered by O&O from Britain's White Star Line, where it was well-known as that line's foremost ship. Some, like the Domotos, traveled on an O&O liner, but many of the early Japanese emigrants sailed on an American ship of the Pacific Mail Steamship Company (PMSS).

Pacific Mail was founded in 1848 (Kaei 1), prior to the Gold Rush. It started its trans-Pacific service with a wooden-hulled steamer, the *Colorado* (3,728 tons, built in 1864), that sailed from San Francisco via Honolulu to Yokohama and Hong Kong in January 1867 (Keio 3). Subsequently the Pacific market became the mainstay of the Pacific Mail's passenger service. During the 1880s and 1890s, Pacific Mail's fleet included the *City of Peking* (weight 5,080 tons, built in 1874), the new *China* (often called *China II*, 5,060 tons, built in 1889), the *Peru* (3,528 tons, built in 1892), and several others. According to shipping guides of the day, once a month a Pacific Mail ship made the run from San Francisco via Honolulu to Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.

The *China* was an iron-hulled passenger ship built in Britain as a replacement for the *City of Tokyo*, lost at the mouth of the Tokyo Bay, and had the latest triple expansion reciprocating steam engine.

It had a top speed of 19 knots and had once sailed from San Francisco to Yokohama in 12 days 20 hours and 54 minutes. The ship could hold 120 passengers in cabin (first and second) class and 1,000 in steerage (third class). It was the first ship in the Pacific equipped with interior electric lights. [The first ship anywhere equipped with electric lights was the *City of Berlin* of Britain's Inman Line (5,491 tons, built in 1874 and launched in 1875.)]

2. Anti-Chinese Movement Creates Opportunities for Japanese Laborers

The reader is again referred to the chart [Table 1] "Japanese Residents in the United States." It shows that the number of Japanese residents in the United States increased markedly in 1887

(Meiji 20), with another dramatic increase in 1897 (Meiji 30) after the Sino-Japanese War. This increase may have been caused by the passage of the Chinese Exclusion Act in 1882 (Meiji 15).

Chinese workers (often referred to as "coolies") started coming to North America in the 1850s with the Gold Rush. The "push" factor behind that emigration was the impoverishment of agricultural villages on the coast of China during the Taiping Rebellion (1851-64), and the "pull" factor was the desire of Americans to import Chinese workers. When construction of the Central Pacific Railroad resumed in the 1860s, many Chinese worked on it. The transcontinental railroad from Sacramento was completed in May 1869. It is said that 90% of its nearly 10,000 construction workers were Chinese, and that the transcontinental railroad was built at the cost of many "coolie" lives.

Chinese emigration continued through the 1860s and 1870s, and the number of Chinese residents in the U.S. grew to over 10,000 in 1875 (Meiji 8). As shown in [Table 2], "Chinese Emigrants to the United States (1861~1900)", several tens of thousands of Chinese emigrants arrived in the U.S. every year during the 1870s. Most of them were sojourners, and only a few planned to reside permanently in the U.S. When an economic recession hit in 1871, labor shortages turned into a labor surplus. Chinese began to be excluded by European-Americans as "unassimilable," leaving no “pull” factors on the U.S. side. Twenty years later, the Japanese would repeat the Chinese experience of first being used, then excluded.

In 1882, the U.S. Congress passed a law prohibiting the entry of Chinese for a period of ten years. The Chinese Exclusion Act is noteworthy as being the first overtly racist law in American immigration history. As a result of this law, the number of entering Chinese decreased significantly, as shown in the chart " Chinese Emigrants to the U.S." After ten years the law was renewed (And in 1904 made “permanent”—Trans.)

In 1885, a law was passed prohibiting the entry of contract workers, and the principle that immigration to the U.S. must be the voluntary movement of free persons was written into American immigration policy. Binding immigrant workers to their employers for some period of time was seen as inhumane and thus excluded; on this point, emigration to North America was different from officially-contracted emigration to Hawaii and emigration to South America.

With the rise in anti-Chinese sentiment, farmers who had hired Chinese workers hoped that emigrants from Europe would fill their need for workers. However, Europeans demanded high wages and were not inclined to take up farming. As a result, hardworking Japanese started working

the farms and orchards of California. In the 1890s Japanese also found work on the railroads and in the mines.

3. A Surge in Japanese Emigrants to North America After the Sino-Japanese War

There was a "push" factor on the Japanese side behind the surge in the number of Japanese residents in the U.S. after the Sino-Japanese War.

Although the Meiji Restoration had been carried out by *samurai*, there had also been many *samurai* on the losing side. Some of them were among the first emigrants. An example is the "Wakamatsu Colony" of *samurai* from the Aizu Clan. But it was not only defeated *samurai* who left Japan.

With the Meiji era's development of a capitalist economy, restrictions on the buying and selling of land were lifted. New financial institutions were accompanied by inflation, whose harsh effects were keenly felt in farming and fishing villages. Prior to the war, Japan had a labor surplus and seasonal migration of workers had acted as a safety valve. Accordingly, when natural disasters hit, rural areas were seriously affected. This factor, too, stoked the emigration of Japanese workers overseas after the opening of Japan to the rest of the world.

The Sino-Japanese War was a great turning point for Japanese in expanding their businesses overseas. Victory broadened their world view and more, mainly younger, Japanese wanted to travel overseas. Emigration to Hawaii increased sharply, and in 1899 (Meiji 32) the first emigrants went to Peru. Organizations serving people wanting to travel were opened around the time of the Sino-Japanese War. In 1891 (Meiji 24), Enomoto Takaaki, who as Foreign Minister was interested in the emigration issue, opened an emigration office within the Ministry of Foreign Affairs. Subsequently, in April, 1896 (Meiji 29), a "law for the protection of emigrants" was promulgated to give emigration a legal basis. It was also around the same time that private emigration companies were established and began operating--but not to North America, which prohibited the entry of contract workers. Travelers' guides of the period explained that contract laborers were forbidden to enter there at all, and that passengers in steerage were required to show 50 dollars (100 yen) in cash at entry.

To get around these restrictions, some Japanese entered the U.S. as students. Another common way of entering the U.S. was to land in Hawaii first, work, then to travel to the mainland. In the Hawaiian popular song "Horehore-bushi" mentioned in the previous article, there is a phrase

"to go to the US, or return to Japan, we have to decide here and now." After the Sino-Japanese War, the number of Japanese emigrants to San Francisco and Seattle by way of Honolulu grew considerably. Some 57,000 Japanese emigrants came to North America via Hawaii between the end of 1901 (Meiji 34) and February 1907 (Meiji 40).

During this period, regarded as the high tide of unrestricted travel, the monthly wage for a sugar cane plantation worker in Hawaii was $18-$20 for a 26 day month, or $216-$240 for a year of 312 working days. In comparison, contemporaneous annual incomes of Japanese on the mainland, by occupation according to a survey thought to have been conducted in 1909 (Meiji 42), were as follows:

	annual income	annual working days
factory worker	$441	210 days
farm hands	$428	285 days
waiters and waitresses	$360	365 days
orchard workers	$284	210 days
(others omitted)		

Clearly, wages in the U.S. were much higher than in Hawaii, attracting many to the mainland. The same survey found that living expenses for Japanese residents $150-$200 per year and that it was possible to save a lot by working in the U.S. Annual income for farm hands was $428, which was about 860 yen, when the first year monthly salary for bank clerks in Japan was 35-40 yen, or 420-480 yen annually. This underscores why many Japanese wanted to emigrate.

In 1896 (Meiji 29), the Nippon Yusen Kaisha (Japan Mail Steamship Company, referred to as NYK) began service to Seattle. In the same year, Asano Soichiro founded Toyo Kisen Kaisha (Oriental Steamship Company, referred to as TKK), hoping to offer service to San Francisco. These two important developments in Japanese-U.S. maritime commerce were a by-product of the emigration discussed above.

According to "A Hundred Year History of the Nippon Yusen Line" (published in 1988), in 1885--about 10 years before the opening of these two lines--Irwin, a charge d'affaires of the Hawaiian Kingdom, proposed that the government-sponsored shipping company Kyodo Unyu open a regular monthly service from Yokohama to Honolulu , but nothing came of it. As shabby Japanese ships would have had a difficult time competing with American ships, the idea may have come from Irwin himself. Later on, NYK looked into opening up a service from Hong Kong via Yokohama

and Honolulu to San Francisco (18 round-trips a year) in 1888 (Meiji 21), and a Japan-Tacoma service in 1894 (Meiji 27), but neither materialized.

4. The Opening of NYK's Seattle Route

On August 1, 1896 (Meiji 29), NYK inaugurated a service between Hong Kong and Seattle with three cargo-passenger ships, with the first departure being the *Miike Maru* out of Kobe . The *Miike Maru* had 8 cabin passengers and 253 emigrants and arrived in Seattle on the 31st of August. It is assumed that most of the 253 emigrants boarding at Kobe or Yokohama got off in Honolulu. When the *Miike Maru* entered the harbor in Seattle, it was greeted with a 21-gun salute.

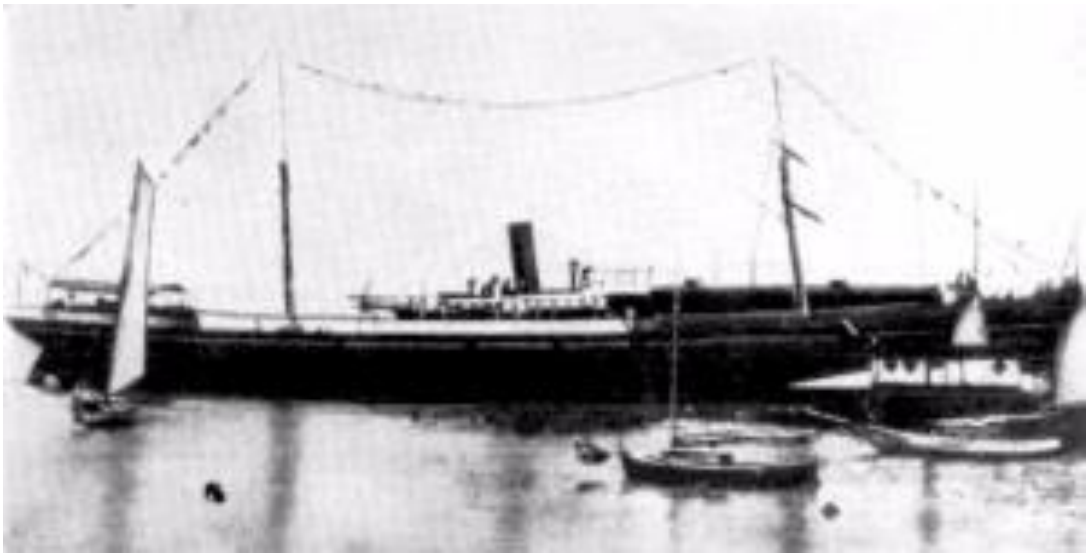


photo: The first entry of the *Miike Maru*, decorated with flags, into Seattle on August 31, 1896 (Meiji 29), and the program for celebrating its arrival.

The *Yamaguchi Maru* and the *Kinshuu Maru* were added to the NYK fleet. Soon there were four NYK ships sailing regularly every four weeks. They stopped at Shimonoseki, Kobe, Yokohama, Honolulu, and later on added Shanghai, Moji (alternating with Shimonoseki), and

Victoria, British Columbia. It took about 17 days to go from Yokohama to Seattle. The fare (in 1898) was $135 in first class, $95 in second class, and $28 in third class (steerage), which was about 56 yen at the prevailing exchange rate.

"A Hundred Year History of Nippon Yusen Line" lists the *Ryojun Maru*, *Tosa Maru*, and *Izumi Maru* in addition to the above-mentioned ships. *Ryojun Maru* is famous for having had the first Japanese captain, Oono Kajitaro, on the North American run in June 1901 (Meiji 34). Other than the *Miike Maru*, which was built on order in Britain, these ships were purchased from Britain either by NYK or by the government during the Sino-Japanese War. Those that the government purchased were sold to NYK after the war.

1896 marked a turning point in Japanese maritime history. Responding to the sudden increase in ship tonnage required by the Sino-Japanese War, the Navigation Encouragement Law was passed to encourage and subsidize maritime travel, along with the Shipbuilding Encouragement Law promoting the shipbuilding industry. With such governmental support, NYK decided to open service to Europe and Australia in addition to its Seattle service. These three routes and the North American service of Toyo Kisen Kasha (TKK, discussed below), received additional financial support from the government.

It was at the urging of James J. Hill, president of the Great Northern Railroad which crossed the northern part of the country, that NYK chose Seattle as its North American terminus. Hill's idea was to connect Seattle--the end point of his railroad on the Pacific coast--and the Far East so that he could transport cargo from New York to the Far East. As NYK's priorities were cargo first and passengers second, it was essential for them to team up with a railroad. Looking at the revenue and expenditures of shipping lines in those days, we know that most of the revenue came from shipping cargo, with revenue from carrying passengers accounting for only 20-30% of the whole. We assume, that they carried many emigrants (with a small amount of cargo) outbound from Japan, and transported cargo such as cotton and flour on the return.

In opening three lines abroad, NYK ordered 18 cargo ships, mostly from shipyards in Britain. Twelve ships were assigned to European runs (one of which was held in reserve), and three ships each for North America and Australia. To fund the construction of so many ships, NYK increased its paid-up capital from 8.8 billion yen to 22 billion yen. This was the only time in the history of Japanese passenger shipping that such a large number of foreign passenger ships was ordered at one time.

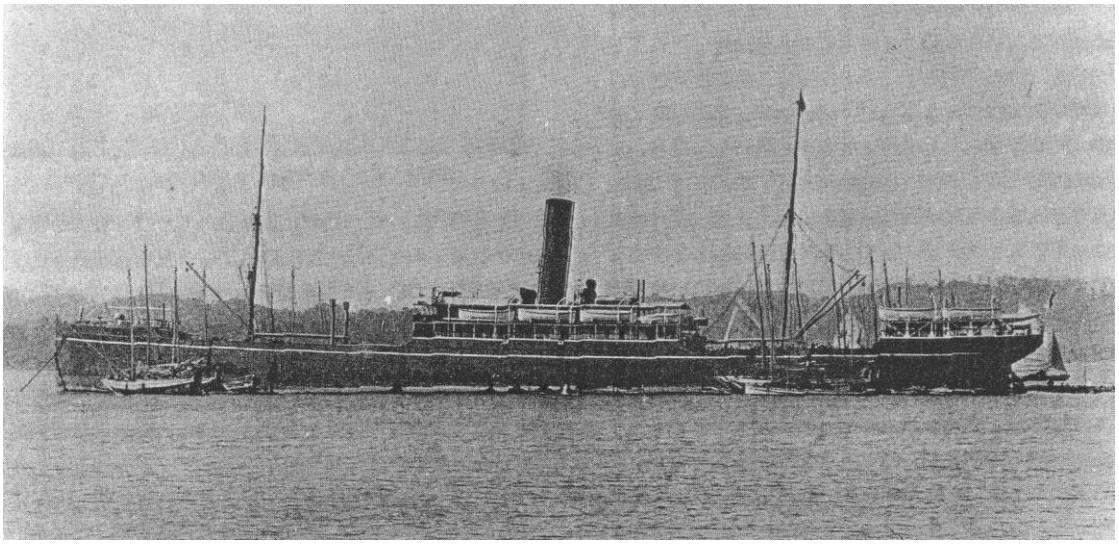
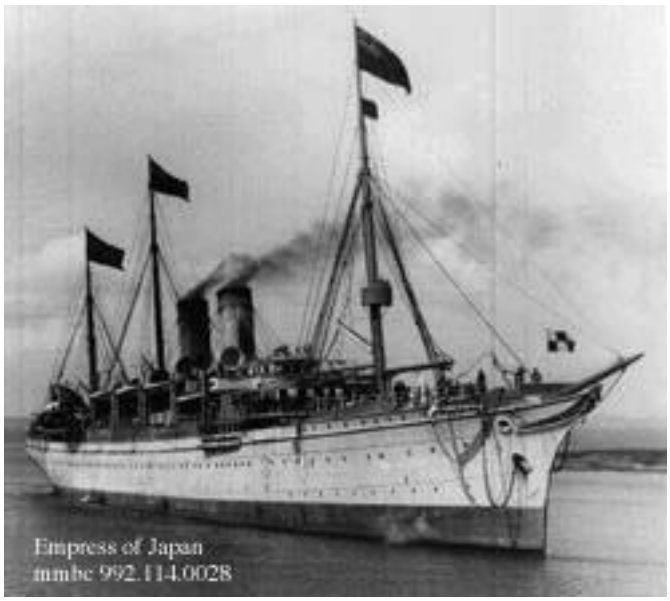


Photo: The *Aki Maru* which, along with the *Aki Maru* and the *Kaga Maru*, were the three sister ships Nihon Yusen Kaisha (NYK) built for the Seattle line.

Three additional ships bound for North America were the *Kaga Maru*, its sister ship the *Iyo Maru*, and a more advanced ship, the *Aki Maru*. All were built at Mitsubishi's Nagasaki shipyard in 1903 (Meiji 36). As a result, after 1901 it became possible with six ships to have a sailing every other week. During this period, the *Kamakura Maru* from the European route and the *Shinano Maru*, the reserve ship, were used as well. Moreover, during the Ruso-Japan War, the *Tango Maru*, one class larger than *Aki Maru*, was built for the Seattle route. It weighed 7,463 tons and when built was the largest merchant ship afloat. All were cargo-passenger ships, transporting cargo first, with passengers being secondary.

Table 3 provides details of each ship. The third class (steerage) quarters of each emigration ship carried around 200 people. According to the drawing showing the layout of the *Kaga Maru*, the accommodations were large, dormitory-style rooms, located below the main deck, near the stern. These rooms were large, but unlike the steerage of emigration ships to Hawaii, were more like the emigration ships in the later years, with rows of bunk beds.

Note that five years before the opening of the Seattle route in 1891 (Meiji 24), the Canadian Pacific Company (CP) of Canada had just built the *Empress* group of three sister ships. The first of these was the *Empress of India* (5,905 tons) and was assigned to the Pacific routes. The route opened by CP ran from Vancouver to Victoria, then on to Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong. As it was quite similar to the route maintained by NYK, and as Seattle was close to Vancouver, the two lines were effectively competitors.



Empress of Japan

Competing with a large British Commonwealth company, it was natural for NYK, as the late-comer, to be at a disadvantage.

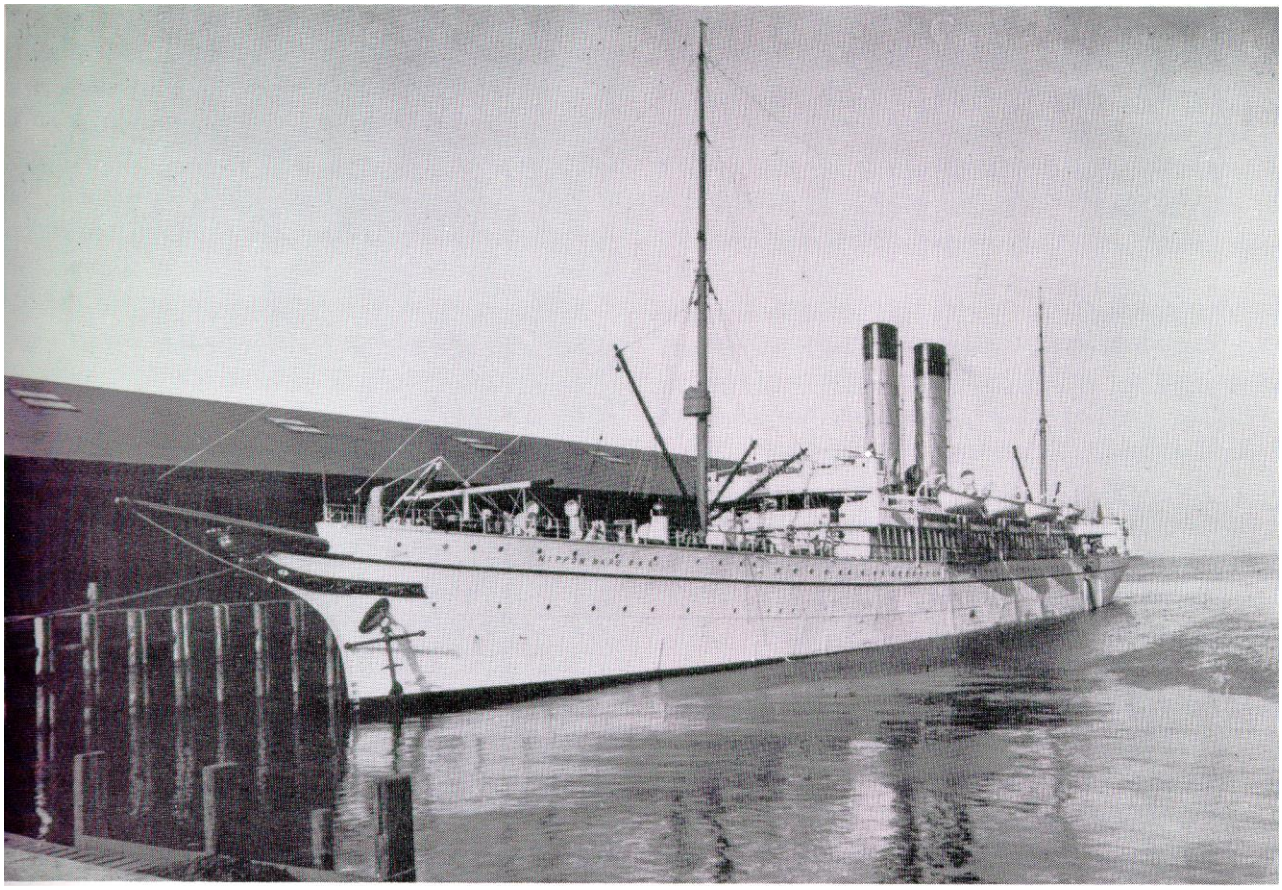
It is assumed that when NYK decided to enter the fray, they knew that their ships could not compete with CP's in the passenger business. The *Empress* sister ships were designed mainly for transporting passengers rather than freight, with a capacity of 770 (600 in steerage). This differed from NYK's ships, which were primarily designed for transporting cargo. Those familiar with maritime history know that NYK's Seattle service continued until the second world war: the *Hikawa Maru*, the last passenger-ship (11,622 tons, built in 1930), was decommissioned in 1960 (Showa 35), making for 65 years of continuous service (allowing for break during the war). History validated NYK's vision in opening that route.

5. Toyo Kisen Kaisha Enters the Trans-Pacific Market

NYK chose Seattle, not San Francisco, as the terminus for its route to North America, partly because the president of the Great Northern Railroad wanted it that way, and partly because NYK wanted to avoid competition with Pacific Mail and with the Occidental & Oriental Company. In the same year that NYK started its service, however, a Japanese businessman tried to break into the San Francisco route controlled by established American shipping companies. His name was Asano Soichiro (1848-1930) of Toyo Kisen Kaisha (TKK).

Asano started in the shipping business with the Asano Marine Transportation Office, and founded TKK in

July 1896, intending to expand his business into a trans-Pacific shipping line. According to "The 64-year History of Toyo Kisen" (edited and published by Nakano Hideo in 1964), Asano went to the U.S. in July 1896 and struck a deal with the president of the Northern Pacific Railroad, Collis P. Huntington. They agreed to co-operate with Pacific Mail and, with O&O, decided to divide the Far East-San Francisco market among nine ships: six ships from American shipping companies and three ships from TKK.



The following February, 1897 (Meiji 30), TKK ordered three ships of the *Nippon Maru* class (named after the record-setting passenger-ship) from two British shipyards. They ordered the first ship, the *Nippon Maru* and the third ship, the *Hong Kong Maru* from James Laing in Sunderland. The second ship, the *America Maru,* came from Swan & Hunter in Newcastle, a large shipyard which would later build the famous *Mauretania* (31,938- tons, built in 1907). Each ship cost 980,000 yen (about $500,000).

Detailed information on the three ships can be found in Table 4.

The *Nippon Maru* was used mainly for transporting passengers and only secondarily for transporting cargo. In appearance it resembled the three *Empress* sister-ships, even having three masts, just like the three "sisters." The white body, and the fancy carved bowsprit, and the name written in Roman letters—which astonished people in Meiji Japan as somehow too Western—were all a product of TKK's cooperation with American shipping companies.

According to "The 64-year History of Toyo Kisen," steerage (third class), which was for emigrants, could hold 313—but a guide-book said 850, leaving a large discrepancy. The accommodations were large dormitory-style rooms, as in the three *Empress* sister ships, and they are assumed to have been located on a lower deck near the bow and stern.

The first ship, the *Nippon Maru*, departed from Hong Kong on December 22, 1898 (Meiji 31), and sailed to Japan, Honolulu, and arrived in San Francisco on January14, 1899. On this sailing, 486 Japanese and 23 Chinese traveled to Honolulu, but the Chinese are said to have been refused entry. E. Mowbray Tate says in "Transpacific Steam" (Cornwall Books, 1986) that the *Nippon Maru* was the largest passenger-ship, next to the *Arizona* (5,147 tons, built in 1879) of Northern Pacific Steamship Company, of all ships entering San Francisco. Tate notwithstanding, at 6,047 tons the *Nippon Maru* was definitely the larger of the two.

The *Arizona* was a passenger-ship for the North Atlantic market, owned by Guion Line in Britain, and at one time held the record for the fastest Atlantic crossing. After the breakup of the Guion Line, the *Arizona* was sold to NPSS for service on the trans-Atlantic route, then came to Japan.

The second and third ships, the *America Maru* and the *Hong Kong Maru*, began their commercial shipping careers from Hong Kong on January 15 and February 8, 1899 (Meiji 32). They sailed from Hong Kong to Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco regularly once every four weeks. Before launching these services, Asano visited Hawaii and ran advertisements for his company in newspapers all over the islands. He made speeches to Japanese emigrants, saying, "We expect to transport 100,000 emigrants in ten years. Toyo Kisen Kaisha was founded with government subsidies and we promise to make your life comfortable in a foreign land."

It was not unreasonable for TKK to make its decision to enter the trans-Pacific market by taking into account emigration to the U.S. and Hawaii. But the number of Chinese emigrants to North America was decreasing and, more seriously, a movement to exclude Japanese emigrants

was building in California. Asano does not seem to have taken these issues seriously as factors which would influence the future of emigration. Later, the Pacific market would be greatly affected by the exclusion of Japanese emigrants.

It was in 1892 (Meiji 25) that the San Francisco Board of Education decided to exclude Japanese children from public schools. This decision was overturned after protests by the Japanese Consulate General, but after the California earthquake of 1906 (Meiji 39) it surfaced again. Japanese stores were attacked without provocation. Twenty years after the aforementioned Chinese Exclusion Act of 1882, exclusionary measures were aimed at the Japanese. After defeating China, Japanese adopted the notion that Japan should "get out of Asia and join the West." It thus probably came as a surprise to Japanese that whites would exclude them, just as they had the Chinese.

Asano Soichiro was a genius as a businessman, but he was still at the mercy of his times.

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Table 1: Japanese Residents in the United States, 1868-1913

1868 (Meiji 1)	6
1869 (Meiji 2)	48
1871 (Meiji 4)	60
1874 (Meiji 7)	120
1878 (Meiji 11)	270
1884 (Meiji 17)	420
1885 (Meiji 18)	500
1886 (Meiji 19)	750
1887 (Meiji 20)	1,120
1890 (Meiji 23)	2,300
1892 (Meiji 25)	4,500
1895 (Meiji 28)	6,000
1897 (Meiji 30)	35,000

1899 (Meiji 32)	35,000
1904 (Meiji 37)	53,764
1905(Meiji 38)	61,539
1906 (Meiji 39)	73,539
1907 (Meiji 40)	89,573
1908 (Meiji 41)	103,683
1909 (Meiji 42)	98,715
1910 (Meiji 43)	91,958
1911 (Meiji 44)	93,359
1912 (Taisho 1)	93,751
1913 (Taisho 2)	95,483

Source: "The History of Japan-US Talks (5) Emigration," edited by the Cultural Work for Commemorating A Centennial After Opening the Country to the World (Yoyosha, 1955).

Table 2: Chinese Emigrants to the United States, 1861-1900

1861 (Bunkyu 1)	7,518
1862 (Bunkyu 2)	3,633
1863 (Bunkyu 3)	7,214
1864 (Ganji 1)	2,975
1865 (Keio 1)	2,942
1866 (Keio 2)	2,385
1867 (Keio 3)	3,863

1868 (Meiji 1)	5,157
1869 (Meiji 2)	12,874
1870 (Meiji 3)	15,740
1871 (Meiji 4)	7,135
1872 (Meiji 5)	7,738
1873 (Meiji 6)	20,292
1874 (Meiji 7)	13,776

1875 (Meiji 8)	16,437
1876 (Meiji 9)	22,781
1877 (Meiji 10)	10,594
1878 (Meiji 11)	8,992
1879 (Meiji 12)	9,604
1880 (Meiji 13)	5,802
1881 (Meiji 14)	11,890
1882 (Meiji 15)	39,579
1883 (Meiji 16)	8,031
1884 (Meiji 17)	279
1885 (Meiji 18)	22
1886 (Meiji 19)	40
1887 (Meiji 20)	10
1888 (Meiji 21)	26
1889 (Meiji 22)	118
1890 (Meiji 23)	1,716
1891 (Meiji 24)	2,836
1892 (Meiji 25)	--
1893 (Meiji 26)	472
1894 (Meiji 27)	1,170
1895 (Meiji 28)	539
1896 (Meiji 29)	1,441
1897 (Meiji 30)	3,363
1898 (Meiji 31)	2,071
1899 (Meiji 32)	1,660
1900 (Meiji 33)	1,247

Source: Tadao Yoshida, *Kokujoku : kyojitsu no "hainichi" Iminho no kiseki* (*Tracing the Anti-Immigration Law)*, published by Keizai Oraisha in 1983.

Table 3: Passenger ships used on the Seattle line by Nihon Yusen Kaisha (NYK) during the Meiji period

Ship Name	Tonnage	Dimensions (meters)	Main Engine	Speed (knots)	Passenger Capacity	Shipyard	Year built	Notes
Miike Maru	3,312	99.2 x 12.8	1 triple expansion steam	12.7	First-class 10,others	Robert Thompson & Sons (Sunderland, England)	1888	Steel hull; sold in 1921
Yamaguchi Maru	3,287	109.5 x 12.2.	1 triple expansion steam	12.0	N/A	Joseph L. Thompson (Sunderland, Britain	1890	Former British ship *Pak Ling*, sold in 1913
Kinshu Maru	3.967	111.3 x 13.4	1 triple expansion steam	12.0	N/A	Sir Raylton & Dixon (Middlesubra, Britain)	1891	Former British ship *Kin Tuck;* sunk in 1904 war.
Kagoshima Maru	4,370	113.5 x 13.7	1 triple expansion steam	11.0	N/A	W. Dobson (Newcastle, England)	1891	Former British ship *Port Albert*; sold in 1910
Ryojun Maru	4,794	109.1 x 14.3	1 triple expansion steam	11.0	N/A	R. W. Hawthorn Leslie (Newcastle, England)	1892	Former British ship *Hunter;* sold in 1910
Tosa Maru	5,789	136.6 x 14.6	2 triple expansion steam	14.0	First-class 20; second class- 8; third class- 100	Harland & Wolff (Belfast, Britain)	1892	Former British ship *Islam;* dismantled in 1925
Izumi Maru	3,225	101.1 x 11.9	1 triple expansion steam	10.0	N/A	William Dobson	1894	
Kamakura Maru	6,123	138.0 x 14.5	2 triple expansion steam	15.4	First-class 24; second class- 8; third class- 116	Workman Clark(Belfast, Britain)	1900	Same class as *Kanagawa Maru* in the Europe line; dismantled in 1933
Shinano Maru	6,387	135.6 x 15.0	2 triple expansion steam	15.4	First-class 26; second class- 20; third class- 192	D. W. Henderson (Glasgow, Britain)	1900	Same class as *Wakasa Maru* reserved for the Europe line; transferred in 1923

Kaga Maru	6,301	135.6 x 15.0	2 triple expansion steam	15.1	First-class 36; second class- 16; third class- 168	Mitsubishi Nagasaki Shipyard	1901	dismantled in 1934
Iyo Maru	6,320	135.6 x 15.0	2 triple expansion steam	15.4	First-class 36; second class- 21; third class- 168	Mitsubishi Nagasaki Shipyard	1901	dismantled in 1933
Aki Maru	6,444	135.6 x 15.0	2 triple expansion steam	15.4	First-class 90; second class- 26 third class- 158	Mitsubishi Nagasaki Shipyard	1903	dismantled in 1934
Tango Maru	7,463	135.6 x 15.8	2 triple expansion steam	15.4	first- class 44; second class- 26 third class- 278	Mitsubishi Nagasaki Shipyard	1905	wrecked in 1943

Source:note: Ministry of Communications, Ship Management Bureaus "The List of Japanese Ships" and so on.

Table 4: The *Nippon Maru* class of Toyo Kisen Kaisha (TKK)

Ship Name	Tonnage	Dimensions (meters)	Main Engine	Speed (knots)	Passenger Capacity	Shipyard	Year	Notes
Nippon Maru	6,048	127.6 x 14.9	2 triple expansion steam	18.0	first-class 106; second-14; third- 313	Sir James Laing (Sunderland, Britain)	1898	sold to Chile in 1919
America Maru	6,210	128.1 x 15.1	2 triple expansion steam	18.0	first-class 106; second-14; third- 313	Swan & Hunter (New Castle, Britain)	1898	sold to Osaka Shosen in 1911
Hong Kong Maru	6,064	127.6 x 14.9	2 triple expansion steam	18.0	first-class 106; second-14; third- 313	Sir James Laing (Sunderland, Britain)	1898 (launched)	sold to Osaka Shosen in 1914

Source: Ministry of Communications, Ship Management Bureau, "The List of Japanese Ships."

photo

The *Aki Maru*. It was an improved version of the *Kaga Maru* and was later used on the Australia line.

photo

The *Tango Maru*. A larger version of the *Aki Maru*. When built, it was the largest Japanese merchant ship.

Photo

The *Shinano Maru*. Built as a reserve ship for the European line but also used on the Seattle line, it is famous for having first spotted the Russian Baltic Fleet off Singapore in the Russo-Japanese War.

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