



# 増毛山道

## MASHIKE SANDO GUIDE MAP

### 増毛 (ましけ) 山道とは

江戸時代末期、蝦夷地(北海道)の各魚場の往来と北方警備のため、道路網の整備が進められます。断崖続きで交通の難所だった増毛～浜益間では、安政4(1857)年、増毛の商人、伊達林右衛門が自費で14里1丁(約55km)の道路を開削します。このうち、別荘と橋を結ぶ9里22丁(約38km)の区間を「増毛山道」と呼びます。北海道の名付親、松浦武四郎は、完成直後の山道を見分し「蝦夷地随一の出来映え」と高く評価しています。

At the end of the Edo Period, improvements to the road network were made due to the traffic of the Northern Guard, and of each respective fishing ground in Ezo (now called Hokkaido). A path stretching between Mashike and Hamamasu, an area which was difficult to travel due to a continuous cliff, was constructed in the year Ansei 4 (1857 AD) at the personal expense of Rinemon Date, a merchant in Mashike. The path is 14 ri, 1 cho\*, about 55km in length. We refer to one 9 ri, 22 cho (38km) section of this road, which connects Bekkari and Poru, as the **Mashike Sando** (Mashike Mountain Path). \*"ri" and "cho" are old Japanese units of distance. 1 ri equals 36 cho, or 3.93km. Immediately following the road's completion, the explorer Mr. Takeshiro Matsuura, "the Godfather of Hokkaido," examined the project and evaluated it to be "the best workmanship in Ezo."

■明治期の増毛山道 MASHIKE SANDO in the Meiji Era  
その後、増毛山道は整備もされず廃れていきます。開拓使の御雇外国人ライマンは、この山道を「人間の建築とは思われ難し」と酷評しています。明治22(1889)年、小金井喜美子(森鷗外の妹)が記した「島めぐり」には、「いと恐ろしき道なりとて通る者少なく、皆、船にて回り行く…10日ばかり前にも、1人命失いたり…」とあり、命を落としかねない険しい道だったようです。Following this, the "Mashike Sando" ceased being maintained, and soon fell into a state of disrepair. A foreign advisor hired by the "Kaitakushi" or Development Bureau of Hokkaido, Mr. B. S. Lyman, criticized the road as being "difficult to recognize as human architecture." In the year Meiji 22 (1889 AD), Ms. Kimiko Koganei, the younger sister of the writer Ohgai Mori, wrote in "Shima Meguri," or "Tour of the Island" that "very few people pass along this terrible path. Everyone circumvents it by ship... Just ten days ago, a person lost their life on it." From her account, it seems that the path was both steep and life-threateningly dangerous.

### What is MASHIKE SANDO ?

■雄冬山道と増毛山道 MASHIKE SANDO & OFUYU SANDO  
雄冬山道とは、明治26～27(1893～94)年に開削された雄冬～千代志別を結ぶ海岸沿いの道です。険しい増毛山道よりも通行が容易で、雄冬～千代志別間はほとんどの人が雄冬山道を通行し、増毛山道は増毛と岩尾をつなぐ部分だけが利用されるようになります。The Ofuyu Sando (mountain road), a path along the coast built to connect Ofuyu to Chiyoshibetsu, was constructed between Meiji 26-27 (1893-94). Compared to the perilous Mashike Sando, the Ofuyu Sando was much easier to travel, and used by the majority of people traveling between Ofuyu and Chiyoshibetsu. Only the part of the Mashike Sando which connected Mashike and Iwao was commonly used.

■増毛山道の終わり The end of MASHIKE SANDO  
昭和16(1941)年、武好駅通が廃止されると、山道を行く人はほとんどいなくなります。ただし、昭和56(1981)年に雄冬と増毛を結ぶ国道231号の開通までは、定期船が欠航した時、急用や選挙の投票箱の運搬などで、まれに利用されていました。In the year Showa 16 (1941 AD), after the retiring of "Buyoshi Ekitei," a station on the path established as a waypoint for services such as post and trade, the majority of people ceased using the mountain path altogether. Further, up until the completion of National Route 231, which connects Ofuyu and Mashike, in the year Showa 56 (1981 AD), the road was used only in exceptional cases, such as for urgent business, the transportation of ballot boxes, or in the event of a cancellation in the regularly scheduled ships connecting the areas.



### 山道開削と伊達 林右衛門

伊達林右衛門は江戸時代末期に活躍した商人です。林右衛門の名は代々世襲され、増毛山道を開削した林右衛門は8代目に当たります。最初に蝦夷地に渡った7代目林右衛門を蝦夷地初代とし、2代目は林右衛門を襲名しなかったため、8代目林右衛門が3代目と呼ばれています。初代(7代)林右衛門は、陸奥国(福島県)出身で、松前に移り「伊達屋」の屋号で商いを始め、寛政8(1796)年、マシケ場所請負人となります。当時、蝦夷地の漁場は場所請負制といって、松前藩所有の漁場を商人が請け負って経営する形態でした。林右衛門は、北蝦夷(樺太)や根室の場所も請け負い、その勢力を拡大していきました。3代目林右衛門は、寛政11(1799)年、松前で生まれ、初名を源三郎といいました。天保8(1837)年、初代林右衛門の死去ともない林右衛門を襲名します。Mr. Rinemon Date was a merchant active in the late Edo period. The title of "Rinemon" was passed down from generation to generation, with the Rinemon who built the Mashike Sando being the 8th of his name. The 7th generation Rinemon, the first to reach Ezo (Hokkaido), became the first generation of "Ezo Rinemon." Because his successor did not inherit the title of "Rinemon," it is actually the third generation of Ezo Rinemon, the man who built the Mashike Sando, who is referred to as the overall 8th of his title.

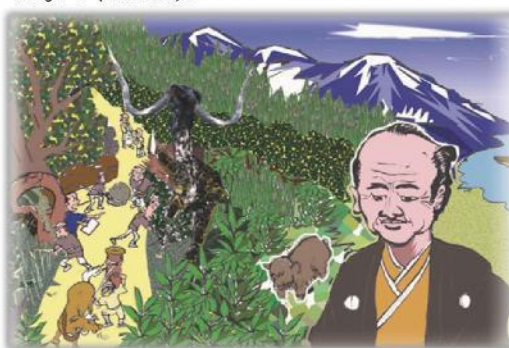
The first Ezo Rinemon (the 7th overall) moved from his home in Mutsunokuni (Fukushima Prefecture) to Matsumae, in Ezo. Here, he began his trade career through the store "Dateya," before becoming a contractor in the Mashike area in the year Kansei 8 (1796 AD). At that time, Ezo fishing grounds were operated under a location-based contracting system, where each site owned by the Matsumae clan was operated by a merchant. Rinemon also undertook the management of locations in northern Ezo (also called Karafuto or Sakhalin) and Nemuro, thereby expanding his power and influence. In the year Kansei 11 (1799 AD), the 3rd Ezo Rinemon, whose given name was Genzaburo, was born in Matsumae. He was appointed Rinemon with the death of the first Ezo Rinemon in the year Tenpo 8 (1837 AD).

■山道開削のきっかけ  
Events Leading to the Road's Construction  
3代目伊達林右衛門は、安政4(1857)年、浜益～増毛間に増毛山道を開通させます。これは漁場間の物流の他、ロシ

### Path construction & Rinemon Date

アの北蝦夷地(樺太)進出に対抗するための兵員輸送路の確保という北方警備上重要な役割も担っていました。財政難にあった幕府は、一帯の場所請負人に自費を持って道路を開削するよう命じています。In the year Ansei 4 (1857 AD) the 3rd Rinemon Date constructed the Mashike Sando between Hamamasu and Mashike. In addition to simplifying travel and trade between fishing grounds, the path also played an important role as a military travel route to the north, to counter Russia's advance into northern Ezo (Sakhalin). The shogunate, experiencing financial difficulty, ordered that the merchants contracted to oversee the area construct the road at their own expense.

■その後の伊達林右衛門 Rinemon Date After the Road  
3代目林右衛門は、安政元(1854)年、歴代の功により松前藩主から永世藩士の身分と「翁記」の名を下賜されます。その後、松前藩勤定奉行、箱館奉行所御用達を歴任し、4代目へと家督を譲り、明治5(1872)年その生涯を閉じます。In the year Ansei 1 (1854 AD), the 3rd Rinemon was given the permanent status of a feudal retainer and the name of "Ohki" by the Matsumae feudal lord. Following that, he took positions as the Matsumae clan Magistrate of Accounting and Hakodate Accounting Purveyor, handing over these duties to the 4th Rinemon before passing away in the year Meiji 5 (1872 AD).



三代目 伊達 林右衛門 The 3rd Rinemon Date



※地名は明治期のものです。The place name is from the Meiji era.

北海道がまだ蝦夷地と呼ばれていた幕末期、物流の確保と南下するロシアの脅威に対抗するため、幕府は交通の難所に「山道」を作りました。増毛山道は、現存する貴重な歴史遺産の一つです。In the late Edo period, when Hokkaido was still called Ezo, the shogunate constructed a mountain path over a difficult-to-travel area. The path was constructed in order to ease the logistics of trade, and to counter the threat of the southward-moving Russia. The Mashike Sando is a precious historical landmark which still remains today

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## 蘇る、歴史とロマンの路

### ロシアと日本 そして山道 Russia, Japan, and the Mashike Sando

増毛山道は伊達林右衛門が私費を投じて開削した道路ですが、その背景には幕府の意向がありました。幕末期、日本が蝦夷地から樺太へと漁場を拡大する一方、北方からはロシアが勢力を拡大し、両国は樺太で向き合う状態でした。嘉永6(1853)年、ロシアが樺太に哨所を築くと、動揺した松前藩は急遽、一番隊・二番隊を差し向けます。しかし、すでに海峡が流氷に閉ざされ、部隊は宗谷と増毛で越冬します。翌春、樺太へと向いますが、ロシア人はすでに引き払った後でした。安政2(1855)年、日露和親条約でようやく日露の国境交渉が解決します。これらを機に、幕府は北辺防衛のため蝦夷地を直轄下に置き、東北諸藩に警備を行わせます。こうした時代背景を考えると、山道は単なる交通網の整備にとどまらず、対ロシアを想定した軍事色の濃い道路であったことがわかります。The Mashike Sando is a path built at the private expense of Rinemon Date, although behind the scenes, it was built at the behest of the shogunate. At the end of the Edo period, while Japan was expanding its fishing grounds from Ezo to Sakhalin, Russia was likewise extending its influence downward from the north, and the two countries found themselves in opposition over the territory. In the year Kaei 6 (1853 AD), when Russia built an outpost in Sakhalin, the shaken Matsumae clan hurriedly sent its First and Second Corps. However, the straits they had planned to travel were already closed off by drift ice, and the troops ended the year in Soya and Mashike. They set out for Sakhalin the following spring, but the Russians had already withdrawn. In the year Ansei 2 (1855 AD), the Russo-Japan border negotiations were at last resolved by the Russo-Japan Treaty of Amity. Taking this into account, the shogunate placed Ezo in direct control of the defense of the north and let the Tohoku clans manage their own security. Given this historical background, we can see that this mountain path was not just a simple improvement to the transportation network of Ezo, but a path established with a military defense against Russia in mind as well.

### 工事費と作業期間 Construction Time and Cost

北海道伊達家履歴によると、山道開削に「メ金千三百拾両…」利害二預り無據請込」とあり、幕府御用達かつ場所請負人の立場上、私費で請けざるを得なかったようです。さて、この工事費を現代の金額に換算すると、諸説ありますが試算では1両約13万円とされているので、1,300両は約1億7千万円となります。The Date family history of Hokkaido states that construction of the mountain path "costed 1,311 ryo (former unit of Japanese currency) to complete," and argued that the project was "a necessary endeavor because it serves the common interest." As both a merchant of the shogunate and one of its retainers, it seems that Rinemon Date ultimately had no choice other than to build the wall at his own expense. If you were to convert the cost of construction to a modern currency, how much would it be? There are varying opinions, but one preliminary calculation valued 1 ryo at about 130,000 yen, meaning that 1,300 ryo would equal approximately 170 million yen

■何人が、何日間?? How many people, how many days?  
伊達林右衛門は山道開削を命ぜられると、直ちに秋田から開削経験者呼び寄せ、地元のアイヌや釧路後の出稼ぎの若者を雇い入れて、開削に着手します。山道の両側から開削を始め、浜益側は、安政4(1857)年5月16～17日頃から入夫46人で間5月を挟み6月13日までの56日余で終わっています。増毛側は5月下旬から始まり、7月中旬までに終わっていたようです。※山道の開削期間については諸説ありますが、ここでは「北海道道路史」の記述を引用。

When ordered to build the mountain path, Rinemon Date brought in workers from Akita Prefecture with construction experience, and also hired local Ainu people and young migrant herring fishermen who had completed their previous work. With a workforce assembled, Date immediately began construction. Construction began from both ends of the path. The Hamamasu side was begun in the year Ansei 4 (1857 AD) between May 16th and 17th. Accounting for an intercalary "leap month" in May, it took 46 laborers until June 13th, 56 days, to complete their portion of the road. The Mashike side was begun in late May, and finished by the middle of July.

※There are varying opinions regarding the construction period of the path, but the dates referenced here are taken from "A History of Hokkaido Roads."

### 武好駅通 (ぶよしえきてい) とは

増毛山道には、別荘から約8.5キロの地点に「武好駅通」という建物がありました。元は江戸時代の通行屋という施設で、焼失により場所を移し、明治35(1902)年、積雪に耐えられる高床式に建替られています。初代の管理人は、郡総代の浅利吉右衛門が担当しました。駅通(所)とは、明治～昭和初期の北海道独自の制度で、人馬継立、郵便業務、宿泊所を兼ねた施設として、半官半民により運営されました。その後、交通機関の発達とともに山道の利用者は減少し、昭和16(1941)年、武好駅通は廃止されました。昭和24(1949)年、駅通を訪れた北大山岳部は『まだ2～3年は大丈夫だが窓ガラス等は何もなく、線の下に寝所があり焚火は出来、雨は凄げると記録しています。There was a facility along the Mashike Sando called "Buyoshi Ekitei," about 8.5km from Bekkari. Originally an Edo period facility called "Tsukoya" (lit. transportation house), the facility was moved after it burned down. In the year Meiji 35 (1902 AD), it was rebuilt with an elevated floor in order to withstand snow accumulation. The first manager of the facility was Mr. Kichiemon Asari, a county delegate. As part of Hokkaido's unique system during the Meiji and early Showa eras, "Ekitei" (sometimes "Ekitei-jo") was operated as a semi-governmental institution that served as a relay station for inland transportation, also providing postal services and accommodations for travelers.

暑寒別岳 1,491m  
Mt.Syokanbetsu

群別岳 1,376m  
Mt.Gunbetsu

### What is Buyoshi EKITEI ?

■文学作品に遺る武好駅通  
Buyoshi Ekitei in Literature  
『いまだに文明的な交通網から取残された、静かというよりは寧ろ寂しい其の山路とじっくり調和した昔造りの駅通の建物…』伊藤秀五郎(登山家・札幌静修短大第3代学長)著『雄冬山付近の山道と漁村風景』(山岳誌「北の山」(昭和5(1930)年)収録)  
『駅通はガラんとした大きな建物で、広い土間の片隅に、清涼な出水が音を立ててコンコンと流れていた。…』坂本直行氏(山岳画家)著『武好の春』(大正15(1926)年の記録)(画文集「原野から見た山」(昭和32(1957)年)収録)  
"A building constructed long ago, removed even now from the transportation network of civilization. It is quiet or rather, it is lonesome, blending into the surrounding mountain road in perfect harmony."  
"Scenery of the Mountain Paths and Fishery Villages near Mt. Ofuyu," compiled in the mountain magazine, "Kita no Yama" (Mountains of the North). Showa 5 (1930 AD) Quote by: Mr. Shugoro Ito (Climber, Sapporo Saishu Junior College, 3rd President)  
"The Ekitei was a large, vacant building. At one corner of its broad dirt floor, clean, cool water trickled down with a sharp plip-plip."  
"Buyoshi no Haru" (The Spring of Buyoshi), first recorded in Taisho 15 (1926 AD) by Mr. Naoyuki Sakamoto (mountain artist) Compiled in "The Mountain Seen from the Wilderness" in Showa 32 (1957 AD)

浜益岳 1,258m  
Mt.Hamamasu



昭和24年の駅通 BUYOSHI EKITEI(1949 AD)

### 山道に今も遺る電信柱

増毛山道には、今も明治22(1889)年に設置された電信線(電報用の通信線)や木柱が一部残っています。当時、冬期間は雪で山道が通れず、海も荒れて船の往来も滞るため、雄冬や浜益は陸の孤島でした。そのため、明治21(1888)年、札幌から電信線を引くこととなり、厚田～増毛間87kmは山道沿いに工事が進められました。標高1,000m越の工事は困難を極め、完成は翌年7月、9日には増毛まで電信が可能となりました。しかし、雪前により電柱が押し流され、12月には不通となりました。翌年、雪に埋まるよう電線を地上1mとしますが、これも効果も同年12月、再び不通となります。このため、札幌から雨竜を経由する迂回路を引くことになり、明治24(1891)年着工、翌年1月開通し、通年の通信が可能となります。しかし、増毛から浜益への通信も札幌経由となり、時間がかかる不満が出ます。結局、再び山道沿いの線を改修して使用することとなり、山中は電柱の間隔を狭め、線は太い鋼鉄線、枕木も特製の頑丈なものに変えました。こうした紆余曲折を経て、札幌から石狩・浜益・雄冬を経由する電信線は、毎年、補修を行いながら運用されてきました。



北海道大学山岳部 (昭和24年)  
Academic Alpine club of Hokkaido (1949 AD)

### Telegraph Poles Still on the Path

Parts of telegraph lines and wooden poles installed in the year Meiji 22 (1889 AD) still remain on the Mashike Sando. At the time of installation, Ofuyu and Hamamasu were solitary islands amongst the wilderness, due to the impassability of snow-encompassed mountain paths and choppy seas that resulted in the cessation of ship travel during the winter. Therefore, in the year Meiji 21 (1888 AD), a telegraph line was drawn to them from Sapporo. 87km of line between Atsuta and Mashike were run along the mountain path. Construction at over 1000 meters above sea level was incredibly difficult, and the project was completed in July of the next year. In September of that same year, telegraph services became available in Mashike. However, a utility pole was swept away in an avalanche, and service to the area was suspended in December. The next year, the telegraph lines were placed 1 meter off of the ground, so that they would be covered in snow during the winter. However, this strategy also proved ineffective, and the lines failed once again in the following December. As a result, a detoured route was drawn from Sapporo to Uryu in the year Meiji 24 (1891 AD). The line was opened in January of the next year, enabling year-round communications. However, communications from Mashike to Hamamasu were routed through Sapporo, a time-consuming process which resulted in dissatisfaction with the system. Eventually, the line through the mountain path was repaired and put into use again. In an effort to fix previous issues, the distance between telegraph poles was reduced, while the material used for both the telegraph lines and poles was changed. The lines were changed to thick steel cables, and the poles from wood to a specially-produced heavy-duty material. Through this complicated, roundabout process, telegraph lines from Sapporo, routed through Ishikari, Hamamasu, and Ofuyu, were, while being repaired every year, put into operation.

雄冬山方向  
Direction of Mt.Ofuyu

電信柱  
Telegraphic pole