

Nakai Hiromu's, *A Travel Sketch of the West*
—*A New Account of Crossing the Seas*, Book One:
An Annotated Translation

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概 要

本稿は薩摩藩士の中井弘（なかい・ひろむ、1838-1894）の航海日記の一部（一冊）を英訳したものである。中井弘は1866年10月15日（旧暦）に日本国を初めて出て、約二ヶ月の船旅を経て、イギリス本国に到着した。当時、鎖国だった日本は徐々に外国との繋がりが出来ていたが、まだ日本から出たことのある者は少なかった。その為、中井弘が執筆した本航海日記は西洋事情や西洋文化に関する重要な情報が沢山書いてあり、非常に大切な出版物である。それにも拘らず現在日本では、あまり注目されないものである。この航海日記は最初に中井弘の友人や知人の為に1868年に『目見耳聞—西洋紀行』として出版されたが、その後1870年に『西洋紀行—航海新説』として改めて出版された。

『西洋紀行—航海新説』は上巻と下巻の二冊の本から出来ているものである。本稿はその上巻だけを完全英訳したものである。下巻は次号の愛知県立大学外国語学部紀要に掲載したい。『西洋紀行—航海新説』は初めて完全英訳されたため、本稿も大切な研究成果である。

当時の武士生まれの人間、中井弘が初めて海外へ旅して、その経験を綴ったもので、非常に新鮮な考えや経験がうかがえる。どの様に日本の武士が海外や他国の人々を見たのかを書物から捉える。特徴の一つとしては中井弘の書物には詩が沢山あり、他の当時の西洋文化に関する書物と大きく違う。本稿は『西洋紀行—航海新説』の上巻のみであり、イギリス本土での記述はないが、旅の途中に泊まる国々の説明や、イギリスの船に同乗したイギリス人船客との交流が書かれている。中井弘は英語が話せなかったので、手振り身振りの会話が多かったであろう。一人の侍の旅日記から当時の様々なことが明確になっている。

キーワード (Keywords)

Travel writing, 19th century sea travel, Nakai Hiromu, Bakumatsu Japan, Translation

Translator's Foreword and Introduction

Nakai Hiromu (1838–1894) was born in the castle town of Kagoshima in the domain of Satsuma. He was the eldest son of a samurai called Yokoyama Eisuke. Kagoshima is famous for its numerous and illustrious historical characters, Ōkubo Toshimichi and Saigo Takamori to name the obvious ones, many of whom Nakai was personally familiar with. However, Nakai himself has, for the large part, been forgotten by the history books. Nevertheless, Nakai played a vital role in Japan's modernisation at the end of the period of Tokugawa rule and the beginning of the Meiji period (1868–1912). He was one of the first Japanese to travel to the West after Japan had finally ended its policy of seclusion and opened its doors to international relations, trade and friendship with Western powers. He travelled to Britain for the first time toward the end of 1866. He stayed for just a few months before returning to Japan in mid-1867. Japan was then in the midst of revolution. In the final months of 1867, the Tokugawa Shogunate, which had ruled Japan since the Battle of Sekigahara in 1600, returned power to the Emperor. In 1868, with the Emperor Meiji at the helm, the new Meiji government made up largely of men from the domains which had helped to topple the Tokugawa, i.e. Satsuma and Chōshū, began to establish Japan as a modern nation. Due to his experience in Britain, Nakai was given a position within the new Foreign Department. It was his job to escort the British Minister, Harry Parkes, and his entourage when they were on their way to an audience with the Emperor Meiji for the first time in March 1868. It was on this occasion that two men attacked Minister Parkes' contingent, which included the later British Minister and famed Japanophile, Ernest Satow (1843–1929), and the later 1st Baron Redesdale, Algernon Bertram Mitford (1837–1916). Nakai, along with Tosa-born samurai Gotō Shōjirō (1838–1897), succeeded in chopping off the head of one of the attackers and the second was caught and questioned before being executed¹. Nakai and Gotō became heroes in saving the lives of the British diplomats that day, yet their actions have now been largely forgotten.

In 1866, Nakai had little knowledge of the English language, but was sent to Britain on behalf of the Tosa domain (present-day Kōchi prefecture)

with a Tosa man by the name of Yūki Yukiyasu (dates unknown). This paper provides a translation of Book One of Nakai's published travel journal, which he wrote on this first journey to the Western world.

This is the first time that Nakai Hiromu's *Seiyō Kikō Kōkai Shinsetsu* (A Travel Sketch of the West — A New Account of Crossing the Seas) has been translated in full and published in English. The work is published in two books and due to the confines of space, this paper is a full translation of Book One only. It is this author's wish to publish the second book in the next edition of *The Journal of the School of Foreign Studies, Aichi Prefectural University*.

Dotted about the text, there are short pieces of commentary by Washizu Kidō (1825–1882) and Ōnuma Chinzan (1818–1891), both of whom were scholarly experts in Chinese poetry and who appear to be on familiar terms with Nakai Hiromu. These sections of commentary have been presented in italics within the text. There are several pieces of Chinese poetry by Nakai Hiromu within the text, and these have been centre-aligned. Underlined sections of the translation are those sections which Nakai himself underlines in the original Japanese, suggesting his wish to stress the meaning / importance of those sentences. In addition, due to the old and sometimes personal nature of the text, it has on occasion, been difficult to discern the meaning of some parts of the original Japanese. Where a section of the translation, or the reading of a word, for example, is unclear, there is a footnote to explain as much. However, any remaining mistakes are solely those of this author, and it is the author's hope that future improved versions of the translation will be able to rectify any such errors.

A Travel Sketch of the West — A New Account of Crossing the Seas, Book One²

By Nakai Hiromu

10.15³

From Yokohama, Japan to Shanghai; 1,040 leagues⁴

At 12 o'clock, I boarded the steamship belonging to the English trader Alt⁵, and together with Yūki Yukiyasu⁶ of the Tosa domain, we departed from Nagasaki. Many friends stood ashore to see us off.

Washizu Kidō⁷ comments: There is a long journey ahead⁸. This is just the beginning.

10.16

Out on the open seas we see only sailors. I slept at the end of the day.

10.17

There is a strong wind today and the ship is being tossed about on the waves. Because of this, I began to feel ill, but it seems that my appetite has become all the more suited to Western foods.

10.18

We are in the area where the Emperor of the Kingdom of Wu, Sun Quan, reigned during the period of the Three Kingdoms⁹. The seawater is murky around here. One of the sailors tells me we are near Shanghai in Jiangnan, the Yangtze Delta region¹⁰. Moving several tens of leagues closer we can see the beach and the trees. We then entered the Yangtze River mouth where we saw Chinese ships sailing past, back and forth. Their clumsiness looked laughable. Another steamship sailed quickly into the port almost like it was flying. On the belly of the ship were four large Chinese characters: Mǎ (馬) Hǎi (海) Rú (如) Fēi (飛)¹¹. I was told that this steamship was assigned for transporting trade goods from Shanghai to nearby ports. Many of my countrymen have travelled to Shanghai, so I will put my pen away and wait to write another day.

This evening, Yūki and I transferred to another steamship bound for Hong Kong accompanying the British merchant, Mr. Uton (phonetic)¹². The name of the ship is the 'Singapore'. In fact, it is one of the famous express messenger ships. Despite the fact that I do not speak any other languages, I have not had any trouble. The passengers on the ship are mostly all Europeans who have come from Yokohama, Nagasaki, Hakodate and Beijing, but many

of them understand Japanese. That is one of the surprising things about being on this ship. The two of us, Yūki and I, are in first class cabins. The cabins are very beautiful. Every day we go to eat breakfast and dinner, sharing our table with dozens of Westerners.

Departing from Nagasaki I go to Shanghai.

From Japan, I head off to distant foreign lands
Wondering where are the sacred three peaks and five summits?
My ship darts across the ocean like a bird,
Cutting through the many thousand leagues of misty spray water.

*Ōnuma Chinzan*¹³ comments: *Lǚ Zhòng Lián*¹⁴ said he would walk the oceans; *Zōng Gǔ*¹⁵ said he would ride the winds. Such big talk! But they only travelled around China. *Nakai Ōshū*¹⁶ is a great man, second to none, and his great ambition of travelling around the world surpasses them by far. Indeed, his journey can be compared to the Western expedition of the great imperial envoy, *Zhang Qian*¹⁷.

10.19

From Shanghai to Hong Kong; 800 leagues.

Last night, between 3 and 5am, we departed from Shanghai travelling many leagues in beautiful weather. Strolling around the deck of the ship and looking out to sea, there are numerous islands and the sea is quite murky around here. By the afternoon, we had lost sight of the islands and for the first time the sea looks clear. In the night a strong wind got up. The ship sailed like an arrow flies. According to one of the English, a number of Japanese passengers boarded a French ship and are sailing to France. The person did not know where in Japan they are from. On enquiring further however, I discovered that they are Bakufu officials going to the Paris Exposition¹⁸ to be held next spring.

10.20

There is a strong north wind, and after getting out of bed I just lazed around

in my cabin and sat at my desk writing.

10.21

In the middle of the ocean we sighted an island covered with red soil and trees.

10.22

By daybreak we reached Hong Kong. To the left and right of us were many hills and mountains. The place looks similar to Nagasaki. I went on shore with the captain of the ship. I had brought five hundred American and Mexican dollars with me from Nagasaki. However, we will travel via the Indian Ocean and the Mediterranean Sea through areas mostly under the jurisdiction of the British. Therefore, it will be inconvenient for me if I do not carry any British money, so I went with the ship's captain to a bank and exchanged some of my money into British currency. We took a horse-drawn carriage and a palanquin to travel through the town. The town is very clean and most of the shops sell Western products. The area on the China Sea coast is forestland. It looks similar to the coast of the Sanyōdō¹⁹ area of Japan. There are ships here that run to various places all over Europe and America. We seemed to travel for several leagues across the sea through some very calm waters.

Every inch of our ship is luxurious, like a splendid country villa in all its finery. The acting British consul from Nagasaki, Mr. Flowers and his wife, are in Hong Kong. I had hoped to visit them, but could not manage to do so.

In the harbour I saw a ship bearing the 'Hinomaru' flag of Japan. Earlier, when I asked an Englishman, he informed me that it was a Bakufu ship.

From Hong Kong we travelled to Guang Dong. The flanks of our steamship were white and on one side the Chinese characters Jiǔ (九) Jiāng (江) Pó (鄱) Yáng (陽) were written. In contrast to the high-speed Western ships that glided into the bay, the dirty-looking Chinese passenger ships coming into port crawled along like ants and were a sorry sight to see.

10.23

I went ashore, had lunch at a restaurant in town and had a look around

various places. I went to a watchmaker's shop and by chance I happened to meet the acting British consul²⁰ there. He entrusted me with sending a letter to Japan.

10.24

Yukiyasu and I bought watches.

Today, in order to get the letter to send to Japan²¹, I went to the house of the acting British consul which was a very grand building with stone pillars. There were several Chinese people there. I invited them to chat with me using a writing brush²². I wrote down several things and showed them. They were all very happy and we enjoyed tea and sweets together in one of the guest rooms. I talked about the regions Westerners have moved into, which began with India and China. The Westerners are prospering in trade and commerce but the most predominant business is with China, India and the United States. Nowadays, (in China) the teachings of the ancient sages are in decline and Christianity is thriving. I tried asking them if they believe that throwing away their traditional beliefs and accepting Christianity is of benefit to the Chinese population. One of the Chinese people said that this is the way the whole world is going and asked why should it be only India and China, why not also Japan? Eventually, he said he no longer wished to discuss the difficulties of the past.

It is true that Hong Kong and Guang Dong are very important, strategic areas of China and Western ships need to lay anchor here. For that reason, Western ships sailing to and from China, to the West and Japan dock there frequently, every day.

I went to meet the acting British consul at 12 o'clock. His residence was several blocks away from the port, in the mountains, facing the sea, perched on high ground, with a beautiful view over the bay. In particular, it is far from the noise and chaos of the town. The acting British consul came to meet Yukiyasu and I, and led us to a guest room on the third floor. All about the room there were unusual looking treasures. As I do not speak English, I just took the letter, said goodbye and left. On the way back, I took a ride in a rickshaw and wandered around the town; then at 6 o'clock in the evening

I took a train back to the steamship. Today the heat has been particularly too much to bear. Although there is much land and mountainous ground, there are not many trees. There are a great many large rocks. There is good reason for Westerners to construct their buildings from stone. The good thing about stone buildings is that they keep out the scorching heat and fires can be avoided.

In this port there is also a currency minting device which has been brought in from Europe. It is extremely large. It produces a small amount of the currency used here in Hong Kong. In the middle of the harbour there is a British patrol station and on the coast there is a piano company. The place is flourishing. All about the town, police patrolmen carrying rifles can be seen safeguarding the area. The criminals that they capture are let out of prison everyday and with steel chains about their waists, they are made to break the rocks and transport them. They also clean the dirt of the roads, rivers and ditches, and they are made to work from morning till night.

I was told that tomorrow we will be transferring to a ship going to Singapore from the steamship company's dock.

10.25

At 12 o'clock we transferred to a ship going to Singapore.

Many people stood on shore to see us off. The passengers are largely Westerners who do business in India. Already, it had reached 2 o'clock before the senders-off all raised their voices in unison to say goodbye. From the shore a bell could be heard ringing; then suddenly, with a cloud of black smoke wafting into the air, the anchor was raised.

10.26

On the 26th, the ship was tossed about on the rolling seas and being in the middle of the ocean the mountains and hills were now obstructed from our view.

10.27

Today the weather is cloudy and there is a strong wind. The ship was tossed

about greatly, but fortunately I did not go to feel sick.

The ship rocks about greatly in the strong wind,
But the hazy sea air clears
On waking, I look over to see the coastline of Singapore
My ice-pillow useless; I was hot all night
My ship sails the equator, directly under the sun²³.

Chinzan comments: At last, this poem appears to support the story of Giwa²⁴. The explanation in the Shānhǎijīng, the Classic of the Mountains and Seas, appears to be correct.

Kidō comments: He has travelled the Atlantic Ocean and is headed toward the Equator. This is evidence that the world is indeed round.

In the night, the wind was very strong and some parts of the ship were damaged.

10.28

I was in my room all day because of high seas.

10.29

The captain tells me this ship will go to Singapore and then go on to stay one night at Penang Island; from there it will go to the island of Ceylon²⁵, and then travel on to Bombay in India. Therefore, I will have to transfer to another ship, he tells me. Bombay is one of the great cities of India where many goods such as silk and tea are produced, and many Westerners have emigrated there, making the place a bustling district.

The huge, violent waves are taller than a house.
Black smoke from the ship rises and spreads into the night sky.
I see the moon above the vast ocean,
And looking behind me, I desire to see the skies over Japan.

Chinzan comments: This is reminiscent of the poet Liu Gufu²⁶ who when writing about his great ancestor, the first Han dynasty emperor, Liu Ho, the words “ Through the cloud formations, I desire to see Penglai²⁷ all the

more.”

*Kidō comments: This poem is like the idea in Abe-no-Nakamaro's poem that goes "On the horizon..."*²⁸.

11.1

From Hong Kong to Singapore; 1,437 leagues.

On this day the seas are calm. At 12 o'clock, I put a chair out on deck and enjoyed the view out at sea. There are lots of little islands dotted about and in the distance to the left and right I could see mountains. I borrowed some binoculars from an Englishman and I could see the greenery of numerous trees in the forests. At 7 o'clock, gas lamps were lit on the coast. The British Consulate could be seen on one area of high ground. At 9 o'clock, we dropped anchor at the mouth of the bay.

11.2

At dawn, we dropped anchor in front of a British coal company. About one league away after leaving Singapore, the area here is very like the area around Bakan and Chinsei²⁹ where the two coasts lie very closely together. The hills are not high and the green of the trees can be seen far across the horizon. The native people of this land are very dark skinned. On their heads they wrap red and white turbans. They wear a cloth of about one yard long around their bodies with a sash of similar fabric wrapped around the waist and they go around with bare feet. There are many British people here. Also, there are a number of Chinese people who have come to live here.

I took a horse-drawn carriage with an Englishman. It went with such speed that it felt like we were flying. We dashed to the port of Singapore. There is a church in the port. It is extremely large.

I had lunch with the English gentleman I was with and then we went for a ride around the town in a horse-drawn carriage. At sunset we returned to the ship. A number of Bakufu officials who have come on a French ship also dropped anchor here. They depart tonight.

A number of little native boys in small boats sailed alongside our ship. Some of the passengers on our ship threw coins into the sea and the little boys

dived in to collect the sunken silver coins. They looked just like sea otters. I also had a go at throwing some Hong Kong dollars in for them, which was all jolly good fun. The soil of the land here is very red and there seems to be a variety of fauna, such as Skunk Cabbage, Coconut palms and Betel-nut palms, the branches of which are all entwined; there are so many of them. There is a garrison for black soldiers³⁰. They are there for emergencies in Asian waters.

11.3

Fine weather.

A number of British people, including two women boarded our vessel today.

Before that, Yukiyasu and I had taken a carriage to a fish shop along the coast. We bought some salted fish and returned to the ship. These days we've been eating nothing but meat and we were dying to get a taste of fish once more. I asked the ship's cook to grill the fish for us. We ate it, and it was truly delicious.

At 3 o'clock, a crowd of people gathered to express their goodbyes. Finally, the bell on the shore rang and with a large waft of black smoke our ship departed. We travelled a few leagues and the sea opened out a little. In the distance we could see the nearby hills through the misty, rainy air. It is pretty much all flatland covered with vegetation.

11.4

The island of Sumatra is perhaps about the same size as Japan. Malaya and Cochin-China face each other and the distance between them is not so far³¹. The rain had stopped but the clouds had not yet cleared. I was lying down in my room because the heat was so difficult to bear.

I was told that the capital of India is Calcutta³². Calcutta is almost back to back with the city of Bombay³³.

The inside of the ship is cloaked with a thick heat

My skin is moist with sweat.

Facing the wind outside, I look in all directions

As I walk the decks of the ship
A forest of ship masts,
Carry the flags of all nations.

I just happened to write this silly poem above during my stay in Singapore³⁴.

11.5

From Singapore to Penang Island; 380 leagues.

Today the skies are rainy. At 9 o'clock we dropped anchor at the island of Penang. Around here, there are many small islands dotted about. Around the island of Penang alone, countless Western ships are docked. The flag of a British company can be seen on the coast. I wanted to go ashore, but could not on account of the rain.

The people here are very dark-skinned, and they wear their hair in a style like the Buddha, just like the people in Singapore.

We left the island at 4 o'clock. From the windows of the ship, looking in all four directions, there's not a single mountain to be seen; we see only water and sky. There was a cool breeze in the evening. Six days from now we will reach the island of Ceylon. I think it will be difficult during that time because when the night comes it is always difficult to sleep.

The movement of the ship is like the sound of thunder.

The night sky looks like rain.

In the remaining light I cannot sleep; dreams come and go.

Thinking of the difficult journey ahead,

I cannot but point a finger at the sea and scream aloud.

I look casually toward the southern hemisphere,

And feel like the surge of the waves are flooding over me.

11.6

All day long we sailed the ocean. I had an afternoon snooze out on deck.

Japan is not just a nation blessed with an abundance of crops,

It is a nation of excellent people to be proud of.

If today the Japanese had the skills of navigation,
The entire globe would be our backyard.

Chinzan comments: He is a man of Japan, the Land of the Gods. He is truly great. However, he loses something in his carefree nonchalance³⁵. Only this is lamentable.

Kidō comments: Such heartily heroic words!

A map was spread out on a table and I talked about the different countries with an English man. It was really just a way to kill time. Last night I had a spot of diarrhoea and today I was feeling sick. So, I stayed lying down in my room and got some rest.

The customs, the people, everything is different to what I've known before.

But wherever I go, whoever I talk with I will be frank.

I have adjusted to the manners of the West,

But this, after all, I do for the love of

My Emperor and my nation!

Chinzan comments: People now burn the old books, bury Confucian scholarly ways and convert to the ways of the west. In this way, they try to raise the nation to great heights. The ancient rulers of old also followed such progressive methods for the sake of the nation, and those who do not pay attention to such necessities are merely fools who do not recognise how important these methods are.

Kidō comments: It is not possible for a man with no intelligence to understand this.

11.7

The evening air was cool, so I was out relaxing on deck until 12 o'clock.

11.8

The heat is particularly excessive today. In the afternoon, there was a westerly wind and even by dusk, the winds had not died down. Recently, I have been eating meat: beef, lamb, chicken, pork, and my stomach has been

feeling very fine. Also now, with the warm air, my asthma has stopped and I do not go to feel ill anymore. It will be very cold when we reach Britain. I am really not looking forward to that at all.

11.9

I was up early and after breakfast, I walked about on the deck of the ship. The waves are quite gentle and the movement of the ship is not too rough. There are a number of British people who boarded at Singapore and who are going back to their country. Today, there was a little girl of about 5 years old playing and she threw the hat of an Indian man into the sea. Her mother saw what happened and became very angry. She grabbed hold of the girl, punished her and told her off. The girl cried and cried; then she went and sat at the feet of the Indian man and begged for forgiveness. The games that small children play are no different from those of Japan, and when there are accidents the children get harshly told off. It seems that the little girl and her mother soon made amends and were friends again after that.

11.10

From Penang to Ceylon; 1,213 leagues.

At 12 o'clock, we dropped anchor at Galle³⁶. The island is not so large. In all four directions, there are large rocks. The area where ships drop anchor is small and though there is a port, we could not get close to the coast. On the west coast, there is a gunning battery. On the west corner of the battery there is an iron-built lighthouse. On the coast, there are the town gates and beyond the gates are the homes of all the local people. To the left and right of the gates there are many large buildings. British soldiers are stationed here. I stayed in a hotel just below the gunning battery on the west coast with two Englishmen. Both Yukiyasu and I were extremely pleased to be on land again after so many long days at sea. At one point, I went with three Indian men in a horse-drawn carriage and travelled several miles to the north of the island. This is one of the birthplaces of Buddhism, so there are many temples here. The people are very similar to the people of Singapore. However, what is strange is that the whole island is covered in palm trees and they block out the sun's rays.

The colour is very beautiful. Many of the islanders sell parrots and various rings made of tortoiseshell, gold and silver. They welcome us travellers and do some pretty hard selling. Apart from that, the necklaces made of various jewels and pearls are worth looking at, but not worth buying.

11.11

Fine weather.

Today a clipper³⁷ arrived from Calcutta. Also, there are ships going from India to Australia. They are very large. Australia is under the jurisdiction of the British and it is an extremely vast territory. In the afternoon, I took a horse drawn carriage and journeyed some several miles. Along the roadside was a deep forest of palm trees and dotted here and there were the homes of the local people. We stopped the carriage at a cliff top and watched as the sun sank down into the sea. The sun's rays reflected red in both the sea and sky; it was a truly remarkable sight. Compared to the eleventh month of the year in Japan it is much hotter here by far. From this, I could understand that the Earth moves whereas the Sun stands still.

*Kidō comments: By witnessing something, we can truly understand the existence of things*³⁸.

11.12

At 2 o'clock, I boarded the ship called "Bengal" with her captain. There are a number of British women and many boys and girls. The people who had come to send passengers off were very sad and many of them shed floods of tears. At 5 o'clock in the evening, our ship set sail. The ship I had been on earlier, called *The Beer* (phonetic)³⁹ departed for Bombay, India. This evening there was wind and rain. The ship was tossed about roughly.

The Beer carries white cotton on board. This will be sent to cotton factories in Europe to be made into cloth and then will be sent again to Japan and China to be sold.

11.13⁴⁰

Fine weather. The ship was tossed about a lot, but I did not vomit. I stayed

lying down in my room and by dusk felt a little better. After finishing dinner, I went about my routine tasks by lantern light. An Englishman came over to me and laughed greatly at the Chinese writing I had done. Thinking about it, only in Japan and Korea do we thoroughly copy and study the Chinese writing system. In recent years, nearly all the nations of Asia are using the Western alphabet and Christianity has already spread throughout China. We need to establish schools in Japan that provide our own teachings. There need to be schools where everyone from 10 years old to about 20 years old can live in the schools and each student can study all manner of things to the best of their ability. In this way, the people can be taught properly and truly well, before their minds become confused⁴¹.

Kidō comments: His writing here relates much about the various teachings of the world.

11.14

I woke early, and after breakfast, I had a sleep on a deckchair. In the morning, to the west, I could see black smoke covering the ocean and it was coming toward us. I quickly got a telescope and had a look out to sea; there was a steamship. All the sailors on the ship came up onto the deck to look at this. After a while, the ship neared ours. The Captain said it was a ship called the King Lear⁴². It was a clipper going from Calcutta to Aden and Suez, the same direction as our ship was going. The ship soon disappeared again quickly across the sea in a cloud of smoke. Whenever clippers pass each other on the open seas, the sailors raise their ships flag, sail the ships closely alongside each other and celebrate their meeting with shouts and cheers.

11.15

There was a light rain, which stopped suddenly and the sun came out but, today the wind felt a little chilly. I slept in my room without waking until dusk.

Our ship sails the Indian Ocean under a moonlit sky
The roar of the rolling mountain-like waters is finally no more
I become accustomed to the push and pull of the waves

And a peaceful sleep is mine at last
But then the trill voices of the cockerels sing
And I am woken once more to be reminded of my journey

There are quite a lot of cows, sheep, chickens and pigs kept on the ship⁴³. In recent years, the Great Way of the ancient sages is in decline and those who copy the later generations of Chinese wise men show a tendency to have antiquated opinions. They compare themselves to ancient heroes and do not appreciate the fact that their own skills are not enough to cover all the difficulties we face. Without proper reasoning, they seem to believe they can achieve their ambitions. They look only to the theories of the people in their own world, discussing good points and bad, only to end up with no solutions at all. However, our current situation is simply nothing like anything we have faced in history. We should be deeply sceptical of their methods.

The prowess of the warrior in the Land of the Gods
Is the greatest in the east,
But the ridiculous Confucian scholars,
Talk only of protecting the surrounding seas.
If they want to find the path to wealth and strength
They need only rid themselves of the old books
And take up the Western study of navigation

11.16

There's a strong wind from the north. The ship moved through the waves like an arrow. Because of the unsteady shaking it is impossible to sit, and so I went to my room to lie down and rest from the exhaustion and nearly brought up what I had eaten.

11.17

The morning came but I continued to sleep. The chef came to ask me what I would have to eat and drink, so I had some beef, steamed barley and mandarin oranges. When the night came, the ship was tossed about greatly again.

11.18

Morning came and brought with it a strong wind. The coldness seeped into my skin, but I did not have any more blankets on my bed. I drank some soda, which is delicious stuff. I have grown to like it quite a lot.

On every ship, the times for eating are all set at a certain hour. In the morning at 8 o'clock, we eat; then again, at 12 o'clock, we eat, and in the evening at 4 o'clock, we eat. Apart from that, in the evening at 7 o'clock, we have Chinese dumplings and coffee. Between 6 and 7 o'clock, we have wine, whiskey, coffee and a variety of vegetables. Apart from these times, for no apparent reason, eating is not permitted.

I felt quite jolly after three glasses of foreign liquor
Feeling quite drunk, I brought out my long sword
And stood on deck facing the wind and waves of the great ocean
The other passengers, with their backs to me,
Whispered to each other in low voices
It was most certainly the first time they had seen
A strong, sharp sword of Japan.

Chinzan comments: In Japan, there are Japanese swords, and those who carry a sword are Japanese. Those with no sword are foreign. Those who carry a sword are great men. The sword is the path to a great career. Surely it is a path that all should try to follow.

While I have been on this Indian ship there are still many English people who have not seen a Japanese sword, so they sometimes ask to see mine.

11.19⁴⁴

Last night there was a cold wind, which dispelled the heat and my body began to gradually feel better and better. The sea was covered with a thick fog, which eventually cleared and the day became brighter. The nearby mountains of the African Continent could be seen continuing to stretch for miles on the horizon like a tail through the clouds. I had a smile on my face for the first time.

My typical daily schedule on board ship:

At 7 or 8 o'clock in the morning, the chef brings me coffee and dumplings to my room. I wake at around 7 or 8 o'clock in the morning, fix my hair, wash my hands and feet, put on fresh clothes and wait for the bell to ring. Then I go out on deck for a walk and sometimes do some exercises. At 9 o'clock, the bell rings again and I go directly to the dining table to eat. After breakfast has finished, until 12 o'clock when the bell rings (for lunch), I am free to do as I wish, so I sit on a chair out on deck and read, smoke or do some exercise. At 12 o'clock, the bell rings and I go to the table to eat. There are only two dishes of meat and vegetable stew. After lunch has finished, I go out on deck or to my room to lie down and I am totally free to do what I want. Smoking is not permitted in the rooms. At 4 o'clock, I hear the bell ring and I change my clothes, fix my hair, gargle and wait for the 5 o'clock bell to ring when I go out to sit at the dinner table. The dinner is truly delicious. First, I have a warm soup; then beef, lamb, chicken, wild goose, wild duck, rabbit, pheasant and copper pheasant, a great multitude of various peculiar dishes are served one after another. On top of that, there are potatoes, beans, radish, carrots and other vegetables. Also, there are sweets, and a variety of fruits and nuts; then coffee is served with milk and sugar to taste. Evening comes and at 7 o'clock, I have tea and sweets. At 8 o'clock, I have Western alcoholic beverages. After 9 o'clock, some of the sailors play drums and flutes. At 10 or 11 o'clock, the fires in the rooms are put out, and we go to bed. The purser comes to each of the rooms to see what the passengers need. He cleans the rooms, changes the water and refreshes the bedding. The rooms are always kept clean.

Sometimes, if there are big waves and strong winds some of the passengers become sick and it is impossible for them to sit at the dinner table, so they stay lying down in their rooms. At such times, the chef comes and asks whether there is anything the passenger would like to eat or drink. Then he will kindly take care of the passenger and bring anything that they can keep down in their stomachs. Despite the blazing heat of India, Westerners will not be seen naked. Accordingly, care must be taken so as not to get too dirty when we are all living so closely together.

It is better not to go near the ladies on deck. They do not appreciate light

conversation, and they do not permit us to smoke. On every ship, there is one doctor. When a passenger becomes sick, the doctor gives them medicine and takes care of them, but nobody is expected to pay for his services.

The mists close in on the Arabian Sea.

In the fog we lose sight of the African Continent.

I feel like I am far outside the blue of the heavens.

Like the Great Peng bird⁴⁵, ninety-thousand leagues above the earth

This one small ship glides along.

Chinzan comments: The place names he uses in the first and second lines of this poem are very new and unfamiliar. The story of the Great Peng comes from the Mohe tribes of the Tungus peoples. He describes the waters around Arabia. Seeing these things with his own eyes, he is able to write this poem. This is why there is such a difference in the quality of his poetry.

Kidō comments: This is a truly excellent piece of writing.

Tomorrow will be New Year's Day of the year 1867 in the Western calendar. This evening there was an end-of-year party⁴⁶ and all the sailors, including the chef, carried a flag in each hand, put on strange hats, played flutes, banged on drums and paraded all around the ship. All the ship's passengers, including the ladies, drank alcohol, sang and danced until late night, waiting for the New Year, and then prayers were said.

11.20⁴⁷

It is New Year's Day on the Western calendar. From Ceylon to Aden; 2,134 leagues.

The weather is fine and our ship is still somewhere between Africa and Arabia. At 4 o'clock, we were scheduled to reach Aden. Today, with it being the first day of the New Year, breakfast was a little different to normal days. After we finished eating, all the guests cheered, banged on the tables and clapped their hands. It was quite strange to watch. Just after 4 o'clock, we dropped anchor off the coast of Aden. The mountains are steep here and there is not a single tree to be seen. There are only the British and French buildings on the mountainside and they are quite beautiful. Yasuyuki and I went ashore

with two English men. We went to the express shipping office next to the British Army barracks and then we went to a bar to cool off.

Kidō comments: It is very strange to be cooling off on the first day of the first month.

At this bar there are Indians who sell a variety of goods. All the natives use camels to get about. The people are dark-skinned and their hair is very long and messy. They see travellers and try to sell them birds' feathers and wings. The night came and coal was burnt. The smoke was excessive. At 10 o'clock, we left this place.

The heat of the Indian Ocean seems to roast everything,
Even lying down in bed is difficult to do.
Sleep itself seems to hang on the notions of honour and shame.
Not from anxiety or worry, but from not being used to the heat.
The waitress understands me, though.
She helps to swill away my agony,
As she serves me with an ice-cold drink.

I wrote the above poem at the hotel on the island of Ceylon. The weather is so hot that I constantly want something to drink. We are halfway along the Red Sea to the west. Today the ship proceeded by 300 leagues and we could not see a single mountain in sight. In the ocean near Africa we saw a single island jutting out of the sea. An Englishman told me that the land here is infertile. He said Western people would like to go there, but if by accident you landed there, you would get killed and eaten by a group of the natives.

11.21

In the afternoon, we saw a ship. Her name was "Nubia". Our ship's captain told me there are about fifty ships that sail back and forth from Asia. There are eight ships that travel between Calcutta and Suez, and there are also eight ships that go between Bombay and Suez. Between Singapore and the island of Ceylon, there are six ships. Truly, this is the reason for Britain's strength in Asian waters.

11.22

A French ship left here one day earlier and today we could see a lot of black smoke in the distance to the north-west. When I had a look through some binoculars, I saw that it was the same French ship. This was evidence enough to prove to me how fast our ship was, and today the wind had changed to a westerly wind.

11.23

Today there is a westerly wind and it is impossible to raise the sails. The progress of the ship becomes ever slower. Towards the end of the day, I had a nap; then at night, I walked a little around the ship. In the afternoon, we had seen the French steamer about 10 leagues in the distance to the right of us.

11.24

Last night the westerly wind died down and I got a peaceful night's sleep for the first time in days. This morning I woke early and when I looked out to sea, I saw that the French ship was far behind us in the distance. I guess the French must be very envious of the unbelievable speed of our ship.

To the south, we could clearly see the mountains of the African Continent. Being in the middle of the ocean, whenever I see mountains I feel quite happy. We came across a French clipper going to Hong Kong from the Suez.

My dream was broken.

I was ten thousand leagues away under western skies.

Though I am far away from my homeland,

I am still only on the ship.

Half my life has passed,

And I have not yet made good use of my years.

As a drifter, thirty years I have squandered.

I've been at sea for about thirty days already and with time it has almost come to feel like a home from home. Somehow, with poetry I can put down my feelings, the sentiments of a traveller. This is just the sort of thing I like.

I dedicate the following poem to such-and-such⁴⁸ who is exiled to a

southern island:

You have been left exiled on a lonely island,
With no means of return;
I can sympathize with the loneliness of such solitude.
My thoughts turned to you one night.
On the ship, I had a dream.
I was, as a cannonball, shot,
Flying over to that lonely island, to where you are.

Also:

Are the heavens a continuation of the waters?
Or, the waters a continuation of the heavens?
I know not; but facing east, in the direction of China,
I call to you and tell you of my recent endeavours.
I realise now that my journey to the West,
Was decided by the Fates long ago.

Kidō comments: The number of those travelling to the West recently is uncountable. Of those who understand poetry however, Nakai is the only one who is an expert on the West.

Thinking of Gi Kōan⁴⁹:

I envy you finding a tranquil place to live, building a simple house,
During the spring rains and autumn breezes,
You can fish and live a romantic way of life.
I though, am ashamed;
I am off running around the globe,
And have no time even for my interests in music and writing.

I borrowed a fold-away deck chair from a Westerner.
As I savoured the cool flavour of the delicious wine,
I became intoxicated and was again reminded of the words: “this is home”⁵⁰.
Being draped in a dense fog, my home feels a million miles away.

I could not bring any books with me on this journey. Poetry and other things that tell of thought and beauty, these days, are the only things I have of interest, but I cannot spend much thought on them now.

Kidō comments: These words make for true poetry. His word craft is fascinating, whatever he says.

11.25

Fine weather and cool air. I caught a cold. By the end of the day, I had wrapped myself up in warm clothes and lay down to rest. Last night, there was a play performed on board the ship, which entertained all the passengers. The performer's antics were so funny they ought to be publicised in the news! I laughed a lot.

11.26

To the left and right of the ship, tall, rugged mountains towered above us. At 9 o'clock, we dropped anchor at the coast of Suez. Today, I really feel much better.

11.27

From Aden to Suez; 1,308 leagues.

Fine weather.

After breakfast, all the ship's passengers transferred to a steam train. In this area, we cannot see a single tree. There are houses here and there. They are made of mud and small rocks. The natives here are dark-skinned and so very dirty that I cannot describe them. There is a British hotel. It sells Western foods and wines. All travellers come to rest at this place while they wait for their trains to depart. Shortly after 12 o'clock the steam train arrived. I put my things on board straight away and boarded the train myself with five British people. We travelled for several miles and stopped outside a shop selling wines. The train reloaded its supply of coal and again we travelled for several miles before again stopping for a short break. Along the tracks, the vast desert spreads out into the distance and looking in all four directions there are fields and fields of sand dunes spreading out for miles. All the houses are made of

piled up sand. I saw camels and dogs, sheep, cows and horses all pass by us. One of the British men said he does not know for how many thousands of miles the huge desert goes on. With the seasons now changing from spring to summer there were severe winds; clouds of sand covered the skies and I could not make out what was right in front of me. When the winds stopped and the skies cleared, I could suddenly see sand dunes everywhere. Today, on the way to my destination, I could see many sand dunes. It would not be an exaggeration to say that this place is like a vast ocean of sand.

At 6 o'clock in the evening, we reached Cairo. Here we could see fields of trees and plants spread out for hundreds of miles. There were rows of houses packed tightly together. It is indeed a great city. From the train station, I took a horse-drawn carriage to the British hotel and stayed one night. This area borders with the large countries of Arabia, Africa as well as Europe.

To the south is a vast desert.

To the north, an expanse of fields,

My journey from here is not by ship.

I board a train, and travel three hundred leagues in an instant.

This single train line will take me all the way to Europe!

Chinzan comments: He travels by steam train along a railroad. He sees some particularly bleak scenes. This place may even be described as the Buddha's hell, and yet, he is without torment. He is a young man in his prime, rare in his excitement. He is truly a very active young man.

I realise for the first time,

The steam train is truly a wonder of civilization.

I turn to look out from the window of the train,

And see the setting sun over the mountainous landscape.

But it is all so difficult to see,

As it all goes by in an instant.

Like a bird rushing to return to the nest,

We fly past it all.

11.28

From Suez to Alexandria; 240 leagues.

Clear skies. I took a horse-drawn carriage with Yukiyasu and drove round the town for several miles. There was a huge, tall temple that looked like a great fort. It was extremely beautiful. Along the roads of the town, it is very dirty, very much like China. At 9 o'clock, I boarded a steam train and travelled several miles. Along the tracks a great endless plain spreads out which seemed to go on forever. Not a single tree or plant of any kind grows there or can be seen for miles. After going some distance the train stopped and we had a break. The natives lay grass mats along the tracks and had a nap, or they would come and go, sat astride their donkeys or camels.

A new train line has been established making short distance and long distance travel far more convenient. To the left and right of the train line, telegraph lines have been set up with wires that look like the threads of a spider's web. It was already past 4 o'clock by the time we reached Alexandria. I took a horse-drawn carriage to a seaside hotel and stayed the night there. This area is very prosperous and Westerners from many countries have settled here. The main street that people travel along is laid out in a Western fashion too. In the centre of the town, there is an open space where trees have been planted and there is a pond with a cold-water fountain placed in the middle.

11.29

Last night, I had a bad asthma attack, but by dawn, it had finally eased off. These days the nights are very cold and the days are especially warm, thus the climate is quite changeable. At 2 o'clock, we took a horse drawn carriage, and then boarded our steamship bound for Britain. At 4 o'clock, our steamship left the port. I strolled upon the deck of the ship and out on the port I could see many flagpoles with the flags of many European nations flapping in the wind. There were also rows and rows of thousands of houses along the coast. It was a very Western looking scene. I do not have words to describe the convenience of this thriving area with its railways and steam trains. In Europe, the first railroad trains ran in 1825⁵¹, and when the railroads were

built, an ordinance was enforced whereby the unemployed and poor were recruited to work on them and the benefits from the system were quickly reaped.

Kidō comments: In this way, the Westerners completed construction of the railroads. This ordinance was very strictly enforced. There is no one who regrets the building of the railroads.

By rail, various goods are sent to distant nations, armies go to other countries, and much money is spent on it. Without the need for manpower or horsepower, the railroad rises to any occasion, thereby justifying emergency official use and allowing any sort of trouble or loss to be avoided. Passengers and goods are loaded onto the train and between each chime of the bell the train travels some sixty-odd miles. The steam train has three classes and the rich people all buy tickets for the first class car. In addition, according to people's preferences they have upper, middle and lower places. When building the railroad, bridges are placed over rivers and tunnels are cut through the mountain rock. One train on one journey can carry about five hundred people on board, or about five or six thousand goods can be transported at any one time. In one day then, one hundred trains can transport an extremely vast number of people and goods.

Kidō comments: Over rivers, through mountainsides, the steam train passes. Such an idea is extremely sophisticated, but who knows how many millions the cost of such exploits would be? If we wish to learn this sophisticated technology, first we should learn to control the costs. His exact purpose is to travel around the world, but he seems to have also learned a few other things along the way.

Even though the train carries food and supplies enough for the journey, there is a train station every 10 or 20 miles, and the trains stop at these to take on water and coal. During that time passengers go to a restaurant to eat and drink. The train is most convenient for people to move through barren wastelands. These days, the railroads are becoming increasingly magnificent, and their use in various fields of operation is increasing, giving people more freedom to help each other. The cost of living is becoming more standardised. People are coming together more and more from near and far. The train, along

with the steamship and the telegraph, is becoming one of the world's best means for a better quality of life. I cannot possibly describe the details of this steam train railway system.

Kidō comments: He describes it well indeed.

11.30

The rough wind and waves of the Mediterranean Sea, compared to the extreme heat of the Indian Ocean, and the difference in the hot and cold weather, is very strange. At the day's end, I lay down in my cabin and drifted off into a dream, not even thinking of having anything to eat or drink.

End of Book One - A New Account of Crossing the Seas

Notes

- 1 This author has written about this incident, known as the Nawate Incident, or Parkes' Incident, in her doctoral thesis for Kyoto University; *Nakai Hiromu: Meiji Statesman and Hero of Anglo-Japanese Relations* (2012). In addition, details of the attack can be seen in Ernest Satow's account, in his work, *A Diplomat in Japan* (1921).
- 2 Published by Ouun Sanbō, Meiji 3 [1870] edition, reprinted in Meiji Bunka Kenkyū Kai, *Meiji Bunka Zenshū*, vol.7, (Tokyo 1928).
- 3 The old Japanese lunar calendar system Nakai uses in his original text has been maintained in this translation. Where necessary however, footnotes on some dates have been indicated in the Gregorian calendar equivalent where it has been found appropriate to the understanding of the text. The Gregorian calendar equivalents provided in this translation are in accordance with the Western dates that Nakai has given in the text. Later in the text on 11.20 (20th day of the eleventh month), Nakai informs us that it is New Year's Day on the Western calendar 1867. Therefore, other dates have been calculated from that date.
- 4 The *ri* is an old Japanese measurement for distance. One *ri* is equivalent to 3.9273km. Here the slightly antiquated expression "league" has been used to represent the distance (one league is equivalent to approximately 3 miles or 4000 metres) in order to give an appropriate antiquated feel to the translation.
- 5 This is William J. Alt (1840–1908). His house in Nagasaki still stands within the

- complex of the “Glover Garden”, in Nagasaki city, which has now become a popular tourist spot in Japan.
- 6 Not very much is known of Yūki Yukiyasu; he was a samurai from the Tosa domain. Other than this text by Nakai, there is little mention of him in other historical documents. In Ivan Parker Hall's publication *Mori Arinori* (Harvard University Press [1973], toExcel edition, 1999, p. 107 and p. 112) however, there is evidence of Yūki travelling to the US in May 1868 (well after Nakai had returned to Japan). He is believed to have stayed for a week with the members of the Brotherhood of the New Life, a religious sect in North America established by Thomas Lake Harris (1823–1906). Members of the sect included Laurence Oliphant who was private secretary to Lord Elgin when he signed the Treaty of Amity and Commerce with Japan in 1858. It is believed to be Oliphant who initially introduced Mori Arinori and many other Satsuma students to Harris.
 - 7 Washizu Kidō (1825–1882) was a scholar of Chinese poetry from the Owari domain (present-day Aichi Prefecture).
 - 8 The Chinese idiom, 鵬程萬里, similar to the expression used here in the original text, 鵬程九萬, carries the nuance of “have a bright / unlimited future. Washizu could well have been alluding to this in his comment.
 - 9 The period of the Three Kingdoms lasted from 220 A.D. to 280 A.D.
 - 10 Jiangnan covers the area around the southern part of the Yangtze Delta.
 - 11 Mǎ (馬) Hǎi (海) Rú (如) Fēi (飛) can be translated to mean “fly like a stallion of the sea”.
 - 12 Uton – the transliteration of the katakana used in the original Japanese text gives the pronunciation of this name as literally ‘uton’, and I have chosen to maintain this in the spelling of the name. The spelling possibility assumed here, Uton, is also the place name of an area of Devon. However, there are other possibilities for the spelling of this man's name, such as Wutton, which is also a known family name.
 - 13 Ōnuma Chinzan (1818–1891) was a Confucian scholar and an expert in Chinese poetry from the Owari domain (present-day Aichi Prefecture).
 - 14 Lǚ Zhòng Lián was a diplomat from the Warring States period of Chinese history from the State of Qi. He appears in the book *Records of a Historian* by Sima Qian. See, for example, *The Cloudy Mirror: Tension and Conflict in the Writing of Sima Qian* by Stephen W. Durrant, pp. 110–115.
 - 15 Details of Zōng Gū are hard to trace but he appears to have been a poet from the Chinese Warring States Period (772 B.C. – 221 B.C.).
 - 16 Ōshū is Nakai Hiromu's pen name. He was known as Ōshū Sanjin (櫻洲山人) in poetry circles.

- 17 Zhang Qian was an imperial envoy first dispatched in 139 B.C. by the Han Chinese Emperor Wu.
- 18 This is the Paris International Exposition of 1867 (April 1st to November 3rd, 1867). Both the Bakufu and the domain of Satsuma (present-day Kagoshima) presented exhibitions at this event. Prince Tokugawa Akitake, age 15 at the time and brother of the Shogun, Tokugawa Yoshinobu, attended the exhibition. According to Japanese historian Inuzuka Takaaki in his work, *Meiji Ishin Taigai Kankeishi Kenkyū* (1987), Akitake and his contingent left Yokohama some months after Nakai in the first month of the third year of Keio (1867). Therefore, it is difficult to tell whether this was the ship Akitake was on.
- 19 This is an ancient name for the area to the west of Japan, the Sanyō region, which includes parts of Hyogo, Okayama, Hiroshima and Yamaguchi prefectures. Also, it includes the main road that runs through the area used by feudal lords as part of their compulsory journeys to Edo (*sankin kōtai*) during the reign of the Tokugawa Shogunate, and in modern times is roughly followed by the Sanyō Expressway and the Sanyō Main Line of the JR West rail company.
- 20 The acting British consul is the same Mr. Flowers whom Nakai mentions earlier in the text.
- 21 The acting British consul, Mr Flowers, had requested Nakai to send a letter the day before.
- 22 Nakai, being a writer of Chinese poems and an expert with a writing-brush, though he could not speak Chinese, was able to communicate with them using the written word with Chinese characters.
- 23 Here, we come across Nakai's second poem in the text and the first since the one he wrote on his initial set off. Now that he has relaxed into the lifestyle aboard ship he finds he has a lot of time on his hands. He appears to be settling in and is comfortable enough to get back into his poetry writing once again.
- 24 Giwa, or Xihe, is the mythological mother of the Sun in Chinese mythology. Her story is told in the Chinese book, *Shānhǎijīng*, or the Classic of the Mountains and Seas. Chinzan is suggesting here that being on the Equator is just like being directly under Giwa.
- 25 "Ceylon" is the present day Democratic Socialist Republic of Sri Lanka, an island nation in South Asia just off the southern coast of India, known for its tea production.
- 26 Liu Gufu is believed to be Liu Han, younger brother to Liu Chang (1019–1068) who was a politician, scholar and historian of the Song Dynasty (960–1279). Liu Gufu is also believed to have assisted in the editing of the *Zizhi Tongjian*, a Chinese

book of the history covering the periods from the Warring States to the Five Dynasties (roughly 403 B.C.–959 C.E.).

- 27 Penglai is a utopian mythical land / mountain in Chinese mythology.
- 28 The Abe-no-Nakamaro poem referred to here is in the *Kokin Wakashū* collection. It goes: “ama-no-hara furisake mireba kasuga naru mikasa no yama ni ideshi tsuki kamo”.
- “On the horizon—isn’t that the same moon that rises in spring over the Hill of Mikasa?”
- 29 Bakan (馬関) and Chinsei (鎮西) refer to the areas of Shimonoseki in Yamaguchi Prefecture and the Dazaifu area of north Kyūshū respectively.
- 30 Nakai Hiromu uses the characters “黒質兵卒” and gives the *katakana*, “burakku sorujā”, which suggests that this is the term the British gave them and which he is reiterating. However, whether he is referring to the colour of the soldier’s skin is unclear. It is likely that he is talking about a regiment of British Indian soldiers stationed in Singapore to maintain order in Singapore as it was a British colonial territory at the time.
- 31 Here, Nakai’s ship is travelling along the Strait of Malacca.
- 32 Calcutta, or Kolkata, served as the capital of India during the time of the British Raj until 1911.
- 33 Here Nakai is referring to the fact that Bombay and Calcutta are almost directly opposite each other being on either sides of the Indian peninsula.
- 34 Nakai wrote this poem during his stay in Singapore where he boarded a ship bound for Bombay.
- 35 The nuance of the original text here in this comment by Chinzan suggests that he is not very impressed with what he sees as Nakai’s somewhat boastful words.
- 36 Galle is a city on the south western tip of the island of Sri Lanka.
- 37 A “clipper” is old maritime terminology for a fast ship.
- 38 This comment by Kidō brings to mind the popular English proverb, “seeing is believing”.
- 39 The exact spelling of the name of this ship is unknown, and the spelling ‘Beer’ is a phonetic transliteration. Other spellings may also be possible.
- 40 According to the calendar in Nakai’s diary, when counting back from the 20th day of the eleventh month, which he tells us is the first day of 1867 on the Gregorian calendar; the 13th day of the eleventh month should therefore be Tuesday, 25th December 1866 on the Gregorian calendar, i.e. Christmas Day. However, Nakai makes no mention of this fact. He does though, make note of the spread of Christianity in China. Therefore, it is likely that he witnessed some sort of Christian Christmas

- service on board and perhaps did not fully understand what it was.
- 41 This section is also marked out in the original text to show that it is an important statement; hence the use of the underlining in this English translation.
- 42 This ship, *King Lear*, is possibly the same *King Lear* (1,971 tons) that sailed for 71 days from Hong Kong to San Francisco arriving there on April 30th, 1863. Reference:
The Maritime Heritage Project: <http://www.maritimeheritage.org/inport/1863.html>
- 43 Live animals were kept on board ship as food for the long journey as refrigeration had, of course, not yet been sufficiently developed at this time.
- 44 The 19th day of the eleventh month is Monday, 31st December 1866 in the Gregorian calendar, i.e. it is New Year's Eve.
- 45 The Great Peng bird here refers to a mythical bird of Chinese origin, which sometimes makes an appearance in the Chinese literary classics, particularly in poetry. It is also mentioned in the *Shānhǎijīng*, or, the Classic of the Mountains and Seas.
- 46 Here, in the Japanese original, Nakai uses the word *Bōnenkai* (忘年会) and he has been credited with being the 'inventor' of this word for the concept of the New Year's Eve party. This travelogue journal of his appears to be the first text to make use of the word. However, this author has found no direct evidence for confirmation or denial of this suggestion.
- 47 This is Tuesday, January 1st, 1867 in the Gregorian calendar.
- 48 "Such-and-such"; here Nakai does not seem to feel the need to specify who the poem is for directly. The authors of *Bakumatsu and Meiji Kaigaitaiken Shi-shū* (University of Daitō-Bunka, The Institute of Oriental Studies, 1984), who give a modern Japanese transliteration of Nakai's poetry, suggest that Nakai is perhaps dedicating this poem to his friends whom he knew in his early days when he ran away from Satsuma; perhaps someone who also ran away from Satsuma at around the same time. However, he could be dedicating this poem to his father who was exiled on two occasions. This may explain the reason for his not giving the name of the person. Nakai's father, Yokoyama Eisuke, was a heavy drinker. When he became drunk he would be very violent. His drunken rages became so bad that his wife, Nakai's mother, left him when Nakai was a small child of about three years old. Nakai was then raised mostly by his grandmother. Nakai's father Eisuke's bad drinking habit was one of the reasons for his exile.
- 49 Gi Kōan = this is a person's name, but this author has not been able to identify who the person is.
- 50 From a poem by Jia Dao (賈島、779–843), a Chinese poet. The notion in the poem

is that by being somewhere for a long time you come to feel like it is home. In Nakai's case, he has been at sea for many days and he has become quite used to it by now.

- 51 The first steam-haul passenger train, which carried 600 passengers, ran on September 27th, 1825. In 1821, an act of parliament had given approval for a tramway to run between Stockton and Darlington. George Stephenson had been appointed in order to develop the design for a horse-drawn tram originally. However, he carried out a fresh survey to ascertain the possibility for steam haulage. The parliamentary act was then amended to allow for steam locomotives.

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