## Former Site of Hirakata-hama [Wharf] (Toiya-hama), Yodogawa River Ship Transportation

## Ship Guard Stations for *Kasho-bune*Ships and Fushimi Ships

Privileged river boats with transportation certification were called kasho-bune. As of 1716, 671 ships that could load 30 koku (1 koku = approx. 150 kg), primarily used to carry passengers, and 507 ships that could load 20 koku, primarily used to transport cargo, sailed between Osaka and Fushimi, Kyoto.

To address the monopoly of kasho-bune, Fushimi ships were permitted to operate in 1698, leading to fierce competition between the two services. In Doromachimura, ship guard stations for kasho-bune and Fushimi ships were set up separately to monitor the vehicles traveling up and down the Yodogawa River.

## 30-Koku Ship and Kurawanka Boat

Operated by four boatmen, a 30-koku ship had a passenger capacity of 28 people. The journey down from Fushimi to Osaka took half a day or half a night, while the journey up to Fushimi took a full day or a full night, as it was necessary to propel the ship with poles or haul the ship with ropes.

Food and drinks were sold to passengers on ships by merchants on niurichabune [food and drink sales vehicles]. Since the merchants called out "Mochi-kurawanka! Sake-kurawanka! (Would you like some mochi? Would you like some sake?)," the boats were nicknamed kurawanka boats.

