

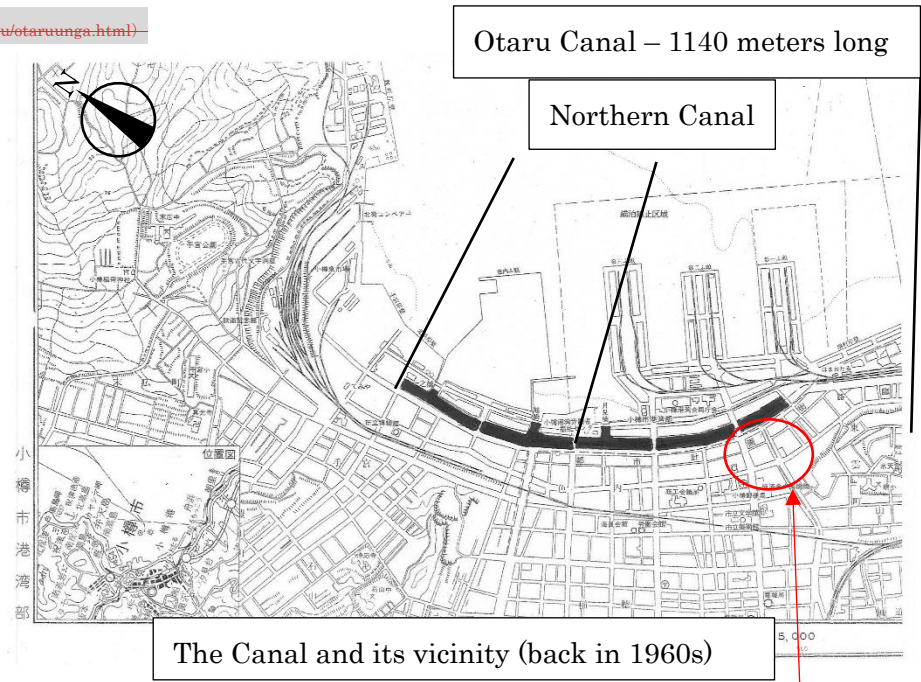
< 1. Overview of the Otaru Canal > [参考した URL=https://www.city.otaru.lg.jp/kankou/miru_asobu_tomaru/kankosisetu/otaruunga.html](https://www.city.otaru.lg.jp/kankou/miru_asobu_tomaru/kankosisetu/otaruunga.html)

The Otaru port has always served as the gateway to progress development of Hokkaido. In the old days, large ships were anchored off the coast and unloaded using “Hashike” (barge). Gradually, more cargo came to be handled as compared to before, and therefore it was necessary to make the transportation more efficient. The Otaru Canal was developed then by reclaiming land from the sea to extend the dock space at the harbor.

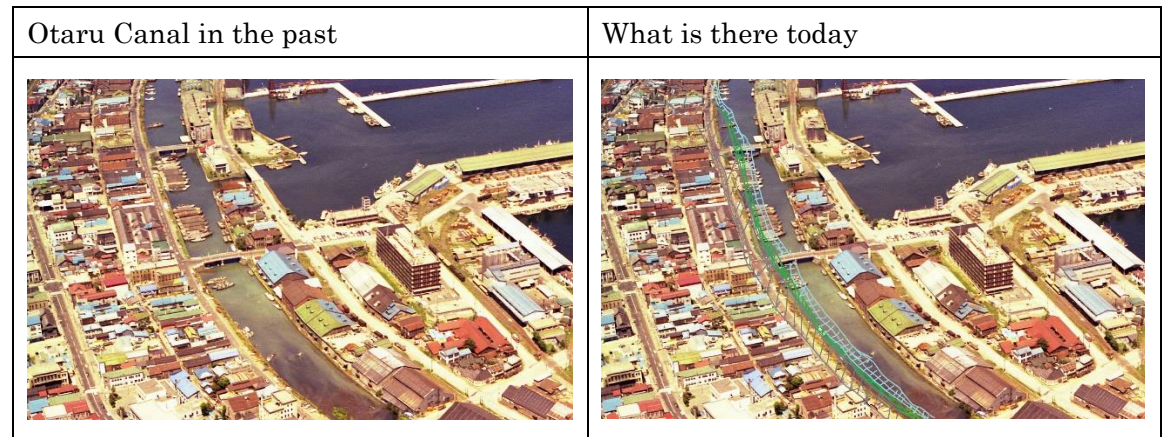
The canal was completed in 1923 not by dredging the inland but by reclaiming the coastal area and has a mildly curving feature which makes the waterway unique compared to others. The canal finished its operation when the pier was developed.

In 1986, the canal was partially reclaimed for land after controversy over more than a decade. The half of the width was reworked into a road, along with a promenade and roadside garden, which are still enjoyed by many today.



The canal is 1140 meters long and 20 meters wide where it runs side by side with the Hokkaido Route 17 also known as Rinkosen and 40 meters wide in the northern part called the Northern Canal.







Refer to a separate sheet attached. The left photo shows the canal (up to Okobachigawa River)



In the promenade, 63 gas lamps are set up. Warehouses made of stone along the waterway remain as they were in the old days. They now serve as restaurants and for other purposes. In the evening, the gas lamps and stone-built warehouses are lit up, bringing the atmosphere completely different from that in the daytime.

<p>The canal today</p> 	<p>The canal in old days (from the same viewpoint)</p> 
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	<p>The fences designed after Japanese white birch, the City Tree</p>
<p>(レリーフ等の写真)</p>	<p>Relief showing Otaru's historic moments at 4 locations</p>
	<p>Promenade of square-shaped granite forming a ginkgo leaf pattern</p>
	<p>Asakusabashi-Gaien park famous as a photo spot and with a tourist information center</p>
	<p>From early November to early February, the canal is illuminated in blue during the event, "Otaru Yoichi Yuki Monogatari" (Otaru Yoichi Snow Story). In early February, during the "Otaru Yuki Akari no Michi" (Otaru Snow Light Path), candle lights float over the surface of the canal, setting off a peaceful atmosphere.</p>

< 2. Utilizing the Otaru Canal >

The Otaru Canal is located an eight-minute-walk from the Otaru Station and is a touring attraction which shows charms of Otaru, along with many buildings from the Meiji, Taisho, and the early Showa eras as well as old tracks of the very first railway in Hokkaido. The visitors can enjoy walking alongside the basin. Also, 40-minute cruises down the Otaru Canal to the sea is available throughout the year. There are sceneries to behold from the surface of the water including an aquarium and the Niseko-Shakotan-Otarukaigan Quasi-national Park.

Take a Walk to Historical Buildings
歴史的建造物へのコース紹介

【■スタート】
 <国登録有形文化財>
 JR小樽駅

【■目的地】

11 徒歩 約15~20分	1 国指定重要文化財
12 徒歩 約5~10分	4 旧日本郵船(株)小樽支店
13 徒歩 約10~15分	16 <小樽市指定歴史的建造物> 旧小樽倉庫
14 徒歩 約10~15分	2 <小樽市指定有形文化財> 旧三井銀行小樽支店
15 徒歩 約20~25分	3 <小樽市指定有形文化財> 日本銀行旧小樽支店
16 徒歩 約20~25分	17 <小樽市指定歴史的建造物> 旧共成(株)
17 徒歩 約20~25分	50 <小樽市指定歴史的建造物> 水天宮本殿、拜殿
18 徒歩 約10~15分	7 旧浪華倉庫

【■目的地付近の主な小樽市歴史的建造物・公園など】

旧小樽倉庫	旧日本石油味噌倉庫	運河公園
旧石倉庫	旧北海道倉庫	本道河本公園
旧日本郵船小樽支店特設倉庫	旧三井物産小樽支店	小樽市総合博物館 旧道庁庁舎
旧大倉倉庫	旧安田銀行小樽支店	小樽市総合博物館 旧道庁庁舎
旧藤野支店倉庫	旧早川支店	旧道庁庁舎
旧製菓店	旧北海通商銀行小樽支店	小樽市立図書館
旧小樽市立図書館	旧三井物産小樽支店	小樽文芸館・小樽美術館
旧北海道銀行本店	旧三井物産小樽支店	メルヘン交差点
旧船橋駅	旧上野友吉商店	外国人館
旧中越銀行小樽支店	旧戸出物産小樽支店	小樽市指定歴史的建造物第17号
旧寿太郎	小樽市公会堂	旧法華倉庫
旧光孝	旧共成(株)	
旧通信電話ビル	旧織谷倉庫	
旧高橋倉庫	旧渡辺商會	

用途凡例
 ● 倉庫 ● 銀行 ● 店舗 ● 事務所 ● 邸宅
 ● 教会・神社・寺院 ● その他 ● 文化財(国指定)

モテルコース

- a. Former Nippon Yusen Kaisha Otaru Branch
- 13. Former Otaru Warehouse
- 9. Former Mitsui Sumitomo Bank Otaru Branch
- f. Former Otaru Branch of the Bank of Japan
- 17. Former Kyosei Company
- 50. Suitengu
- 77. Former Naniwa Warehouse

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