

THE HORIKAWA RIVER

Rediscovering the Horikawa River!

my town my river



● *A History of the Horikawa River* ●



Blossoming Flowers along the Horikawa River
(This Ukiyoe fan print belongs to "Nagoya Meisho Uchiwae Shu", an illustrated series of twenty-two famous locations in the Nagoya region, a collection owned by the Nagoya City Museum.)

Initial Excavation of and Subsequent Changes to the Horikawa River

The Birth of Nagoya

Before the construction of Nagoya Castle, the central area in this region was in Kiyosu. However, Kiyosu Castle was considered too small and vulnerable to flooding. Therefore, Shogun Ieyasu Tokugawa decided to construct a new castle, Nagoya Castle, in the northwestern corner of the Nagoya Plateau in 1610, moving the entire town from Kiyosu to Nagoya in the process. The “*Kiyosugoshi*”, as it is known (lit. “move from Kiyosu”) led to the birth of a new town, Nagoya.

The Excavation of the Horikawa River

The castle town surrounding Nagoya Castle was built in an inland area, far away from Atsutanohama Port. However, to transport mass quantities of essential commodities such as rice, vegetables, fish and salt to the castle town it would be necessary to utilize shipping.

Therefore in 1610, in the same year that construction of the Nagoya Castle started, General Masanori Fukushima excavated a river along the western edge of the Nagoya Plateau, connecting Atsuta with the Nagoya Castle town. This marked the birth of the Horikawa River, a 6 km long and 22-87 meter wide river, flowing from Habashita, West of Nagoya Castle, to Atsuta on the coast. The riverhead was connected via a waterway to the Tatsunokuchi draining gate that had been set up in the outer moat of Nagoya Castle, allowing water in the outer moat to stream into the Horikawa River.

At that time the river banks were not protected but bridges had been built at seven points and known as the “*Horikawa Nanahashi*” (“Seven Horikawa Bridges”). It is thought that the Gojo Bridge and the Temma Bridge were brought over from the Gojo River in Kiyosu. An ornamental knob on the Gojo bridge post has an inscription that reads, “*Gojo Bridge. Constructed in June 1602*”, indicating that the Gojo Bridge was built before excavation work was first carried out on the Horikawa River. The original ornamental knob is now kept in the Nagoya Castle and a replica has been attached to the bridge.

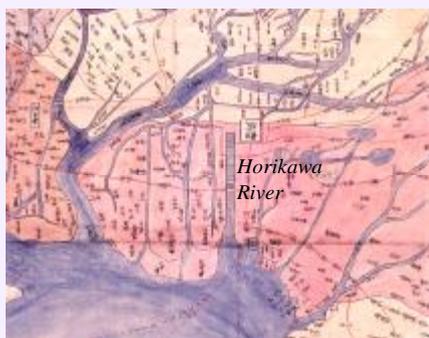
Along the Horikawa River there were facilities that utilized the canal function of the river. Merchant warehouses lined the banks from the neighborhood surrounding the Naya Bridge, located adjacent to the gridded-streets of the castle town, to the upper areas of the Horikawa River. On the left bank, downstream of the Naya Bridge, there were large-scale granaries for storing land tax rice. Residences belonging to naval personnel such as the Magistrate of Shipping and boatmen were located around the present Suzaki Bridge. Boathouses for naval ships and luxury boats (“*Gozabune*”) were set up around the former river mouth, in close proximity to today’s Shirotori Garden. Large-scale lumberyards were also established, storing wood from the Kiso area which was also controlled by the Owari feudal clan.



The Nagoya Plateau and Horikawa River



The Gojo Bridge has an “old atmosphere” about it.



“*Owari Hachigun Zu*” (“*Picture of the Eight Owari Counties*”) (owned by the Hosa Library) Copied between 1789-1804. The Horikawa River was an important passageway between the castle town and the sea.



“*Nagoya Zu*” (“*Picture of Nagoya*”) (owned by the Hosa Library) Copied in 1733 (approx.) The Nagoya Castle was located at the end of the Horikawa River.



An ornamental knob on the Gojo bridge post (owned by Nagoya Castle Administration Office) The era name is inscribed.

Changes to the Horikawa River

Excavation of the Goyosui Waterway to Convey Water from the Shonai River

The Goyosui Waterway was excavated in 1663 to allow water to flow into the Nagoya Castle moat. Water was taken from the Shonai River at Ryusenji in present-day Moriyama Ward and passed through a culvert under the Yada River, eventually streaming into the castle moat. As a result of this, water taken from the Shonai River streamed into the Horikawa River, which had no source, via the Nagoya Castle moat.

Connecting the Daiko River with the Horikawa River

The Daiko River flowed west from Daiko in the Rokugo Village (present-day Daiko in Higashi Ward) and streamed into the Egawa River.

In July 1767, heavy rains caused the embankment of the Yada River to collapse, resulting in great damage with flood waters reaching as far as Habashita. Therefore in the winter of 1784, construction work was carried out on the Daiko River, redirecting its course to merge with the Horikawa River. Thus, the length of the Horikawa River was significantly extended in the northeast, incorporating water streaming into it from the Daiko River as well as water flowing in from the Shonai River via the Goyosui Waterway.

The Excavation of the Kurokawa River

The Kurokawa River (named after Haruyoshi Kurokawa, the engineer who designed it) was excavated in 1876-1877 to enable ship transportation between Nagoya and Inuyama, and to irrigate agricultural farmland. To achieve this, improvements were made on the Daiko River and its course was redirected. The Kurokawa River was excavated to branch off from the Shonai River at the Mizuwake Bridge in Moriyama Ward, passing under the Yada River before streaming into the Horikawa River.

Downstream Reclamation Work and Extension of the Horikawa River

Reclamation works were carried out in the lower reaches of the Horikawa River during the Edo period to facilitate the development of paddy fields and later, in the Meiji period, to facilitate the construction of the Port of Nagoya and the establishment of an industrial area. As a consequence, the Horikawa River was extended to reach its current total length of 16.2km.

The Shirotori Lumberyard Water Gate

During embankment works carried out on the Horikawa River in 2001, evidence of former embankment-protection was found around the water gate. The stone pile that was discovered is presumed to have been built during the Edo period and has now been designated for preservation.



Extension via Reclamation Works



Redirection of Waterways



Excavation of the Horikawa River in 1610



Excavation of the Goyosui Waterway in 1663



Connecting Daiko River to the Horikawa River in 1784



Excavation of the Kurokawa River in 1877



Present

The Horikawa River: Protecting the City from Flood Damage

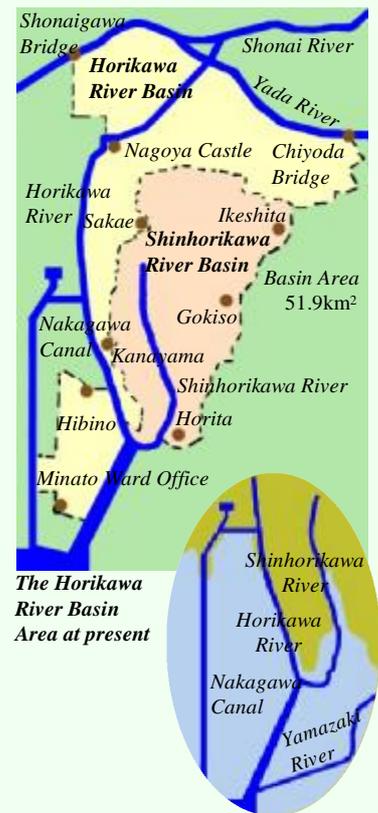
The most important function of a river is to ensure the safe carriage of water. Flood disasters can occur when heavy rainfall causes a sudden increase in the volume of water flowing through a river. Additionally, infectious diseases can spread if drainage in urban areas is not sufficient.

The Horikawa River has assumed a leading role in protecting the region from flood damage. The gridded streets of Nagoya city are located on the Nagoya Plateau and are therefore exposed to little risk of flooding. However, the northern and western areas of the plateau are located on low ground and have suffered numerous floods over the years. Records indicate that embankments along the Yada River collapsed in 1767 with flood waters spreading as far as the area surrounding Nagoya Castle's Habashita Gate, forcing locals to move around by watercraft. The Daiko River, which had been flowing into the Egawa River, was consequently redirected to flow into the Horikawa River in 1784.

Moreover, the embankment of the Horikawa River collapsed due to the Ise Bay Typhoon in 1959 and the middle and downstream areas suffered severe damage during high tide surges. As a result of this, an embankment to protect against tidal surges was built along Nagoya Port as was the tidal gate at the mouth of the Horikawa River.

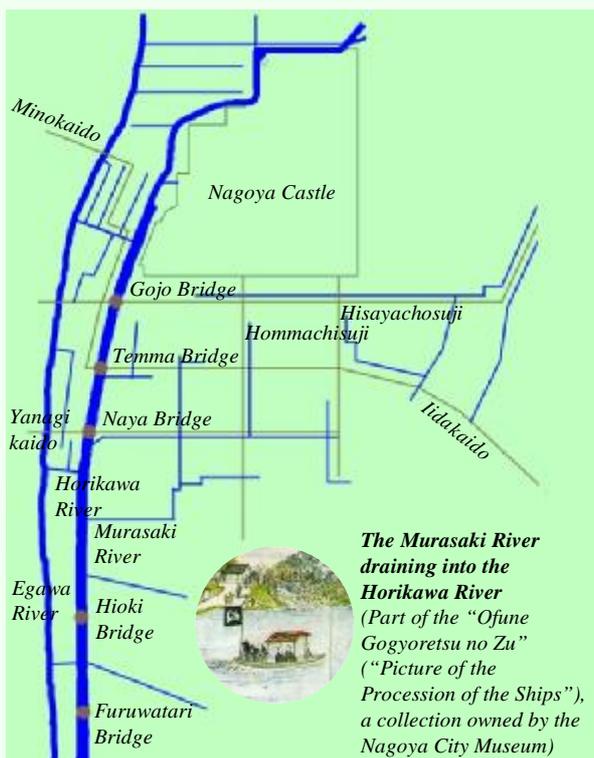
Before the sewerage system was equipped domestic household wastewater ran into ditches before collecting in the main sewerage course and streaming into the Horikawa River. The biggest tributary of the Horikawa River was the Murasaki River. Looking at old maps of the Horikawa River, there were watercourses which ran from north to south amidst the gridded streets and from east to west along Hirokoji-dori. These watercourses gathered wastewater from urban areas and flowed into the Horikawa River at the location of the present Shinsuzaki Bridge.

Now that a sewerage system has been constructed, domestic household wastewater flows into drainpipes before being treated in wastewater treatment plants and finally discharged into the river system. The Horikawa River basin area utilizes a combined sewerage system whereby wastewater and rainwater flow through the same channels. When it rains, rainwater up to a certain amount is treated at sewerage treatment plants but once rainfall levels exceed a certain amount, it flows into rainwater outlet rooms located in the city region and is discharged into the Horikawa River. In this way, the Horikawa River and sewerage system play a key role in protecting the city from flooding.



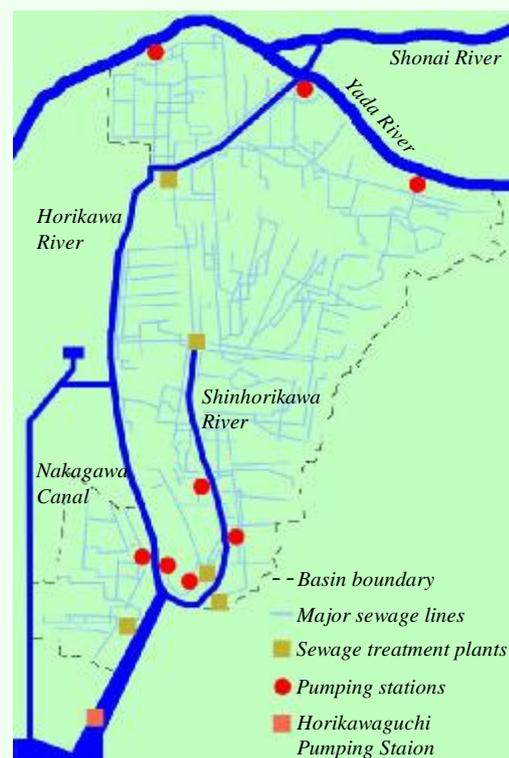
The Horikawa River Basin Area at present

Flooded areas along the Horikawa River due to the Ise Bay Typhoon



The Murasaki River draining into the Horikawa River (Part of the "Ofune Gogyoretsu no Zu" ("Picture of the Procession of the Ships"), a collection owned by the Nagoya City Museum)

Major Watercourses in the Castle Town (at the end of the Edo period, beginning of the Meiji period)



Major Sewage Lines in the Horikawa River Region, etc

Improvements and Dredging

When excavation work first commenced, bank protection was carried out with soil only. Local residents enhanced bank protection periodically with wood or bamboo. Records indicate that in 1663, an order was issued to “protect embankments with stone walling”, after which it seems that stone wall embankment-protection was constructed section by section.

Furthermore, in 1784 when the Daiko River was connected to the Horikawa River, records show that ‘the order to dredge the Horikawa River was issued’. A petition for dredging was presented by residents in 1816 and the ‘*Myogazarae*’ process (“cleaning mud on the riverbed”) was carried out by local residents in 1836-1837 and 1849-1850.

As Nagoya became an increasingly industrial city following the “civilization and enlightenment” of the Meiji era, improvements for the Horikawa River became a subject of serious concern. In 1906, a 4-year improvement-construction term was agreed upon by the Aichi Prefectural Assembly. This resulted in dredging and bank protection work being carried out in addition to the installation of berthing facilities and the enlargement of certain narrow sections, in areas between the Asahi Bridge in Nishi Ward and the Nagoya Port during the period 1927-1939. In 1931-33, dredging and construction of a river wall were carried out in the areas between the Daiko River junction in Kita Ward and the Asahi Bridge in Nishi Ward. Additionally, a tide gate was constructed at the mouth of the Horikawa River in 1961-1964, after serious damage was caused by surges during the Ise Bay Typhoon in 1959.

River improvement work commenced in 1986 as a 100th anniversary of municipal administration project. From 1992, further river improvement works were undertaken as part of the “My Town, My River Improvement Projects”, which were designed to promote further development in the city based on a revitalized Horikawa River.

Between 1965 and 1982, 300,000 m³ of sludge was removed from riverbed between the Sanage Bridge in Kita Ward and the river mouth. In 1994, the Horikawa River Environmental Development Project (removal of sludge) commenced. By the end of FY 2006, 134,000m³ of sludge had been removed.



Stone wall bank protection in the Temma Bridge area, located in close proximity to the city-center.



In the present Tennozaki Bridge area, no revetments or protection boards are used to protect the riverbanks.

Bank Protections in the late Edo Period
(Items in the “*Owari Meiyō Zue*” (“*Owari Beauty Sun Scene Picture*”) and “*Owari Meishō Zue*” (“*Owari Beauty Spot Picture*”) collections owned by the Aichi Prefectural Library and the Nagoya City Museum)



Old Bank Protection
(Rotten timbering from the early Showa period)

The Horikawa River General Development Project

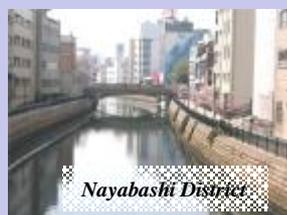
The “Horikawa River General Development Plan” was created in 1989 to promote further development in the city based on a revitalized Horikawa River. The rebirth of the Horikawa River was planned so that it could function as an “invigorating and lively axis of the city”.

“My Town, My River Improvement Projects” started in 1992 with the first projects being carried out in the Shirotori, Nayabashi and Kurokawa districts. Following completion of these projects, the Matsushige and Meijo districts were earmarked for the second development stage, with development projects in the Meijo district starting in 2000.

It is hoped that through these projects, the intimate relationship that formerly existed between local residents and the Horikawa River can be rekindled and that the river culture associated with the Horikawa River can be reborn and evolve further.



Shirotori District



Nayabashi District



Kurokawa District



Meijo District



Sludge Removal

The Horikawa River: A Busy Shipping Route

Shipping between Atsutanohama and the castle town

The Horikawa River provided a transportation route for mass quantities of essential goods for inhabitants of the Nagoya Castle town. Historical documents on the “*Owari Shi*” (“*Owari Topography*”) reveal that “merchant ships from various provinces transporting rice, charcoal, firewood, bamboo, lumber, utensils, fish & vegetables and various other commodities would visit this river” and that the “Horikawa River was the primary river in this region”. Many wealthy merchants took up residence along the river and built warehouses facing the Horikawa River to store cargo.

High quality Japanese cypress trees from Kiso, an area belonging to the Owari domain, were transported down the Kiso River, crossing Ise Bay before being transported up the Horikawa River and carried into the castle town. Vast lumberyards were established at the mouth of the river. Lumber traders lived in urban towns in the upstream region, with a number of towns bearing their names today, such as “*Motozaimoku-cho*” (“*ex-lumber town*”) and “*Kobiki-cho*” (“*lumber-sawing town*”), correlating to the present towns of Marunouchi, Nishiki and Sakae 1-chome in Naka ward.



Picture indicating the delivery of land tax rice in Hiroikanso (Official Hiroi Warehouse)

(“*Owari Meisho Zue*” (“*Owari Beauty Spot Picture*”), owned by the Nagoya City Museum)

Unloading of land tax rice transported by ship along the Horikawa River.

Shipping between Nagoya and Inuyama

The Kurokawa River was excavated in 1877 and improvement work was carried out on the Shinkottsu Irrigation Channel in 1883, to facilitate shipping between Nagoya and the Inuyama region. This shortened transport time between the two cities from 7 days via the Kiso River to a mere 4 hours. Aisen Inc. operated on this route during the period 1886-1924.



The Motoiri Sluice

(Nagoya City Urban Scenery Important Architectures)

Ships loaded to capacity with goods traveled back and forth through this sluice.

Shipping and Railroad between Nagoya Port and Seto

The Seto Denki Tetsudo (present Meitetsu Seto Line) between Horikawa and Seto was opened in 1911 with Horikawa Station built in close proximity to the Keiun Bridge. Various clays and earthenware were transported along the Horikawa River from the Seto region to Nagoya Port. Horikawa Station was abandoned in 1976 when the line between Horikawa Station and Doishita Station was discontinued due to the extension of the Meitetsu Seto Line into Sakae Station.



“Crowded Horikawa River”

(Picture provided by the Chunichi Shimbun)

Sampans anchored at various locations. Merchant houses and warehouses lined the river.

Reducing Congestion in the Nakagawa Canal

In 1932 the Nakagawa Canal was linked with the Horikawa River. Although the rivers had different water levels, traveling between the two rivers was made possible by the Matsushige Lock Gate. These changes eased shipping congestion in the middle and downstream areas of the Horikawa River. However, utilization of the Matsushige Lock Gate reduced as a result of developments in truck transportation and the lock was closed in 1968. In 1976, it was decided to abolish operations of the Lock and to ensure its preservation for historical purposes.



The Matsushige Lock Gate

(Nagoya City Designated Cultural Asset)
Ships would travel through the gates, which moved vertically.

Installation of Landing Spaces

Landing spaces were installed at Miyanowatashi in 1996, the Nagoya Congress Center in 1997, the Naya Bridge in 2001 and the Asahi Bridge in 2005. It is anticipated that areas along the Horikawa River will be revitalized as these landing spaces are used more frequently in the direct transportation route between downtown Nagoya and the port, and as unique sightseeing spots.



The landing space at Naya Bridge
There are currently four landing spaces along the Horikawa River.

Horikawa's River Port

This stone wall, presumed to be a piece of the former river port, was dug up in 1983 in Wakamiya-odori near the east bank of the Horikawa River. It is thought to have been built during the Edo period and features a stone marked with a curved symbol, identical to stones found in the castle's stone walls.

(Picture provided by the “*Kyu Murasakigawa Iseki Chosakai*” (“*Old Murasaki River Ruins Investigative Society*”))



The Horikawa River: A Resting Space

The Horikawa River has also assumed an important role as a resting space.

In 1804, the Magistrate-General of Construction, General Yakuro Hori, planted hundreds of peach and cherry trees to the north and to the south of the Hioki Bridge, along both river banks and stretching several hundred meters. In approximately 1822, more than 20 shops including teahouses, restaurants and candy stores were set up along the banks, and the river played host to scores of people on ships and on foot during the cherry-blossom season. In fact, in a book on the “*Owari Meisho Zue*” (“*Owari Beauty Spot Pictures*”) it was noted that the “sight of people coming and going along the riverbanks and sailing around in boats to view cherry blossoms, was just as elegant as the elegant spring scenery Arashiyama and Sumida River”. Masatsugu Fukada, Principal of Meirindo School and the Magistrate of Literature, composed the following verse about such scenery.

*“Cherry blossoms continue to bloom in abundance along the water’s edge in Spring,
like an elegant brocade”*

Additionally, many painters including Gyokusen Mori used this scenery as the subject of their paintings. In 1860, cherry trees were planted around Nagaune (presently, the area upstream of Keiun Bridge). It was a famous place for cherry-blossom viewing during the Meiji period as well.

At that time there were teashops and restaurants near the vibrant water’s edge, including the Daikichiro teashop near Nagaune, which boasted a beautiful view of Nagoya Castle. Another restaurant which opened south of the Naya Bridge in 1828, “*Tokugetsuro*”, was named by Sanyo Rai after the following Tang poem.

*“In the neighborhoods surrounding the water’s edge
There should be a splendid residence,
Where one can always see the moon.”*

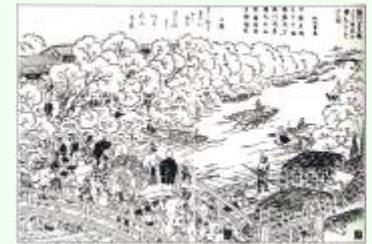
People frequented this restaurant for a long time until it closed down in 1944.

There were also many temples and shrines along the river, attracting crowds of people who came to worship and enjoy the grandeur of the Horikawa River at the same time. There were even many shrines where people could pray for shipping safety such as Sumiyoshi, Shiogama and Kompira. The view of the Myoanji Temple, often referred to as the “*Kannon of the Stream*”, over the Horikawa River was so magnificent that it was regarded as one of the three best views in Nagoya.

Finally, there were an abundance of festivals held along the Horikawa River. For example, the “*Horikawa Suijin Sai*” (“*Horikawa River Water God Festival*”) where paper lantern boats were floated down the river; the “*Susaki Jinja Funamatsuri*” (“*Susaki Shrine Ship Festival*”) where portable shrines were floated on boats down the river and people sung boat songs in chorus; and, the “*Kawa Segaki Kuyo*” (“*Memorial Service for Hungry Drowned Ghosts*”) where memorial services were held for the repose of drowned souls, on a boat which featured five-colored flags flapping in the wind. The “*Makiwarabune*” float features 365 paper lanterns and has been floated down the river during the “*Atsuta Matsuri*” (“*Atsuta Festival*”) since 1906. The festival was shelved in 1973 but revived as the “*Horikawa Matsuri*” (“*Horikawa River Festival*”) in 1990. Since 1989, spectacular boats decorated with electric lamps have been in operation between Nagoya Port and the Keiun Bridge adding poetic charm to the night sky during summer. The “*Horikawa Gallery*” has been set up in the basement of the Old Kato Trading Company Building adjacent to the Naya Bridge and functions as a Horikawa River information dissemination centre.



Part of the Picture of the Twilight Scenery at Daikichiro
 (“*Yoshikono Meifu no Sato*”, owned by the Nagoya City Tsuruma Central Library)



People enjoying a view of riverbank cherry blossoms on the Hioki Bridge
 (“*Owari Meisho Zue*” (“*Owari Beauty Spot Picture*”), owned by the Nagoya City Museum)



Kannon of the Stream
 (“*Owari Meisho Zue*” (“*Owari Beauty Spot Picture*”), owned by the Nagoya City Museum)



The Revived “Makiwarabune” Float

“*Gozabune*” going down the Horikawa River

This scene depicts Shosoin, an Owari feudal lord clan, sailing down the Horikawa River on September 15th, 1802. The gorgeous large-scale ship in the picture is sailing down stream of the present Suzaki Bridge.

Part of the “*Ofune Gogyoretsu no Zu*” (“*Picture of the Procession of the Ships*”) (Owned by the Nagoya City Museum)



The “Horikawa Gallery”
 (Old Kato Trading Company Building)
 (Registered Tangible Cultural Property)

A Chronological History of the Horikawa River

Intercalary 2nd Month, 1610	Construction started on the Nagoya Castle. It was mostly completed by December, 1612.
June, 1610	General Masanori Fukushima became the Magistrate-General of Construction and started excavation work on the Horikawa River.
June, 1611	Entry of rafts became possible between Tatsunokuchi and Atsuta. Excavation work commenced to enable shipping from Atsuta to the Nagoya Castle construction site.
1613	The ' <i>Kiyosugoshi</i> ' ("move from Kiyosu") was mostly accomplished. The foundations of the Nagoya Castle town was built.
Around 1629	The Shirotori Lumberyard was established (founded on the east bank of the Horikawa River).
1633	8 wholesale fish stores were set up in Kinome and Oseko (present Atsuta Ward) and the fish markets were established.
May, 1663	The Horikawa River embankment-protections were gradually collapsing during the winter-time, so an order was made to cover the banks with stone walls.
Summer, 1663	Excavation of the Goyosui Waterway from the Shonai River at Ryusenji, present-day Moriyama Ward to the moat of the Nagoya Castle.
January, 1784	An order was issued to dredge the Horikawa River.
Winter, 1784	Construction work to connect the Daiko River with the Horikawa River was carried out.
1804	The Magistrate of Building Yakuro Hori planted hundreds of peach and cherry trees along the banks of the Horikawa River around near the Hioki Bridge.
1836	' <i>Myogazarae</i> ' ("cleaning mud on the riverbed") on the Horikawa River was carried out by local residents. It was carried out again in 1849.
April, 1844	Marusho started to sell Crucian carp caught in the Horikawa River which was then boiled in soy sauce, at Fukuromachi 4-chome (present Naka Ward).
August, 1850	Designation as an "Otomegawa" preserve was removed and a prohibition on the killing of animals was lifted between the Asahi Bridge and the boathouse district (present-day Shirotori Garden area).
February, 1860	Cherry trees were planted in the Nagaune area.
July, 1871	Aichi Prefecture commenced regular dredging of sediment in the Horikawa River began.
October 10th, 1877	Excavation of the Kurokawa River was completed.
September 29th, 1886	Aisen Inc.'s opening ceremony was held. (Shipping transportation between Nagoya and Inuyama. Abolished in 1924)
May 1st, 1891	Ships over 300 koku (54,000 l) were prohibited from traveling between the Naya Bridge and upstream areas.
October 1st, 1899	Regulations concerning public landing places and riverbank areas along the Horikawa River came into effect.
September 16th, 1906	Bills covering construction costs for improvements on the Horikawa River (dredging and partial embankment work) were passed by the Aichi Prefectural Assembly. (4-year construction term)
February 23rd, 1910	Excavation of the Shinhorikawa River was accomplished.
October 1st, 1911	The Seto Denki Tetsudo (present-day Meitetsu Seto Line) opened between Horikawa and Seto. Horikawa Station was opened.
1925	Aichi Prefecture carried out dredging work between the Asahi Bridge and the Keiun Bridge and between the Suzuki Bridge and the Sanno Bridge.
October 1st, 1932:	The entire Nakagawa Canal was excavated, connecting it to the Horikawa River.
March, 1933	Improvement-construction works completed between the Daiko River junction and the Asahi Bridge. (Started in 1931)
Around 1935	Water quality decreased in the Horikawa River, with BOD reaching approximately 35 mg/l.
March 31st, 1939	Improvement-construction works completed between the Asahi Bridge and Nagoya Port. (Started in 1927)
February 5th, 1959	Nagoya Seikokai Inc. was established and clean-up work commenced on the Horikawa River.
September 26th, 1959	The Horikawa River was severely damaged by the Ise Bay Typhoon.
May 2nd, 1963	In an effort to clean up the Horikawa River, a trial commenced with water flowing into the Horikawa River from the Shonai River (until 1975).
August 15th, 1964	The tide gate at the mouth of the Horikawa River was completed.
December 7th, 1965	Aichi Prefecture commenced dredging work (continued until FY1983). Nagoya City contributed half of the construction costs.
November 1st, 1968	The Matsushige Lock Gate in the Nakagawa Canal was closed due to reductions in the numbers of passing ships.
April 1st, 1969	The designation of the Horikawa River was upgraded to Class A status.
September 1st, 1970	Designation of the "type of water area" according to environmental standards on water pollution.
February 14th, 1976	The line from Horikawa Station to Doishita Station was abolished on this day due to the extension of the Meitetsu Seto Line to Sakae.
October 10th, 1981	Reconstruction of the Naya Bridge was accomplished. (The parapets from the old bridge built in 1913 were reused.)
April in 1983	A project to conduct water from the Kiso River into the Horikawa River was commenced. (Abandoned in 2000)
1988	Designation of the Horikawa River as the first river developed by "My Town, My River Improvement Project".
March 31st, 1989	The Horikawa River General Development Plan was officially announced.
January 13th, 1992	The "My Town, My River" Improvement Plan was approved, followed by full-scale development.
1994	Dredging work to remove sludge began.
September 27th, 1998	Groundwater discharge into the Horikawa River began following the construction of the Kamiida Subway Line. (Continued until August 2001)
July 23rd, 2001	Raw water conveyance from the Shonai River began at 0.3 m ³ per second.
March 25th, 2002	Proposal of the "Nagoya, Horikawa River Project 21" by the Horikawa River Improvement Conference.
August 26th, 2004	Announcement of the phase II emergency action plan for improvement of water environment called "Clean River Renaissance II".
January 21st, 2005	Designation of the social experiment area according to special measures pursuant to the regulations of permission for the exclusive use of a river sight.
January 22nd, 2005	Opening of the "Horikawa Gallery" (in the Old Kato Trading Company Building).
March 27th, 2007	Commencement of the social experiment to convey raw water from the Kiso River at 0.4m ³ per second.
April 1st, 2007	Transfer of river management authority from Aichi Prefecture to the City of Nagoya.