春日井のあゆみ
原始の姿

今から500万年から200万年前、春日井は東海湖と呼ばれる湖の底でした。そして現在のような地形になったのは1万年前から6000年前のこと、やがて狩猟生活が始まり、石器や土器が作られ、約2000年前、庄内湾沿いで米づくりが始まりました。

味美古墳群と二子山古墳

5世紀ごろになると、勢力を持った族長が現われ、味美一帯に多くの古墳が造られました。

中でも6世紀初めころに造られた二子山古墳は全長94mの前方後円墳で、県下でも5本の指に入る規模です。大和朝廷とのつながりがあった人の古墳ではないかという説が有力です。埴輪にめぐらされた塚輪は、東山町の下原古窯跡群で焼かれたと考えられます。

須恵器生産の開始

須恵器は、5世紀末に朝鮮半島から伝えられたとされ、漆や釉薬といった新しい技術によりつくられた灰色・硬質の焼き物です。市内の須恵器生産は県内でも比較的早く、古墳時代後期・6世紀初めころの下原古窯跡群からはじまります。その後も良質な粘土と薪に恵まれ、生産窯は下原から桃花園・潮見坂・高蔵寺へと順次拡大したと考えられます。

Life style in the ancient past

Kasugai City laid at the bottom of so called "Tokai Lake" 5,000,000 to 2,000,000 years ago. It was only 10,000 to 6,000 years ago that the present geographical features were formed. At that time people began hunting. Stone tools and earthenware were made and at last rice planting was begun along the Shonai River around 5,000 years ago.

Ajiyoshi Kofun (old burial mound) and Fugayaosama Kofun

In the 5th century, some powerful tribal chiefs appeared and many burial mounds were constructed around Ajiyoshi district. Fugayaosama Kofun, constructed early in the 6th century, is an ancient burial mound, square at the head and rounded at the foot with a total length of 94m, which scale is ranked as one of the five biggest burial mounds within Aichi prefecture. It is said that this might be a burial mound of the person who had connections with the Imperial Family. The Hanawa clay image arranged around the burial mound hill was baked in the Sue Kiln at Higashiyama-cho.

Sueki pottery production begins

Sueki pottery was brought to Japan in the 5th century from the Korean peninsula, and included new techniques such as the kiln and pottery wheel for the production of this grey, hardened pottery. Sueki production in Kasuga is seen as early for the prefecture, starting with the Shimohara excavation zone around the end of the Kofun period (early 6th century). Due to being favorably situated with clay and wood, it is believed that kiln production spread quickly from Shimohara, to the Toka-ano, Shimizuka, and Kozoji areas.
### 近世

上街道と下街道

東海道と中山道にはさまれた春日井には、この街道を結ぶ道が二つありました。

一つは上街道、木曽と名古屋を結ぶ尾張の藩道として、宿場には本陣が置かれました。江戸時代初期の尾張藩主は、領地も観察できる上街道へ中山道を使って参勤交代をしたこともあります。

そして、もう一つは下街道です。ほぼ現在の国道19号に沿って走るこの道は、運賃が安く近道にもなる庶民の道でした。江戸時代には御嶽参りや善光寺参りの人々、商人や荷物などの往来で、上街道よりもにぎわっていました。

用水とため池による新田開発

江戸時代になると新田開発が奨励されます。春日井でも開墾が進みましたが、水不足が深刻でした。そこで各地に用水が造られます。そのなかで、庄内川から水を引く高井用水の工事を指揮した関田村の庄屋・加藤重兵衛は、命を張って

Uwakaido and Shita-kaido

Two main roads, Tokaido and Nakasendo, were connected by two local roads. One of the local roads was Uwakaido. It was constructed to connect Kiso and Nagoya, and officially designated by the Owari clan. Mile posts counted from Temma-cho as a start point were established and officially appointed inns were settled along the way. The feudal lord of Owari during the Edo Era often traveled via the Uwakaido and Nakasendo route during the alternate-year residence in Edo, because he could observe the state of his territory with his own eyes.

Another local road was Shita-kaido. This road, which ran almost parallel to the present Route 19, was cheaper in travel fees and shorter in distance, therefor it was mainly used by the common people. In the Edo Era, Shita-kaido was more crowded than Ue-kaido due to the coming and going of the merchants traveling with their goods as well as people visiting the Onsak or the Zanjoji Temple.

*Reclamation of new rice fields using irrigation canals and ponds*

Reclamation of new rice fields was encouraged in the Edo Era. Reclamation was advanced also in Kasugai, but the shortage of water was a serious problem. As a countermeasure, irrigation canals were constructed everywhere, Jupiter, a village headman commanded the construction of Takagai Canal to draw water off the Shonai River. He raised funds from the clan with the risk of his life. His accomplishment has been praised from generation to generation. It is recorded that there were 53 irrigation ponds in Kasugai during the Kanbun Era. This fact indicates that a considerable number of new rice fields were reclaimed using irrigation ponds. Existing Otsuka at Nishimata-cho and Ochiai-ike at Higashino-cho are examples of these ponds.
近代

中央本線の敷設

春日井に初めて鉄道が通ったのは1900（明治33）年のこと。名古屋から多治見まで、中央線の一部が庄内川に沿って敷かれた、勝川駅と高蔵寺駅が造られました。さらに1924（大正13）年に栄光寺駅、1927（昭和2）年に鳥居松駅（現在の春日井駅）が造られます。鉄道の開通によって、それまで馬車や大八車を使っていた農作物、まめ・磨き砂などが汽車で送り出され、名古屋から肥料、瓦、炭などが送られていきます。人の行き来も頻繁になり、格段に便利になりました。

戦後名古屋の衛星都市として発展

昭和に入ると、日本は戦争へと突き進み始めます。春日井では1939（昭和14）年、鳥居松を皮切りに軍需工場（工廠）が次々に設置されていきました。人口は急速に増加し、第二次世界大戦中の1943（昭和18）年6月、勝川町、鶴来村、鳥居松村、篠木村の4か町村が合併して春日井市が誕生します。

そして1945（昭和20）年、終戦。春日井市は再生をかけ、企業を積極的に誘致し、内陸工業都市として生

construction of Chuo Line

It was in 1900 that the railroad was opened in Kasugai. The Chuo Line was laid down from Nagoya to Tajimi along the Shionai River and Kagigawa and Kozoji Stations were constructed. After that, the Jokoji and Torimitsu Station (currently Kasugai Station) were constructed in 1924 and 1927 respectively. By virtue of the opening of the railroad, agricultural products, silk worm cocoons, polishing sand, etc., which had previously been transported by coaches or large carts were sent out by train. In turn, fertilizer, tiles and charcoal were transported from Nagoya.

The coming and going of people became more frequent and travel became particularly convenient.

Kasugai City developed as a satellite city of Nagoya after the war.

Entering into the Showa Era, Japan rushed towards the war. Munitions factories (Arsenal) were built in Kasugai one after another. The construction of Tori-matsus in 1939 was the beginning. The population increased rapidly. In June of 1943 during the Second World War, the four towns and villages of Kachigawa-cho, Takagi, Torimitus and Shinogi Village consoli-dated to make Kasugai City.