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大正十一年四月
横濱郵局贈月

Improvement of Yokohama.

The great improvements which have been made in the town of Yokohama during the last three years, both in the Japanese and Foreign quarters, prove that the Japanese Government understands the importance of this place as the Centre of a large and growing Commerce, and is disposed to provide for its future Greatness in a liberal and enlightened spirit.

But, in order to reap all the advantages which these improvements assist to create, something more is requisite, and the object of this Memorandum is to show what may now be done, and what new benefits may thereby be gained.

Behind the present town are the following tracts of land, marked on the map A B + C.

A is the tract belonging to the Yoshida Shinden Company which contains about 90,000 Tsubo.

This tract has been made out of what was before a useless swamp. To make it, and to complete the Great Canal in connection with it, has cost already nearly 450,000 Ryo, and to finish the whole work will cost 50,000 Ryo more.

This land is now laid out in streets and is being gradually occupied by Japanese citizens.

That part of it which is now available for houses

contains about 65000 Tsubos.

The Owners of this land are willing to transfer it to the Government at what it, together with the Canal and Hatoba, have cost them, although they believe that in a few years it would become very valuable and profitable. B is the small tract through which goes the Tcho-jo-matchi. It contains about Tsubos, part of it being unoccupied.

C is the large tract extending from the back part of B up to the line of the Great Canal and including the Temple grounds. In this tract are about Tsubos, most of which is now used as farming land and is very cheap.

The total of these three tracts is about Tsubos.

It is suggested that all these lands which are encircled by the Great Canal, and are crossed by several branches of the same, shall be taken by Government for the Municipality of Kanayama-Yokohama, and disposed of in the following manner

- A. To be raised, drained, supplied with Water and Gas, and reserved for the erection of Superior houses and shops.
- B. To be left as at present, with the intention to improve it hereafter, as need shall arise.
- C. To be divided into three sections, viz:

Section 1. To include all the land East of the Central Branch Canal, up to the Honmura Canal, about Tombos.

Section 2. To include all the land behind the junction of the Central Branch Canal with the Main Canal, up to the Temple, Tombos.

Section 3. To include the land West of the Central Branch Canal, up to Main Canal at the foot of Noge Hills, about Tombos.

These 3 sections to be disposed of as follows; -

Section 1. To be devoted to a Public Park.

Section 2. To be devoted to a Race Course and Recreation ground for Foreigners and Japanese, with space reserved for an Exhibition building.

Section 3. to be reserved for resale as wanted -

The advantages to be gained by the Government by this plan are, in part, as follows;

1. Tract A being properly laid out and managed must in a few years become worth nearly or quite the double of its present cost. No other land near Yokohama is so well situated, and as the population increases, and as the present filthy suburbs are changed, this land will be much wanted. By the construction of superior houses the dangers of fire and of pestilence will be much diminished, and the better classes of residents will prefer the new quarter. The very high price of land in the better parts of Yokohama shows not only how much a new quarter is

required, but also how rapidly the value of any district is raised by improvement in the quality of the houses and in the character of the residents.

2 Tract B. will be gradually occupied and will certainly finally bring more than its cost; while it is important that this small tract should be connected with the larger tracts near it.

3. In regard to tract C, the construction of the proposed Park and Race Course will make Yokohama so attractive and healthy & beautiful that it will soon become famous everywhere and be a favorite resort for Native & foreign travellers.

The large cities of other Countries are nearly always provided with such Parks, & experience proves that the cost of establishing them is more than repaid by the increased business and wealth which they attract to the town. At the present time such a Park can be made at Yokohama at less cost than anywhere else in the world, and if the citizens would make some effort to aid it in the beginning they will soon find full recompense in the increased profit of their various occupations.

The construction of this Park will probably induce the Foreign Ministers to relinquish to the Government the small Public Garden now promised, one half of which could then be appropriated for a new Saibansho, and the other half sold to foreigners at a high price.

In the Park itself, or on its borders, many plots could be leased at high rents to owners of Hotels, Theatres, Shows, and other places of entertainment for the visitors who would come to see it.

In due time a Collection of rare trees, plants, Animals, birds + fishes could be gathered into the Park, where they would attract + instruct many. Some parts might also be used for the cultivation of fine fruits + vegetables, and serve as a school for farmers. Other parts could be made into Ornamental lakes where the production of Fish would prove profitable.

The introduction of fresh Water, either by a branch aqueduct from the Sei-da, or by means of an Artesian Well near the Temple would supply these lakes and permit the erection of Ornamental Fountains, which would add to the attractions of the Park and make it worthy of comparison with the famous Parks of Paris, London, Berlin, and New York.

All this could be easily and cheaply done at Yokohama, and very soon the fame of the work, and of the officers who executed it, would spread over many countries. Japanese travellers from all parts of the Empire + especially from Tokio would come to see it, and thereby not only the receipts of Hotels and shops would augment, but the Imperial Rail Road would gain largely by transporting the passengers.

Foreign travellers, who already come to Japan to improve their health, to enjoy the beautiful scenery, and to buy the elegant and curious wares of the shops, would come in still greater numbers.

Such travellers whether native or foreign always spend much money to the profit of the citizens, and employ many poor people, porters, jin-sikk-shas, etc.

From the wealth which would thus flow in to the city, the cost of the work would soon be repaid, while the improvement would permanently remain as a source of prosperity & pleasure and pride to all.

A way to do this great work without much inconvenience is for the Kanayama Ken to issue Bonds payable in 25 or 30 years, and bearing interest at the rate of 7 per cent annually. Such Bonds might be called "Yokohama Improvement Bonds," and the interest should be guaranteed by the Imperial Government. Besides the interest, about 4 per cent of the Bonds should be paid yearly by lot, and certain specified revenues or taxes should be specially devoted to such payments. Mr. Holes would undertake to dispose of such Bonds in Europe at a fair price.

Yokohama March 23. 1874