

60
2-1

Your Excellency:

Allow me to call your Excellency's attention to the following:

If your Govt. permits this English P. & O. Mail steam navigation Co. to come here and take possession of the inland sea trade between Yokohama, Kobe, Nagasaki, and Shanghai; what was the use of consolidating the National Mail, Fosa, and Taiwan steamers with the Pacific Mail Branch line, making nearly forty steamers in your Bureau of Navigation, with a market value of over Three million dollars, with a legitimate paying trade within Japan.

Why let this English Co. (that can be bought for less than Three hundred thousand dollars) to continue on its route thereby preventing the success of your Navigation Bureau and the progress of your ex-territoriality.

How can you prevent their taking a larger portion of your trade away from your Bureau of Navigation.

These steamers have the confidence of English money, and Foreign business men. The larger portion of Foreign^{and} Chinese passengers, and freight will go with them. The Banks are foreign, and will give them their money to carry, the Insurance Co's. are foreign and will give them their lowest rates, many of your people will send cargo, and travel with them. The P. & O. Co. is wealthy, and has connections with all the European steamship lines; they will control a large portion of the freight coming to Japan from Europe; a large portion of the China^{and} Java freight intended for America is sent through English houses, and will be given to the P. & O. steamers, therefore it is very doubtful if the Japanese steamers retain one half of the business between Yokohama^{and} Shanghai, consequently your mail steamers between those ports will lose heavily every month, and before the year closes

your Mail "Bureau of Navigation" will have lost more than the present market value of the P. & O. Steamers.

While the English mail is running between Yokohama & Shanghai, how can you get England to grant what America has already done, make a postal treaty with Japan. During the time you are competing with these steamers, how can you have complete control of your Inland sea trade, and more revision of the treaties; how can you get the English Minister to concede you right to have control of your own navigation within your own waters, (a right which belongs to Japan, and never conceded to any other country by America)? How will you make the required progress in your ex-territoriality?

I would ask Your Excellency, if the want of an experienced "Board of Directors" for your "Bureau of Navigation" is not becoming fatal to its success, and injurious to the general

progress of your Govt. An experienced Board of Directors would not have removed the American captain from the command of the Oregonian. In all probability if the change of captain had not been made, the sinking of the "Fracca" would not have occurred. Thereby losing many lives and two hundred thousand dollars. A Board of Directors would also have advised the purchase of the two P. & O. steamers (with the for ^{and} guarantee not to put on any more) for about half what the three steamers can be bought for now.

I have only to refer your Excellency to Sept. when you contemplated the purchase of the steamers "China Nevada" and "Oregonian". The present managers of the Mitsui Bishi Co. influenced the Kaijokuan to buy the old screw steamers instead of the P. & O. for branch steamers - such purchase and opposition cost your Govt many hundred thousand dollars that

could easily have been saved had you had a Board of Directors.

I would further call your Excellency's attention to the golden opportunity your Govt. has overlooked since the purchase of the P. M. Co. branch line, to procure from England the desired postal treaty. Many of Japan's warmest friends believe your Postmaster General should use all the time, talent and experience at the disposal of his department to perfect the postal relations between Japan & Europe by immediately sending your postal commissioner to London with P. & Q. guarantee to forever withdraw from the trade & mail service between Yokohama, Kobe, Nagasaki and Japan, guaranteeing a weekly mail line of desirable steamers thereby completing your first step in extra-territoriality enabling you to make the second step by asking that on the revision of the treaties, Japan shall resume the carrying trade for your people between treaty ports, then no other Steamship Co. can command this trade

Meanwhile your nations
interest can be protected in your
Bureau of Navigation by a reliable.

Board of Directors, consisting of Heads of your Departments, Japanese Merchants, and Agents of the three Foreign Mail Steamship Co's at Yokohama, as suggested in mine of Sept. last, when I had your Excellency's promised offer to buy the P.M.S. Co's branch line of steamers.

Just as you want to make this step in exterritoriality and make postal treaties with England and Europe, up comes this unwise discussion. Mr. Black's premises are invaded, he holds your permit in his pocket, he would easily have been persuaded to have left for San Francisco for 5000\$.

Then had Sir Harry issued his proclamation, and your Govt would have readily disposed of any further attempt to print a Japanese newspaper within Japan by a foreigner, and your ambitious young editors would soon turn their attention to other employment.

Now comes orders from the

P. & O. Directors to commence the Shanghai line which makes it very difficult to make the progress that all the friends to Japan want to see made by your Excellency's Government.

My object in writing your Excellency is to offer the suggestions how to overcome some of the present delays in your Bureau of Navigation.

I hope soon to see the anchored progress of the Haijokuan lifted and hope you will use some of the Diplomatic body to help lift the anchor of progress (revision of treaties) and let your Ship of State continue on its progressive course.

Des your Excellency agree with me that the purchase of this English P. & O. Shanghai line (for the trifling sum of 240,000) will remove the present barrier to perfecting the European Postal Treaty thereby permitting your Govt to resume your most supreme rights of ex-territoriality conceded in your old treaties & revise your treaties, take back the

navigation of your inland waters between your treaty ports, then rearrange your duties to protect your country's manufactures, and your nation will have a higher commercial & political standard amongst the family of nations.

The friendship of Americans you have in your reconstruction, that friendship will be of service in assisting European Diplomacy to help you revise your treaties.

I would call your Excellency's attention to the great loss to your Govt. for every month its progress is stopped, and will close by asking your Excellency if you do not think it better to buy this English P & O. Mail for steamers than to let them delay the progress of your Govt. another year, costing many hundred thousand dollars by running their steamers and thereby raising many obstacles to your progress that will not otherwise occur.

Sincerely & Faithfully yours
J. M. Patchelder

Oct. 24th 1876

本月廿四日附ノ尊書ヲ忝フスルヲ得今又斯ニ
報答ス閣下夫レ之ヲ納レヨ
叔テ予ハ六月十五日ノ拙翰ニ述ヘタル如ク太
平洋郵船會社ガ予ニ委託セシニ日本政府ガ彼
上海支線ヲ買取ルナレバ(所屬品建物上海馬頭
古船并神戸長崎ニアル役所ホヲ込)其全價ヲ決
スルヲ以テセリ此故ニ斯ク閣下ガ直チニ右
ノ言船ヲ所有スル上ハ貴國ニ於テハ横濱神戸
長崎上海ノ間ニアル郵船通信ノ權ヲ掌握スル
ニ至ルベシト詳言シタリ希クハ閣下更ニ右ニ
注意セシトヲ
大平洋郵船會社ガ斯ク申出ラナセシモ畢竟予

が閣下ヲシテ日本ニアル汽船會社ヲ全備サセ
且日本人民ヲシテ實地航海ノ業ニ訓練セシメ
併テ日本政府ト人民トニ巨萬ノ資産ヲ起サシ
メタキトノ老婆心ヨリ再三再四同社ニ依頼セ
ルヤルナリ
故ニ貴政府ニテ右ニ述ヘタル船舶ヲ購求スル
場合ニ於テハ予ヲシテ閣下或ハ閣下ヨリ撰任
スル所ノ人ニ面議セシムベク又貴政府ガ急々
之ヲ購買スルノ意ナキニ於テハ予ガ本年六月
十五日ノ書ヲ以テ閣下ニ上申セル所ノ船舶價
程ハ不得已消止スベキヲ要ス
予ハ貴政府ノ為メ忠謀盡カスルニ於テ閣下ノ
謝詞ヲ忝フスルヲ得バ予ノ幸甚ニ過キス頓首

ニ不勘レテ蓋レ一年ヲ出ズ現今彼阿郵船ヲ購
求スベキ代價ヨリ以上ノモノヲ失フベシ
英國郵船ノ横濱上海ノ間ニ航通スル間ハ迎モ
貴國政府ハ英國ヲレテ已ニ米國ノ承允セレ所
ノモノ即チ日本トノ郵便條約ヲ結ブヲ肯ゼシ
タルアタハス又英國郵船ト頤頤スル間ハ貴國
郵船ハ決レテ日本沿海貿易ヲ占ムルヲ得ズ且
ツ條約改正ニ~~休~~テ日本海ノ航權ヲ握ルアタハ
ス是レ日本ニ屬スベキノ權ニレテ米國ヲ除キ
未タ他ノ諸國ニハ許サレザルモノ^{權土地上}況ンヤ彼ノ
エキステルリトリアリテ^{權土地上}ニ於テ其要ス
ベキノ進歩ヲナスヲ得ベケンヤ
余ヲ以テ之ヲ觀レバ貴國郵船會社ハ實驗アル

大
歳
省

頭取仲間アラサルヨリ大ニ其成業ヲ空フシ併
テ貴國政府ノ進捗ヲ妨クルアリトス閣下以テ
之ヲ如何トス若シ實驗イハル頭取アラバ豈ニ米
國郵船ノ申比冊ヲレテラレゴニヤ船長ノ職ヲ
解カレメレヤ蓋シ其船長ノ廢セラレ、ナカ
リセバ大坂丸ノ沈没レテ餘多ク人命ヲ二萬弗
余ノ物貨ヲ奥腹ニ葬ムルノ擧ナカルベシ又頭
取仲間アラバ必ず彼阿郵船貳艘ヲ三艘ノ現價
ノ半額ニテ将来今ノ線路ヲ航通セザル者ヲ保
險セシムル購買スベキヲ勸ムベシ

客年九月ケル井ナチバ夕ラレゴニヤシ号汽船買
入ヲ遂ゲシキ三菱會社ノ社長ハ太政官ヲレテ
太平洋支線ヲ購求セズスクリユシ形旧船ヲ買

入レムベシト務メタリ而メ其買入ノタメ且ツ
其額頗ノタメ貴國政府ハ数百万弗ノ金ヲ費シ
タルニアラズヤ閣下宜ク右等ノ事情ヲ回顧セ
ヨ實ニ當日頭取仲間キアリシナラバ蓋レ斯ル
損失ヲバ釀サハルベシ

閣下ハ又一步ヲ進メテ太平海郵船會社ノ支線
買入以降兼テ貴政府ノ着目セラレタル郵便條
約ヲ英國ト締結スベキ無二ノ好機會ヲ空フセ
レテ回顧セラレヨ

日本ノ親友ハ日本政府ガ日本ト政州トノ間ニ
郵便條約ヲ締結センガタメ早ク其理事官ヲ倫
敦ニ送リテ英國彼阿會社ヲシテ將來横濱神戸
長崎及ビ日本ノ間ノ支線ヲ引拂ハシメ断テ沿

海貿易并ニ郵便往復ノ事業ヲ管マサル旨ヲ請
合シメ又日本ハ每週^其日本ノ汽船ヲ航通セシム
ル旨ヲ英國ニ保證スベキニ付 馭頭ハ宜ク該
寮ノ主務ニ就キ 黽勉拮据其才力ト慣練ノ效ト
ヲ盡ガバルベカラズト信スルナリ如斯ナセバ
即チ日本政府ハ第一着ニ夫ノエキストラテ
リトリアリチノ權ヲ得又第二着ニハ條約改
正ニ方リ其人民ノタメニ條約諸港ト通高貿易
ノ權ヲ復スベキナリ然ル上ハ他ノ郵船會社ノ
一トシテ之レヲ壟断シ得ベキモノナラ固ヨリ
此際ニアタリ貴國郵船會社ノ頭取仲間ハ貴政
府ノ長官日本ノ商人并ニ横濱ニアル三店ノ外
國郵船會社ノ管事ヲ以テ之レニ充ツベシ^是レ

曩キニ余ガ太平海郵船會社ノ支線買入レノ為
メ閣下ノ命ヲ奉レ去九月拙翰ヲ呈レテ閣下ニ
具状セシ所ノモノナリ

閣下ハ「エキスト」エテルリトリアリテ山ノ權ニ
於テ第一着ヲ占メ英國其他政州ト郵便條約ヲ
締結セシト欲スルノ時ニアタリ不幸ニレテ貌
列屈氏トノ葛藤ヲ生ジタリ仮令ヒ全氏ハ貴政
府ノ出版免状ヲ所持スルアルモ給スルニ五千
弗ノ高ヲ以テ之レヲ説諭セバ容易ニ桑港ニ出
帆セシナルベシ此ノ際ニ方リ英國全權公使ッ
ハ「ア」リ「バ」ア「ク」ス氏ハ布告ヲ出レテ外人ノ
日本新聞紙ヲ出版スルヲ禁セリ故ニ日本政府
ハ外人ノ日本國內ニ於テ日本ノ新聞紙ヲ出版

セレストスル目論見ニ就テハ充分ニ破棄スベキ
權ヲ有シ貴國ノ大望アル新聞記者ハ忽テ其思
想ヲ變シテ他ノ事業ヲ求ムルニ至ラシ
現今英國郵船彼阿會社ノ社長ヨリ上海ノ線路
ヲ開クベキノ命ヲ下セリト去レバ日本ノ親
友等ガ兼テ希望スル貴國政府ノ開明ヲ見ルハ
容易ナラザルベシ
余ガ閣下ニ此書ヲ呈スル主旨ハ現今貴國航海
局ノ事業運ハザルヲ以テ之レヲ治スルノ法如
何ヲ陳述セントスルニアルナリ余切ニ希フ太
政官ハ猶豫スルヲナリ速ニ事務ヲ運ビ而シテ
閣下ハ宜ク外交上主任ノモノ數名ヲ置キ條約
改正ノ事務ヲ擔任センメテ以テ貴國郵船ノ益

々完全連續セシヲ
若シ閣下ハ余ノ陳述スル所ニ隨ヒ僅ニ貳十四
萬弗ヲ以テ此英國郵船被阿會社上海ノ支線ヲ
購買セバ歐洲トノ郵便條約ヲ締結スル為メノ
障礙ヲ除去スルアリ
如斯ナセハ貴國ノ和約條面ニ於テ日本ノ^自許^セテ
レタル[」]エキストラテ[」]リトリアリテ[」]山ノ全權
ヲ侵シ條約改正ヲ踐行シ併セテ條約諸港トノ
間ニ内海航通ノ權ヲ取戻ス[」]ヲ得ベシ然ル上
ニテ輸入稅ヲ改定シテ其製造品ヲ保護スル[」]ア
ルベシ尤スレバ日本人民ハ諸般ノ國民中ニア
ッテ一層通商ト政沼上トノ最大基本ヲ占ムル
ニ至ラレ

抑七米國トノ交誼ハ他日貴國條約改正ノ期ニ
アタリ政州トノ外交上ニ於テ一助トモナルベ
ケレハ尙親ク米國ト交通セラレヨ
實ニ貴政府ノ毎月損失スル所ハ頗ナル巨大ナ
ルヲ以テ隨テ進捗ノ中止スルヲ斷ラガルアリ
閣下宜ク夫^レ之^ヲ回顧セヨ余ハ筆ヲ擱カレ
トスルニ臨ミ閣下尋問セガルベカラガルモノ
アリ閣下ハ此英國郵船彼阿會社ノ汽船ヲ購買
スルハ寧ロ該社ヲシテ其休營業セシムルニ如
カストナスカ若シ之ヲ可トナセバ他日貴政府
ノ費耗スル所ハ今該社ノ汽船ヲ購買スルヨリ
七數百千弗ノ多キニ上ラガルベカラス且ツ閣
下ノ之レヲ購買スルヲアラバ他日發生セガル

所ノ諸般ノ障碍ヲ起スベキナリ頓首

千八百七拾六年二月廿四日

ゼーエ々ハツチルトル

大藏卿大隈重信殿閣下

6011

To His Excellency
Okuma Shigenobu
Minister of Finance.

