

Your Excellencies.

Thanking your Excellencies for the honor of your reply of the 24th ult. in which your Govt. declined to purchase the Peninsular & Oriental Steam-navigations Co's Shanghai Branch Ste. offered by me to your Excellencies.

I beg to state that the suggestions submitted by me were made in the true interests of the economy and steady progress of the Govt. of Japan thereby ensuring the success of your National Mail Bureau's organization.

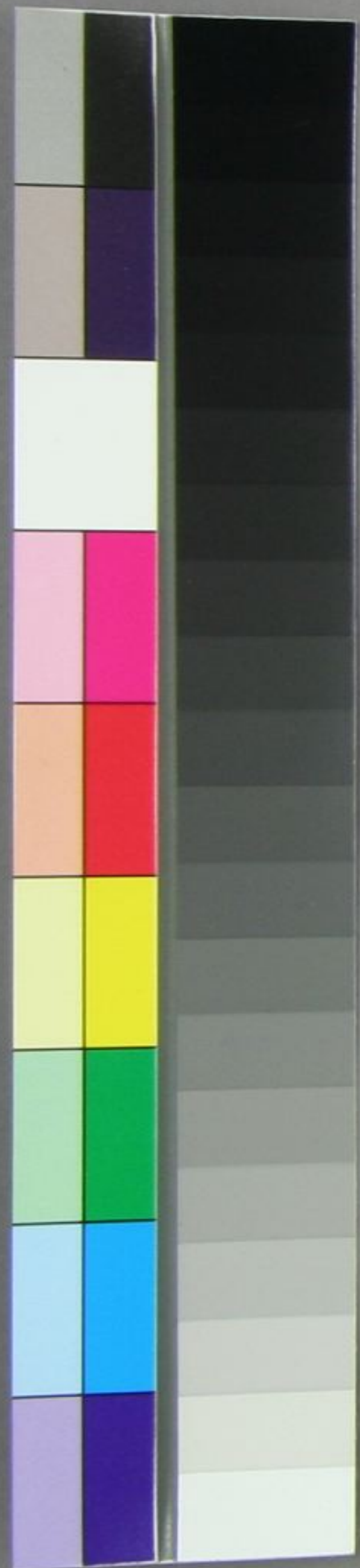
I now beg to call your attention to the following suggestions & facts. In reference to your Excellencies' Govt's intention to build steamships in England for the better protection of your Imperial Mail Co. allow me to state that you can build steamships better adapted to the wants of your people and trade, much cheaper within Japan by Japanese workmen

To their Excellencies

Okubo Toshimichi

and

Okuma Shigenobu



from Japanese wood, copper^{and} and iron than can be built of wood or iron in England or America.

Beam-Engines, similar to those in your *Fire Oregonian* and *Golden Age*, taken out of steamers disabled during the American war can be bought in New York for less than half the price it costs to build them. These engines will last to wear out several hulls and cost much less to keep them in repair.

They require but two sets of boilers to wear out one hull, whereas the compound engines require from six to eight sets of boilers to wear out one hull, consequently the great economy at first claimed for the compound engine is fast giving away to the economy of the Beam engine for coasting trade like yours. As to the durability of wooden Steamships your Beam engine *Golden Age* is now 23 years old and good for at least 15 years more.

Permit me also to call your attention to the fact that Japan is now smelting her own iron and soon it will be practicable to make

your own boilers of economical consumption of coal from Japanese iron with Japanese workmen for less money than you can build them outside of Japan. Your Excellencies Govt. chartered the S. S. "Yangtze" during the years 1868 and '69. This Steamship I built in China and I could build a first class steamer in Japan for a less price than it could be done in China, England, or America. The "Yangtze" combined more economy of construction, capacity and speed with a greater adaptability to the wants of your people than any other steamer ever on this coast.

I enclose for your Excellencies inspection, samples of the different kinds of wood used in building the "Yangtze".

My suggestions to your Excellencies to purchase the P. & O. steamer was to prevent a great & expensive opposition that, if kept up, will cost your Bureau of Navigation many times more than the price they were offered to you for. According to the experience of America

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and Europe, oppositions between great steamship companies will receive a larger portion of the patronage of the public, in the present opposition you have a large number of your steamers running against two of the P. & O. steamers, consequently every dollar lost by the P. & O. Co. you are losing many times more; but you have a greater danger in the permanent withdrawal of the English & French mail lines from the Yokohama & Hong Kong route to the Yokohama & Shanghai route, thereby endangering the completion & future success of your Mail Bureau organization in getting complete control of the European Postal service (the same as conceded to you by America) under the Japanese flag & in Japanese waters.

Should your Excellencies Govt. conclude to stop this expensive competition then the P. & O. Co. will withdraw from the Shanghai to the Hong Kong route & where they run the French Mail Co. will continue to run.

I hope your Excellencies will

pardon me for asking you to assist in developing within Japan the True Spirit of competition that great civilizer & lover of modern progress by building all future wanted steamships for Japanese use within Japan from Japanese material & with Japanese labor. But for the present, ^{repress the} costly competition, then practically adapt the present steam fleet to the present wants of your Bureau of Navigation by taking out the engines & boilers in the Hella & Massilia and put in Beam-engines and build economical boilers within Japan by Japanese labor for these and all other Japanese steamers when required, then the Columbian and Onesa of 3971 tons, as passenger and freight steamships running between Osaka and Tokio combine more economy of cost & consumption than the average screw steamers of the Mitsui Bishi fleet, here you have two fine practical Beam engine steamships of great durability as hulls of recent construction and two screw steamships of great strength, adding 7229 tons

measurement to your present available Mitsui Bishi Mail S. S. Co. at a small per centage of the build cost, and at a much less price than your mail bureau can keep up this expensive competition during the remainder of 1876, or at a much less price than two Iron Steamships of like capacity and durability can be built in England for. With the removal of this opposition and the guarantee of the P & O Co. to retire from this route, does your Excellencies think it desirable to send your postal commission to perfect your postal treaty with England and thereby making the required progress in your extra territoriality and ensuring the complete success of your Imperial Mail Mitsui Bishi S. S. Co. within Japanese waters.

Most respectfully & faithfully yours
J. M. Batchelder.

Tokio, March 2nd 1876.

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去月廿四日附ノ貴翰ヲ以テ兼テ予ガ閣下ニ建
白スレ英國郵船會社ノ上海支線ノ汽船買入ノ
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謹テ閣下ニ奉謝ス抑モ此儀ニ付予ノ建白スル
所以ハ他ナシ日本政府ノ實益ト進修トヲ計リ
之レニ利スル所アルガ為ナレバ貴國郵船局ノ
連續シテ以テ成功ヲ期スルヲ希望スルニアル
ナリ

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ク閣下ノ回顧セラレシトヲ希望ス今ヤ貴國政
府ハ其郵船會社ヲ維持セン為メ英國ニ命シテ
汽船ヲ造製セントノ目的ナル由予ヲ以テ之ヲ

歳
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見レバ閣下ノ日本ノ職工日本ノ木材並ニ銅鉄
ヲ以テ造船スルアラバ却テ英米ニ命シテ英國^米
ノ木材鉄ボヲ以テ造船スルヨリモ一層廉價ニ
テ其人民ノ需求ニ應ヒ貿易上ニ適スル所ノ廉
船ヲ造製スルヲ得ベシト云ハザルベカラス貴
政府ノ廉船「オレゴニヤン」並ニ「ゴルデン、エー」
兩號船^{ビイム}エンジン^込船ノ機関同種類ニテ先年
亞米利加戦争ノ際損毀セシ廉船ヨリ取り外フ
シタル物新約克ニアルバ新ニ之ヲ造製スル
價格ノ半減ヨリモ低價ニテ購買スルヲ得ベシ
斯ル機関ハ教艘ノ船体損破スルニ至ル迄久キ
ニ耐ユルモノニシテ且機関修覆ノ費用モ自他
ヨリモ一層僅少ナリ

右機関ヲ以テ一艘ノ船舶ヲ運轉シ船体損破ス
ルニ至ルマデ只ニ組ノ鐘ヲ要スベシ然ルニ「コ
ンパウンドエンジン」(船ノ機関)ノ如キハ各艘ノ船
舶損破スルマデニハ六組ヨリ八組迄ノ鐘ヲ要
セザルベカラス

曩日「コンパウンドエンジン」ヲ用ユルハ頗ブル節儉
ノ法ヲ唱ヘシモ貴國ノ如キ沿海貿易ヲ行フ為
メニ「ビームエンジン」節儉ナルニ如カザルニ至レ
リ

木製漁船ノ緊窄ナルヲニ付テハ貴政府ノ「ビーム
エンジン」ナル「ゴルデンエーヂ」(錦船)ノ如キハ現今
既ニ二十三年ノ久シキニ堪ヘタリシガ自今少
ナクモ尚拾五ヶ年間に永續スベシ

大 歳 省

今ヤ日本ハ其所産ノ鐵塊ヲ溶解シ得ルガ故ニ
海外ニテ造船スルヨリモ一層廉價ニテ日本ノ鐵
エト其鐵トヲ以テ石炭ノ費耗ヲ減省スル所ノ
鐵ヲ造製シ得ベキヲ又回顧セラレヨ
貴國政府ハ千八百六十八年六十九年ノ兩年間
「ヤンツ」號船ヲ傭入セラレシ「ア」リレガ該船
ハ予ガ支那ニテ造製スルモノナリキ予ハ支那
英國又ハ米國ニテ造船スルヨリモ一層廉價ニ
テ日本ニ於テ上等ノ漁船ヲ造製スルヲ得ベシ
扱テ右「ヤンツ」號船ハ其結構ト云ヒ廣狹ト云ヒ
速カト云ヒ是迄當港ニ出入セシ漁船中之一ニ
勝ルモノナク且ツ貴國人民ノ需求ニ應スル又
之ヲ以テ巨擘トス

予ハ曩日「ヤシ」ヲ「瑞船造製」ノ際用ヒタル木材ノ
 ノ見本教種アリ茲ニ添付ス閣下之ヲ檢視セヨ
 予ノ英國郵船會社ノ汽船買入ノ事ニ付閣下ニ
 建白スル所以ノモノハ他ナシ彼ニ同社ト頑頑
 シテ巨額ノ金ヲ費スラ止メシカ為メナリ若シ
 斯ノ如ク頑頑スルト連續止マザレバ之ガ為メ
 汽船局ニテ費耗スル所ノモノハ却テ閣下が該
 社ノ潔船ヲ購買スルヨリモ教倍ノ巨額ニ上ル
 ベシ廣ク欧米諸國ノ如キ實地熟練セルモノニ
 就テ見レバ巨大ナル潔船會社ノ頑頑ヨリシテ
 人民ノ為メ大ニ保庇スルアルニモセヨ現今ノ
 如キニ於テハ英國郵船會社ノ潔船ハ只二艘ニ
 シテ閣下が航通スル所ノ汽船ハ數艘ナルカ故

大
 藏
 省

ニ英國郵船會社ニテ壹弗ヲ費セバ閣下ノ費耗
スル所ノモノハ其數倍ニエラサルベカラス加
之英佛郵船ノ絶ヘス横濱香港ノ航路ヲ轉シテ
横濱上海ノ航路ニ遷ルテアルヲ以テ閣下ノ為
メニハ頗ブハ危險ナリト云フベシ之レカ為メ
曩日米政府ト互換セシ如ク閣下ノ所轄ナル郵
船局ノ日本海内ニ於テ日本ノ國旗ヲ懸シ以テ
歐洲郵便所轄ノ全權ヲ得^得テ全クセシテ將
來ノ成功ヲ悠クアルベシ若シ貴政府ハ斯ル
巨費費ノ覬^覬ヲ止ムルハ決意セバ然ル上ハ英
國郵船會社ハ上海ヨリ香港ノ航路ニ引去ルベ
シ而シテ該社ノ航通スル所ニ佛國郵船會社モ
共ニ航通スベキナリ

日本ニ於テ日本ノ職工日本ノ物品ヲ以テ將來
 日本ノ要スル所ノ漁船ヲ造製スルヨリシテ頤
 頑ノ真面目ヲ發達シ大ニ進歩ヲ助クルトアル
 ガ故ニ予モ之レニカヲ尽ストテ許允セラレヨ
 去リナカラ現今ニ於テハ宜ク斯ル多費ノ頤頑
 ラ止メテ「デルタ」^レ「マワシリヤ」^レ兩蹄船ノ機関ト罐トヲ
 取外シ「ボーム」^レ「エンヂン」^レヲ入レ替ヘテ以テ方今航
 海局ノ需用ニ供スベシ又右船舶ト其他日本ノ
 要スル漁船ニ用ユルタテ日本ニ於テ日本ノ職
 エヲ以テ節儉ノ罐ヲ製造スベシ然ル上ハ大阪
 英ニ東京ノ間ニ航通スル漁船「コロムビア」^レ「オリ
 サ」^レノ如キ三千九百七拾壹噸積ノ兩号船ハ三
 菱所持船ノ中大概ノ螺旋漁船ヨリモ諸雜費英

大 職 省

ニ石炭ノ費耗オ一層減省セルモノナリ閣下ハ
今造船入費ノ僅少ノ割合ト而シテ郵船局ニテ
自今當年中斯ル競勵ノ為メニ費ス所ノモヨ
リモ余程差少ノ價格ヲ以テ或ハ又其廣狹并ニ
堅牢共全一ナル鉄製ノ漆船ニ艘ヲ英國ニテ造
製スルヨリモ些細ノ直段ニテ現今有益ノ三菱
商會ノ為メニ七十貳百貳拾九噸ノ力ヲ増殖ス
ル所ノ近來造製ノ汽船ニシテヨク航通ノ用ニ
適シ願ブル堅牢ナル「ビーム」エンデニ附ノモノニ艘
極メテ堅牢ノ螺旋汽船貳艘ヲ購買スルヲ得
ベシ
斯ル頡頑ヲ止メ英國郵船會社ヲシテ橫濱ノ航
路ヲ退去スルヲ保證セシメ英國ニ理事官ヲ

發遣シテ以テ該國ト郵便條約ヲ締結スルハ固
 ヲリ閣下ノ希望セラレ、所ナルベシ尤スレバ
 日本ノ「エキストラテリトリアリキ」(我國ニ居留スル
 外國人ボガ我法律ニ服從セシテ各自本國ノ
 法律ヲ遵奉スルノ謂ナリ)ノ權ヲ擴張シ併セテ
 日本海内ニ於テ三菱商會ノ為メニ充分ナル成
 功ヲ奏スヘキナリ頓首

在東京

千八百七十六年三月二日

ゼイ、エム、バツチルトル

大久保利通殿

大隈重信殿 閣下

七歳首

This image shows a blank sheet of traditional Chinese writing paper. The paper is off-white and features a central grid of 12 columns and 10 rows, defined by thin red lines. The grid is enclosed within a thicker red border. On the left side of the page, there are faint, handwritten characters in black ink, which appear to be '0', '1', '2', '3', and '4' arranged vertically. On the right side, there are some faint red markings, possibly remnants of a title or page number, including the characters '大', '辨', and '第'.