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*Copies into
Records Book*

Memorandum in regard to Coal in Japan
and China.

Fleet. In Japan

Requirements

- By Navy dept for 17 Steamers
- Daichi Sennin Kaisha for 9 --
- Mitsubishi Shoji for 5 --
- Yubei Kaisha " 16 --

Total 48 Steamers:

average requirements 20 tons per day for 15 steaming
days each month; viz 300 tons per month each
steamer or 14,400 Tons altogether per month
for 48 Steamers.

Supplies.

Karaty and other mines in the South of Japan (Kushiu)	Production per month	8,000 Tons
Takashima Coal Mine	" "	7,000 "
	Total Production per month	<u>15,000 Tons.</u>

Of the above
5,000 Tons per month of Karaty etc (not
including Takashima) is shipped to Shanghai &
other ports in China;
3,500 Tons Takashima per month contracted for
8,500 Tons per month

The Takashima Coal Contracts are monthly as follows:

- To Pacific Mail S. S. Co. 2,000 Tons
- Shanghai S. S. Co. 500 . . .
- French Navy - optional - 1,000 . . .
- Russian Navy - Unlimited Quantity.

These contracts can all be cancelled, without penalty, in case of an emergency.

The present Stock of Takashima Coal in Nagasaki and at the Mine is about 16,000 Tons.

It will thus be seen that if the Government purchases all the 5,000 Tons Karatz Coal (which now finds its way to China); and cancels the contracts of Takashima Coal amounting to 3,500 tons per month; or altogether of all kinds 8,500 tons per month, it will have just sufficient for its ordinary requirements in the event of War - and the present Stock of Takashima should be owned by the Govt., in case of a great emergency arising.

To effect this end, the Government should retain for itself all the future supplies of Takashima Coal - the whole production; and should purchase the whole production of the Karatz and other mines in Kiushiu. - If these purchases are carefully and shrewdly managed, it can be done without affecting materially the present prices of Coal in Japan..

It would also be desirable, if not essential, that the Government should keep a Stock of Coal in several different ports - such as Nagasaki, Kumamoto, Hakata, Shimoda, Osaka and Yokoi - (and such other places as may be deemed desirable) instead of, as at present, mainly in one port only (Nagasaki).. There are several reasons on account of which this should be done - but the main reasons are that

- First - it would facilitate and expedite the movements of Steamers,
- Second. The accidents of War.
- Third. The possible destruction by fire..

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Second. In China

For the past two years China has drawn its supplies

From Japan about 25 per cent

-- Australia -- 45 " "

-- Siam & America -- 15 " "

-- Formosa & other sources -- 15 " "

The present estimated Stocks of all descriptions are

In Shanghai 25,000 Tons

-- Hongkong 35,000 --

Total 60,000 Tons

There is but little Stock in the Way Ports such as Foo Chow, Amoy etc..

About three fourths of the above Stock - 45,000 tons - is held by the various Steamship Companies; and is not in ordinary times salable or procurable by purchasers.

Therefore the available unsold Stock is about 15,000 Tons..

In the event of War the Government may have the power of crippling its enemy in the important point of Coal Supply - without which its enemy's Steamers cannot rapidly convey troops or supplies - by the following plan:

- First. Immediate seizure of Keelung on the declaration of War.
- Second. The purchase prior to War, and after War has been declared, of all the present Stocks and future Supplies or production of Coal in Japan.
- Third. The purchase of the whole present available (for sale) Stock in Hongkong, Shanghai, Foo Chow & Amoy - and of all future receipts offered for Sale, as the cargoes arrive.

During the Northern Monsoon - from November until April the arrivals of Australian and English coal in China are comparatively limited.

Sailing vessels bringing cargoes out to Australia from England often seek a Coal Charter from Australia

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to China during the Tea Season from
May to November, in the hope of a
Tea freight home to England or
America. So, during this time,
freights from Australia to China
are cheap, and therefore also the
bulk of the Coal is sent during
this season, which is now
passed.

The present prices of Australian Coal
are, as follows:

In Hongkong \$8²⁵ & \$9.
In Shanghai \$7½ & \$8.

Tokio October 30th 1874.
Edward Fischer & Co.

Edward Fisher Esq
Tokio

30th October 1874

Relative to Coal in
China & Japan

廿七

東京府芝浦区本町二丁目

日本及支那地方：於而石炭之

見込書

第一日本地方、石炭

石炭入用之高

海軍省 十七艘

蓄池局 九艘

三菱商船 六艘

郵便運氣船 十六艘

東京

締四十八艘

船海日一ヶ月中十五日二十噸見

積一船三百噸之入用四十八艘之

去方四千四百噸

石炭産出之高

唐津其他高島鐵廠、外一ヶ月

八千噸

高島 七千噸

緋壹万五千噸

多し内唐津其他より（高島ヲ除キ）五
千噸ヲ上海之他支那諸港ニ輸出ス

高島出產之白三千五百噸ヲ月ニ定期
約定ニシテ外國人ノ手ニ賣渡ス

二口緋八千五百噸ナリ

一、高島石炭三千五百噸定期約定條

東京

之内澤左之通

亞國郵便船 二千噸

上海之燕汽船會社 五百噸

佛海軍 此分双方之望 千噸

其他魯海軍ニ望ミニ從ヒ高強限ラズ

賣買之約定アリ

此約定ヲ政府ニシテ後ニ寄破約

金ヲ出サスニテ約定ヲ取消シ得

と思ふなり現今高島石炭七萬及
高島山に於る所貯蓄之分
を方六千噸

一石之算計を以て思惟スルニ去那に輸出
スル唐津に石炭五千噸ヲ買上高島
石炭定期之約条を取消ス時去
即チ八千五百噸ヲ得べし戰時入用

一 東京

スル處ノ高ニ稍當ルべし且現今
貯蓄々々高島石炭を政府之所積
ナシ去那セサル極る際要ナリトス
依之是れ我思ふニ高島石炭々々以後
出產スル分ハ悉皆政府ニ貯へ加之唐
津に他九州諸山之出炭ハ前以約
条ヲ結ハ悉皆買上々々此買上
巧ニ施行スル時々格別石炭々々

價或沸騰スルニ至ルバカラス

政府貯蓄スル處之石炭三長崎
一港、限ラズ熊本博多下ノ瀬方極
東京不救多ク之港、分配スル備
ハカシカラス斯ク分配シ備ル之并
理ヲ教ケ察アレトモ其眼目トナシ
一二件ヲ左ニ記載セン

第一數十之船舶之航海ヲ并ニス

東京

第二 戦之上、能ク余少シ災何カを

懼ル

第三 火災之患アリ

右を即チ日本地方石炭、概畧ヲ論
ス

支那地方之石炭

二ヶ年前より支那之石炭ヲ需ル此
較ラ見ルニ

日本より 十一 二半

澳地利より 十一 四半

英亞より 十一 一半

臺灣其他 十一 一半

現今支那に在ル石炭之數ヲ彙スルニ

上海 二万五千噸

香港 三万五千噸

緋六万噸

東京

其他 福州 厦門 亦も少ナリ

多ク内四分ノ三昂チ在四万五千噸を數

多ク蒸氣船會社に所存ニシテ白通船

亦も他、支那知スルナキ

船今買收シタルものハ乃チ五万五千噸

余ナルベシ

石炭ヲ專買シテ或ハ敵之勢ヲ挫クニシ

辭若シ石炭に備へ無キ時名蒸氣船

神速。其兵隊及其他ノ運輸自由
ヲ得ベカラス左。其策ヲ奉ル

第一 和議破ル。於而直キーロン
港ヲ攻奪ス

第二 和議破ル。前或ハ其以後ト雖
日本ニ於る事ヲ得ル。石炭及以
海ノ出度ヲ悉皆買收ス

第三 香港及上海福州厦門並現在
東京

石炭及以海入洋スル 石炭
ヲ得ルモノ悉皆買收スベシ

モンスン風之吹ク時間即チ十一月、四月
迄六ヶ月間オースタリヤ及英ノ石
炭支那ニ輸入スル甚稀少ナリ五月
迄十一月迄ハ英ナリオースタリヤ
爲物輸送セシ風帆船多ク其回地
ナリ支那ノ石炭輸送シ送是英亞

茶を積むは常とス因之此間オース
トタリヤ等其那とて運賃極る安ケ
レハ人悦る石炭を輸入スレトモ當時
此時を過キタリ現今多般地方
オースタリヤ石炭之價

香港

ハ井式分五層ハ九井

上海

エテール東ハテール

此處

東京

六百七十四年十月

エトワルトフセル起押

別紙朝鮮書之通商社面云々、外國商
 人より申出候思考仕候、最以當今、適
 切之事務多之若之、支那政府、和戰
 之議決、一旦兵を交、支那世教、
 船艦東走西駛、奔命是暇アハル、
 秋、了り石炭之需用、多量消費、
 可カラシム至ラシ編、目今焦眉之

東京

事務ハ石炭備慮ノ方策、云々、
 礦社、云々、石炭商業、注意、云々、
 二月、右國有事、ノ日、以テ其先蹤、
 算スル、石炭之需用、云々、其差、
 出、云々、云々、云々、云々、
 之、云々、云々、云々、云々、
 府、云々、云々、云々、云々、
 豫、云々、云々、云々、云々、

他日多少之流為支トル或ラリ甚ク心
痛仕テ支那地方ニ專ラ他邦ト輸
入ヲ行フト以テ非常ニ用意ヲ行
フル時ニ達シ繼令支那政府ニ權
力以テ石炭ノ輸出ヲ禁スルモ各國
條約ニ關係有リヨリ外國商人ノ失
儀ヲ求メテ遂ニ制限ヲ得タリ
故ニ今之石炭商人ト約条トシテ後

東京

數月ノ期限ヲ定メ支那各港ニ石炭
ヲ占買シテ其他臨時輸入ニ分ハシ
取テ役ケテ買收セバ各港ニ控テ我船
艦ニ其供用ヲ自由ニ却ル船ヲ其缺
乏ヲ受ケル若シ支那政府ニ其採
クニ其陽ハ外國商人ノ商業ヲ之
ニ有テ其端ヲ容テテ急務ニ是レ望ラ
勝ヲ制丁ル術ヲ之彼ハ既ニ其敗北

を現るる云々一且石炭之價直昇
備るる必燃之材なり其由船艀之
内競争ニ關係する物、其強用する
を計りて、考與セ、政府ニ為又利益
少多をばざる也一今支那五港陽
石炭現高を臆算するに各國郵
船會社之用意品を除くると、其高
或方略、過く過るべし且屆時輸入

東京

と分つ合々、乃四方略、見做、是
略方九拜余、計算七、四核、方料、
一、前文、方策、を施す、若、海軍、
美、之、沿岸、巡、探、用、為、成、在、其、中、を、微
力を、了、結、以、之、第一、を、考、し、併、心、相
た、以、海、軍、用、心、多、為、之、利、柄、あり、
一時、市、融、合、心、の、仕、尤、他、自、知、事、後
成、算、併、務、益、と、も、友、に、於、る、以、引、受

平度奉頌之儀其他其非名州
少張百形之身勢亦極之於下
命之儀以死力之儀以儀之仕
賞悟之儀以死力之儀以儀之仕

明治七年十月

先收會社

益田孝

東京

先收會社藏

蕃地事務局
御賜所