

T. R. GREEN

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83 Yokohama, Japan
2 May 1878.

Your Excellency
Okuma Shigenobu
Minister of Finance
Dai no Kan
Tokio

Sir I came out to this country about
a year ago, partially for my health but also
to gain some experience in Japanese affairs
Up to the period of my arrival here
I was under the impression that the Imperial
Government intended to push forward with
public works, internal communications; opening
out a railway system throughout the country,
but I found the cabinet embarrassed by the
Civil War, now happily ended, and consequent
financial arrangements. However at the present
moment there can be no reason why the
national prosperity of Japan should not
show its vitality?

I have accordingly taken the liberty to
address your Excellency for the purpose of
showing the means by which such works
may be carried out with English capital, so
as to employ only Japanese during & after their
construction, without interfering with any existing
arrangements, or necessitating any increase in
departmental staff -

Before however unfolding my ideas to your
excellency I may as well give a few particulars
respecting myself & have to state that I am a
contractor agent & have managed several large
concerns & been more or less engaged in Railway work
for the last 22 years, being some thousands of miles
of line in course of construction & am personally
known to the leading English contractors & iron masters.

Owing to family troubles & own work, my health
began to fail, & I was recommended to take
a sea voyage, visit the homes of scene, & I am
so pleased with what I have seen of Japan
that should circumstances admit would wish to settle

I have no doubt but that His excellency
Sir Harry Parkes, would be a reference as to my
respectability, & I should not have ventured
to address you did I not feel confident in
being able to carry out fully in detail the
plan I now have the honor to submit for
your excellency's judgment -

I will assume that Japan
is desirous of having cheap internal communications
by means of railways, continuing the present
system of narrow gauge (metric) lines & therefore
take the first & most important line to be
that from Kioto to Yeddo, a length of about
260 miles & cost complete thirteen millions of
yen, & occupy four years in construction -

Were such a line to be built under the same
conditions as the existing ones, it would be both
more costly & occupy more time in construction
but I would propose the formation of a
Japanese syndicate to receive in trust the land
from the Imperial government, and then to
issue first mortgage debenture bonds, bearing
interest guaranteed by the Imperial government
& placed on the English market by the contractor
as the work progressed from time to time -
By these means, the entire capital might be raised
& redeemed at par in 25 years, or at any time
during the interim

This would be fair & legitimate finance,
for the government granting all land that
might be required, would in a measure constitute
itself original stockholder, having rights in
equity to pay off the mortgage at any time,
& absolute possession whilst the interest was
regularly paid - as the first line was found
to answer, so the system might be extended in
other directions, & by these means the internal
communications could be made at a slight
burden to the country, & national prosperity
promoted -

With reference to my interest in

Such a plan, I would undertake to carry out the entire system as an agent or take service under the Department & show how to do it direct.

It would be premature for me to enter here into details of line construction but I may mention that I should recommend that as far as possible, all bridges be made on one plan; viz Iron light double lattice girders having interchangeable parts, put together on the spot, with two traffic-lanes viz trains on top, & foot & trucks below. This system has been largely adopted on our Indian railways & found to answer, the tolls from lower traffic yielding a handsome revenue & I believe it could be introduced to advantage here.

Such are my proposals for railway development in this country & I would be glad to learn that your Excellency considers them worth the Cabinet's consideration -

I have the honor to be
Your excellency's Obedt^l Servant
J. R. Green.

T. R. GREEN

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鐵道築造一件ニ付横濱、加リ、トシ、氏ヨリ建白

余今ヨリ大約一ヶ年以前當國ニ渡来セリ是レ半ハ余カ健康ヲ養フカ爲メト半ハ又日本ノ事物ニ付テ多少ノ経験ヲ得シカ爲メトニアリ

余当地ニ着船ノ日迄ハ貴政府ニテ全國內ニ鐵路ヲ設ケ大ニ工業ヲ興シ以テ内地ノ往来運輸ノ便ヲ劑カントスルノ企アリシ由ヲ承知セシカ當時會々西南ノ暴動在ルアリテ國家頗フル多事ノ秋ニ當リ實ニ不貲ノ軍費ヲ要シ理財上ノ困難最モ甚シカリシヲ以テ着手ニ違マテカリシヤ知ルヘシ今ヤ内乱尽ク鎮滅ニ就ク蓋シ國家ノ幸福之レヨリ大ニナルハテ然ラハ則チ豈今日ニ於テ國富ニ民栄ヘ國家隆盛ニ至ラサルノ理アランヤ

是ニ依テ余一唇ヲ閣下ニ呈シ以テ右等ノ工業ヲ施行スヘキ方



法ヲ説キ示サントス即チ此ボノ工業ヲ起スニハ須ラク其資金
ヲ英國ニ募リ其築造中ニ於テモ其築造後ニ於テモ日本人ノミ
ニ傭使シ苟モ現行ノ規定ニ妨碍ヲ生スルコトナク又主任ノ屬官
ヲ更ニ増加スルコトナリシテ之レヲ為スベシ
以上起業ノ主旨ニ付テ早見ヲ開陳スル前余ノ一身ニ付テ僅カ
ニ陳セントス余ハ現ニ包管人ノ代理者ニシテ是迄諸種ノ大事
業ヲ并理セリ且ツ既往貳拾貳年ノ久シキ多ク鉄道事業ニ関
係シ築造中ニ就テ親シク數千里ノ線路ヲ目撃セリ加之又英國
ノ重立テタル包管人先ニ鉄高ト知己ナリ
然ルニ家事困難ノ為メト労働度ヲ過セシカ為メニ健康ヲ害フ
所アリシカ故ニ海路ニ航シ暫ク業ヲ休メ以テ風土ヲ轉換セ
ンコト余ニ説諭セシ者アリシニ付乃チ貴邦ニ渡来セリ
余貴邦ニ渡来セシヨリ今日迄親シク目撃セシ所ニ付テ事々物

々皆余カ意ニ適スルカ故ニ若シ都合ノ宜シキアラハ貴邦ニ居
住セントテ希望スルナリ
余ノ品行政柄等ニ付テハ「ジャーナル」ハアリ「パークス」閣下ニ就テ
訊問セテレナハ公必ラス應答スルヤ疑ヲ容レス余カ今謹テ一
書ヲ呈シ起業ノ方法ヲ陳シ以テ閣下ノ裁決ヲ仰ク所以ノモノ
ハ他ナシ此事業タル必ラス充分詳細ニ実行シ得ルコトヲ自ツカ
ラ確信スルニ依テ然ルナリ
愚按スルニ貴邦ニ於テハ現行ノ狹幅線ナローゲージノ体裁ニ倣フ
テ鐵路ヲ設ケ以テ安ク内國運輸ノ便ヲ開カンコトヲ欲スルニ似
タリ若シ貴政府ニシテ其望アレハ先ツ京都ヨリ東京迄ノ鐵路
ヲ以テ第一トシ之レヲ至緊至要ノ線路トナスナリ蓋シ京都ヨ
リ東京ニ至ルマテ其里程大約二百六拾英里ニシテ此築造費ハ
千三百万円ヲ以テ足レリトシ且ツ四ヶ年ヲ以テ竣功ニ至ルモ

ノトス

以上京都ヨリ東京ニ至ル線路ヲ築造スルニ当リテ現存ノ東京
横濱間ニ於ケル鐵路ト同一ノ方法ヲ以テセハ築造ノ費用モ一
層多ク随テ亦時中モ一層久シキニ涉ラシ依之余願フニ今日ニ
在テハ最早此等ノ方法ヲ踐マシテ更ニ日本人ヲシテ結社セ
シメ以テ日本政府ヨリ用地ヲ貸与シ第一当物証券ヲ発行セシ
ムベシ而シテ此証券ハ利子付キノモノニシテ日本政府ニテ之
レガ保証ニ立テ鉄道事業ノ漸々進歩スルニ随ツテ包管人ヲシ
テ此証券ヲ英國ノ市場ニ販賣セシムベシ

蓋シ此方法ヲ以テスレハ此築造ニ充テル一切ノ資本ヲ平價ニ
テ募集シ二十五ヶ年間に於テ入平價ヲ以テ償却スルヲ得ベ
シ若シクハ二十五ヶ年ヲ俟スレテ何時モ償却スルヲ得ベ
シ

蓋シ右証券発行ノ一ハ実ニ理財ノ要理ニ適スル万全ノ策ト云
フベシ何トナレハ政府ニテハ凡ソ築造ノ為メニ要用トスル土
地ハ皆之レヲ貸与スルカ故ニ貸与セシ土地ニ当ル夫ハ自ツカ
ラ原株主ト成ルモノナレハナリ

且ツ政府ハ何時モ其当物証券ヲ償却スヘキ同権ヲ有シ其上之
レカ専有ノ権アルモノナリ尤モ右当物証券ノ利子ハ常例ノ通
リ拂渡ナル、モノナリ

東京西京間ノ鉄道竣工ニ至ラハ猶ホ其法制ヲ他方ニ擴張スベ
シ
以上ノ方法ヲ以テスレハ内國運輸ノ便ヲ開クノ一ハ左マテ巨
額ノ費用ヲ要スレテ為スヲ得随テ國家ノ幸福振興スヘ
シ

斯ル事業ヲ起スニ當リテハ余ハ之レカ代理人トナリテ以テ一

切ノ法制ヲ施行スルトモ若シクハ其主務ノ官廳ニ職ヲ奉シテ
之レヲ施行スルトモ何レノ道此等ニ付テ自ツカラ教示スル所
アルベシ

蓋シ今此等ヲ呈スルニ當リテ鐵路築造方ノ一ニ付テ細論ヲナ
スハ尚ホ未タ太早キニ似タリ依テ唯其概畧ヲ述ヘンニ今ヨリ
行ハルベキ丈ハ橋ヲ架スルニ必ラス一様ノ雛形ヲ以テ之レヲ
造ルヲ良トス即チ鉄ノ二重方眼格子ヲ手輕ニ製造シ隨意ニ入
替ナル様製シ置キ車道ヲ一筋開キ即チ頂部脚部ヲ以テ鐵路ト
ナシ下ヲ以テ人カ車道トナスナリ

此法制ハ廣ク我印度鉄道ノ用ユル所トナリ果シテ功用アリ蓋
シ人カ車道ヨリ生スル所ノ橋稅甚タ多分ナルベケレハ此法制
ハ貴邦ニ施シテ必ラス利益アルベシト信スルナリ
以上開陳スル所ハ貴邦ニ於テ鉄道開設ニ付テ聊卓見ヲ吐露ス

ルモノナリ依テ閣下以上開陳スル所ヲ捨ルナク宜ク内閣諸公
ニ謀ル所アラハ何ノ幸カ之レニ過キス謹言

千八百七十八年五月二日

日本横濱八十三番

「チ、アール、グリーン」

大藏卿大隈重信殿閣下

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ON GOVERNMENT SERVICE.

A. S. Okuma Sauphi
+ + +
Tokai

PUBLIC WORKS DEPARTMENT, }
SECTION OF RAILWAYS. }

