

Tokio 10th August 1875

To His Excellency
 Okuma Shigenobu
 &c &c

Your Excellency Under the belief that you
 take a deep interest in the commerce
 of Japan, especially in the development
 of the mercantile marine, I take
 the liberty of addressing you, for
 the sole purpose of drawing your
 attention to the gross mismanagement
 of certain Steam Ship Companies
 and Ship owners. I am bringing
 this prominently before the high
 officials of this Empire this matter
 I personally wish to defend my own
 personal and professional reputation
 from the slightest suspicion of
 negligence, as in fact for the
 last

last four years and a half it has
been my persistent effort to obtain
the adoption of some system
and the enforcing of rules and
economical working of the ships
of the Company which I have
been doing that period -

Investigation would bring
to light serious defalcations,
and I beg to enclose a private
note of some of these swindling
transactions.

Widely in my experience
no proper system has been used
to examine into the capabilities
of the persons employed, and no
means of checking, by log Book
or otherwise, the amount of Coal
expended, the cargo received, and
other details of importance

Should your Excellency
deem

the subject worthy of your attention
such details as I have obtained
during my experience, are at your
service whenever you think fit
to demand them

I have the honor to be
Your Excellency
Most obedient servant
Chas. Spurgeon

Private and Confidential
Communication to His Excellency.

The most unsatisfactory state of affairs of the Yu-kio-jiki-sen Kai-sha. is mainly owing to the ignorance of the Managers and the dishonesty and incompetency of the clerks, and the people on the ships. Large sums of money have been paid for coal and other necessary stores, also for repairs and material. In some instances the amount was far much more than that actually used, and in some cases for work and material never supplied.

When new boilers were spoken about for the "Dumbarton" (Shokui or Bandoi) the contractor, an English Engineer, refused to accept the
Contract

contract because the agents asked
for a commission, and these persons
by so doing were acting dishonestly.

The steamer 'Caledonia'
(Yew-nerr-man) a good vessel
and suitable for the use of the
Kai-gun, etc. was converted into
a store vessel, for which she was
not suitable - and a man in
Hokkaido named Strom, received a
contract from the Yui-bin-johi-sen
Kai-sha - giving him a sum of
more than one thousand Dollars
together with the boilers and the
engines for altering a job that
ought only cost a few hundred rios.

Boyd & Co. of Nagasaki and
other persons since offered over
eight thousand Dollars for the
Engines, and the boilers have
been disposed of for two thousand

Dollars

It is worthy of investigation, to whom
does this enormous profit be shared out -

In the case of the charter of
the steamer 'Lettie' hire much took
place that was not honest.

In the cases of the charters
of the steamers 'Kinshin' and 'Bellona'
for conveyance of rice, nearly double
the price was paid, than Mr. Kingdon
had offered to charter the same ships
for - notwithstanding my protest at the
time.

In the general repairs, supply
of coal, and stores, also in the accounts
for freight on cargo, and passage money
my frequent requests to adopt some system
to examine and prevent peculation
were received with disapproval.

When first joining the
Company in April 1871. I wrote out
and translated a set of rules, and
consulted with many Captains and
Ship Engineers thereupon. But

But no regulations have ever
been adopted. The foregoing
is most respectfully submitted
for consideration

Yours August
1875

To the High Officials of
His Imperial Japanese Majesty's
Government -

This Memorial is intended to
bring before the officials of this
Empire, the necessity for making
laws for the regulation and control
of the crews of the merchantships
and also the advisability of their
being established, a Naval
Reserve Corps, formed of
the merchant seamen -

The undersigned memorialist
has frequently brought this
subject before the officers of
the former regiments, and during
the past five years to Officers of
the Naval and other departments.

Japan

Japan from its geographical position, requires to pay great attention to its merchant ships so that produce and passengers may be transported, economically safely and speedily.

A large interest is involved not only ship owners, and the people they employ, but the passengers and the owner of cargo as well as the producers - and manufacturers of home produce - consumers would also benefit - by cheap rates speed and security.

In time of trouble the merchant seamen should be ready to take their share in the defence of their native land from foreign foes. and in time of peace there would be less expense for the Naval Department.

It takes many years to train and form a body of seamen, and the increase of the number of ships purchased from foreigners is so great that there are not sufficient Japanese to compose their crews, amongst the men of experience, therefore inferior men and those ignorant of a ship are only to be found.

I beg to state therefore that it is advisable and necessary to provide for this want.

Owners of ships, are always striving to hire cheap men, and avoid even necessary expense, therefore cause risk of danger, and inefficient work ships are badly and slowly navigated a great deal of time and money wasted to the great injury of the national commercial prosperity.

The creation of a Department

To examine and report into this
matter is the desire of this
memorialist -

With respect

Chas. S. Fernandez

フランシス・アリスの書状

Miss Elizabeth Anna Stephens

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大隈様