

フミツドワイ「其他諸島」関スル件

REEL No. 1-0330

0475

三一九

九月十日

光化通于乾坤見後

分作

杉村長閑

川
 廣市
 米玉
 領也
 如和
 人々
 旅る
 信
 入
 八
 信
 本
 日
 不
 歸
 代
 人
 々
 々
 々
 信
 与
 せ
 ん
 規
 其
 季
 十
 字
 之
 由
 當
 力
 乃
 以
 所
 へ
 接
 て
 初
 成
 其
 分
 其
 詳
 細

水 路 (2)

印
 一
 印
 米
 也
 日
 以
 羊
 田

(3) 第一項ノ群島中第一ノ島ハ
嶺南ナリ也人口廿餘

六在國珍行。乃不河。乃不河。

（ 順 活 辛 辰 巳 ）

機

次官閣了

機密 第一一號

明治三十二年十一月二日 起 發
同 八月三日 發

通商局長

拜

古

大

總領事代阿爾蘇斯

布達群島(八島)一西北一島

Swansbury D. Midway D. Cure D. 子

島嶼有之 變右 逆布

外務省

生國版圖ニテ米布公保、結

果米國領ニ歸ニテ義ニ以テ

又米國領ニテ邦人ニ於テ借入

ハ、ニ、如、今、手、疏、ヲ、密、ニ、我

ニ、以、テ、海、軍、兵、調、出、西、報、也

如、友、以、民、及、訓、示、也

密

機密第六二六

十一月十四日機受

臺灣總督府

機密

密

九

機密第六二六

「ミッドウエー」其他諸島関係之件

布哇群島ノ西北ニ散在スル *Line Islands* 等ノ島嶼ハ布

Midway Islands 及 *Line Islands* 等ノ島嶼ハ布

哇國ノ版圖ニミテ米布合併ノ結果米國領ニ歸シ

タル武又タ右島嶼ヲ本邦人ニ於テ借入ルニハ

如何ナル手續ヲ要スル哉等ノ義ニ付本年十月三

日機密第六二六号ヲ以テ御下問ノ趣悉細承知仕

即チ早速當布哇政府官吏測量部長ニ付キ他ノ意

味ヨリ調査ヲ試ミ云々

「ホノル」ヨリ凡ソ貳百哩西北ニ散在スル諸島嶼

中 *Midway Island* ハ布哇王朝ノ時「キ」ガカ

ラクリノ代ニ當リ占領ノ実ヲ舉タルモ素ヨリ

無人島且ツ船舶ノ碇泊所ナキタノ何等ノ用ヲ

ナサズ世人寧ニ其愚ヲ嘲笑スル位ナリシ千八

百六十八年ニ方リテ「パシフィック」郵船ノ寄港所トナ

サント企テ布哇政府ニ貸附ヲ掛合タルコアリ

シモ其儘々如何ナル結果ヲモ生セカリシハ寄

港所ニ適セカリシカタナラシ今ヨリ凡ソ五

年前英領加那太ヨリ環列「ニュージラード」ハ電線

架設ノ計畫アリテ該群島中 *Hecker Island*

ヲ其中央寄線所トナシ支線ヲ「ホノル」ニ

通セトスルノ企テ以テ本島ノ貸附ヲ布哇政府

ニ申込ミタルコト當時布哇假政府ハ既ニ米

布合併ニ傾キタル際ナレハ本件ノ如キハ合衆

國政府ニ起問スヘキ旨ヲ答ヘタルノミニテ其

後如何成往キシヤ何人モ之ヲ知ルヲ得ス
昨午米布合併事成リシ以後布哇本島地ハ勿論
其所屬島嶼ニ至ル迄悉皆北米合衆國ノ版圖ニ
歸シタルヲナレハ前記諸島ニ関スル事件ハ無
論合衆國政府ニ於テ慶理セサルヲ得ス布哇政
府ハ最早ヤ何等ノ相詰ヲ受ルノ權利無之矣且
ッ御兼知ノ通り布哇本島上ノ官有地スラ舊布
哇政府ノ法律ノ下ニ賣買スルハ合衆國政府ヨ
リ故障申出タル位ノ義ニ有之矣云々
右之次第ニ有之矣余市下問ノ件ハ目下當布哇政
府ニ對シテハ何等相詰ノ効無之全ク北米合衆國
政府ニ起問スルキ義ト被存矣
乍去他ノ諸外國ニ於テ談諸島嶼ノ所有又ハ占領
ニ紛ラハシキ事實ノ歴史ハ未タ一向見當リ不申候
右及稟復至敬具
明治三十二年十月廿三日
在布哇ホノル
領事 齋藤 幹
外務大臣子爵青木周藏殿

七

主管通商局

再ヒ「ミッドウェイ」島ノ義ヲ分キ稟報

曩ニ「ミッドウェイ」島其他諸島嶼ノ件ニ付キ閣下問
 有之既ニ一應報告致置矣。處今固北米合衆國政府
 海軍省所屬引船「イロクオイ」号船長ハ該島嶼ノ測
 量ヲ被命目下出發ノ用意中ニ有之趣キ。聞込矣ニ
 付キ在米小村特命全權公使死別紙ノ通リ報告致
 置矣。余以段及稟報多
 將又別紙新聞切抜ハ合衆國新聞紙ヨリノ轉載ニシ
 テ布哇ニ於テハ素ヨリ其事實ヲ確查スルノ存無之
 且ツ其説クトコロ前年「コングレス」前後ノ凡説ト異
 同無之矣。得共爲念供神參考ヲ敬具

明治三十二年十一月四日

王可莊圖六十一
八歲題名官

次官

第八大等

NEW CABLE PLAN

The United States, Great Britain,
Japan and Russia.

WASHINGTON IS INTERESTED

Assembling Data—Present Project
Solves Many Difficulties—Hawaii
Important Point.

WASHINGTON, Oct. 26.—In diplomatic and official quarters attention is being directed to the question of a Pacific cable linking this country with the Philippines and points beyond, and it is understood that this Government and the foreign Governments which would be affected by the cable are now actively considering the subject.

The officials here are assembling data and preparing cable maps, with the expectation that the matter will be brought to the early attention of Congress. In a general way the project is for a cable of four links, viz.: From San Francisco to Hawaii, 2,160 miles; from Hawaii to Wake Island, 2,044 miles; from Wake Island to Guam, 1,293 miles; from Guam to Manila, 1,350 miles.

These landing points are all within the control of the United States, our flag having been raised on Wake Island not long ago. This would connect all the American possessions in the Pacific by a line crossing no foreign territory. Besides this, the plan permits of an expansion so as to secure two outlets to Asia and the Far East.

The first of these would be from Manila to the Japanese Island of Formosa, from which island Japan has built a line to the Japanese coast and the mainland of Asia. The second outlet would be from Hawaii south to Fanning's Island, at which point the newly projected British cable from Vancouver to New Zealand crosses.

The foregoing projects would not be private enterprises, but a Government undertaking. The Government, it is urged in support of the projects, would be not only free from the present high charges and from the supervision of foreign companies now handling the business, but the line being opened to the public and commercial uses at a reasonable rate would afford facilities for the expanding trade of the Pacific and thereby yield a considerable return to the Government.

Foreign governments, which would be affected by this project—notably Russia, Japan and Great Britain—are beginning to show some concern over it and it is understood that the Government has been sounded of late from several foreign quarters to learn what its plans are.

外務省子爵青木周藏殿

石布哇子ノ、
領事藤

幹

二在布哇子ノ、

寫書見ス

機密

「ミッドウェイ島」件

本年十月三日機密第壹号ヲ以テ青木外務大臣ヨリ布哇群島ノ西北ニ當リ Midway Island 其
他諸島嶼有之ヲ慶右ハ従前布哇國ノ版圖ニシ
テ米布合併ノ結果米國領ニ歸シタル義ニ至哉
又右ノ島嶼ヲ水邦人ニ於テ借入ルニハ如何ナ
ル手續ヲ要スル義ニ至哉詳細報告可致旨ノ御
下問ニ對シ同月廿三日機密第貳号ヲ以テ拙
官ヨリ別紙寫書ノ通り概畧及稟復置テ慶今固
卒然聞込ミタルトコニ至ラハ合衆國政府ニ在ラモ
何等考フルトコロ有之趣ニテ當ホルニ港礎船中
ナル同國海軍省所屬引船「イロクライス」(Iroquois)号
船長合衆國海軍大尉「ボンド」(Bond)氏ニ訓示シテ
前記「ミッドウェイ」島嶼実測ノタメニ流出ヲ余シタル
由ニ有之ヲ

大尉「ボンド」氏ハ幸ニ昨日我カ

天長節祝賀ノタメ来館致テ付吏トナシニ事實
聞知ヲ慶右合衆國ノ訓令ハ全ク事實ニシテ目下
出發ノ用意ヲ調ヘ後日ノ再訓令ヲ相待ツ義ニ
有之由然ニ現今マニラ往キ運送船號々ホノルニ
立寄リ只今已ニ參艘礎船致シ居ル位ノ事故ハ到底
急遽「イロクライス」号ノ出張ハ難相成旨日大尉ノ談話
ニ有之ヲ

本件ニ付合衆國政府真意ノアルトコハ何公當
地ニ於テ探知難致テ得共事實ハ發露シテ拙官

ノ聞ハミタル事項不取敢及稟陳置矣余自然亦省
ト貴能ノ間亦件ニ付御交渉ノ義モ有之矣ハ、御
参照相成度致段中進言致具

明治二年十二月四日

在布哇
オノル、

領事 齋藤 幹

特余全權公使小村壽吉郎殿

在布哇國水ノル府日本總領事館

書課長

明治三十二年六月廿四日
起草
同日
月
日
八
日
發
遣
署

田村

主任

見紙

77
海軍
校正
原

在布哇理館代理武 参大臣

布哇理館西地ニ在リシ Jiamusky J.

Richard J. Cassel 等、島嶼ニ関スル

年十月三日、海軍省ニ送リ、一平、ラビ、ラビ

明治三十二年六月廿四日

外務省

調希、諸大才、訓示ニ付、圓多中、目下
當局、政府ニ付シ、ハ、何等、其、初、之、在
ク、此、事、合、衆、國、政府ニ、越、問、ス、キ、我、ト、モ
右、カ、中、中、地、ヲ、交、其、後、南、米、別、我
右、島、諸、ニ、公、並、村、捕、許、ス、ル、旨、ハ、ハ
如何、月、午、統、ヲ、要、ス、キ、否、何、本、ヲ
元、右、之、同、各、島、ハ、右、ニ、馬、渡、島、ト
稱、ス、群、島、ニ、其、羽、ハ、高、價、ニ、賣、

抑、其、任、事、密、於、痛、三、信、
 たる、有、る、由、主、者、し、公、無、手、流、
 三、其、子、の、海、に、中、心、人、切、意、ト、
 事、有、る、一、の、存、新、政、府、組、
 成、立、上、時、情、見、斗、に、使、意、
 何、の、問、合、事、有、る、一、の、時、政、
 府、新、す、一、の、国、難、ナ、ト、一、の、義、
 り、得、る、事、何、政、府、交、際、の、際、ク、キ、
 一、面、交、際、の、新、来、う、有、者、一、の、新、者、し、
 一、面、に、立、事、金、の、事、何、の、使、一、
 一、交、際、方、の、事、中、一、の、事、有、る、一、
 一、の、事、及、一、の、事、一、
 一、の、事、及、一、の、事、一、

外務省

（副読本）

○ネツカ島

北緯 八拾三度五拾四ト
西経 百六拾四度四拾七ト

○フレチ、フライン、ゲリー島

北緯 八拾八度四拾六ト
西経 百六拾六度四拾四ト

○ガドナール島

北緯 八拾五度三ト

西経 百六拾八度七ト

○リシアン、スカイ島

北緯 八拾六度
西経 百七拾三度五拾七ト

○パール、バー、リーフ

北緯 八拾七度五拾六ト
西経 百七拾五度四拾六ト

○川上、小島

北緯 八拾八度拾四ト

西経 百六拾七度拾三ト

外人の印を代人の印に換

手書通商

公第一八七号

布哇群島、西北ニ當レル *Nicaragua's Middleway*

、其他島嶼ニ付シ其所有權ヲ有スル政府ヨリ公
然狩獵ノ許可ヲ得度キ義願出ス者有之ニ付
當布哇政府ニ向ヒ時機ヲ見計ヒ右之意味ヲ
以テ一應成合セ方可致旨本年六月八日送付
ニ四七号貴信ニテ御訓示之趣了悉即先般
領地知事モ其旅行先ヨリ歸着致美奈奈談
ニ取掛リ美知領地知事、若辭ハ曰ク本件ト同様
ノ事件ニ付キ曾テ貴官ニ御語致タル如ク布哇
政府カ外國人ニ付シ其等ノ島嶼ヲ貸付スルノ
權能有無ハ目下全ク未定ニ有之矣又タ其島
嶼ニ群集スル鳥族狩獵ノ義ハ彼、鳥糞採収
業者ノ目的ト正及對ナルヲ以テ實ハ餘リ好マシカラ
サル義ニ有之矣最モ御申出ノ島嶼ニ付ラハ既
ニ鳥糞採収會社ニ借地權ヲ許可シタル者モ有
之様存在ニ付キ至急委曲取調ノ上可申進矣
云々之ニ統テ別紙洋文之通リ我ヨリ申出タル名
島ノ歴史並ニ右諸島嶼中大多數ハ過ル千八百
九十四年頃 *North Pacific Whaling and Fur
Co. Ltd. Company* 廿五々年ノ年限ヲ以テ貸渡約
定済ナル義並ニ以テ貸與許可ハ布哇獨立政府時
代ニ於テナシタルモノナルニ付目下未布信屏ノ日
於テ本約束ハ果シテ未定ニ有効ナルヤ否ヤ明言
難致旨ニテ右洋文書面ノ末尾ニ「クラーテ」ヨリ
「*So far as the Hawaiian Government*

holds the right of possession of said islands"

ト申候

之ヲ要スルニ鳥糞会社ハ右ノ島嶼外ニモ鳥糞採収ニ着手致居リ現ニコレサレアイランドノ如キハ日本人四十名許ヲ雇傭シテ就業致居矣(本島管理白人ト日本人間ニ大騒動ヲ起シ目下刑事豫審中ナリ)故ハ該島族撲殺、起業家ニ対シテハ無論及抗ノ舉ニ出ルモノト被存矣

各島嶼ノ歴史ハ別紙洋文ニテ御査覽有之度而テ當領地知事ノ意見ハ鳥糞採収ノ利ヲ抛却シテ島族撲殺ノ起業ニハ同意セス又タ鳥糞会社ハ無論及抗ノ意見ヲ申出ル義ニ有之矣

右一應及稟報ヲ敬具

明治三十三年九月六日

左ホリル、

領事 齋藤 敬



外務大臣子爵青木周藏殿

IROQUOIS IS HERE AGAIN

SAND ISLAND FOR CABLE STATION

Commandant Pond Talks of Work Done At the Midway Islands for the Pacific Cable Station.

The United States tug Iroquois returned Sunday from her special survey trip to the Midway Islands. It lacked only a day of being exactly two months and a half since she left Honolulu for her 1160-mile trip to investigate the practicability of locating one of the stations of the proposed Philippine cable on the Midway Islands. After a most careful survey, Lieutenant-Commander Charles F. Pond, who was in charge of the expedition, will report in favor of the station being located at Sand Island, the western and larger of the two islands lying within the atoll. The amount of work performed, which was principally hydrographic, was prodigious. During the sixty-four days' stop of the vessel at the Midway Islands no less than 16,192 soundings, making a total of 350 miles of sounding line cast, were taken. In order to accomplish this, both the tug and the smaller boats were used, and, as an indication of the thoroughness of the work, 6532 angles were taken, making it necessary for the boats to change their positions no less than 2955 times.

While it was work from the day the boats reached the islands until within fifteen minutes before she started for home, the sailors had time to hunt birds and fish, and it was very fortunate for the crew that game was to be found, as the rations got very short before the work had been completed. A number of relics were brought back, but the most interesting of the lot was a 1200-pound anchor from the wrecked Wandering Minstrel, from which Captain Walker of this city was marooned for fourteen months on Sand Island. An experience which has served as the foundation for "The Wreckers," one of Robert Louis Stevenson's most famous books.

The Midway Islands are two in number, Eastern and Sand. They are completely encircled by a well-defined wall of coral about twenty miles in extent. Although enclosed within this atoll and within a mile or so of each other, they are in marked contrast. Eastern Island is covered with vegetation, while Sand Island consists of naught but glaring white sand, with only a trifle of growth on the northern and southernmost portions.

The islands were discovered in 1895 by Captain Brooks of the *Gambier*, who took possession of them for the United States. Of the two, Sand is the larger, being about a mile and a half in length, from a half to three-quarters of a mile in width and about forty-five feet in height. The Pacific Mail Steamship Company established a coaling station there some years later with the intention of not using Honolulu for such purpose. Commander Pond says that now most of the coal left there has been coked by the weather, and he found huge chunks of it blown half a mile from the original station. As a matter of fact, the harbor inside the atoll is too shallow to permit vessels drawing much water to enter. The bottom consists principally of white sand, but it

shoals so frequently that anchorage is decidedly risky. The water varies in depth from two to seven fathoms. It was impossible for the Iroquois to go nearer than half a mile to Sand Island, but Commander Pond stated that vessels drawing twelve feet could readily go nearer the islands. Off to the north of Eastern Island is an extensive lagoon, but it was not practicable as an anchorage ground.

"We left Honolulu May 19 last," said Captain Pond this morning. "Our orders were to make a survey of the islands and determine whether it would be practical to establish a cable station there, and, furthermore, if it was possible to bring the cable out of the deep water over the reef to the station. Both of these are possible, and in my report I shall recommend that the station be established on Sand Island. The only way in which the cable can be brought to the station is through Welles harbor, which is the only entrance to the atoll, and lies on the western side.

"On our trip down we experienced pleasant weather, and used only thirty-one tons of coal. I rigged up an improvised square sail out of our deck awning, and as we had a good breeze it carried us right along. There are two bars to the harbor, the inner being the dangerous one. The harbor has from four to six fathoms of water, and at high tide the bar carries about twenty-four feet of water. We were able to get within only half a mile of Sand Island, and with the exception of a special detail of four men, who were kept ashore to within half an hour of our departure studying the tides, everybody lived on the ship. The first thing we did when we reached the harbor was to divide the day into routine, with breakfast at 6:30 a. m., half an hour for lunch, and supper at 6 o'clock, making the working day from ten to twelve hours. We worked every day while there, with the exception of Sundays and the Fourth of July, when we went ashore and enjoyed a swim. For the first two days we indulged in reconnaissance work and then established a base line of 5202 4-10 feet, running through Sand Island. From this base line the islands and reef were surveyed by a system of triangulation for one week, and from then on we devoted our time to the hydrographic part of the expedition. The work outside of the atoll was done by the Iroquois, and lasted twelve days.

"In these surveys outside of the atoll we found that there were no outside dangers to navigation. The water was generally deep enough to admit a vessel drawing eighteen feet to come within a couple of ship's length of the coral reef. We surveyed very carefully in order to trace to the 100-fathom curve. In some places we found it at a distance of two miles from the atoll, while at others we had to go out of sight of the islands to strike desired depth. There is only a rise of two feet in the tides, there are strong variable currents, but around the atoll, generally running northward, but changing in such an erratic way as to make navigation rather dangerous.

"Inside the atoll the small boat was utilized. All of the work was thoroughly done, two officers and a draughtsman being engaged in the field work, while the captain and another draughtsman kept up the piloting. The small boat made 12,904 soundings inside the atoll, while the Iroquois made 3288 outside, a total of 16,192. In order to make these a total of 350 miles of casting line was used, and the Iroquois took 1261 positions the small boat 1961, a total of 2955. In order to take a new position, at least two angles had to be first found.

"The reef enclosing the islands stands

in some places on the eastern end five feet, and is as wide as twenty feet in places. We were able to walk along most all of this, although it is broken down at the southeast and other sections. The entrance for vessels is but 100 feet wide, and great care has to be taken in going into the atoll. During our work we located no less than 100 sections of coral and rock inside of the harbor, and these have, of course, been indicated on our charts.

"Considerable change has occurred in Sand Island since the last survey in 1870, made by the *Lackawanna*. The eastern end has washed away somewhat, while the western has enlarged. As an example of the way in which these islands are subject to change and the rapidity that shoaling occurs, we placed one of our signals on a little sand island in the north of the atoll. We left it but a short time, yet on our return we discovered that the signal was floating in the water, while the island had shifted toward the east. Before we went away the island had shifted back to its original position.

"One particular point, upon which great care had to be taken was the location of an entrance for the cable. An ocean cable cannot be carried over a sheer precipice or lifted abruptly from deep water, for it would break of its own weight, so we had to carefully examine the reef surrounding the proposed cable site. The only place which will be feasible is through Welles harbor. A cable close to shore is, of course, heavily armored, but care has to be taken that it will not chafe against the rocks. I think that the sandy bottom will prevent any such difficulty. If the station is established it will require but a comparatively short time to carry the cable out of the deep water to the island. The deep water route was not surveyed by us.

"The climate of the islands is very healthy and pleasant, slightly cooler than Honolulu, with frequent rains, principally during the night. There are no reptiles or insects there, except flies, which bothered us considerably. On Sand Island there is nothing, practically nothing but dazzling white sand, with an occasional dune and a few little bushes growing on the north and south ends. A little coarse grass has begun to grow about these bushes. On our arrival we found a party of six Japanese on Eastern Island, gathering feathers, for birds in considerable variety abound on both islands. This party had been there about six weeks, and intended to remain several months more. They reported that the water found there was rather salty. By boring from four to ten feet water can be secured on both islands, and we found that the water secured on Sand Island was superior to that on Eastern, so this was one of the principal reasons for my favoring that island as a cable station site. The water is at first white, as it contains a quantity of lime, but by filtering and letting it stand it is serviceable for drinking purposes. Our men on the island drank it during all of their residence, and they felt no ill effects from it.

"We found plenty of good fishing, while the great variety of birds enabled us to have good food during most of our stay. Plover and curlew, tern and loon are among the varieties of bird found on the islands. The birds are quite tame. It was an easy task to gather eggs of the loon, for the men would simply clear a space and the birds would come and lay the eggs, and we could return and gather them. The eggs are a trifle larger than a hen's egg, and in flavor are very similar to that of the tame fowl. Toward the last of our stay, however, provisions ran

pretty short, and we were very glad to fall back on the ordinary sea bird for food. A peculiar creature on Eastern Island is a wingless bird. It is a small bird, a little larger than a wren, and can travel with great rapidity.

"The gamiest fish is the albacore, which weighs from fifty to 100 pounds. Other varieties of fish were found, and we got a number of turtles. Sharks abound in great numbers, and the men brought home a great many souvenirs in the shape of teeth and jaws of these monsters. "Inside the atoll we raised the anchor of the Wandering Minstrel, which was wrecked there years ago. Captain Walker was marooned on Sand Island for fourteen months, and lost a number of sailors by starvation and scurvy. We found their graves toward the north end of the island. Of the wreck, all that remains now are a few beams, her pump and some odds and ends. Another wreck seen was that of the General Siegel, which also occurred some years ago.

"On July 3 the monotony of the work was relieved by the appearance of the China with mail. For two days previous to her arrival we had been harried, and it would have been impossible to send a boat out to her. Fortunately, however, she came after the weather had subsided. There are very few days of continuous weather at the island, and navigation is, in consequence, accompanied with much uncertainty. The atoll lies between the trades and the northwest winds in what sailors term the 'horse' latitudes. Properly the islands are 28° 15' north and 177° 30' west, the distance being about 1160 miles from Honolulu."

The officers of the vessel are: Lieutenant-Commander Pond, Lieutenant G. S. Williams, Ensign George C. Sweet, Draughtsmen Fred E. Harvey and J. W. Willis. Six weeks will be required to complete the charts of the survey. The vessel will remain attached to the naval station at this place.

Executive Chamber,

Territory of Hawaii, Honolulu, August 29th, 1900

Mr. Miki Saito,

His Imperial Majesty's Japanese Consul, Honolulu.

Sir, The Governor requests me to acknowledge the receipt of your letter of August 24th, and to reply by sending you a copy of a letter from Mr. Alexander which bears directly on the subject of your letter. Hoping that this will be of use to you, I remain,

Very respectfully,

(signed) Alex. G. Hawes, J.

Private Secretary to the Governor.

Honolulu, H. I. Aug. 28th, 1900.

To His Excellency, Sanford B. Dole,
Governor of the Territory of Hawaii.

Sir,

In regard to the application of the Japanese Consul-General for information about the ownership of the islands and reefs lying to the north-west of this group, which was referred to me, I beg leave to report as follows.

The whole chain of islands and reefs ending with Ocean or Cure Island has for many years been considered as forming part of this group, both politically and geographically.

Nihoa or Bird Island was well known to the Hawaiians in ancient times, and occasionally visited by their chiefs. In 1835 it was visited by the heir apparent, princess Liliokalani, and was then surveyed for the Hawaiian Government.

Necker Island was formally taken possession of by Captain J. A. King,

May 27th, 1894, in the name of the Hawaiian Government, and the same action was taken in regard to French Frigate Shoals the next year.

In May 1857, the islands of Laysan and Lisiansky were taken possession of by Capt. John Paty in the name of the Hawaiian Government, and a proclamation to that effect was published in the Polynesian, Aug. 25th, 1857.

Midway Island was discovered by Capt. N. C. Brooks of the Hawaiian Bark "Gambia", July 5th, 1851. and surveyed by the U.S.S. "Lackawanna" in August 1867.

Afterwards the P. M. S. Co. had a shed built and a quantity of coal landed there, with the intention of making it a coaling station for their line of steamers. In 1870 the U.S.S. "Saginaw" was wrecked there while engaged in a surveying expedition. It has recently been surveyed by Capt. Pond, U.S.S. "Iroquois", for the U. S. Government, report says with the view of making it a station for the trans-Pacific cable.

Ocean or Cures Island, the last island in the chain, was taken possession of by the Hawaiian Government, Sept. 20th, 1886.

On the 15th, of February 1894, a lease for 25 years of the following islands and reefs, viz: Horrell, Ocean, Midway, Pearl and Hermes Reef, and the French Frigate Shoals, was granted to the North Pacific Phosphate and Fertilizer Co., "so far as the Hawaiian Government holds the right of possession of said islands".

I remain, Yours respectfully,

(signed) W. D. Alexander.

Surveyor.

of Your Excellency's Government and
to state that the Midway Islands
belong to the United States, having
at no time formed part of Hawaii,
and that the settlement of Japanese
there, referred to in the letter of the
Secretary of the Navy, cannot be regard-
ed as affording any basis for a claim
to the Islands by the Japanese Govern-
ment.

Confident that these views of my
Government need not be expressed
to meet with the concurrence of the
Imperial Government, I avail myself
of this occasion to renew to Your Excellency
the assurance of my highest considera-
tion.

H. B. J. Brock

a colony of six Japanese, engaged
in gathering birds' feathers, had
been found by Lieutenant Common-
der Charles F. Pond, U. S. N., Com-
manding the U. S. S. "Albatross",
living on one of the Midway Islands,
Hawaiian Group, and that there
may be a possibility that through
such settlement an attempt may
be made to establish a foreign
claim to the Midway Islands.

While it is hardly to be anti-
cipated that any claim of over-
sight over these Islands will be
advanced in consequence of some
Japanese subjects taking up their
residence there, I am instructed
to bring this matter to the attention
of

お礼状

No. 255-

Legation of the United States,
Osaka, Japan, December 12, 1911

總務長官 閣下

大臣 閣下

His Excellency,
Mr. Kato Takasaki,

His Imperial Japanese Majesty's
Minister for Foreign Affairs

Sir:

I have the honor to inform Your
Excellency that I am in receipt, by
posterior's mail, of an instruction from
the Honorable, the Secretary of State
of the United States, enclosing copy
of a letter from the Honorable, the
Secretary of the Navy, stating that

明治三十二年十二月十三日陸奥

陸奥省 陸奥省



第一七四二號

明治三十三年三月十五日譯了

大臣

次官

翻譯長

外務大臣加藤高明侯公

米忌公使 エー・エー・バック

十九年三月十五日米忌公使彼ニホテ

第二五十五号

外務省

以重勅致啓上并陳々昨ノ部便

ニテ本國國務長官ヨリ訓令直接ニ

致米忌海軍長官ノ重勅日東ニ

渡主務ニハ毛林集ヲ禁トスル六

名ノ日本人布哇群島「ミッドウェー」諸

島中ノ一島^移位^{合衆}ニ居ルユト米忌軍艦

「イロクカイ」艦長米忌海軍少佐「チヤ

ーレス、エフ、ホンド」ノ及見スル所トナリ

本邦領土に在る諸島ノ事實ハ依テ以テ
ミッドウエー諸島ニ對シ外國ノ權利ヲ
決定スルノ企畫ヲ速クアトアル旨に
裁有之候

若干ノ日本國臣民カミッドウエー諸島内
ニ雖モ一タリトノ事由ニ因リ同

島ニ對シ主權ノ要求ヲ具ルカ如キ

ハ豫メ知シ難キ儀ニ有之カ、本邦使

外務省

ハ本件ニ對シ先ニ政府ノ注意ヲ促シ

ミッドウエー諸島ハ曾テ布哇群島ノ

一部ニテリシコトナキモノニシテ今衆國ニ

属スルモノトシテ又法軍長官ノ書

翰ニ記載セラルル日本ノ住居點ハ之ヲ

以テ日本國政府カ同島ニ對シ要求

ヲ為スノ基礎ト爲スルモノト認ムルコト

能ハサル旨具陳可致様受訓致候

右令舞已政府ノ意見ハ之ヲ表シテハ
ナキ已政府ノ曰ニ得ハキハ中使ノ任シ
ニ終ハナル一昨ニ有之ヲ中使ハ之
重テ関ラニ向ニあるヲ表シ候取具

外務省

Midway Islands, lying 77 miles $W\frac{1}{2}N$ from Pearl and Hermes reef, were also discovered by Captain Brooks, of the *Gambia*, in 1859, who took possession of them for the United States. The atoll, on which are two small islands, was surveyed by Captain W. Reynolds, U. S. S. *Lackawanna*, in 1867, from whom the following information was derived, supplemented by further information from Captain F. D. Walker, of the *Wandering*, Abinistiel, which vessel was wrecked in Welles harbour on Feb. 3rd, 1887, the crew remaining 14 months on the island before they were rescued by a schooner which had come shark fishing.

The reef encircling Midway islands is 18 miles in circumference and without an opening, except on the western side. At the N.W. point is a small patch of breakers, a few detached rocks, and then commences a compact coral wall, about 5 feet high and from 6 to 20 feet wide, which continues for $4\frac{1}{4}$ miles to the southward and eastward, where it loses its uniformity of surface and presents a line of detached rocks, very little more than awash, for $2\frac{1}{2}$ miles to the southward; there,

off the centre of the eastern island the rocks dip under water, but re-appear 2 miles to the westward, from whence they again show as a continuous wall for about $4\frac{1}{2}$ miles to the westward and northward, ending there and forming the South side of the entrance to Welles harbour.

This entrance is about $7\frac{1}{2}$ cables wide; and from its northern side to the north-western rocks there is a bed of coral with from one to 16 fathoms, showing above water in one place, with occasional breakers.

The northern, eastern, and southern portions of the reef are steep to, to the rocks. The bottom is visible in two places only, near the N.E. and S.E. points, where soundings are shown on the chart.

peaceful years, a general state of unrest and of internal disputes and intrigues again supervened and gradually gained strength until, in 1894, a revolution abolished monarchy and declared a republic, Mr. Sanford B. Dole, an American citizen, being elected president for a term of 6 years from the 4th of July 1894; which term was shortened and the office abolished by formal annexation of the whole Hawaiian group to the United States by joint resolution of the United States Congress, dated July 8th 1898, and duly approved by President McKinley.

By virtue of this act, the republic of Hawaii became a part of the sovereignty of the United States, and on August the 12th, 1898, the Hawaiian flag was hauled down from all government buildings, and that of the United States raised in its stead.

The whole of the islands comprising the Hawaiian group proper, as well as some of the western chain, are volcanic, and are mainly due to the effects of successive eruptions from craters

which have been active through long periods of time. Whether at any period any of these islands could have been classed among the atolls, so common all over the Pacific, is unknown, as they have not been very critically examined; well defined coral has, however, been found at the height of 500 feet in Moolokai, and a bed of coral also exists at an elevation of 4,000 feet in Kauai; coral, interstratified with lava beds, is also reported to have been found in some of the other islands.

islands, the latter remaining amongst them about four months.

Between 1790 and 1795, Vancouver called in on three occasions. In 1793, he introduced cattle and sheep from California, landing them at Hawaii; he also endeavoured to bring to a close the fatal war then continually raging between the natives of Hawaii and those of the other islands.

In 1794, Kamehameha, the chief of Hawaii, accomplished the subjugation of all the other islands, and when he died, in 1819, at the age of 66, he was king of the whole group. He was succeeded by his son Lihō Lihō, during whose reign the first missionaries arrived in the group, sent by a society in the United States.

In 1824, Lihō Lihō, in company with his wife, prime minister, and suite, visited England. Unfortunately, both he and his wife died in London, whereupon the Blonde frigate, under command of Lord Byron, was despatched to convey the rest of the party, with the remains of this king and queen, back to the

Sandwich islands.

On the death of Lihō Lihō, who on succeeding to the sovereignty of the islands had taken the title of Kamehameha II, his brother, then 12 years old, was proclaimed king as Kamehameha III, under the regency of his mother; on whose death, in 1833, he assumed the entire government of the islands, Honolulu, in Oahu island, becoming the capital.

In 1843, the independence of the group as the Hawaiian Kingdom was acknowledged by Great Britain, France, and the United States; but this settlement was of short duration, for disputes as to the admission of Roman Catholic missionaries led to a temporary occupation of the islands by the French in 1849; this matter having been adjusted, the power of the king was settled, as it was hoped, on a firm basis, a constitution promulgated, and in 1864 the integrity of the kingdom was again guaranteed by the same three governments.

The settlement of 1864 proved to be as illusory as previous attempts, for after a few comparatively

refers to Hawaii, the summit of which, unlike those of most volcanic islands, appears flat; also the position as regards latitude would seem to point to the conclusion that the group is identical with the Hawaiian archipelago.

On the 18th of January 1778, Cook sighted Kauai island, and on the 20th of January he anchored in Waimea bay, on the south western side of the island; he named the group the Sandwich islands in honour of the Earl of Sandwich, the first Lord of the Admiralty.

After visiting the coast of North America, Cook again returned to the islands, anchoring at Kealahou bay, on the western side of Hawaii, on the 17th of January 1779.

The natives were found to be friendly and hospitable on this occasion, and on the 4th of February Cook took his departure, but during a gale on the 8th, the Resolution being disabled, the ships returned to Kealahou bay on the 11th.

On this occasion, from some unascertained cause, a chief was killed, and several petty thefts being resorted to, a misunderstanding speedily arose which

led to a conflict with the natives, in which the distinguished navigator was killed on the 14th of February 1779.

The vessels left Kealahou bay on the 22nd, and an examination was made of the group, the vessels leaving finally on the 15th of March 1779.

The next visitors were Captains Portlock and Dixon in the King George and Queen Charlotte; they anchored in Kealahou bay on the 16th of May 1786, and left the group in June, but on two subsequent visits at the end of the year, and also in 1787, they called at most of the islands and were well received by the natives.

It appears that La Perouse was at the Hawaiian islands at the same time as Portlock and Dixon; he anchored at Oahu island and left on the 1st of June 1786.

In 1787, Captain Bheares visited the group, remaining a month, and reported very favourably on the disposition of the islanders; and in 1788 and 1789 Bheares and Douglas visited the

Pacific Islands.

Report

Report
Hydrographic Office, Admiralty
London. 1900

Hawaiian or Sandwich Islands. — The Hawaiian islands have hitherto been considered as those lying between the parallels $18^{\circ} 50'$ and $23^{\circ} 5'$ N. and the meridians $154^{\circ} 40'$ and $161^{\circ} 50'$ W., in a W. N. W. and E. S. E. direction, consisting of eight islands and some small rocky islets, having an area of about 6,000 square miles; but the chain of islands extending westward and including Kure or Queen island, in lat. $28^{\circ} 26'$ N., long. $178^{\circ} 30'$ W., is now embraced within this group, the whole being under the sovereignty of the United States since August 12th, 1898.

The principal islands were first made generally known to Europeans by the third voyage of Cook, in 1778, but it appears probable that they were previously known to the Spaniards, as in some charts, taken by Anson from a Spanish galloon, there is a group of islands called Los Abagos, placed between lat. 18° and 22° N. and long. 135° and 139° W., the different members of which are named La Aboca, La Desgraciada, Los Abagos, &c.

The Spanish word, *libra*, signifying *table*, probably

REEL No. 1-0330

0502

機密

明治三十三年五月十九日起草
同 年 月 十九日發遣 明治三十三年十二月十九日發還

大臣 高田

總務長官

主任

片

阿部

福

別紙

別紙

外務省

伊豫中岡縣理會定 伊豫中岡縣理會定
吉原玉川縣 吉原玉川縣
中ノ下等一島ニ 中ノ下等一島ニ
ニノ見見ニ 昔其國政府ニ 報告ニ
初設定ニ 企劃ニ 連 尼クニ 一ニ 方ニ 援
此ニ 其ニ 其ニ 其ニ 其ニ 其ニ 其ニ
在ニ 其ニ 其ニ 其ニ 其ニ 其ニ
國政ニ 其ニ 其ニ 其ニ 其ニ 其ニ 其ニ
國ニ 其ニ 其ニ 其ニ 其ニ 其ニ
ニノ 其ニ 其ニ 其ニ 其ニ 其ニ
由ト云ニ 其ニ 其ニ 其ニ 其ニ 其ニ

外務省

大明
高

絲長官

號 28 / 第受 機密

明穆宗四年一月廿二日接奉

主管政務

阿

內閣批第二

明治三十二年十一月十九日 機密送才一九〇〇

布哇群島中「ミッドウエー」島主權ノ儀ニ付
米國公使ヘ回答ノ件請議ノ通
明治三十四年一月廿日

內閣總理大臣侯爵伊藤博文



五甲王

14 24

明治三十四年一月廿四日接受

王管通商船形村

島嶼借入方有御願

受寄 648 100

一ミッドウエイ島 Midway Island.

所在南洋布哇群島の内

右島嶼ハ從來係天翁ト称スル群島棲息致居
度為ノ數年向本邦人ニ於テ其羽毛ヲ採集致シ
来リ年々収益多カラス尚進々事業擴張ノ見
込ニ有之度爰該島借入ノ手續完了致サ、ル
上ハ事業ノ基礎確立致サス度ニ付此際該島
全体ヲ米國政府ヨリ拙者借受致度希沙王器
在度就テハ右借入ノ手續相分リ兼度矣モ有
之度ニ付貴者ノ御配慮ヲ以テ米國政府ノ意
御前ニ被下度尚其上ニ右願意相叶度
様御盡力被成下度此段別紙事業大畧書
相添ヘ奉願上度 敬具

明治三十四年一月廿二日

東京市京橋區中橋廣小路町大番地

野澤組

直輸入商

野澤源次郎



外務省總務長官内田康哉殿



三田村製

ニツトウエイ島鳥毛採集事業大畧書

一経歴 數年前本邦人水谷新六南洋探險、
除該島ニ無數、信天翁ノ群居セルヲ発見致シ
爾後本邦人ヲ率ヒ年々其羽毛ヲ採集シ現ニ右
水谷新六渡航採集中ニ御坐候
右採集セル羽毛ハ野澤組ノ手ヲ經テ外國ニ輸出
致シ来リ候

一産額

一昨年 鳥毛六万斤ヲ拾貳万斤

此價格貳万五千円ヨリ五万円

一將來ノ見込 該島ニ群居セル信天翁ハ一種ノ
旅行鳥ニシテ卵ヲ爲ニ該島ニ来リ年々歳々

来往致シ候モノニ有之將來尙充分ノ見込有
之候

尙該島ニ鳥毛外鳥糞、産出有之將來
其採集ニ從事致候時ハ之レ亦充分ノ利益可
有之候

尙該島ニ圖ニ記載スヘキ事實多ク可有之候
一其水谷新六渡航中付不明、其有之候ニ付
日人帰朝、上更ニ上申可仕候

明治四十四年一月廿二日

野澤源次郎



三田村製

終人每夜必於夢中見其父之面

りて、
倍々
味め
るわ
やん

東亭市亭橋區中橋廣力路

六畜地產輸入輸出

明倫彙編
家範典
卷一百一十五

歸沃原次部



外務省通商局長松村清毅

三田村製

(by the Government of the United States Government)
~~Minister Black~~ ~~has been instructed~~ has been instructed to bring
this matter to the attention of the Imperial
Government and to state that the Midway
Islands belong to the United States,
and that the ~~fact of some Japanese subjects taking~~
~~up their residence~~ ~~settlement of Japanese~~
there cannot be regarded as affording
any basis for a claim to the Islands
by Japan.

I have in reply
~~by letter~~ to state in
reply that the Imperial Government
have no intention to establish any

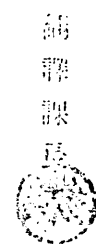
in regard to the sovereignty of
claim ~~to~~ the Midway Islands, and
that ~~it~~ request you will be so good as
to report to the United States Govern-
ment in that sense.

Accept, Sir, the assurances
of my high consideration.

(Sgd) Koki Takasaki,
Minister for Foreign Affairs.

1 明
月 治
28 34
日
年
成

主 任
S. Davis



Department of Foreign Affairs,
Tokyo,

投
S.S.

Esq.,
Chargé d'Affaires
of the United States of America.

Sir,

I beg to acknowledge

Minister Buck's
the receipt of ~~the~~ note dated the 12th, 1904

December last, which Minister Buck

~~is addressed to me and in which~~

stating to the effect ~~that His Excellency~~
~~His Excellency states that he has a~~

~~received no instruction from the Honorable~~

~~able, the Secretary of State of the United~~

~~States, enclosing copy of a letter from~~
~~of the United States,~~

the Honorable, the Secretary of the Navy, ~~stating~~
having reported to ~~the~~ the Honorable, the Secretary
of ~~the~~ State,

that a colony of a certain number of

Japanese had been found by ~~the~~ ~~Lieutenant~~

Commander of the U. S. S. "Albatross", living

on one of the Midway Islands, Hawaiian

Group, and ~~consequently~~ ~~that~~ there may be

a possibility that through that ~~fact~~ ~~settle~~

~~means~~ an attempt may be made to

establish a foreign claim to the

Midway Islands, ~~His Excellency~~ ~~Minister Buck~~ ~~this~~