

津陸總一郎ノ吳淞築港關係

G-0030

0249

附屬書類添付

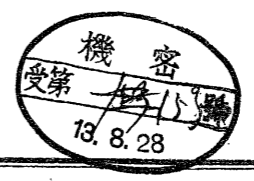
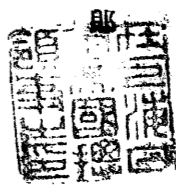
總監理課

通監機密第一四六號

大正十三年八月十八日

在上海

總領事 矢田七太



外務大臣男爵幣原喜重郎殿



綴込名

東洋汽船會社々長淺野總一郎吳淞築港計畫ニ關スル件

本件ニ關シ客年十一月二十一日附通監機密第八二號及十二月二十四日附通監機密第二八〇號ヲ以テ御來示ノ次第有之當時東洋汽船當地出張所長ニ對シテハ本件ノ成行ニ關シ絶ヘス當館ニ報告方命シ置候處更ニ報告ニ接セサル爲メ此程同出張所長ニ照會致候結果客年十二月四日

在上海日本總領事館

分類

手記

附及本年一月二十四日附テ以テ港務部長ヨリ別紙甲號及乙號寫ノ通り回答アリタルコトヲ確メ候右ニヨレハ上海築港問題ニ關シテハ北京政府ニ於テ各國技術委員ノ勸告ニ關シ考慮中ナルニ付東洋汽船會社ノ申請ニ對シテハ未決定ナル旨回答シタルモノニ有之將來本件ニ關シ東洋汽船ニ於テ更ニ何等カノ處置ヲ取ラサル限り不許可ノ回答ヲ與ヘタルト同様右申請ハ葬リ去ラレタルモノト思考セラレ候尙ホ本件申請ハ各國技術委員ノ勸告ト兩立セサル部分有之候ニ付右勸告カ北京政府ノ承認スル所トナル場合ニハ再ヒ該申請ヲ提出スルモ其儘許可ヲ期待スルコト不可能ト被存候

右報告旁申進候 敬具
本信寫送附先 在支公使

在上海日本總領事館

G-0030

0250

C O P Y.

HARBOUR MASTER'S OFFICE

Conservancy.

4th December, 1923.

Dear Sir,

With reference to my letter No. 826 Conservancy in which I informed you that I was referring your proposals in connection with wharves, etc., at Woosung to the Whangpoo Conservancy Board for their consideration, I now have to inform you that the Board has replied to them as follows:

"The Whangpoo Conservancy Board only deals with applications to construct works along the banks and foreshore of the Whangpoo, made by the owner of riparian properties. If the various owners of the lots and areas which are affected by any of the schemes to which you refer, after having been granted shengko under Art. 12 of the Conservancy Agreement, apply to the Board to reclaim, bund and equip their respective frontages, their applications will be dealt with in the usual way."

I am, Dear Sir,

Yours faithfully,

(Signed)
Harbour Master.

S. Asano, Esquire,
President,
Toyo Kisen Kaisha,
Tokyo.

NO. 852.

C O P Y.

HARBOUR MASTER'S OFFICE,

Custom House, Shanghai, 24th January, 1924.

Conservancy.

Dear Sir,

Re Frontage development at Woosung
by Toyo Kisen Kaisha.

Your letter of 24th December, 1923 on the above subject was referred for the consideration of the Whangpoo Conservancy Board, and I am now in receipt of their reply thereto which is as follows:-

"With reference to your memorandum of the 3rd instant forwarding letter from Toyo Kisen Kaisha of December 24th 1923, regarding the above matter, I beg to say that the statement already made by the Board in its reply, quoted by you in your letter to the Toyo Kisen Kaisha of December 4th 1923 (No. 826), seems to reply also to the question asked. Of course the Board will deal with applications from Rentors or transferees, provided they have the necessary authority from the owner.

As regards the general principles in regard to the development of Shanghai Harbour, the recommendations of the Committee of Consulting Engineers are now being under the consideration of the Government and the whole question is sub judice."

I am, Dear Sir,
Yours faithfully,
Sig'd.
Harbour Master.

S. Asano, Esq.,
President,
Toyo Kisen Kaisha,
Tokyo.

G-0030

0251

横濱商客係

藤井眞澄殿

上海出張所

金書秋藏

拜啓三月五日附ノ御書由詳細拜見仕候承ハレバ……
御質問ニ係ル土地買賣契約ノ件ニ關スル三ヶ條ニ對シ左ニ御回答
申上候ニ付御一覽被下度候

第一條 商埠局管轄張塞ノ所有地ハ此ノ附近一帯ニ散在スルト同
時ニ土地主ノ所有地モ所々ニ割込レアリ之ヲ買收スル事ガ先
決問題ニ有之由商埠局トシテハ斯ル用件ニ加ハルヲ不慾欲表
面ハ飽マデモ個人トシテ運動シ居ル次第ナリ「郷公所」「商
埠局」「張塞」ト區別セズ何レモ同一ノ團體又タハ官衙ト見
ル力然ル可シト存候乍而之ヲ取纏ムルモノハ郷公所ノ役人ガ
其手向ノ内聯ト云フ事ニ相成申候

(分類)

第二ノ御質問ニ對スル答

手付金三分ノ一ヲ交附シタル上ニテ公證人役場ニ登記ヲ行フ
事何等カ事件突發此約束ヲ履行スルコト不可能ノ場合起リ當
力ニ損害ヲ與フルガ如キ事無キ様有力ナル支那銀行ガ之ヲ保
證スル事

(租界内ニ於テハ公然トシテ差支ナケレドモ租界外ニ住居ス
ル支那人ニ對シ出來得ル丈ケ矢張秘密ニ付シ置キ度キハ賣
主及仲介者ノ希望ナリ)

第三ノ御質問ニ對スル答

各關係者ト熟諒致セシ所工事受負ノ件ハ商埠局トシテ現在ノ
所許可スル事困難ナリ理由ハ未ダ土地ヲ買收セザル以前工事
ニ着手スル事不可能ナルガ爲メナリ(土地買收資金ノ必要茲
ニアリ)

大略右様ノ現状ニ付商埠局ニ對シテ工事受自ノ案ヲ持込ミ候テモ
見込ナキモノト存ジ候

尙ホ仲介者タル陳氏ノ言ニヨレバ四月一杯ニ相談續ラザル時ハ當
方トノ交渉ヲ打切り米關係資本主ト相談ヲ開始ス可シト申居リ候
同御詮術ノ上ハ左右何卒至急ニ御取極メ被下度此段奉得貴意候

敬具

追テ地理的ニ天然ノ要衝ヲ占メタル吳淞所謂東洋ノ紐育ヲ以テ囑
目セラル、上海ノ關門ガ資金ノ關係上手ヲ觸ル不能トセバ甚
ダ遺憾ニ付キ白岩龍平氏ノ如キ支那通ノ實業家ニ一度御相談
アラバ非常ナル御參考ト相成ル可ク候ニ付キ此趣キヲ淺野社
長へ御報告ノ事ニ御依頼申上候
以 上

大正十三年三月十七日

御案内ノ改修局技師長「ハイデンスダム」氏病氣ノ爲メ辭職今夏
中歸陸ノ善ニ傳ヘラレ候之レニハ築港改良案ガ目鼻ノ付カサル事
モ其原因ノ一ト關及ヒ申候例レモ御參考マテ

H. E. HILLMAN, HARBOUR MASTER.

L. A. LYALL, COMMISSIONER OF CUSTOMS,

SHANGHAI.

G-0030

0254

COPY

第

號

南洋汽船株式會社

上海出張所

金野秋藏殿

藤井貞澄

拜啓

一、埋立申請ノ件

本月十三日附算書ヲ以テ得貴意候吳淞埋立築港ノ件ニ關シ本日
通商局へ出張種々ノ注意相受ケ申候由御参考迄ニ左へ記載可致
候

一、改修局トノ交渉ハ餘程慎重ナル態度ヲ以テ當ル必要アリ要
ハ如何ナル形式ニテ申請セバ認可ノ見込アリヤト實ニ點ヲ探リ
度ク交渉繼續ノ余裕ヲ見出し打切りトナラヌ様留意ス可シ飽ク
迄チ部長ノ好意ニ違ルト云フ程度ニテ且ツ淺野卿ノ企畫ハ大局
ヨリ見テ改修局案ニ對シ何等障害トナラザル而已ナリズ吳淞開

第

號

南洋汽船株式會社

發ヲ促進助成ノ效果アル可シト力説高唱ガ肝要ナリ

二、前記當方ヨリノ十三日附書面ニ懸「非公式推奨」ト認メタ
ルガソハ現ニ通商局へ勤務シ支那方面ノ事情ニ通曉セラル、某
氏ノ個人的忠言」ト改ムベシ外務省ト貴地總領事館トノ間ニハ
未ダ公式若クハ非公式書面ノ取交シ無シ

即チ總領事館トキ御打合せ云々ト申上候意味ハ同館勤務ノ適當
ナル方ノ個人的意見ト援助トヲ求メラレ其上ニテ可然御活動相
成度シトノ事ニ有之貴地ニ於ケル御接衝ニシテ幸ヒ願當ニ進捗
セバ淺野卿ハ外務當局へ積極的「オフィシャルアシスタンス」
ヲ與ヘラル、様改メテ懇願致ス存念ニ御座候
先ハ右御含ミ迄ニ申添度如此ニ御座候

敬 具

大正十三年三月十五日

G-0030

0255

COPY

第一號 東洋汽船株式會社

上海出張所

金野秋藏殿

藤井真澄

拜啓

一、吳淞商埠局關係者ト交渉ノ件

右ニ關シ二月廿六日附貴書ヲ以テ御申越ノ旨委曲敬承仕候然ル
處前記關係者ヨリ申出ノ條件中當方ニテ了解致兼ヌル點不勘儀
ツテ本月五日附「メモ」ニテ御照會申上置候間御一覽ノ上御探
査ノ結果ヲ御一報被下度淺野側ハ夫レニ基キ同局關係者ニ對ス
ル態度ヲ決定シ可得ト存候而シテ一般支那人ニ對スル交渉ハ可
成成功報酬ヲ條件ト爲シ彼等ガ部分的ニ功ヲ奏サベ其時ハ夫レ
丈々ニ相當スル報酬ヲ與フル事ニ取極ムルヲ最モ安全ナル方法
トナシ豫メ運動資金ナドヲ交附セヌ様信賴ス可キ筋ヨリ御注意

第二號 東洋汽船株式會社

相受候至極尤モノ事ト存候ニ付今後ハ右ノ要領ニテ御接衝相煩度
候

二、上海改修局ニ對スル交渉ノ件

先頃同局ヨリノ回答ニ依レバ

「申請中ニ屬スル改修局案ノ通過如何ガ不明ナルヲ以テ淺野案
ニ就テモ目下ノ處何等ノ意志ヲ表示シ難シ」

トノ事ニ御座候然ル處前記改修局案中ニハ吳淞洲ノ埋立計畫無
シ而シテ淺野案ハ其埋立事業ヲ主眼ト爲フ存ツテ假リニ改修局
案ガ通過シタリトシテモ此埋立ニハ直接ノ關係ナシトノ理由ヲ
以テ更ニ一信提出ノ希望ニ御座候得共其書面發送ニ先チ一應貴
地港務部長ノ吐ヲ探グル方有利ナル可クト存候
イ、港務部長（若クハ改修局）トシテ同局提案ト淺野案中吳淞
洲埋立申請トヲ全然別箇ノ問題トシテ考量シテモ差支無シ
トノ意嚮ナリヤ否ヤ

G-0030

0256

「主議上差支ナキニ技術上不都合ノ點アリトノ意見ナラバ當方ハ更ラニ交渉ヲ進ムルノ餘地アル可シ」

ロ、日本ノ一商會社ヲシテ埋立ヲ行ハシムル事ハ主議上面白カラズトノ意嚮有リヤ否ヤ 若シ此點ヨリ認可ノ見込ナシトセバ如何ナル組織ト實力トヲ有スル者ナラバ認可シテ差支ナシトスルカ

「假令バ日英共同ノ形式ヲ以テ申請セバ認可ノ見込アリトカナシト云フ點」

右ハ外務省側ノ非公式推獎ニ基キ特ニ御依頼申上度キ探査事項ニ有之候就テハ一應貴地帝國總領事館トモ御打合ノ上港務部長ト御面接被成下度候

先ハ御多用中乍恐縮右得貴意度如斯ニ御座候 敬 具

二伸 御回答ハ社長宛ニ其寫ヲ小生へ御送附相煩度候

添附書類

一、港務部長宛英文書面文案

二、右文案ノ和譯文並ニ大正十三年一月廿四日附港務部長ヨリノ回答書面和譯文ノ本文等

大正十三年三月十三日

以上

HEAD OFFICE
TOKYO

TOYO KISEN KAISHA

T. 2-B (9-23. 1M.)

GENERAL OFFICE
YOKOHAMA

IMPERIAL JAPANESE MAIL LINE
OPERATING
HONGKONG SAN FRANCISCO LINE
AND SOUTH AMERICAN LINE

COPY

CABLE ADDRESS-"TOYOKISEN"
CODES USED,
A.B.C. 5th Western Union,
Scott's 10th and Bentley's

PER S.S.

IF YOU REPLY PLEASE REFER TO NO.

~~13th, 1924.~~

Harbour Master,
Shanghai.

YOKOHAMA.

Dear Sir:-

I beg to acknowledge the receipt of your favour file No. 352. of the 24th, ulto., replying to my correspondence dated December 24th, 1923, and I thank you for your trouble taken in this matter.

As to an enquiry whether or not my application will be admitted without objection to the General Principle of the Whangpoo Conservancy Board, I find from your reply mentioned above that they do not consider it a wise way to disclose any attitude on "Asano's Application" at the present moment, for their Engineers' recommendations are now being under the consideration of Peking Government.

There exists, I think, no reason of denying the justice of their interpretation. Furthermore, the writer presume, they anticipate to have unexpected difficulties on the execution of their scheme, as the result that the Board should admit the Asano's application. It must, however, be the difficulties liable to be experienced by them, investigating my application analytically. I feel sure that the Board are willing to express their concurrence to the principle of my application as the progressive activity for the development of "Woosung Harbour" is indispensable with an attraction and encouragement of various enterprises.

Looking into the details of the Board's Scheme and Asano's Application, you will note that the object of the former is not exactly same to the latter's plan, as is clearly shown in my application presented to you on the 13th November last. In other words, my whole plan is practically based upon Reclamation Work of "Woosung Spit" which is not included in the Board's Scheme and therefore it is my earnest desire that I can commence to undertake the remaining part (if not all) of my plan, even in case the writer's work is not required for each item of the aforesaid Application, as the result of coming into existence of your Scheme proposed to Peking Authorities.

I assure you that the best endeavour will be employed for the execution of my plan not only I will avoid any obstacle to your scheme but also an enterprise of a part (if not all) of the Asano's Plan based upon Reclamation Work will certainly cooperate with the great undertaking of the Whangpoo Conservancy Board for the development of Woosung Harbour, provided that the proper order, restriction as well as assistance re. technical works of various kinds, will be given both by the aforesaid Board and by the Shanghai Harbour Authorities.

HEAD OFFICE
TOKYO

TOYO KISEN KAISHA

T. 2-B (9-23. 1M.)

GENERAL OFFICE
YOKOHAMA

IMPERIAL JAPANESE MAIL LINE
OPERATING
HONGKONG SAN FRANCISCO LINE
AND SOUTH AMERICAN LINE

CABLE ADDRESS-"TOYOKISEN"
CODES USED,
A.B.C. 5th Western Union,
Scott's 10th and Bentley's

PER S.S.

IF YOU REPLY PLEASE REFER TO NO.

2 YOKOHAMA.

It is to be regretted that I must trouble you on this subject but please get in touch again with the Board for their special consideration to my Application and advise the writer their attitude in due course.

Thanking you in advance for your kind assistance in this premises.

I remain,

Yours faithfully,

Soichiro Asano.

(Signed.)

G-0030

0258

COPY

第 號

東洋汽船株式会社

改修局へノ照會文(案)

昨年十二月廿四日附弊書ニ對スル本年一月廿四日附貴書第八五
二號正ニ拜受御多用中種々御手数數相掛ケ感謝ノ至リニ堪エズ
併テ右御返信ニ據レバ

◎拙者今回ノ計畫ハ貴局ノ主義上許容セラル可キモノナルヤ
否ヤノ照會ニ對シ

◎目下改修局ノ案ガ中央政府へ提出中ナルニ據リ淺野ノ申請
ニ就テハ今直チニ云々ス可キ時期ト認メ難シ

右様ニ考察セラルソハ一應御尤モナル御意見ナリト思惟ス
而シテ若シ弊案ヲ承認セバ貴案遂行上豫期セザル不都合ヲ生ズ
ル場合アルヤモ計ラレザルヲ危懼セラルコトハ貴局トシテ至
極當然ナリト雖共ソハ固ヨリ部分的ニ見テ惹起ノ虞アル事柄ナ
ル可ク各種ノ企業ニ據リ吳淞港開發ノ促進ヲ緊要ト爲ス其主旨
ニ就テハ貴局モ拙者モ全然一致ナル可シト信ズ

第 號

東洋汽船株式会社

次ニ貴案ト拙者ノ案トノ内容ヲ精査スルニ過般拙者ヨリ提出濟
ナル申請書中ニ明記ノ通り兩案ハ決シテ同一ノ企畫ヲ目的トセ
ルモノ非ラズ即チ拙者案ハ吳淞洲ノ一部若クハ全部ヲ埋立スル
事ヲ以テ根基ト爲スニ據リ假令貴計畫成立ノ結果拙者ノ手ニテ
築造不必要ノ部分ヲ生ズタリトシテモ少クトモ其殘餘ノ部分
丈ケハ是非其實行ニ着手致度ク而シテ夫レガ爲メ貴計畫ノ遂行
上何等ノ障害トナラザル様(詳細ナル技術上ノ事柄ニ關シテハ
適當ノ御指令並ニ御援助ヲ仰グコト、爲シ)且又拙者案ノ一部
即チ埋立ヲ根基トナス事業ガ貴計畫ノ實現ト相俟ツテ吳淞港發
展ニ充分資スル所有ルヲ確信スルモノ也

以 上

G-0030

0259

(譯文)

改修局第八五二號

上海港務部長

東洋汽船會社

社長 淺野 總一郎 殿

拜啓千九百廿三年十二月廿四日附貴書ヲ以テ御甲越ノ表記ノ件ニ就テハ黃浦江改修局ヘ考査ノ爲メ竊移牒セシ處今回左記ノ通りノ回答ヲ接手セリ

「表記ノ件ニ關スル昨年十二月廿四日附東洋汽船會社認書面加封ノ本月三日附貴書ニ就テハ昨年十二月四日附東洋汽船會社宛貴書ヘ引用ノ改修局發返信ニ示セル記事ナルモノガ此度照會セラレタル質問ニ對シテモ回答タリ得ベキ事ト信ス
改修局ハ賃借人若クハ讓受人ガ提出ニ係ル申請書ヲ受理ス可キハ勿論ナルモ但シ其條件トシテ所有者(地主)ヨリ受ケタ

ル相當ノ實證(賃借又ハ讓受ニ就キ……アル可キコトヲ必要ト爲ス

而シテ上海港灣開發ニ對スル一般方針トシテハ顧問技師ノ委員ノ推察ガ目下政府(支那)ニ於テ研究中ナルニ據リ夫レト關連セル凡テノ問題モ亦尙考慮中ノ事柄ニ屬ス」

以上

NO. 852

HARBOUR MASTER'S OFFICE,

Custom House, Shanghai, 24th January, 1924.

Conservancy.

Dear Sir,

Re Frontage development at Weesung
by Toyo Kisen Kaisha.

COPY

Your letter of 24th December, 1923 on the above subject was referred for the consideration of the Whangpoo Conservancy Board, and I am now in receipt of their reply thereto which is as follows:-

" With reference to your memorandum of the 3rd instant forwarding letter from Toyo Kisen Kaisha of December 24th 1923, regarding the above matter, I beg to say that the statement already made by the Board in its reply, quoted by you in your letter to the Toyo Kisen Kaisha of December 4th 1923 (No. 826), seems to reply also to the question asked. Of course the Board will deal with applications from renters or transferees, provided they have the necessary authority from the owner.

As regards the general principles in regard to the development of the Shanghai Harbour, the recommendations of the Committee of Consulting Engineers are now being under the consideration of the Government and the whole question is sub judice."

I am, Dear Sir,
Yours faithfully,
Sig'd.
Harbour Master.

S. Asano, Esquire,
President,
Toyo Kisen Kaisha,
Tokyo.

G-0030

0261

一 土地買賣契約

目下ノ處吳松商埠局トシテハ吳松河岸ニ寸地スラ所有シ居ラザル様ニ記憶ス然ラバ「契約成立ノ上」云々トハ何者ガ賣主タル可キヤ 郷公所々有地並ニ其附近ノ河岸地ヲ商埠局ガ當方ヘ轉賣セントノ意味ナルカ此點明カナフズ御説明ヲ請フ

二 所有權

手付金トシテ最初ニ賣價總額ノ三分ノ一ヲ商埠局ヘ拂込ム可シトノ事ナルガ右全額支拂ノ上ハ其ノ土地所有權ナル者ガ當然淺野側ニ歸ス可キモノト解釋シテ差支ナキヤ

三 商埠局對淺野案

吳松方面ノ土地買收ニハ非常ナル資金ヲ放出セザル可カラズ依テ改修局ヘ申請セシ淺野案ニ示ス如ク吳松湖河面埋立ヲ主トナシ土地買收ヲ從トシテ取扱ヒ度希望ナリ即チ當方側トシテハ對

手方ガ改修局タルト商埠局タルト間ハズ前記埋立事業ニ關係アリ許否ヲ決定シ得ル支那官憲ヨリ先ツ第一ニ埋立許可ヲ獲得シ度キ所存ナルヲ以テ茲ニ備メタキ事左ノ如シ
先方ニ考慮ノ余地有リヤ有リトセバ其條件如何承知致シ度シ

大正十三年三月五日

橫濱

上海出張所長

藤井 眞 澄 殿

金野 秋 藏

拜啓貴館一月廿一日附淺野理事ヨリノ御書狀ニ關スル郵便ハ郵送ノ途中何レニカ停滯セシモノ、如ク本月十二日ニ至リ落掌此由前後十三日ヲ經過致候ハ香港邊へ Over Carry ノ後再ビ當地ニ逆送セラレタルモノト被存候

前藏相井上氏今同御渡歐ノ途次當上海港ニ御立寄程成上海港ノ將來ニ關スル同氏ノ觀察ハ別紙新聞記事ノ通りニ有之此地ヲ以テ東洋諸港中前途有望ノ場所ト見做サレ汽船會社ハ宜敷上海ヲ中心トシテ活動スル必要アリト申述ベラレ候

識者ノ見ル所皆同一ニ有之先年淺野社長一、二回ノ御視察ニテ吳淞ノ將來ヲ看破セラレ棧橋倉庫ノ築造ヲ計畫セラレタルニ想到致

候時ハ唯其ノ先見ノ明ニ驚カザルヲ得ズ候然ルニ不拘本計畫ガ今ニ至ルニ行儀ミノ道途ニアリ誠ニ以テ遺憾ニ不堪存ジ候

依ツテ其障害ノ原因ヲ極メ對應策ニ關スル卑見ヲ左ニ申上候間御研究被下度願上候

一、改修局抗議ノ論點

吳淞一帯ヲ改修局ノ手ヨリ分立セシムル時ハ改修局ノ存在ヲ無意義ナラシメ港務部長、稅關長、及改修局職員ハ其職務ノ執行ニ不都合多キガ故ニ結局辭職スルヨリ外ナシト云フ事

一、支那御有志者（張寒一派）ノ理由

黃浦河ノ河口吳淞一帯ノ地面ハ土着地主ノ利害關係大ナリ改修局ガ勝手評價々格ヲ以テ猥リニ之ヲ買收シ又ハ之レヲ上海港ノ一部ニ收容セントスルガ如キハ支那領土ノ主權侵害ナリ（改修局モ同じク支那ノ官憲ナリ此點ハ支那人ノ誤謬ナル可シ）改修局ノ權限

ハ河面及才流ノ整理ニ止マリ河岸及其附近ノ陸地ニ就テハ何等容
 喙ノ權況ンヤ吳淞商埠局ノ如キ獨立ノ官廳ガ設立セラレタル今日
 ニ於テ益々然ル事云々
 斯クテ兩者ノ論争息ム時ナク領事團ニ於テ持テ餘セシ結果北京
 公使團ノ盡力ヲ求ムル事トナリ目下折角討議中ノ由ニ有之候間本
 問題ガ今後如何様ナル具合ニ展開致ス可キヤ尤ヨリ不明ニ御座候
 得共相手ガ北京政府ノ事トテ容易ニ拂リ申間數結局民意尊重云々
 ノ理屈ニテ張謇側ノ主張ヲ現實セシムルニアラズヤト觀測セラレ
 候支那人側ガ改修局ニ反對スル表面ノ理由ハ主權侵害ト力或ハ獨
 立官廳ノ設立ニアリトカ申候得共張謇ノ代表ガ打解々タル内談ニ
 ヲレバ上海港改良大工事ナルモノハ實ニ支那ノ爲メニ斗ルニ非ズ
 シテ此ノ大工事ノ爲メ改修局吏員及其一派ノ者ガ工事受負或ハ材
 料買入レ等ニ際シ私利ヲ營マントスルガ其眼目ナルヲ以テ是非共

反對セザルヲ得ズト申居候勿論眞係ハ保證致策ネ候得共果シテ然
 ラバ港務部長ニ對シ何回申請書ヲ提出致候トテ效果如何ト存ジ候
 以上ノ狀況ニテ吳淞問題ハ中途未解決ノ儘ニ相成居ル一方張謇代
 表ノ者ヨリ別紙ノ通り申出デ有之候ニ付供費覽候即チ
 一、土地買賣契約成立ノ上ハ全金額ノ三分ノ一ヲ手付トシテ申受ル
 事
 一、棧橋工事完成ニ至ル迄ハ表面支那人名義ニテ之ヲ經理スル事
 一、中途ニシテ障害起ラバ手付金ハ無遅滞當方ニ返金スル事
 一、此契約成立ノ場合公證人役場ニ於テ各關係者立會ノ上證明ヲ求
 メ置ク事
 次ニ
 舊正月前支那人有志者ノ會合ニテ決議セシ松滬港務部局章程草案
 ノ寫一通茲許同封仕候之ハ草案所謂原稿ニシテ未ダ正式ニ中央政
 府ノ承認ヲ受ケタルモノニ無之外部ヘハ絕對秘密トシテ取扱ハレ

當總領事館ニ於テ承知シ居ラザル事ニ御座候本草案ハ十八條ヨ
リ成リ最初ノ官言トハ多少變更セシ點ニ不少候得共不違交通部ノ
認可アル可ク然ル上ニテ較表スル考ナリト申居リ亦分ニ確信ヲ有
スルモノ、如ク見受ケテ候
就テハ先方ト交渉ノ都合ニ有之候間社長ノ御意向拜承致度此段至
急ニ奉得貴意候 敬具

大正十三年二月廿六日

G-0030

0265

東洋ヨリ照會

拙者今回ノ計畫ハ果シテ貴局ノ主幹上許容セラル可キ性質ノ企ナルカ將又全然其レト背馳セル目論見ナリヤ否ヤ

改修局ノ回答

上海港灣開發ニ對スル一般方針トシテハ顧問技師ノ委員ガ推察セル謄案ニツキ目下政府(支那)ニ於テ研究中ナリ從テ夫レト關連セル凡テノ問題モ又尙ホ考慮中ノ事概ニ屬ス

同局ノ内意

本工專ハ上海港ノ公共事業トシテ一般ニ公開スルヲ至當ナリト考ヘ居レリ 故ニ個人關係ノ申請ハ特ニ其必要ヲ認メタル場合ナラザル可カラズ

東洋ヨリ照會

若シ河岸地ノ地主ガ或者ニ地先權ヲ讓渡シタリトセバ改修局ハ其ノ讓受人ヨリ申請書ヲ受理スルヤ如何

借地人ヨリ申請書提出ノ場合ハ如何

改修局ノ回答

當局ハ賃借人若クハ讓受人ガ提出ニ掛ル申請書ヲ受理スベキハ勿論ナルモ但シ其ノ條件トシテ所有者(地主)ヨリ受ケタル相當ノ實證(賃借又ハ讓受ノ)アルベキ事ヲ必要ト爲ス

同局ノ内意

借地人ヨリスルト土地所有者ヨリスルトヲ問ハズ當局ノ方針ハ右ト同一ナリ

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第一號

東洋汽船株式會社

上海出張所

金野秋藏

東京本社
藤井眞澄 殿

拜啓

一、吳淞埠立築港ノ件

陳者頭書ノ件ニ關スル客年十二月廿五日附費簡本月三日正ニ入手仕候依ツテ早速御差圖ノ通り野田領事ニ數度面會ヲ預ネ出來得ル丈ケノ援助ヲ求ムルト共ニ港務部長ニモ面會シ斷ナク接續ヲ試ミ候得共新年早々ノ事トテ祭日或ハ休日ニ出會セシ爲メ用事拂リ不申延引仕候次第御諒承被下度御願申上候
却說本日都合善ク港務部長ニ會見仕候處貴方ヨリ御提出ニ係ル三ヶ條ノ質問ニ對シ左ノ通り口頭ヲ以テ説明セラレ候向御一覽被下度候第一ニ就テハ「現在改修局ガ設計セシ豫定區域以外ノ河岸地

第二號

東洋汽船株式會社

所有者ヨリ接續建設ノ申請アリタル時ハ之レヲ許可スル事アル可シ但シ河曲ノ交通并ニ改修局ノ設計畫ニ障害アリト思ハル。區域ハ此ノ限りニ非ズ」
第二ニ就テハ「借地人ヨリスルト土地所有者ヨリスルトヲ不問當局ノ方針ハ右ト同一ナリ」
第三ニ就テハ「本工學ハ上海港ノ公共事業トシテ一般ニ公開スルヲ至當ナリト考ヘ居レリ故ニ個人關係ノ申請ハ特ニ其ノ必用ノ認メタル場合ナラザル可ラズ」云々
次ギニ同港務部長ノ意見ニヨレバ當方ヨリ弄比セシ工學設計書中吳淞臺前曲一帶ノ海岸ハ風波荒ラク先決問題トシテ防波堤ヲ築造スルニアラザレバ船舶ノ繫留殆ンド不可能ノ位置ナルガ此點ニ就テ何等言及スル所ナシ再調ヲ要ス可シ
右ハ港務部長談話ノ要領ニ有之向ホ又々申請許否ノ裁定ニ付テハ主任技術官廳タル改修局ノ意見ヲ徵スル必用アリ旁々目下同局ニ

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テ折角詮衝中ナルヲ以テ當方第二回書面ニ對シテ、數日中回答
 ノ見込ミト付言致居リ候由其餘如何ナル事ヲ申參ルヤ之レヲ一讀
 セシ上ニテ交通部若シクハ内務部へ直接運輸開始ノ可否ヲ取極メ
 度所存ニ御座候ニ付御含置被下度不取敢前以テ如斯ニ御座候
 早々檢具

大正十三年一月十日

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第 一 號 東洋汽船株式会社

上海山知所

金野秋藏殿

東洋汽船會社

藤井眞澄

拜啓

一、吳淞建立樂港ノ件

去ル十一月十四日附弊書並ニ外務省通商局河相氏宛同月廿日附書
圖寫ヲ以テ取メ得實意候右ノ件ニ關シ貴地港務部長ヨリ今同別紙
英文書狀寫ノ通りノ回答ニ接シ申候 即チ建立樂港岸等諸施工
ノ許可ヲ改修局ヘ申請シ得ル致給者ハ河岸地ノ地主ニ限テレ從ツ
テ同局ハ此種ノ申請而已ヲ審議シ許否ヲ決定スル機關ナリトノ通
告ニ候間寸地スラ所有セザル者ガ建立樂港ノ計畫ヲ申出デタリト
テ同局トシテ夫レニ贊否ヲ云々スベキ筋合ノモノニ非ストノ斷リ

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狀ト見受ケラレ候 然ル處敢初當方側ガ改修局ヘ照會シタル其要
旨ハ吾ガ計畫ナルモノガ果シテ同局ノ主義上許容セラルベキ性質
ノ企ナルカ將又夫レト全然背馳セル目論見ナリヤ否ヤヲ權メタル
次第ニ有之候間シテ爾後ノ通り港務部長ノ書面ニハ申請者ハ地主
タルベキ事ガ必要條件ノ様ニ相見エ候得共

一、若シ河岸地ノ地主ガ或者ニ地先權ヲ讓渡シタリトセバ改修局
ハ其讓受人ヨリ申請書ヲ受理スルヤ如何

二、借地人ヨリ申請書提出ノ場合ハ如何

等ノ場合ヲモ改修局ニ權メ直キ度キ存念ニ有之候依ツテ同時局ニ
對シテハ別紙英文寫ノ通り相認メ申候間御一覽ノ上港務部長ト御
面接被下當方ノ意思ヲ同氏ヘ充分御説明相煩シ度候 右ニ對シ同
局トシテハ^付手續ヲ完了セル對手ヨリノ申請ナラバ受理スベシ
ト申スヤモ雖計ト存候 元來今同申請書ヲ改修局ヘ提出致候理由

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ハ在北京芳澤公使ヨリノ御注意ニ基キ取計ヒ申儀次第ニ御座候若
シ今後同局トノ交渉ニシテ國情ニ適行セザル場合ハ
北京政府側ニ於テ施クマデモ英商埠局設置ノ意義ヲ察ニナシ
度キ莫望アリ只其進行ニ就テハ資金枯渴ガ主ナル障害ナリト假
定セバ此際對手ヲ變ヘ(芳澤公使ト交渉ノ上)改メテ交通部並ニ内
務部ヘ申請シテハ如何殊ニ孫子江ニ關セル水面ハ改修局種限外
ノ場所ナリト雖ク
此點ニ就テモ野田領事ト御談合御調査ノ結果ヲ御内報被下度願上
候先ハ不取敢右得貴意度如此御座候

敬 具

大正十二年十二月廿五日

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(譯 文)

改修局第八三五號

上海港務部長

東洋汽船會社

社長 淺野 總一郎 殿

拜 啓

先般ニ殘稿其他築造許可申請ニ就キ審査ノ爲メ小坂ヨリ黃浦江改修局ヘ移轉セリト貴殿ヘ申上ケタル事弊書第八二六號ニ關聯シ小坂ハ次ノ通り同局ヨリ回答到達ノ旨ヲ貴殿ヘ御通知スベシ
黃浦江改修局ハ河岸地ノ財產ヲ所有セル者方黃浦江ノ河岸並ニ斜濱ニ沿ヒ築造許可ノ申請ノミヲ取扱フ 依ツテ貴下(港務部長)御照會ノ請計書中何レノ一ニテモ關係セル土地所有者御子

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東洋汽船株式會社

地主ガ改修條例第十二條ニ基ク材料手續完了ノ上ハ夫レ等ノ土地開闢並立廢岸並ニ築造許可ヲ當局ヘ申請セバ當例ニ從ヒ取扱ハル可キモノトス

大正十二年十二月四日

以上

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(譯文)

上海港務部長殿

拜啓埋立、淺橋築造等ニ關スル本月四日附貴書難有拜受セリ而シテ右御書面記載ノ改修局事務章程ニ就テハ充分閱覽ヲ遂ゲタルガ大レニ依レバ埋立淺溝護岸等諸工事施行ノ許可ヲ改修局ヘ申請請得ル資格者ハ河岸地ノ地主ニ限ラレ從ツテ同局ハ此種ノ申請而巳ヲ審議シ許否ヲ決定スル機關ナル様ニ考慮セラル然ラバ次ノ場合ニハ如何ニ取扱ハル、ヤ承リ度シ

(一) 若シ前記河岸地ノ地主ガ或者ニ地先權 Right of Water Frontage

ヲ讓リ渡シタリトセバ改修局ハ其讓受人ヨリ申請書ヲ受理セラル、ヤ如何

(二) 借地人ヨリ申請書提出ノ場合ハ如何

第

號

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而シテ拙者今回ノ計畫ハ果シテ同局ノ主義上許容セラル可キ性質ノ企ナルカ將又全然夫レト背馳セル目論見ナリヤ否ヤ確メ度ク兎ニモ角ニモ吳淞ノ如キ重要ニシテ有望ナル地域ヲバ此儘放置シ置クニ忍ヒ難キハ改修局ニテモ既ニ聲明セル所ナレバ此際是非共同局側ガ此方面開發ノ事業ニ拙者ヲバ參加セシメラル、様充分御盡力アラシコト切ニ望ム所ナリトス

本件ニ關シテハ東洋汽船會社上海出張所長へ詳細訓令ヲ發シ貴官ト親シク面接ノ上御援助ヲ御願ヒス可シト指圖スル積ナリ右御含置ヲ請フ

次ニ前記御書面ニ記載ノ貴書第八二六號ハ未ダ接手セザル旨ヲ茲ニ附記ス

終リニ臨ミ本件ニ對シ貴官ノ深甚ナル御考慮ト御助力トヲ與ヘラレシコトヲ希ヒ且ツ茲ニ予メ謝意ヲ表ス

大正十二年十二月廿四日

敬具

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HARBOUR MASTER'S OFFICE

No. 835

Conservancy.

4th December, 1923.

Dear Sir,

With reference to my letter No. 826 Conservancy in which I informed you that I was referring your proposals in connection with wharves, etc., at Woosung to the Whangpoo Conservancy Board for their consideration, I now have to inform you that the Board has replied to me as follows:

"The Whangpoo Conservancy Board only deals with applications to construct work along the banks and foreshore of the Whangpoo, made by the owner of riparian properties. If the various owners of the lots and areas which are affected by any of the schemes to which you refer, after having been granted shengko under Art. 12 of the Conservancy Agreement, apply to the Board to reclaim, fund and equip their respective frontages, their applications will be dealt with in the usual way."

I am, Dear Sir,

Yours faithfully,

(Signed)
Harbour Master.

S. Asano, Esquire,
President,
Toyo Kisen Kaisha,
Tokyo.

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Dec. 24, 1923.

Harbour Master,
Shanghai.

Dear Sir:-

Your esteemed favour of the 4th inst. re reclamation work, construction of wharves, etc, is duly at hand, and I thank you for same.

The official functions of the Whangpoo Conservancy Board, which are explained in your letter acknowledged above, have had my perusal, and I understand therefrom that the organ of the Board is to decide their adoption or denial of various applications on the below-mentioned works, presented only by the owner of riparian properties, after due consideration thereof by the officials concerned.

Reclamation, Dredging, Shore-protecting, etc, etc.

In addition thereto, the undersigned is very desirous of knowing how the Board will manage the following cases.

1. Will the Board take up an application made by a person (or persons), if he is a transferee of the right of water frontage which belonged to the owner of the riparian property?

- 2 -

2. What consideration will be given by the Board, if a person (or persons) has rented a riparian property and applies to the Board for commencing various works described above?

Furthermore, you are cordially requested to enlighten me as to whether my present scheme is admissible by the Board from the standpoint of their General Principle or the same is absolutely the reverse thereto.

At any rate, it is to be regretted that the condition of Weosung Harbour shall be left, "status quo", while its locality is more than important and promising for the future trade of Central China as already declared by the Board.

Such being the case, it is my earnest desire that you will be good enough to get in touch with the Board for placing the writer to participate in their developing enterprise in the district in question.

Please note that the Shanghai Manager of the Toyo Kisen Kaisha will be fully instructed from this end and that he will approach your good office very soon to find out what you can do for the undersigned on this subject.

I wish to add that your favor No. 826, as referred to in your correspondence No. 835 has not yet reached to my hands.

Thanking you in advance for your kind consideration and assistance in this matter,

Yours faithfully,

(Signature)

G-0030

0274

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第

號

東洋汽船株式会社

上海出張所長

金野秋藏

東京本社

藤井眞澄殿

拜啓陳者十一月三十日附電報確メニ關スル貴書正ニ落掌仕候其後
 貴電ト相前後シ當地總領事館ヨリモ該問題ニ就キ外務大臣ヨリ指
 令相受ケ候由通知有之候向ホ北京公使館ニ於テモ最近政務多忙ノ
 爲メ民間ノ申請用件ノ如キ稍々モスレバ閑却セラルル場合アリト
 ノ事ニテ文書ヲ以テ申出ヅル様野田領事ヨリノ注意ニ基キ別紙ノ
 通り願書差出候向御諒承被下度此段御報告申上候 敬 具

大正十二年十二月八日

G-0030

0275

第 號

東洋汽船株式會社

上海駐在

東洋汽船會社上海出張所

經理 金野秋藏

帝國總領事 矢田七太郎 殿

拜啓向寒ノ候貴官愈々御健勝奉賀上候

陳者先般中黃浦江改修局港務部長宛テ吳松理立築港許可申請ニ付
キ御援助相仰度所存ヲ以テ弊社長淺野總一郎ヨリ大正十二年十一
月十四日及十五日附書函ヲ以テ外務省通商局并ニ駐支特命全權公
使芳澤閣下マテ願書ヲ提出仕リ尙ホ其詳細ニ就テハ本日口頭ヲ以
テ御係官マデ申述ベ置キタル通りノ經過ニ御座候處御案内ノ如ク
復雜極マル行政組織ノ土地柄トテ改修局ニ對シ當方ヨリ直接交渉
致候時ハ却テ豫期ノ目的ヲ阻害スル懸念有之候爲メ今ニ其儘ト相
成リ居リ候

第 號

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然ルニ第一方此大工事着手ニ就テハ諸般ノ點ニ於テ相當ノ準備ヲ
要シ候次第ニ付其後ノ模様如何ニ相成候哉可成速カニ承知仕度希
望ニ御座候間御多用中甚ダ恐縮ナガラ干係官廳御開合セノ上許可
申請通過ノ義何卒御配慮相煩ハシ度此致奉懇願候 敬 具

大正十二年十二月八日

G-0030

0276

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第一號
東洋汽船株式会社

上海出張所
金野秋藏

東京本社
藤井眞澄

拜啓

一、貴電御確メノ件

譯者本月廿九日東京御發電左ノ通り拜承仕候

This telegram is numbered and dated 06-29 referring to your telegram dated November 27th. Foreign Department (Gaimusho) wrote Minister Peking and Consul Shanghai (November 27th. November 27th. (Confidential))

依ツテ右ノ次第ヲ野田領事マテ報告致置候間充分ニ注意ヲ觀ヘ與レ候事ト存候

上海築港問題ハ今尚ホ懸案ト相成居リ最近又々北京ト領事團トノ交渉行ハレ居ル模様ニテ幾分活氣ヲ呈シ來リ候間御参考マデニ新聞切抜同封供覽候即チ新聞記事ニヨレバ日本側ノ修築進捗ノ際ニ

第二號
東洋汽船株式会社

ハ今ニモ工事ニ着手スルガ如ク相見エ事實餘程具体化セルハ疑フノ餘地無之候

然ルニ吳淞一体ノ地主張等ハ前申上候通り吳淞商埠局ナル官廳ヲ設立シ張審自身其ノ督辦トシテ交通部ノ任命ヲ受ケ斷乎トシテ改修局ノ *Authority* ヲ非認(吳淞一体ニ限リ)致居候間今後ノ事如何相成ル可キヤ誠ニ興味深キ繫争ト被存候

此ノ現状ハ築港埋立受負事業ノ進捗ニモ密接ナル干係ヲ有スルモノト認メラレ候ニ付御報告申上候

右ニ付小生思付キ候點有之候間社長へ御申達ノ上一ト運動願ハレ候敷哉實ハ

露支交渉督辦王正廷氏渡日ノ件ニ御座候御案内カト存ジ候得共同氏ハ露國トノ交渉面白カラズ帝國外務省訪問ノ爲メ近々渡日滯日二週間位ノ由ニ付キ外務省ノ紹介ヲ得テ貴下御同伴社長御自身同

G-0030

氏ニ御面會ノ上吳松商埠局ト黃浦河改修局トノ權限ヲ確メラレ之ニ對シ支那政府將來ノ方針等ヲ御聞取リ實ニ相成候ハ、實際ニ近キ情報ヲ獲得セラル可シト存候其理由ノ重ナル點ハ王氏元ト實業界ノ人ニシテ吳松クリトキ所在ノ製紙場其他紡績工場ニモ大分投資致居ル趣キニ付キ吳松問題ニ就テハ同氏個人トシテモ相當利害干係ヲ有スルガ爲メニ御座候同氏ハ之マデ屢々外交總長ニ遊セラレタル事モアリ英語ハ始メ自國語ト同様米國基督教會學校出身ニシテ比較的正直ノ人物ト見受ケラレ年齒將ニ四十才位支那人一流ノ掛引ヲナサマルト同時ニ周到ナル用意ノ足ラザルハ彼ノ缺點カト察セラレ候之レハ一昨秋大東飯店ニ於テ一夕ノ宴會ニ同席ノ際小生ノ目ニ映ゼシ觀察ニ付御交渉ノ際ニ於ケル御心得マデニ甲上候何レニシテモ支那政界當代新進ノ人物トシテ將來ヲ願望セラレ候結果シテ御面會ノ機モアラフベ御舍置ノ上萬事宜敷御交渉可被下度候

尚ホ亦々王氏ト張馨氏トハ知合ノ間柄ニシテ從來往復セシ干係モアリ此點ハ出來得ル丈ケ御注意願度希望ニ御座候
先ハ貴電御論旁取急ギ如斯ニ御座候
早々敬具
追テ此程中ヨリ張馨氏側ヨリ使者相見エ何ントカシテ〇〇ヲ賣付ケ度様子ニ付、一旦打切りタル問題ニ候モ北京形勢ノ判明致サマル場合故不離不即條件有利ナラバ取次ク可シト申
備候
以上

大正十二年十二月一日

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東洋汽船株式会社

大正十二年十二月十三日

淺野良三

藤井眞澄

拜復

上海埋立ニ關スル貴書正ニ拜見仕候處右ハ社長直接ノ御仕事ニ御座候間小生トシテハ此際何モ申上タル譯ニ不參候ニ付先ツ貴書ヨリ至急ニ直接社長ニ面會ノ上社長ノ御意見御伺被下御方針御決定シ愈々着手前ニ改メテ小生ニ御相談被下度願上候
 追テ貴書貳通封御返却申上御間御査收被下度候
 敬具

G-0030



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第 號 東洋汽船株式會社

事務取締役

淺野 良三 殿

藤井 鳳世

拜啓

一、埋立ノ件

右ニ關シ今向上海港務部長ヨリ別紙英文編ノ通りノ番領第八三五號(第八二六號ハ未着)到達致候間シテ天レニ對シ如何ナル回答ヲ為スベキ事御意御伺致候御案忙中ナガラ宜シク願上候向御答考トシテ左記ノ事項ヲ御含直下候

一、本年十一月十三日附番領ヲ以テ港務部長へ出シタル照會ハ「
者立、棧橋築造等ヲ為シタキ當駐ノ希望ニ對シ改修局ハ
天レヲ承認セラルルヤ如何」ノ點ニ在リ即チ同局ノ主裁方針

第 號 東洋汽船株式會社

ヲ向合セタル次第ニシテ當駐ガ河岸地所有者(地主)ナルト
台トハ全然別個ノ事柄ナリ依ツテ其點ヲ更ニ同局へ説明スル
ノ案アリ

二、矢張ニ於ケルE.M.S.ノ所有地ノ別圖(河中)ニ對シ改行セラレ
タル支那地分ハE.M.S.ノ既得權ヲ侵害セルモノナリトテ目下
日文關係中ナリ

三、外務省ノ意見トシテハ

(A)港務部長ヨリノ番領(第八三五號)ヲ「アクノレジ」シ同
番領ノ上海出版所長ヨリ同部長へ對シ詳細説明ノ上更ニ改
修局ト折衝スベキ旨港務部長へ回答

(B)上海出版所長へ港務部長ト可然折衝スベキ旨通告

(C)北京芳澤特命全權公使ニ對シテハ外務省ヲ通ジ當駐對港務
部長父沙ノ經過ヲ報告共屬ヲ上海總領事へ提出

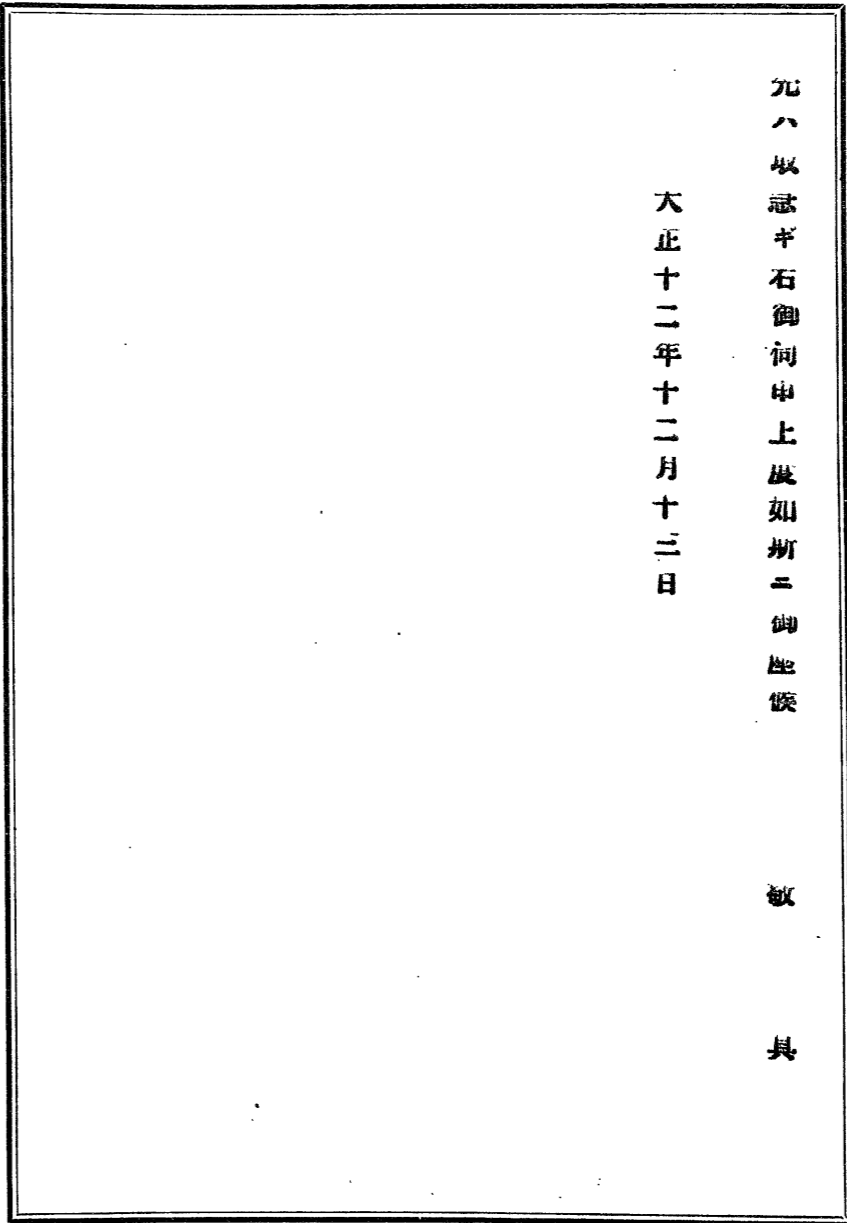
G-0030

0280

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元八以認ギ石御伺申上嵐如斯ニ御座候 敬 具

大正十二年十二月十三日



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0281

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第 一 號
東洋汽船株式會社

奉 命 取 締 候

淺 野 長 三 殿

藤 井 鳳 澄

拜 啓

一、管 辨 玉 正 廷 氏 卜 御 回 接 ノ 件

石ニ崩シ加献ノ廻リ上海出張所長ヨリ番領人手仕候ニ付テハ如何
ナル御意遣ニ候ヤ主急社長殿トモ御談合ノ上可然御指圖相預シ候
候向外出務有ガ淺野社長ヲ王氏ニ紹介ノコトハ目下ノ行懸上一寸購
諸ノ模様ニ見受ケラレ候間若シ社長並ニ貴殿ニ於テ滯京中ノ王管
辨卜御接洽ノ御希望ニ候ハ、又別段ノ方法便宜モ可有之ト被存候
允ハ不取敢右侍貴意成如斯ニ御座候

大正十二年十二月十三日

敬 具

G-0030

0282

第

號

東洋汽船株式會社

上海出張所長代理

東京

藤井眞澄

金野秋藏殿

拜啓

一、吳淞港埋立申請ノ件

右ニ關シ昨廿九日貴電左記ノ通り到達

Refer to your letter November 14th. Documents delivered but Consul General received no information from Tokio or Peking on the matter Investigate"

然ル處外務省ヨリハ既ニ本月廿一日附ヲ以テ芳澤公使並ニ矢田總領事ノ二氏へ通信セラレ候由ナレバ多分貴電ト行達ヒニ相成候モノト推察致居候依ツテ同日(廿九日)附電信ニテ
"No. 6 November 29 Refer to your telegram of November 27th. Foreign Department (Gaimusho) wrote to Minister Peking and Consul Shanghai November 21st. Fujii

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ト御回答申上備候由先着御了承ノ上目下極力御折衝中ノコト推察罷在候
先ハ不取敢往復電請確メ迄
敬 具

大正十二年十一月三十日

G-0030

0283

第 一 號

東洋汽船株式會社

上海出張所

金野秋藏

東京本社
藤井眞澄 殿

拜 啓

一、電報御確メノ件

過ル十四日附御來書ノ御用件ニ就テハ昨廿七日附ヲ以テ御報告申
上置キタル通りニ有之候處野田領事ノ直話ニヨリ同領事館ニ於テ
ハ本件ニ干シ外務省通商局ヨリモ將又タ北京公使館ヨリモ未ダ何
等ノ指令ニ接シ居ラザル事ヲ確メラレ候
愚考仕候ニ申請ノ許可如何ニ就テハ尤ヨリ北京ニ於テ決定ス可キ
モノト存ゼラレ候得共貴方ヨリ既ニ當地改修局港務部長宛テ十三
日付ヲ以テ認可申請書御郵送ズミノ事ニモアリ其内同局ヨリ領事
館ニ對シ何等カ照會アリタル場合責任ヲ以テ回答スル事不可能ナ

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ル可シト存ゼラレ候向不取敢左ノ通り御打電申上候
Referring to your letter dated the 14th November Documents
delivered but Consul General received no information from Tokio
or Peking on the matter investigation-check-

先ハ右電報御確メ迄如斯ニ御座候

敬 具

大正十二年十一月廿八日

G-0030

0284

第 號

東洋汽船株式會社

上海出張所

金野秋藏

橫濱東洋汽船會社

藤井眞澄 殿

拜啓

一〇〇海面埋立築港ノ件

陳者右ニ關スル十一月十四日附貴簡ト共ニ關係書類同封御送附ニ
預リ正ニ入手仕候

御差圖ノ通り稅關港務部ヨリ所要ノ海圖ヲ買入レ御送付ノ見本ニ
就キ豫定圖ヲ作製シ本日當總領事館ニ提出致置候由何卒左様御
承諒承被下度尙ホ貴方備付用トシテ同一ノ海圖三枚ヲ十二月三日
當地競ノさいべりや丸事務長氣付ニテ御届寫申上候ニ付覽着ノ節
ハ御查收被下度候
先ハ貴答マデ不取敢如斯ニ御座候

敬 具

大正十二年十一月廿七日

G-0030

0285

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第 一 號 東洋汽船上海出張部 東洋汽船株式會社

大正十二年十一月廿日

外務省通商局監理課

河 相 達 夫 殿

東洋汽船株式會社

拜啓愈々御清祥ノ段奉大賀候陳者

「吳淞埋立築港ノ件

ニ關シ本月十四日附弊書ヲ以テ得貴意申候上海改修局港務部長宛テ
申請書ハ茲許加封ノ同局長宛テ英文書面寫ノ通り其一部ヲ訂正仕候
間右御舍ノ上可然御取計ヒ相煩度尙前記申請書翻譯文モ

(二枚目左ヨリ四行目)

原文 弊社自ラ.....云々
訂正 弊社若クハ弊社々長淺野總一郎ノ經營並ニ管理ニ係カル
埋立會社ノ手ニテ適當ナル.....云々

ト御修正被成下度願上候

先ハ乍御面倒右御依頼迄如斯ニ御座候

敬 具

G-0030

0286

HEAD OFFICE
TOKYO
CABLE ADDRESS: "TOYO KISEN"
CODES USED:
A.B.C. 5TH, A.I., WESTERN UNION,
SCOTT'S 10TH AND TYSD
TELEPHONE NOS.
HONKYOKU 4080, 4081, 4280.

TOYO KISEN KAISHA
IMPERIAL JAPANESE AND U.S. MAIL LINE

PER S. S.
IF YOU REPLY PLEASE REFER TO

COPY

TOKYO November 20th, 1923

To the Harbour Master,
Whangpoo Conservancy Board,
Shanghai, China.

Gentleman,

With reference to my previous correspondence of
the 13th inst., re. Improvement of Wousung Harbour, I beg
hereby to add several words to the 4th Line of the 2nd
paragraph of the 2nd page, reading as below:-

"revetment, mooring equipment, etc.,
by our hands, T.K.K. or Reclamation
Companies controlled and managed by
the writer".

and furthermore please cut off the succeeding three words
of "as we schemed".

Kindly correct the wording as stated above and
favour me to continue my negotiation with your good office
for the future extention of Shanghai Harbour and Trade.

Yours very faithfully,

G-0030

0207

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第

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東洋汽船株式會社

在 支 那

東 京

東洋汽船株式會社

特命全權公使

芳 澤 謙 吉 殿

拜啓時下同業ノ候愈々御酒祥ノ段奉慶實候陳有矣滋樂港計畫ノ件
ニ關シ種々御高配ヲ辱フシ雖有奉深謝候

信テ本年八月廿日附野書ヲ以テ得實意申候進リ御垂示ニ從ヒ爾來
微演營業所ニ於テ想立認可申請書作成ニ取掛リ殆ド終了致候折柄
斯ノ大震火災突發シ申請書ハ固ヨリ一切ノ書類調査材料ヲモ灰燼
ニ歸セシメ申候右様ノ事情ニ依リ再調査ニ意外ノ時日ヲ要シ本月

第

號

東洋汽船株式會社

十三日附ヲ以テ漸ク上海黃浦江改修局へ前記申請書ヲ發送仕リ向
貴公使館並ニ上海總領事館宛書類ハ外務省通商局ニ送達方ヲ御依
願申上候間左様御含實被下度願上候天災トハ申シ乍ラ申請手續非
常ニ遲延仕候コト寔ニ遺憾ノ極ニ存候公務御多端ノ折トハ拜察致
居候へ共此上トモ何卒御盡力相煩シ度偏ニ奉懇願候
尤ハ右申上度如斯ニ御座候
敬 具

大正十二年十一月十五日

G-0030

0288

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第 一 號 東洋汽船株式會社

東洋汽船株式會社

藤 井 眞 澄

上海出張所長

金 野 秋 藏 殿

拜 啓

一 吳淞埋立築港ノ件

本件ニ關シ今回舊社ヨリ貴地黃浦江改修局港務部長宛ニテ別紙ノ
通り申請致ス事ト相成候ニ付右豫メ御承知置被下度候而シテコ、
ニ同封致候關係書類（芳澤公使トノ往復文書寫外務省河相事務官
宛書面寫、海圖一葉）ノ中河相氏宛書面寫ニ記載ノ通り上海帝國
總領事館ヘ送附スベキ海圖ハ當地方震火災ノ結果全部燬失シ此ノ
方面ニ一枚ノ餘分モ無之候間貴地稅關ヨリ御買求メ被下夫レ工

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事豫定圖ヲ御書込ノ上至急貴殿ヨリ直接總領事殿ヘ御提出相煩シ
度候

尙右様ノ事情ニヨリ吳淞方面ノ海圖二三葉ヲ當方ヘモ最近便ニテ
當方ヘ最近便ニテ御送附被下度特ニ御依頼申上候
先ハ不取敢右得貴意度如斯ニ御座候 敬 具

大正十二年十一月十四日

G-0030

0289

第 號

東洋汽船株式會社

外務省通商局監理課

東洋汽船株式會社

河 相 達 夫 殿

拜啓益々御清邁ノ致奉慶賀修陳者

一、吳淞埋立築港ノ件

ニ就テハ先般來種々御配慮相煩ヘシ御芳志難右御禮申上候條テ改修局港務部長宛ノ前記地域埋立築港認可申請書並ニ添附書類ハ御送達ニ基キ昨十三日附ヲ以テ上海ノ同局へ發送致置候處左様御舎置被下候條遺憾ノ大震火災ニ因リ一切ノ書類焼失シ再調査ノ爲メ申請ノ手續モ段々ト遷延致候事塞ニ遺憾ノ極ニ存候 而シテ右書類寫貳部ヲ別封ニテ御送附申上候ニ付過日御依頼致置候由リ

在北京帝國公使館

芳 澤 公 便 閣 下 (海圖共)

COPY

G-0030

0290

第

號

南洋汽船株式會社

在上海帝國總領事館

矢田總領事殿

(海圖ハ弊社上海出張所ヨリ總領事館
へ提出)

へ御送附方可然御取計御座下度候

先ハ御多用中乍急縮右御願迄如斯ニ御座候

敬具

大正十二年十一月十四日

G-0030

0291

COPY

第 號 東洋汽船株式會社

(譯 文)

拜 啓

既ニ御悉知ノ通り弊社北米航路ハ定期往復又世界一周貨物船航
 路ハ不定期ニ上海ヲ寄港地ト致居候得共北米航路船ハ船體、機
 關ノ構造、定期被着表等ノ關係ヨリ黃浦江ニ入り上海へ溯ル進
 航上ノ危険甚大ナルヲ以テ止ムヲ得ス吳淞沖ニ投錨シ(一時こ
 れや丸ヲ例外トス)吳淞上海間ノ荷客輸送ニ就テハ小蒸汽船並ニ解
 フシテ當ラシメツツアル現状ニ御座候 従ツテ荒天雨雪ノ日ニ
 遭遇セバ右兩地間輸送ニ妨カラザル不利不便ヲ感ジ候ニ付必然

第 號 東洋汽船株式會社

ノ結果トシテ適當ナル専用繫船地、倉庫其他ニ對スル敷地ヲ吳
 淞河岸ニ獲得ノ志望ヲ抱クニ至リ先年來種々調査ヲ重ネ居候次
 第ニ御座候 尤モ貴局ニ於テモ一昨年五ヶ國ノ有力ナル代表者
 ヲ上海へ招聘シ港灣擴張ノ件ヲ議決セラレ尙新聞紙ノ報ズル所
 ニ依レバ目下北京政府ト御交渉中ノ由右ハ至極結構ニシテ又重
 要ナル勸企畫ト存候ニ付一日モ遅カニ其ノ實現ヲ期待致居候モ
 ノニ有之候得共場合ニ依リテハ弊社自ラ適當ナル埋立工事護岸
 工事、繫船設備等ヲ行ヒ外洋並ニ河航船節繫留、各種倉庫建設、
 石炭置場、タンク敷地、船内機械修繕工場、作業者居住所設置
 等ニ利用致度キ希望ヲ有シ居候ニ付夫レニ對シ若シ貴局御ニ御

大正 年 月 日

G-0030

0292

異議ナク且ツ相當ノ御援助ヲ得ラルルモノトセバ弊社ハ喜ンデ
其ノ施設ヲ敢行セントスル存念ニ有之候 是レ寔ニ上海寄港ヲ
ハ是非共有意義ノモノトセザルベカラザル焦眉ノ急ニ迫レル弊
社ナルガ故ニ御座候 就テハ別紙計畫豫定書類ヲ貴覽ニ供シ候
間夫レヨ基キ御査相煩シ度一方北京政府其他ノ關係者トモ御
協定ノ上相當條件ノ下ニ至急御認可被成下度此段及申請候也

西曆登千九百二十三年十一月十三日

東洋汽船株式會社

社長 淺野 總一郎

在上海

滬江改修局 御中

港務部長 殿

大正 年 月 日

G-0030

0293

計畫書 繪定書

計畫概要

揚子江右岸黃浦江口ニ當リ一帶ニ干出スル吳淞洲ニ於テ約千六百八十五畝ニ相當スル面積ヲ埋立テ黃浦江導水堤ニ沿ヒ延長二千五百二十呎深三十呎ノ繫船岸壁ヲ設ク又黃浦江口左岸ニ於テ約九十五畝ニ相當スル面積ヲ埋立テ其前面ハ黃浦江改修局計畫ノ法線ニ沿ヒ延長四千二百呎深三十呎ノ繫船岸壁ヲ設クルモノトス

二埋立地

埋立地ハ總面積約一千七百八十畝ニシテ最大高水位以上二呎ノ高サニ埋立ツコト黃浦江改修局計畫ノモノト同ジ
 其土量ハ揚子江側八百八十九萬六千八百立方碼黃浦江側八十三萬六千立方碼合計土量九百七十三萬二千八百立方碼ナリ

大正 年 月 日

三、繫船岸壁

岸壁ハ總延長六千七百二十呎ニシテ平均低水位以下ハ杭打及柁床基礎ヲ施シ其上部ハ埋立地盤マデ岸壁ヲ設ク其前面ハ水深最大低水位以下三十呎ヲ保クシム

四、護岸

護岸ハ總延長一萬六百八十呎ニシテ最モ適當ナル方法ニヨリ築造シ揚子江岸ニ面スル部分ハ其天端ヲ埋立地盤上三呎ノ高サニ波除ヲ設クルモノトス

五、其他設備

上屋、倉庫、繫船設備、船内機械修繕工場等港灣トシテノ諸設備ハ最新ノ方法ニ依リ適當ナル位置ニ之ヲ施設スルモノトス
 前掲記載ノ諸工事ハ總テ公私各關係者ノ必要ニ應ジ改修局ノ指令ニ基キ順次建設スルモノトス

大正 年 月 日

第 號 東洋汽船株式會社

吳淞埋立工事費概算書

一金貳千參百萬圓也 總工事費

内 詳

金六百八萬參千圓也 埋立工事費

土量壹百貳拾壹萬六千六百立坪單價金五圓也

金五百六拾萬圓也 岸壁工事費

延長壹千壹百貳拾間 單價金五千圓也

金壹百七拾八萬圓也 護岸工事費

延長壹千七百八拾間 單價金壹千圓也

金壹百貳拾萬圓也 上屋工事費

建坪六千坪 單價金貳百圓也

金壹百五拾萬圓也 倉庫工事費

大正 年 月 日

第 號 東洋汽船株式會社

建坪五千坪

單價金參百圓也

金五拾萬圓也 裝船設備費

金貳百萬圓也 附帶工事費

金貳百萬圓也 機械器具費

金壹百萬圓也 工事監督費

金壹百參拾參萬七千圓也 雜備費

以上

大正 年 月 日

G-0030

0295

COPY

1. General Plan.

- a. To reclaim an area corresponding to a lot of about 1685 Mows at the Woosung Spit near the mouth of the Whangpoo River and on the right bank of the Yangtze River,
- b. To build a Quay Wall of 2520 feet long and 30 feet deep, along the Line of the Training Works at the mouth of the Whangpoo River.
- c. To reclaim an area corresponding to a lot about 95 Mows along the bank on the left side of and near the mouth of the Whangpoo River.
- d. To build a Quay Wall of 4200 feet long and 30 feet deep along the Normal Line designated in the Proposed Plan of the Whangpoo Conservancy Board (W.C.B.) with the back ground of 95 Mows mentioned above.

II. Land to be reclaimed.

To reclaim a lot of about 1780 (1685 - 95) with a height of 2 feet above, H.H. water level, similar to an elevation designated in the Proposed Plan of the W.C.B.

The volume of the above reclamation will be as below:

Yangtze River Side,	8,896800	Cubic Yards.
Whangpoo River Side,	836000	" "
Total	9,732800	Cubic Yards.

III. Quay Walls.

Under the Mean Low water Level, Pile and Getillage foundation will be applied.

Between the level mentioned above and a surface of the reclaimed land, a Quay Wall isto be established. The depth of 30 feet below the L.L. Water level in front of the Quay will be maintained.

IV. Shore-Protecting Wall.

The Protecting Wall will be constructed according to the most adequate method and the estimated total length thereof is 10.680 feet.

A Parpet of 3 feet high will be constructed above the surface of the reclaimed land, along the coast of the Yangtze River.

V. Other accommodations & equipments to be established.

In the most up-to-date form and method, general institutions will be put up in the proper situation for the requirement of the Trade Harbour, such as,

Shed, Godown, Mooring Equipment, Repairing Shop of Ship's Material, etc., etc.

All these constructions as stated above will be gradually made in compliance with the actual demand of the Officials or Private Parties concerned and, of course, under the direct supervision of the Whangpoo Conservancy Board.

- 2 -

In this connection, we understand that the competent Representatives of the Five Powers were invited by your good Office the year before last, when a proper and advisable decision was made for the improvement of Shanghai Harbour, and that according to a local newspaper, proposition based on the said decision is now in the hands of the Chinese Government in Peking. This is certainly the most adequate and important recommendation and, we earnestly desire, will be materialised with the least delay possible.

In case, however, you approve our plan and render us a reasonable assistance, we are confident that we shall be able to satisfactorily carry out the reclamation work, bank-revetment, mooring equipment, etc. by our hands, as we schemed, for the benefit of Ocean Carriers in general, viz:

Mooring Depots of Ocean & River Steamers, Construction of Sheds and Godowns of Various kinds. Repairing Shop of Ship's material, Coal Yard, Oil Tanks, Establishment of Workers' Lodgings, etc., etc.

Our present position is so critical, as we are requiring an immediate adjustment, that the call of our steamers at Shanghai should have a concrete significance. You will

- 3 -

be good enough to look carefully into the matter, negotiating hereof with the Chinese Authorities in Peking and other parties concerned, by referring to the documents enclosed re, Provisional Scheme. We would like to have your kind approval with the proper terms and conditions hereon within very near future.

Your special consideration hereof will be highly appreciated.

Yours very faithfully,

President.

G-0030

0297

COPY

TOKYO, November, 13th, 1923.

To the Harbour Master,
Whangpoo Conservancy Board,
Shanghai, China.

Gentlemen,

As you are fully aware, it has been our usual practice to put our steamers both of the North American Line service regularly and of the Round-the-World Freighter service irregularly at the port of Shanghai or Woosung. The size of our North American Line steamers, the construction of their engines, the Sailing Schedule and several other causes, however, made them almost unfit to go up to Shanghai Harbour through the Whangpoo River, on account of a risky navigation and they cast their anchors always outside the Red Buey. Woosung (S/s "Korea Maru" temporarily excepted) effecting the transportation, as well as general communications, between Shanghai and Woosung only by the tenders and lighters

A great inconvenience and an enormous loss experienced especially in a stormy, rainy or snowing day led the undersigned to an investigation carried on, in various ways, for several years, with the object of securing a piece of land at the mouth of the Whangpoo River, where a private wharf, a godown etc, can be built up.

G-0030

0298

COPY

第 號 東洋汽船株式會社

大正十二年八月廿日

淺野總一郎

芳澤謙吉殿

拜啓時下炎暑ノ候益々御清適奉賀候陳者吳淞築港計畫ノ件ニ付本日貴翰拜誦公務御多繁ノ折柄ニモ不拘種々御高配ヲ辱フシ難有奉萬謝候當方目下願書作成中ニ有之候間出來上リ次第早速御教示ニ從ヒ外務本省トモ御打合せノ上黃浦江改修局港務部長宛ニテ出願可致候間尙此上トモ何卒御盡力ノ程偏ニ奉希上候只今不取敢御返事左ノ通り打電仕候

「貴書拜見シタ、至急願書ヲ作り、外務省ト打合せ、改修局宛提出スル、御盡力謝ス」

先ハ右電文確照旁御禮迄如斯御座候 敬具

G-0030

0299

大正十二年八月七日

在 支 那

特命全權公使 芳 澤 謙 吉

東洋汽船會社

社長 淺 野 總 一 郎 殿

拜啓時下炎暑ノ候益々御清適奉賀候儀備テ拙者東京出發前御内
 談有之候吳淞築港計畫ノ件ハ邦家ノ爲ニモ近頃至極面白キ御發案
 ト存ジ當地着任ト共ニ早速取調ベ候處既ニ御承知ノ通り上海吳淞
 間ヲ流ルル黃浦江ノ改修事業ニ付テハ一九〇一年團匪事變最終議
 定書ノ規定ニヨリ國際事業トシテ之ヲ行フコトナリ爾來一九〇
 五年一九一二年及一九一六年等ノ國際取極ニ基キ黃浦江改修局ニ
 於テ之ガ任ニ當リ今次御計畫ノ實行ニ際シテモ先以テ同局ノ許可

ヲ必要トスル次第ナル處偶同局ニ於テハ一昨年中關係各國ノ港灣
 事業ニ關スル專門大家ヲ招聘シ（我國ヨリモ廣州工學博士出席）
 上海港改良ニ關スル意見ヲ徵シタル處其報告書中ニハ（一）上海
 ニ接續シテ長サ二千五百呎ノ商業用碼頭及船渠ヲ築造スルノ外（
 二）吳淞ニ於テ今次御計畫ノ場所ト全然同一ノ場所ニ長サ六百呎
 一~~年~~二百隻繫留ノ郵客用碼頭ヲ築造シ假倉庫其他ノ附屬設備ヲ爲
 スト共ニ鐵道引込線ニテ上海ニ聯絡スルノ計畫ヲモ含ミ居リ該計
 畫ニ付テハ客年中在上海各國商業會議所一致ノ贊成アリ（貴社上
 海出張所ヨリモ該計畫自體ニ對スル贊成意見提出有之タル趣ニ有
 之候）同地領事團ノ議ヲ經テ當地外交團ニ進達シ來リ目下折角審
 議中ニシテ不日支那政府トノ間ニ交渉ノ運ニ至ルベキ情勢ニ有之
 候
 就テハ今次ノ貴計畫ハ前記改修局計畫中ノ（二）郵客船碼頭ノ規
 模ヲ一層擴大シ目下吳淞沖掛ヲ餘儀ナクセラレ居レル各汽船會社

ノ大洋通大型客船ノ停泊ヲ目的トセララルル次第ナルニ付テハ改修局ニ於テ果シテ自己ノ計畫ヲ棄テ貴計畫ヲ認可スルノ襟度ニ出ツベキヤ否ヤ固ヨリ豫測致難キモ兎モ角此際貴計畫具體案ヲ添付シ外務本省トモ御打合セノ上制規ニ依リ改修局港務部長宛認可申請書御提出相成ルコト必要ノ手續ト被存候ニ付取急キ得貴意候敬具追テ御參考ノ爲現行改修局規則（一九一二年制定）第七條別紙ノ通り拔萃封入致置候條御一覽相成度尙前述ノ通り本件ハ當方ニ於テ處理上緊急ヲ要スル事情有之候間本信御披見ノ上ハ乍御手數折返シ電報ヲ以テ其旨御回示相煩度候

G-0030

0301

COPY

PROVISIONAL AGREEMENT
FOR THE ADMINISTRATION OF THE WHANGPOO
CONSERVANCY

JURISDICTION.

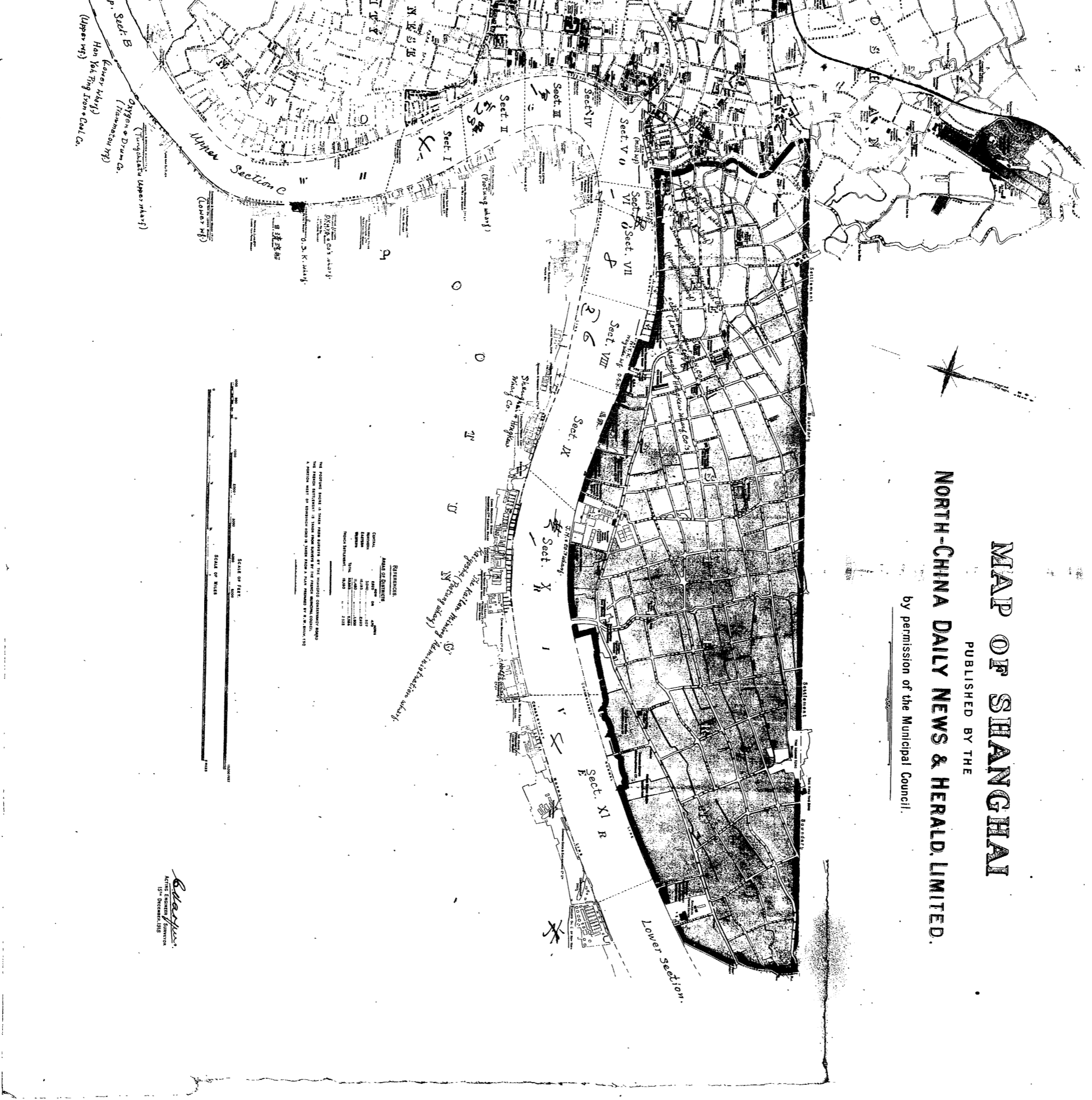
Art. 7.- The general jurisdiction of the Conservancy Board extends over the Whangpoo from the Yangtze to its tidal limit, that is to say within those limits, between the high water lines - no operation which may possibly effect the regimen of the river shall be undertaken without the Conservancy Board's consent, nor without such consent shall pontoons of hulks connected to the shore be established

All applications for the Conservancy Board's consent for such works, etc., on the Whangpoo below the upper harbour limit shall be made to the Harbour Master and be replied to by him as heretofore.

The control of the River Police, of sanitary arrangements, of aids to navigation and of pilotage, remain as heretofore in the hands of the Maritime Customs.

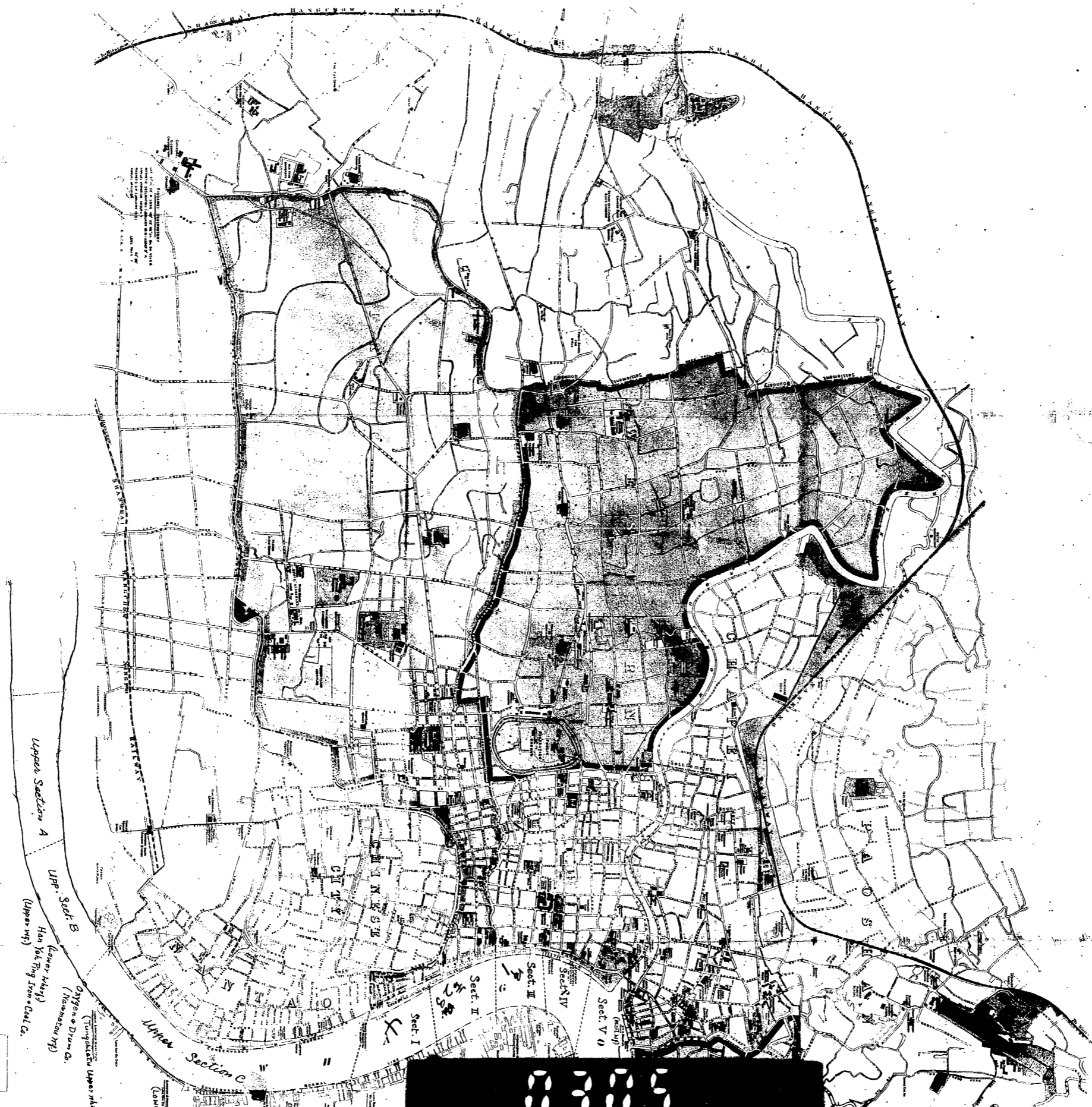
G-0030

0302



G-0030

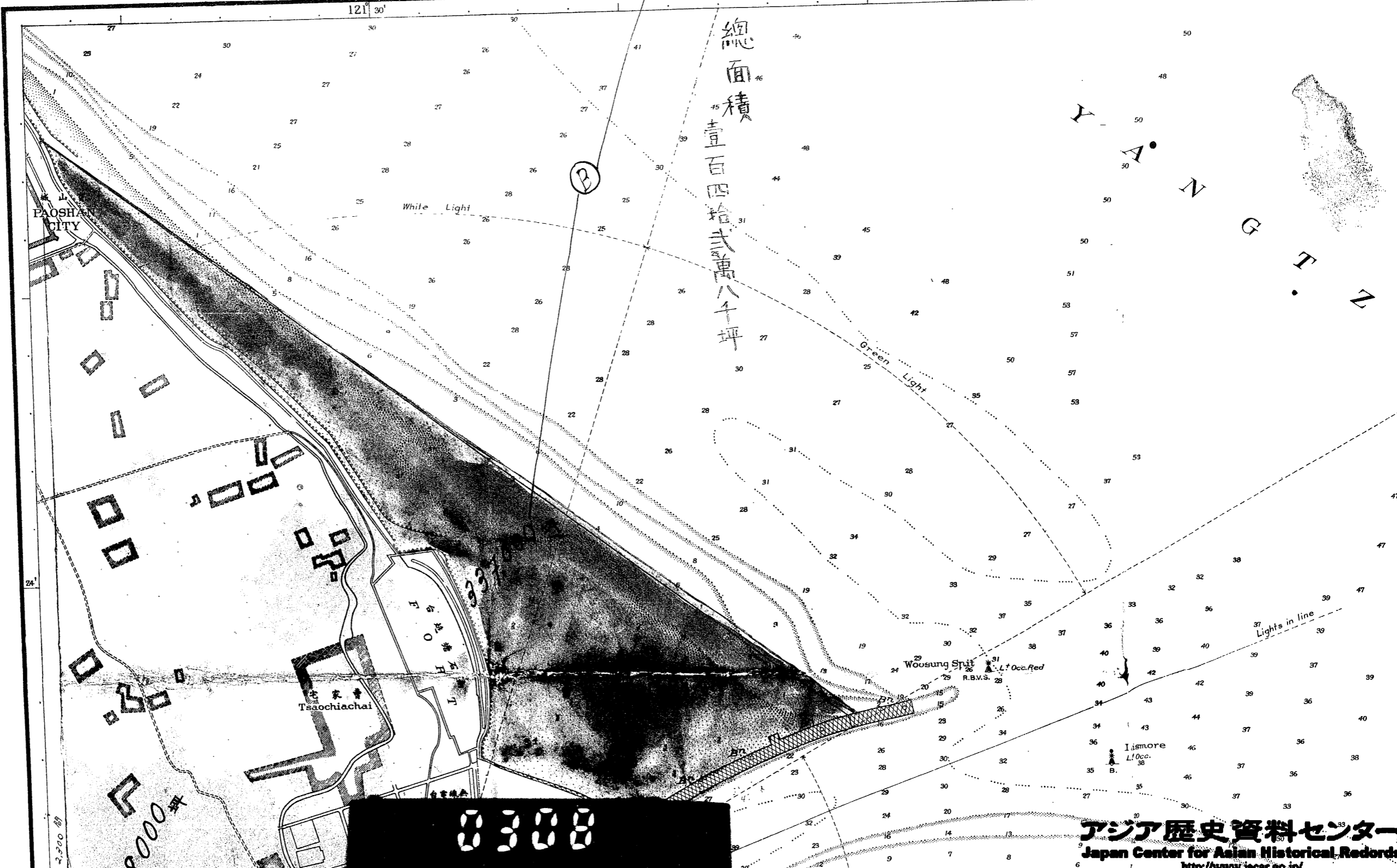




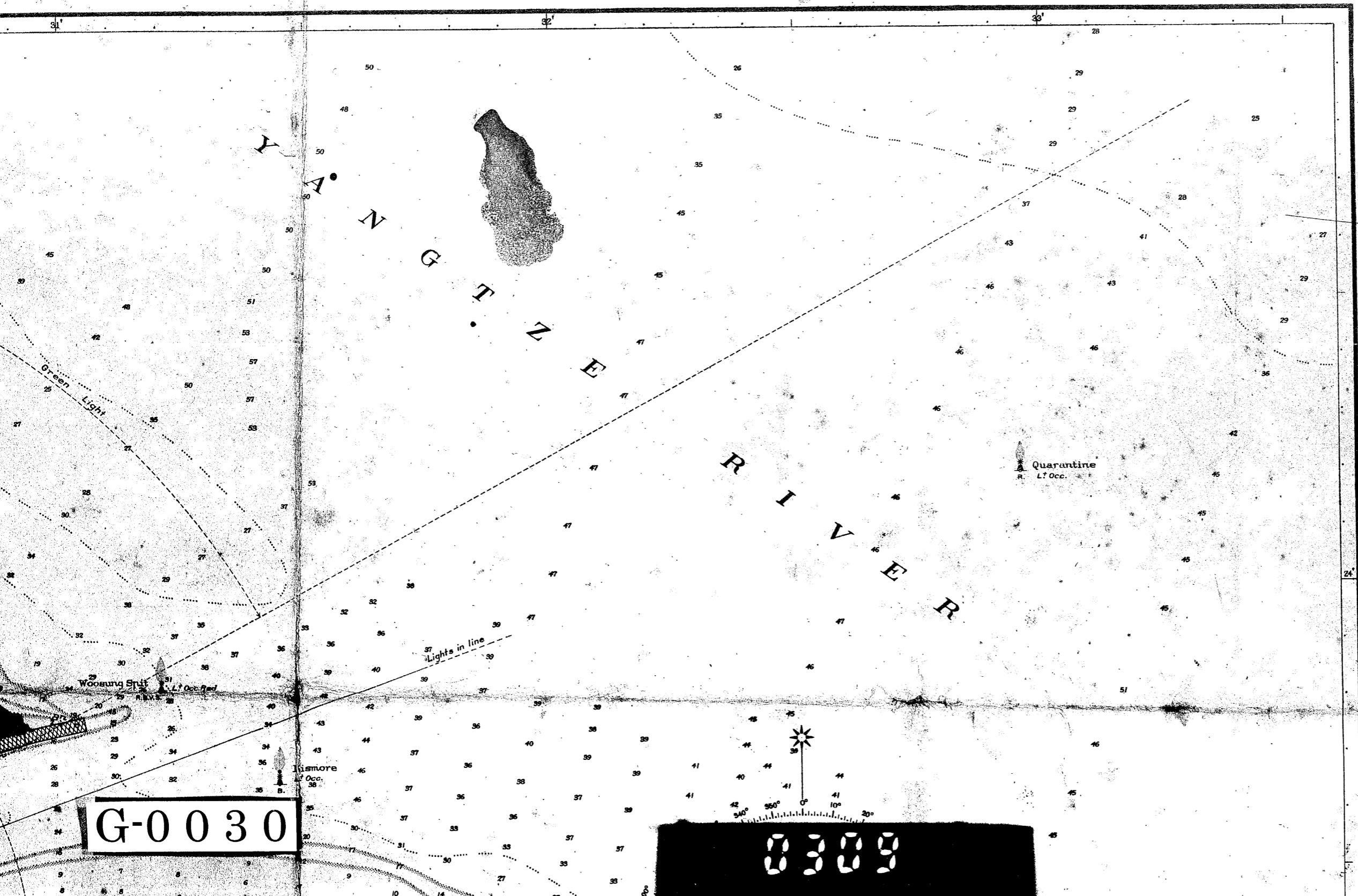
G-0030

十月廿六日附
書面記載

總面積
壹百四拾貳萬八千坪

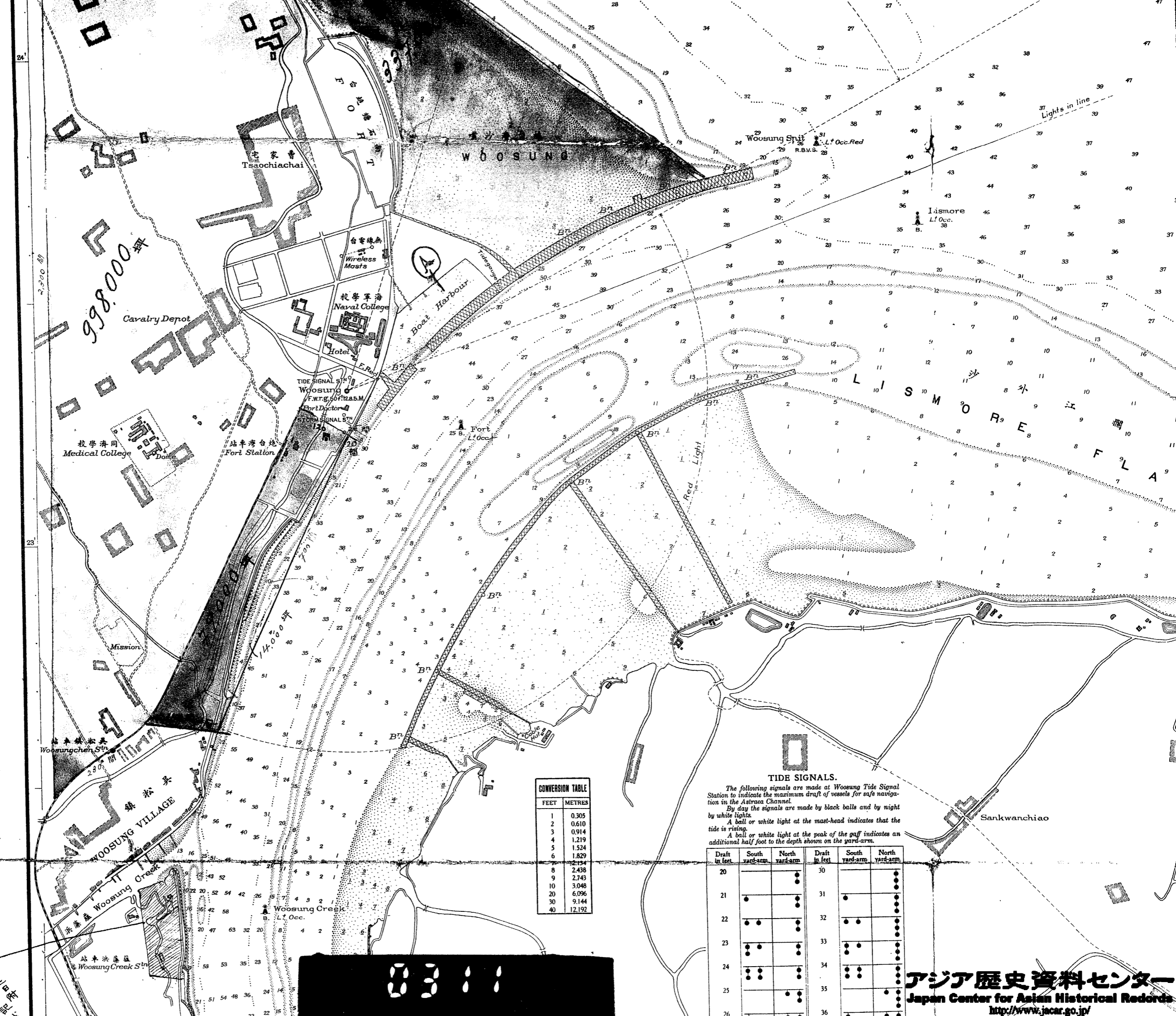


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998.000

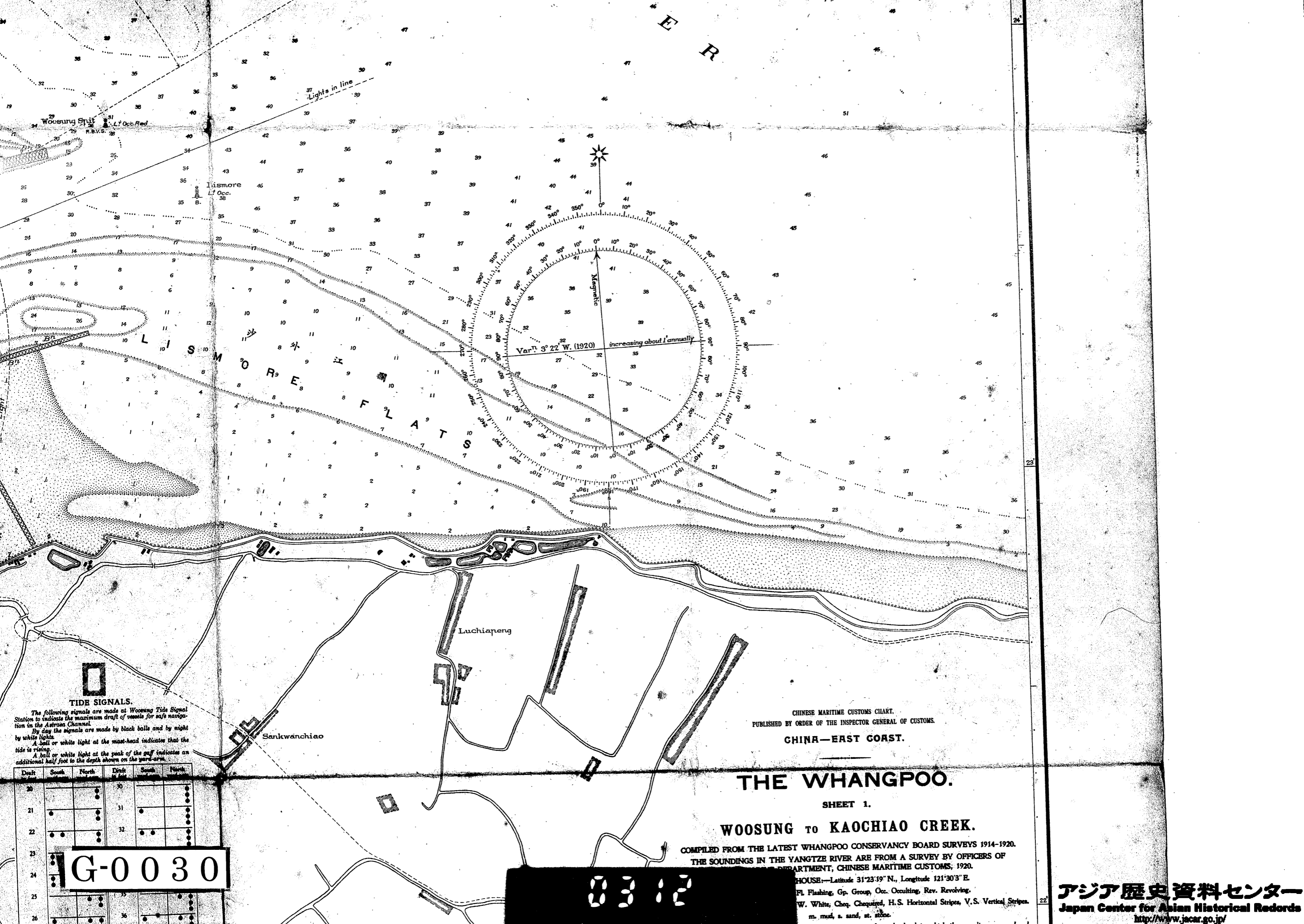
CONVERSION TABLE

FEET	METRES
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192

TIDE SIGNALS.
 The following signals are made at Woosung Tide Signal Station to indicate the maximum draft of vessels for safe navigation in the Astraea Channel.
 By day the signals are made by black balls and by night by white lights.
 A ball or white light at the mast-head indicates that the tide is rising.
 A ball or white light at the peak of the gaff indicates an additional half foot to the depth shown on the yard-arm.

Draft in feet	South yard-arm	North yard-arm	Draft in feet	South yard-arm	North yard-arm
20		●	30	●	●
21	●	●	31	●	●
22	●	●	32	●	●
23	●	●	33	●	●
24	●	●	34	●	●
25	●	●	35	●	●
26	●	●	36	●	●

G-0030



Lights in line

Lismore
L. Occ.

Var. 3° 22' W. (1920) increasing about 1' annually

L I S M O R E F L A T S

Luchiaopeng

Sankwanchiao

CHINESE MARITIME CUSTOMS CHART.
PUBLISHED BY ORDER OF THE INSPECTOR GENERAL OF CUSTOMS.
CHINA—EAST COAST.

THE WHANGPOO.

SHEET 1.

WOOSUNG TO KAOSHIAO CREEK.

COMPILED FROM THE LATEST WHANGPOO CONSERVANCY BOARD SURVEYS 1914-1920.
THE SOUNDINGS IN THE YANGTZE RIVER ARE FROM A SURVEY BY OFFICERS OF THE U.S. NAVY DEPARTMENT, CHINESE MARITIME CUSTOMS, 1920.

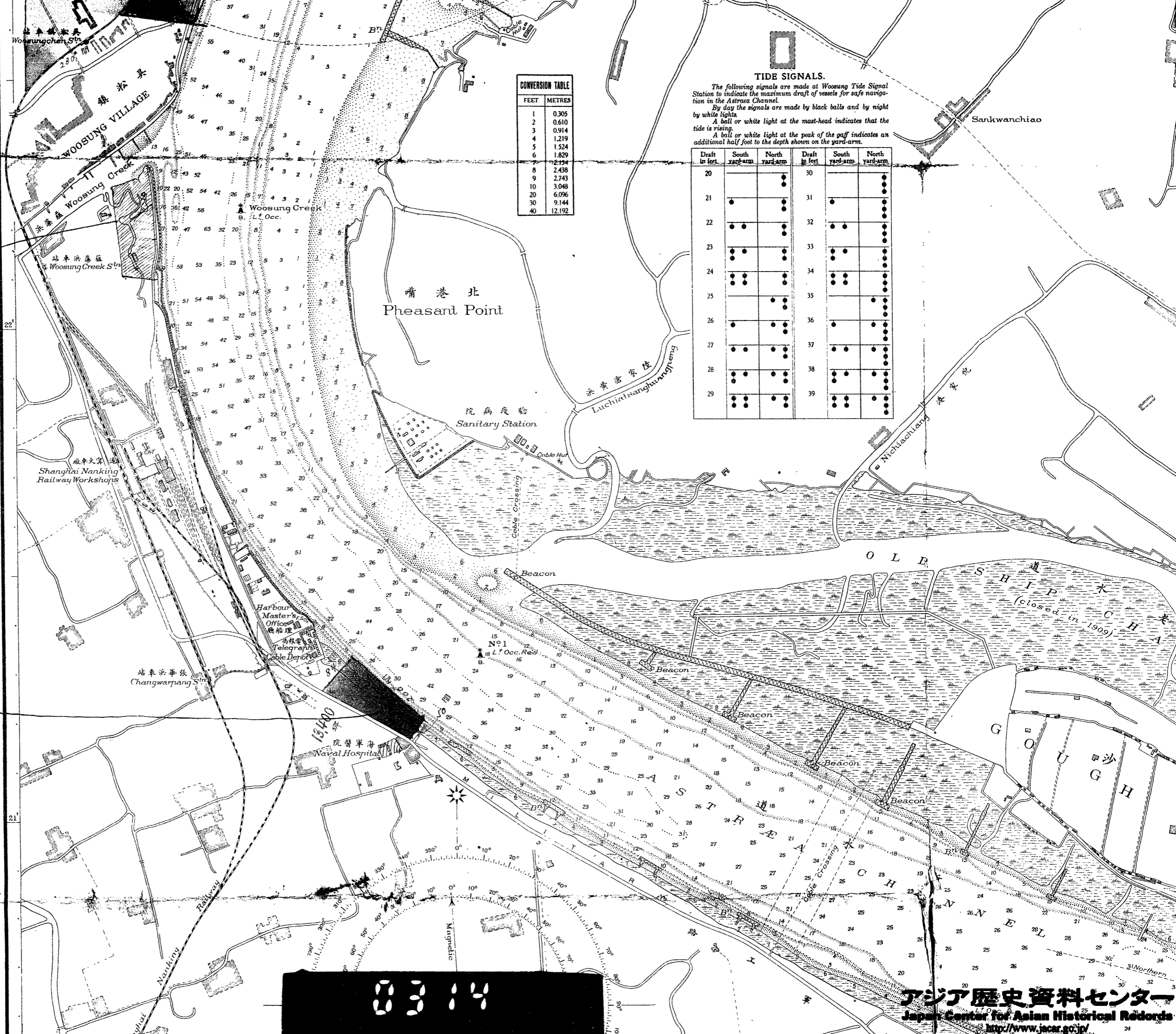
HOUSE.—Latitude 31°23'19" N., Longitude 121°30'3" E.
FL Flashing, Gp. Group, Occ. Occulting, Rev. Revolving.
W. White, Cheq. Chequered, H.S. Horizontal Stripes, V.S. Vertical Stripes.
m. mud, s. sand, st. stone.

TIDE SIGNALS.

The following signals are made at Woosung Tide Signal Station to indicate the maximum draft of vessels for safe navigation in the Astruc Channel.
By day the signals are made by black balls and by night by white lights.
A ball or white light at the mast-head indicates that the tide is rising.
A ball or white light at the peak of the gaff indicates an additional half foot to the depth shown on the gauge-arm.

Draft	South	North	Draft	South	North
20		●	30	●●●	●●●●
21	●	●	31	●●●●	●●●●●
22	●●	●●	32	●●●●●	●●●●●●
23	●●●	●●●			
24	●●●●	●●●●			
25	●●●●●	●●●●●			
26	●●●●●●	●●●●●●			

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CONVERSION TABLE

FEET	METRES
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192

TIDE SIGNALS.
 The following signals are made at Woosung Tide Signal Station to indicate the maximum draft of vessels for safe navigation in the Astrea Channel.
 By day the signals are made by black balls and by night by white lights.
 A ball or white light at the mast-head indicates that the tide is rising.
 A ball or white light at the peak of the gaff indicates an additional half foot to the depth shown on the yard-arm.

Draft in feet	South yard-arm	North yard-arm	Draft in feet	South yard-arm	North yard-arm
20		●	30	●	●
21	●	●	31	●	●
22	●	●	32	●	●
23	●	●	33	●	●
24	●	●	34	●	●
25		●	35		●
26	●	●	36	●	●
27	●	●	37	●	●
28	●	●	38	●	●
29	●	●	39	●	●

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Draft in feet	South	North	Draft in feet	South	North
20	•	•	20	•	•
21	•	•	21	•	•
22	•	•	22	•	•
23	•	•	23	•	•
24	•	•	24	•	•
25	•	•	25	•	•
26	•	•	26	•	•
27	•	•	27	•	•
28	•	•	28	•	•
29	•	•	29	•	•

CHINESE MARITIME CUSTOMS CHART.
 PUBLISHED BY ORDER OF THE INSPECTOR GENERAL OF CUSTOMS.
CHINA—EAST COAST.

THE WHANGPOO.

SHEET 1.

WOOSUNG TO KAOSHIAO CREEK.

COMPILED FROM THE LATEST WHANGPOO CONSERVANCY BOARD SURVEYS 1914-1920.
 THE SOUNDINGS IN THE YANGTZE RIVER ARE FROM A SURVEY BY OFFICERS OF THE MARINE DEPARTMENT, CHINESE MARITIME CUSTOMS, 1920.

WOOSUNG LIGHTHOUSE:—Latitude 31°23'19" N., Longitude 121°30'3" E.

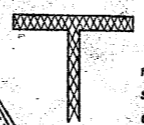
LIGHTS:—F. Fixed, Fl. Flashing, Gp. Group, Occ. Occulting, Rev. Revolving.

BUOYS:—B. Black, G. Green, R. Red, W. White, Cheq. Chequered, H.S. Horizontal Stripes, V.S. Vertical Stripes.
 m. mud, s. sand, st. stone.

Underlined figures on the dry banks express the heights in feet above the level to which the soundings are reduced.
 All other heights are expressed in feet above High Water of Springs.

SOUNDINGS IN FEET.

Soundings are reduced to the level of low water of extraordinary spring tides.



The river training works are shown thus.

They are composed of stones and are, in most cases, submerged at low water of ordinary spring tides. The Woosung Breakwater is covered when the height of tide is 9½ feet.

TIDAL INFORMATION

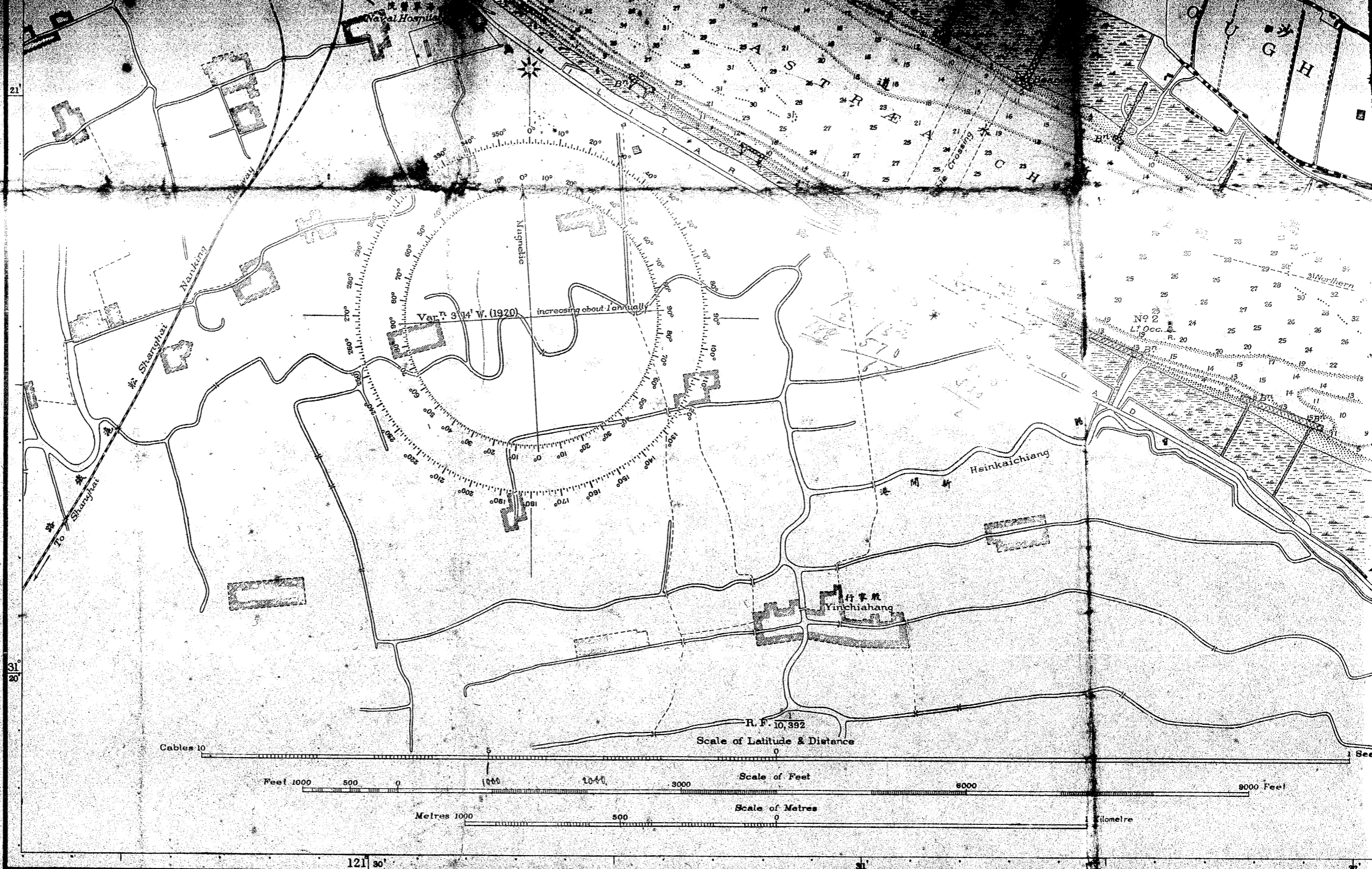
Place	H.W.F. & C.	Rise above datum of soundings	Range	Remarks
Woosung River Entrance	0h. 40m.	Springs 11-14½ feet Neaps 7-10 feet	Springs 10-11 feet Neaps 3-4 feet	The tide rises, on an average, for 4h. 44m. and falls for 7h. 40m.
Shanghai	1h. 30m.	Springs 9-11 feet Neaps 6-7 feet	Neaps 3 feet	

GENERAL INFORMATION

There is a seasonal variation in the tide levels of the Yangtze River Estuary. At Woosung the extremes of the tides, i.e. H.W. and L.W. of both Springs and Neaps, have lesser values during the period December to March, the value of H.W. Springs being generally from 11-12 feet, H.W. Neaps 7-9 feet, L.W. Springs 1-2 feet, and L.W. Neaps 4-5 feet. These values increase gradually, reaching a maximum during August and September, when the value of H.W. Springs is generally about 14 feet, H.W. Neaps 9-10 feet, L.W. Springs about 3 feet, and L.W. Neaps about 6 feet.
 The winds greatly affect the rise, range and time of the tides. The flood stream flows for about 5 hours, and the ebb stream runs for about 7 hours. The period of slack water at both high and low water is of short duration.
 The velocity of the flood current varies between 1.7 and 2.6 knots.
 The velocity of the ebb current varies between 2.0 and 2.2 knots.

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Small Corrections.

Shanghai. Published by the Marine Department, Chinese Maritime Customs, 1st December 1920, under the Direction of the Coast Inspector.
 Sheet prepared for publication by Mr. S. V. Min, Cartographer.
 Printed by the Commercial Press, Ltd., Shanghai.

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0316

アジア歴史資料センター
 Japan Center for Asian Historical Records
<http://www.jacar.go.jp/>



Shanghai. Published by the Marine Department, Chinese Maritime Customs, 1st December 1916, under the Direction of the Coast Inspector.
 Sheet prepared for publication by Mr. S. V. Mills, Cartographer.
 Printed by the Commercial Press, Ltd., Shanghai.

New Edition December 1st 1920

No 5 Lt Occ

No. 7

G-0030

0317

(譯文)

拜啓

既ニ御悉知ノ通り弊社北米航路ハ定期往復又世界一周貨物船航路ハ不定期ニ上海ヲ寄港地ト致居候得共北米航路船(一時これや丸ヲ除ク)ハ船體、機關ノ構造、定期發着表等ノ關係ヨリ黃浦江ニ入り上海へ溯ル運航上ノ危險甚大ナルヲ以テ止ムヲ得ズ吳淞沖ニ投錨シ吳淞上海間ノ荷客輸送ニ就テハ小蒸汽船並ニ輕ヲシテ當ラシメツツ有ル現狀ニ御座候 從ツテ荒天雨雪ノ日ニ遭遇セバ右兩地間輸送ニ難カラザル不利不便ヲ感ジ候ニ付必款

(分類)

ノ結果トシテ適當ナル専用繫船地、倉庫其他ニ對スル敷地ヲ吳淞河岸ニ獲得ノ志望ヲ抱クニ至リ先年來種々調査ヲ重ネ居候次第ニ御座候 尤モ貴局ニ於テモ一昨年五ヶ國ノ有力ナル代表者ヲ上海へ招聘シ港灣擴張ノ件ヲ議決セラレ尙新聞紙ノ報ズル所ニ依レバ目下北京政府ト御交渉中ノ由右ハ至極結構ニシテ又重要ナル御企畫ト存候ニ付一日モ速カニ其ノ實現ヲ期待致居候モノニ有之候得共場合ニ依リテハ弊社自ラ適當ナル埋立工事護岸工事、繫船設備等ヲ行ヒ外洋並ニ河航船舶繫留、各種倉庫建設、石炭置場、クンク敷地、船内機械修繕工場、作業者居住所設置等ニ利用致度キ希望ヲ有シ居候ニ付夫レニ對シ若シ貴局側ニ御

異議ナク且ツ相當ノ御援助ヲ得ラルモノトセバ弊社ハ喜ンデ
 其ノ施設ヲ敢行セントスル存念ニ有之候 是レ寔ニ上海寄港ヲ
 バ是非共有意義ノモノトセザルベカラザル焦眉ノ念ニ迫レル弊
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 尚夫レニ基キ御考査相煩シ度一方北京政府其他ノ關係者トモ御
 協定ノ上相當條件ノ下ニ至急御認可被成下度此段及申請候也

西曆登千九百二十三年 月 日

東洋汽船株式會社

社長 淺野 總一郎

在上海 黃浦江改修局 御中

港務部長 殿

G-0030

0319

計畫豫定書

一 計畫概要

揚子江右岸黃浦江口ニ當リ一帶ニ干出スル吳淞洲ニ於テ約千六百八十五畝ニ相當スル面積ヲ埋立テ黃浦江導水堤ニ沿ヒ延長二千五百二十呎深三十呎ノ繫船岸壁ヲ設ク又黃浦江口左岸ニ於テ約九十五畝ニ相當スル面積ヲ埋立テ其前面ハ黃浦江改修局計畫ノ法線ニ沿ヒ延長四千二百呎深三十呎ノ繫船岸壁ヲ設クルモノトス

二 埋立地

埋立地ハ總面積約一千七百八十畝ニシテ最大高水位以上二呎ノ高サニ埋立ツコト黃浦江改修局計畫ノモノト同ジ
其土量ハ揚子江側八百八十九萬六千八百立方碼黃浦江側八十三萬六千立方碼合計土量九百七十三萬二千八百立方碼ナリ

三 繫船岸壁

岸壁ハ總延長六千七百二十呎ニシテ平均低水位以下ハ杭打及格床基礎ヲ施シ其上部ハ埋立地盤マデ岸壁ヲ設ク其前面ハ水深最大低水位以下三十呎ヲ保タシム

四 護岸

護岸ハ總延長一萬六百八十呎ニシテ最モ適當ナル方法ニヨリ築造シ揚子江岸ニ面スル部分ハ其天端ヲ埋立地盤上三呎ノ高サニ波除ヲ設クルモノトス

五 其他設備

上屋、倉庫、繫船設備、船内機械修繕工場等港灣トシテノ諸設備ハ最新ノ方法ニ依リ適當ナル位置ニ之ヲ施設スルモノトス
前掲記載ノ諸工事ハ總テ公私各關係者ノ必要ニ應ジ改修局ノ指令ニ基キ順次建設スルモノトス

第 號

東洋汽船株式會社

吳淞埋立工事費概算書

一金貳千參百萬圓也

總工事費

內 譯

金六百八萬參千圓也

埋立工事費

土景壹百貳拾壹萬六千六百立坪單價金五圓也

金五百六拾萬圓也

岸壁工事費

延長壹千壹百貳拾間

單價金五千圓也

金壹百七拾八萬圓也

護岸工事費

延長壹千七百八拾間

單價金壹千圓也

金壹百貳拾萬圓也

上屋工事費

建坪六千坪

單價金貳百圓也

金壹百五拾萬圓也

倉庫工事費

第 號

東洋汽船株式會社

建坪五千坪

單價金參百圓也

金五拾萬圓也

梁架設備費

金貳百萬圓也

附帶工事費

金貳百萬圓也

機械器具費

金壹百萬圓也

工事監督費

金壹百參拾參萬七千圓也

豫備費

以上

拜 啓

既ニ御悉知ノ通り弊社北米航路ハ定期往復又世界一周貨物船航
 路ハ不定期ニ上海ヲ寄港地ト致居候得共北米航路船ハ船體、機
 關ノ構造、定期航者表等ノ關係ヨリ黃浦江ニ入り上海へ溯ル運
 航上ノ危險甚大ナルヲ以テ止ムヲ得ス吳淞沖ニ投錨シ(一)此
 れや丸ヲ例外トス吳淞上海間ノ荷客輸送ニ就テハ小蒸汽船並ニ辭
 ヲシテ當ラシメツツアル現狀ニ御座候 従ツテ荒天雨雪ノ日ニ
 運送セバ右兩地面輸送ニ妨カラザル不利不便ヲ感ジ候ニ付必然

(分類)

第

號

第

東洋汽船株式會社

ノ結果トシテ適當ナル専用繫船地、倉庫其他ニ對スル敷地ヲ吳
 淞河岸ニ獲得ノ志望ヲ抱クニ至リ先年來種々調査ヲ重ネ居候次
 第二御座候 尤モ貴局ニ於テモ一昨年五ヶ國ノ有力ナル代表者
 上海へ招聘シ港灣擴張ノ件ヲ議決セラレ尙新聞紙ノ報ズル所
 ニ依レバ目下北京政府ト御交渉中ノ由右ハ至極結構ニシテ又重
 要ナル御企畫ト存候ニ付一日モ速カニ其ノ實現ヲ期待致居候モ
 ノニ有之候得共場合ニ依リテハ弊社自ラ適當ナル埋立工事護岸
 工事、繫船設備等ヲ行ヒ外洋並ニ河航船舶繫留、各種倉庫建設、
 石炭置場、タンク敷地、船内機械修繕工場、作業者居住所設置
 等ニ利用致度キ希望ヲ有シ居候ニ付夫レニ對シ若シ貴局御ニ御

大正 年 月 日

G-0030

0322

異議ナク且ツ相當ノ御援助ヲ得ラルルモノトセバ弊社ハ喜ンダ
 其ノ施設ヲ敷衍セントスル存念ニ有之候 是レ寔ニ上海寄港ヲ
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 協定ノ上相當條件ノ下ニ至急御認可被成下度此段及申請候也

西曆登千九百二十三年十一月十三日

東洋汽船株式會社

社長 淺野 總一郎

在上海

黃浦江改修局 御中

港務部長 殿

大正 年 月 日

G-0030

0323

計畫書 檢定書

計畫概要

揚子江右岸黃浦江口ニ當リ一帶ニ干出スル吳淞洲ニ於テ約千六百八十五畝ニ相當スル面積ヲ埋立テ黃浦江導水堤ニ沿ヒ延長二千五百二十呎深三十呎ノ繫船岸壁ヲ設ク又黃浦江口左岸ニ於テ約九十五畝ニ相當スル面積ヲ埋立テ其前面ハ黃浦江改修局計畫ノ法線ニ沿ヒ延長四千二百呎深三十呎ノ繫船岸壁ヲ設クルモノトス

三、埋立地

埋立地ハ總面積約一千七百八十畝ニシテ最大高水位以上二呎ノ高サニ埋立ツコト黃浦江改修局計畫ノモノト同ジ
 其土量ハ揚子江側八百八十九萬六千八百立方碼黃浦江側八十三萬六千立方碼合計土量九百七十三萬二千八百立方碼ナリ

大正 年 月 日

東洋汽船株式會社

三、繫船岸壁

岸壁ハ總延長六千七百二十呎ニシテ平均低水位以下ハ杭打及格床基礎ヲ施シ其上部ハ埋立地盤マデ岸壁ヲ設ク其前面ハ水深最大低水位以下三十呎ヲ保クシム

四、護岸

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五、其他設備

上屋、倉庫、繫船設備、船内機械修繕工場等港灣トシテノ諸設備ハ最新ノ方法ニ依リ適當ナル位置ニ之ヲ施設スルモノトス
 前掲記載ノ諸工專ハ總テ公私各關係者ノ必要ニ應ジ改修局ノ指令ニ基キ順次建設スルモノトス

大正 年 月 日

G-0030

0324

PROVISIONAL SCHEME

I. General Plan.

- a. To reclaim an area corresponding to a lot of about 1685 Mews at the Woosung Spit near the mouth of the Whangpoo River and on the right bank of the Yangtze River.
- b. To build a Quay Wall of 2520 feet long and 30 feet deep, along the Line of the Training Works at the mouth of the Whangpoo River.
- c. To reclaim an area corresponding to a lot about 95 Mews along the bank on the left side of and near the mouth of the Whangpoo River.
- d. To build a Quay Wall of 4200 feet long and 30 feet deep along the Normal Line designated in the Proposed Plan of the Whangpoo Conservancy Board (W.C.B.) with the back ground of 95 Mews mentioned above.

ii. Land to be reclaimed.

To reclaim a lot of about 1780 Mews (1685 + 95) with a height of 2 feet above H.M. Water level, similar to an elevation designated in the Proposed Plan of the W. C. B.

The volume of the above reclamation will be as below:

Yangtze River Side,	8,896800 Cubic Yards.
Whangpoo River Side,	836000 " "
Total	9,732800 Cubic Yards.

III. Quay Walls.

Under the Mean Low Water Level, Pile and Getillage foundation will be applied.

- 2 -

Between the level mentioned above and a surface of the reclaimed land, a Quay Wall is to be established.

The depth of 30 feet below the L. L. Water level in front of the Quay will be maintained.

IV. Shore-Protecting Wall.

The Protecting Wall will be constructed according to the most adequate method and the estimated total length thereof is 10,680 feet.

A Parapet of 3 feet high will be constructed above the surface of the reclaimed land, along the coast of the Yangtze River.

V. Other accommodations & equipments to be established.

In the most up-to-date form and method, several institutions will be put up in the proper situation for the requirement of the Trade Harbour, such as,

Shed, Godown, Hoisting Equipment, Repairing Shop of Ship's Material, etc. etc.

2218 2338

All these constructions as stated above will be gradually made in compliance with the actual demand of the Officials or Private Parties concerned and, of course, under the direct supervision of the Whangpoo Conservancy Board.

HEAD OFFICE
TOKYO
CABLE ADDRESS—"TOYOKISEN"
CODES USED,
ABO 5th, western union,
scott's 10th and Bentley's

Toyo Kisen Kaisha
(ORIENTAL STEAMSHIP CO.)
IMPERIAL JAPANESE MAIL LINE
OPERATING
HONKONG SAN FRANCISCO LINE
AND SOUTH AMERICAN LINE

PER S.S.

IF YOU REPLY PLEASE REFER TO NO.

- 2 - TOKYO.

In this connection, we understand that the competent Representatives of the Five Powers were invited by your good Office the year before last, when a proper and advisable decision was made for the improvement of Shanghai Harbour, and that according to a local newspaper, Proposition based on the said decision is now in the hands of the Chinese Government in Peking. This is certainly the most adequate and important recommendation and, we earnestly desire, will be materialised with the least delay possible.

In case, however, you approve our plan and render us a reasonable assistance, we are confident that we shall be able to satisfactorily carry out the reclamation work, bank-revetment, mooring equipment, etc. by our hands, as we schemed, for the benefit of Ocean Carriers in general, viz:

Mooring Depots of Ocean & River Steamers, Construction of Sheds and Godowns of Various kinds, Repairing Shop of Ship's material, Coal Yard, Oil Tanks, Establishment of Workers' Lodgings, etc., etc.

Our present position is so critical, as we are requiring an immediate adjustment, that the call of our steamers at Shanghai should have a concrete significance. You will

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IMPERIAL JAPANESE MAIL LINE
OPERATING
HONKONG SAN FRANCISCO LINE
AND SOUTH AMERICAN LINE

PER S.S.

IF YOU REPLY PLEASE REFER TO NO.

- 3 - TOKYO.

be good enough to look carefully into the matter, negotiating hereof with the Chinese Authorities in Peking and other Parties concerned, by referring to the documents enclosed as Provisional Scheme. We would like to have your kind approval with the proper terms and conditions hereon within very near future.

Your special consideration hereof will be highly appreciated.

Yours very faithfully,

President.

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HEAD OFFICE
TOKYO

CABLE ADDRESS—"TOYOKISEN"

CODES USED,
ABO 5th, western union,
scott's 10th and Bentley's

Toyo Kisen Kaisha

(ORIENTAL STEAMSHIP CO.)
IMPERIAL JAPANESE MAIL LINE
OPERATING
HONGKONG SAN FRANCISCO LINE
AND SOUTH AMERICAN LINE

PER S.S.

IF YOU REPLY PLEASE REFER TO NO.

TOKYO, November 13th, 1923.

To the Harbour Master,
Whangpoo Conservancy Board,
Shanghai, China.

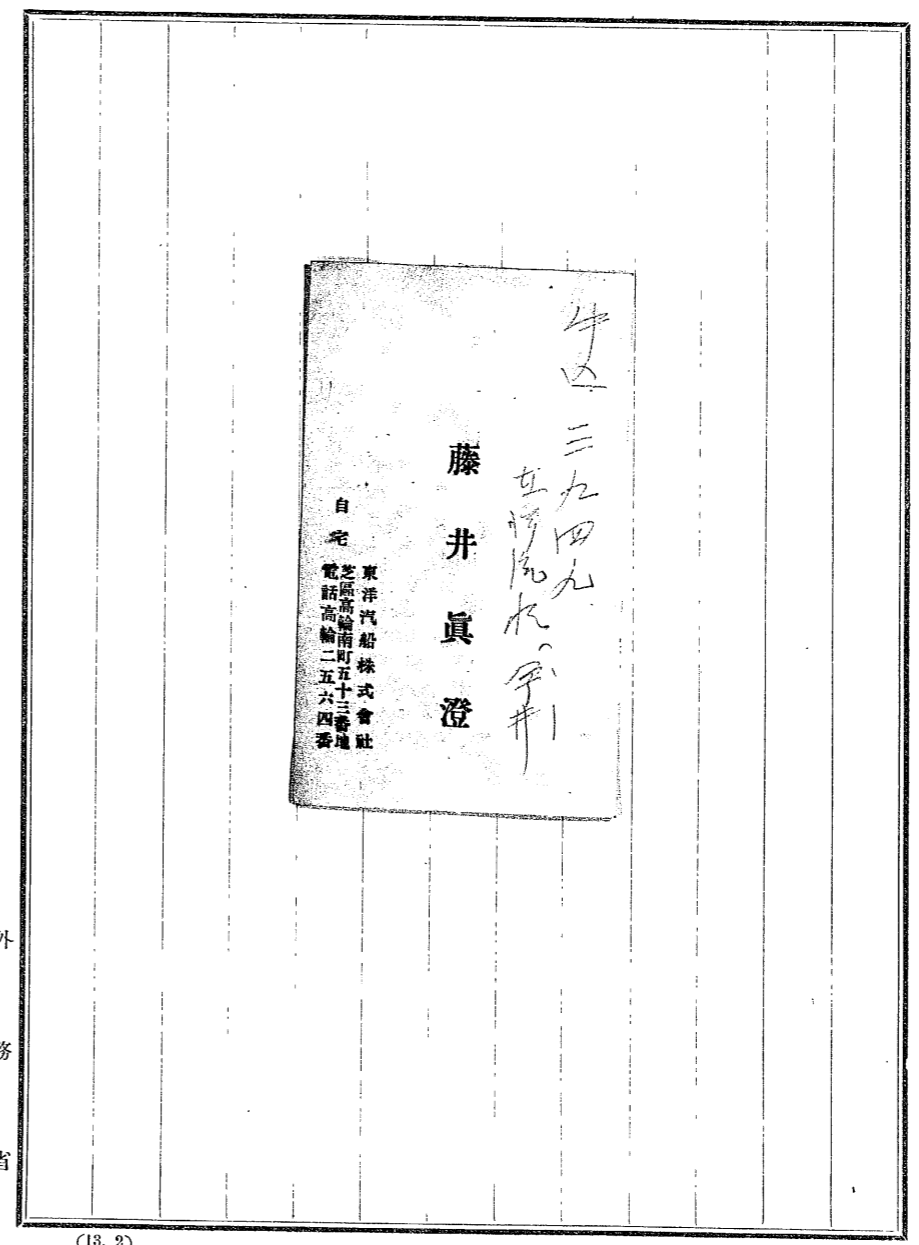
Gentleman,

As you are fully aware, it has been our usual practice to put our steamers both of the North American Line service regularly and of the Round-the-World Freighter service irregularly at the port of Shanghai or Weesung. The size of our North American Line steamers, the construction of their engines, the Sailing Schedule and several other causes, however, made them almost unfit to go up to Shanghai Harbour through the Whangpoo River, on account of a risky navigation and they cast their anchors always outside the Red Buoys, Weesung (S.S. "Korea Maru" temporarily excepted) effecting the transportation, as well as general communications, between Shanghai and Weesung only by the tenders and lighters.

A great inconvenience and an enormous loss experienced especially in a stormy, rainy or snowing day led the undersigned to an investigation carried on, in various ways, for several years, with the object of securing a piece of land at the mouth of the Whangpoo River, where a private wharf, a gedown, etc., can be built up.

G-0030

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(美濃半截野紙) (ト)

外務省

(18. 2)

G-0030

0320

HEAD OFFICE
TOKYO
CABLE ADDRESS: "TOYOKISEN"
CODES USED:
A.B.C. 5TH, A.I., WESTERN UNION,
SCOTT'S 10TH AND TYBO
TELEPHONE NOS.
HONKYOKU 4080, 4081, 4280.

TOYO KISEN KAISHA
IMPERIAL JAPANESE AND U.S. MAIL LINE

Handwritten Japanese notes and signatures in the right margin of the left page.

TOKYO

To the Harbour Master,
Whangpoo Conservancy Board,
Shanghai, China.

Gentleman,

As you are fully aware, it has been our usual practice to put our steamers both of the N.A. Line service regularly ("Korea Maru" temporarily excepted) and of the Round-the-World Freighter service irregularly at the port of Shanghai or Woesung. The size of our N.A.L. steamers, the construction of their engines, the Sailing Schedule and several other causes, however, made them almost unfit to go up to Shanghai Harbour through the Whangpoo River, on account of a risky navigation and they cast their anchors always outside the Red Buey, Woesung, effecting the transportation, as well as general communications, between Shanghai and Woesung only by the tenders and lighters.

A great inconvenience and an enormous loss experienced especially in a stormy, rainy or snowing day led the undersigned to an investigation carried on, in various ways, for several years, with the object of securing a piece of land at the mouth of the Whangpoo River, where a private wharf, a

HEAD OFFICE
TOKYO
CABLE ADDRESS: "TOYOKISEN"
CODES USED:
A.B.C. 5TH, A.I., WESTERN UNION,
SCOTT'S 10TH AND TYBO
TELEPHONE NOS.
HONKYOKU 4080, 4081, 4280.

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TOKYO

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godown, etc., can be built up.

In this connection, we understand that the competent Representatives of the Five Powers were invited by your good Office year before last, when a proper and the advisable decision was made for the improvement of Shanghai Harbour, and that according to a local newspaper, proposition based on the said decision is now in the hands of the Chinese Government in Peking. This is certainly the most adequate and important recommendation and, we earnestly desire, will be materialized with the least delay possible.

In case, however, you approve our plan and render us a reasonable assistance, we are confident that we shall be able to satisfactorily carry out the reclamation work, bank-revetment, mooring equipment, etc. by our hands, as we planned, for the benefit of Ocean Carriers in general, viz:

Mooring of Ocean & River Steamers, Construction of Sheds and Godowns of various kinds. Repairing Shop of Ship's material, Coal Yard, Oil Tanks, Establishment of Workers' Lodgings, etc.

Our present position is so critical, as we are requiring an immediate adjustment, that the call of our steamers at Shanghai should have a concrete significance. You will

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be good enough to look carefully into the matter, negotiating hereof with the Chinese Authorities in Peking and other parties concerned, by referring to the documents enclosed re. Provisional Scheme. We would like to have your kind approval with the proper terms and conditions hereon within very near future.

Your special consideration hereof will be appreciated.

Yours very faithfully,

President.

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PROVISIONAL SCHEME

I. General Plan.

- a. To reclaim an area corresponding to a lot of about 1685 Mows at the Weesung Spit near the mouth of the Whangpoo River and on the right bank of the Yangtze River.
- b. To build a Quay Wall of 2520 feet long and 30 feet deep, along the Line of the Training Works at the mouth of the Whangpoo River.
- c. To reclaim an area corresponding to a lot about 95 Mows along the bank on the left side of and near the mouth of the Whangpoo River
- d. To build a Quay Wall of 4200 feet long and 30 feet deep along the Normal Line designated in the Proposed Plan of the Whangpoo Conservancy Board (W.C.B.) with the back ground of 95 Mows mentioned above.

II. Land to be reclaimed.

To reclaim a lot of about 1780 Mows (1685 + 95) with a height of 2 feet above H.M. Water level, similar to an elevation designated in the Proposed Plan of the W. C. B.

The volume of the above reclamation will be as below:

Yangtze River Side,	8,896800 Cubic Yards.
Whangpoo River Side,	836000 " "
Total	9,732800 Cubic Yards.

III. Quay Walls.

Under the Mean Low Water Level, Pile and Getillage foundation will be applied.

Between the level mentioned above and a surface of the reclaimed land, a Quay Wall is to be established.

The depth of 30 feet below the L. L. Water level in front of the Quay will be maintained.

IV. Shore-Protecting Wall.

The Protecting Wall will be constructed according to the most adequate method and the estimated total length thereof is 10,680 feet.

A Parapet of 3 feet high will be constructed above the surface of the reclaimed land, along the coast of the Yangtze River.

V. Other accommodations & equipments to be established.

In the most up-to-date form and method, general institutions will be put up in the proper situation for the requirement of the Trade Harbour, such as,

Shed, Godown, Mooring Equipment, Repairing Shop of Ship's Material, etc. etc.

:::: ::::

All these constructions as stated above will be gradually made in compliance with the actual demand of the Officials or Private Parties concerned and, of course, under the direct supervision of the Whangpoo Conservancy Board.

東洋汽船會社
 芝罘高輪町五十三番地
 電話高輪二五六四番
 藤井 眞澄

東洋汽船株式會社

拜啓

既ニ御悉知ノ通り弊社北米航路ハ定期往復又世界一周貨物船航
 路ハ不定期ニ上海ヲ寄港地ト致居候得共北米航路船(一時これ
 ヤ丸ヲ除ク)ハ船型、機關ノ構造、定期發着表ノ關係等ヨリ黃
 浦江ニ入り上海へ溯ル運航上ノ危險甚大ナルヲ以テ止ムヲ得ズ
 吳淞沖ニ投錨シ吳淞上海間ノ荷客輸送ニ就テハ小蒸汽船並ニ解
 ラシテ當ラシメツツ有ル現狀ニ御座候 從ツテ荒天雨雪ノ日ニ
 遭遇セバ右兩地間輸送ニ尠カラザル不利不便ヲ感ジ候ニ付必然

河野 眞澄
 (分類)

(4. 23. 50M)

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河海
船名
分類

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河海船



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ノ結果トシテ適當ナル專用繫船地、倉庫其他ニ對スル敷地ヲ吳淞河岸ニ獲得ノ志望ヲ抱クニ至リ先年來種々調査ヲ重ネ居候次第ニ御座候 尤モ貴局ニ於テモ一昨年十月五ヶ國ノ有力ナル代表者ヲ上海へ招聘シ港灣擴張ノ件ヲ議決セラレ尙新聞紙ノ報ズル所ニ依レバ目下北京政府ト御交渉中ノ由右ハ至極結構ニシテ又重要ナル御企畫ト存候ニ付一日モ速カニ其ノ實現ヲ期待致居候モノニ有之候得共場合ニ依リテハ弊社自ラ適當ナル埋立工事護岸工事、繫船設備等ヲ行ヒ外洋並ニ河航船舶繫留、各種倉庫建設、石炭置場、タンク敷地、船内機械修繕工場、作業者居住所設置等ニ利用致度キ希望ヲ有シ居候ニ付夫レニ對シ若シ貴局

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側ニ御異議ナク且ツ相當ノ御援助ヲ得ラルルモノトセバ弊社ハ喜ンデ其ノ施設ヲ敢行セントスル存念ニ有之候 是レ寔ニ上海寄港ヲバ是非共有意義ノモノトセザルベカラザル焦眉ノ急ニ迫レル弊社ナルガ故ニ御座候 就テハ別紙計畫豫定書類ヲ貴覽ニ供シ候間夫レニ基キ御考査相煩シ度一方北京政府其他ノ關係者トモ御協定ノ上相當條件ノ下ニ至急御認可被成下度此段及申請候也

西曆壹千九百二十三年 月 日

在 上海

黃 浦 江 改 修 局 御 中

(4. 23. 50M)

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計畫豫定書

一、計畫概要

揚子江右岸黃浦江口ニ當リ一帯ニ干出スル吳淞洲ニ於テ約千六百八十五畝ニ相當スル面積ヲ埋立テ黃浦江導水堤ニ沿ヒ延長二千五百二十呎深三十呎ノ繫船岸壁ヲ設ク又黃浦江口左岸ニ於テ約九十五畝ニ相當スル面積ヲ埋立テ其前面ハ黃浦江改修局計畫ノ法線ニ沿ヒ延長四千二百呎深三十呎ノ繫船岸壁ヲ設クルモノトス

二、埋立地

埋立地ハ總面積約一千七百八十畝ニシテ最大高水位以上二呎ノ高サニ埋立ツコト黃浦江改修局計畫ノモノト同ジ
其土量ハ揚子江側八百八十九萬六千八百立方碼黃浦江側八十三萬六千立方碼合計土量九百七十三萬二千八百立方碼ナリ

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三、繫船岸壁

岸壁ハ總延長六千七百二十呎ニシテ平均低水位以下ハ杭打及格床基礎ヲ施シ其上部ハ埋立地盤マデ岸壁ヲ設ク其前面ハ水深最大低水位以下三十呎ヲ保タシム

四、護岸

護岸ハ總延長一萬六百八十呎ニシテ最モ適當ナル方法ニヨリ築造シ揚子江岸ニ面スル部分ハ其天端ヲ埋立地盤上三呎ノ高サニ波除ヲ設クルモノトス

五、其他設備

上屋、倉庫、繫船設備、船内機械修繕工場等港灣トシテノ諸設備ハ最新ノ方法ニ依リ適當ナル位置ニ之ヲ施設スルモノトス
前掲記載ノ諸工事に總テ公私各關係者ノ必要ニ應ジ改修局ノ指令ニ基キ順次建設スルモノトス

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吳淞埋立工事費概算書

一金貳千參百萬圓也

總工事費

內 譯

金六百八萬參千圓也

埋立工事費

土量一百二十一萬六千六百立坪單價金五圓也

金五百六拾萬圓也

岸壁工事費

延長壹千壹百二十間

單價金五千圓也

金壹百七拾八萬圓也

護岸工事費

延長壹千七百八十間

單價金壹千圓也

金壹百貳拾萬圓也

上屋工事費

建坪六千坪

單價金貳百圓也

金壹百五拾萬圓也

倉庫工事費

(4. 28. 50M)

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東洋汽船株式會社

建坪五千坪

單價金參百圓也

金五拾萬圓也

繫船設備費

金貳百萬圓也

附帶工事費

金貳百萬圓也

機械器具費

金壹百萬圓也

工事監督費

金壹百參拾參萬七千圓也

豫備費

以上

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参 考 事 項

一 在上海帝國總領事館土地係島田氏ノ談ニ依レバ支那ニ於テハ外國人へ賣却ヲ許サルル土地ト絶對ニ賣渡ヲ禁止セル地域トノ二種アル由ナリ 例ヘバ吳淞砲臺前面ノ土地ノ如キハ買收困難ナルベシ

二 黃浦江改修局ガ議決セル港灣擴張工事ヲ施行スル場合必要トナス地域ハ土地收用法ニ基キ夫レヲ買取ラザルベカラズ

三 吳淞ニハ張譽ヲ督辦トナセル商埠局アリ 右ハ現上海港ニ對抗シ支那人自身ノ手ニテ開港地ヲ建設セントスル主旨ニ據リ設置セラレタルモノナルガ資金不足ノタメ目下ノ處何等爲ス所ナシ

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