

付寄書附録中

公債券七千五

露油タンク輸入弄内外在貨倉社

設立計画ニ関スル卑見書

其業キニ在大阪岩井商店より出願ニ係ル箱入露油
 輸入ノ件ニ関シニモ露國會社ト交渉結成候條
 此等市商人ジョージトブナイ George Jacoby ナルモノ前頭
 ニ關シ当地新聞紙上ニ掲載セル記事ヲ披見シ尙
 其詳細ヲ承知致度トテ多般ニ未訪セルヲ以テ本
 官ハ該件ハ業ニ東海運海石油會社ト立河歩
 ヲ進メ目下同會社より岩井商店ニ向テ電信ヲ以
 テ直接提供ヲ為シタルヲ以テ其結果ヲ俟ツニ
 アラサレハ他ニ交渉ノ開始ニ難キ旨ヲ露國商人
 カ代表セル會社ノ營業狀態等ニ關シ質問ヲ試
 シ候處同人ハ「ロスター」地方ニ於テ露油採取ノ法
 シツアルルレキシヤトロロトド「ロスター」會社 Russian
 Petroleum & Lignite Fuel Co 及「ロスター」露油會社 Russian
 Petroleum Petroleum Co 惣立配人ノ代表者ニシテ在函
 會社ハ英國人ノ資本家ヲ成リ既佛貨種類英
 貨三百萬磅ヲ以テ露油採取ノ法等ニ露國石油會
 社出願ノ一割ハ同會社ノ手ニ由テ採取セラレ尙其
 手續余ノ執式タンク船ヲ所有シ居由且目下同
 會社ハ箱製造所ヲ有セサルヲ以テ箱入石油ハ取及ハ
 サルニ揚子・由リテハ箱入石油ノ輸出ニ應シテモ差
 支ナシトモ有之候事人ニ目下ハ露油輸入ノ件
 熱中スルノ願アルニ付爾後事件ニ關シ同人ト屬シ

三十七年二月十一日

在外

會合シ石油採取ノ権採及石油東洋輸出ノ現況
 ヲ知悉スルノ結果本官ノ意見ニハ本邦ハ露油ヲ
 輸入スルハ箱詰ヲ以テスルヨリハタレク輸送ノ方法
 ニ有利ナルノミナラズ迄セリタンク輸送ノ熾ナルニ隨ヒ
 箱詰石油ノ輸入ハ勢ヒ其跡ヲ跡ヲニ至ルハヤカト
 存セラレ候就テハ此際切捨本邦人ノ手ニテ露油
 自輸入業ヲ開始スル以上ハ將來ヲ慮リ一歩ヲ進
 ノテタンク輸入ヲ計畫セシムル様致度幸ヒ前頭
 兩名純ハ新式タンク船ヲ所有シ之ヲ運却スルヒ
 又ハ一祝海若クハ一定ノ期間之ク貸渡スル可レレヒ
 求メニ應セシレノ事ニテ甚ク便利ノ比別ニ有之候得
 共元來タンク輸入ハ本邦内地ニ石油貯藏所ヲ
 設立スルニ非レハ行ヒ難ク而シテ本邦ノ設備ニ巨
 額ノ資本ヲ要シ本邦人ノ獨營事業トシテハ稍
 ヤ着手ニ困難ナラハト存セカレ候ニ付同人トノ諸君ノ
 除着シ本邦人ニシテタンク石油自輸入ノ商談設
 立ヲ計畫セハ同代ノ手係セリ名社ハ其資本ノ幾カ
 カヲ出捐シ共同事業ヲ營ムル意見アリヤト尋テ候
 愛同氏ハ直ニ本邦ハ電報ヲ以テ開合セント云ヒ其
 後未だノ際諸名社惣本邦人ノ遠慮ニハ日本商
 人ト共同事業ノ計畫ハ頗ル面白ク感ス尚ホ他ニ
 在備致シヤリヤムジシトシ（同氏モ可ナリトノ資本家
 ナリト云フ）其モ確ニ加盟スハレトノ事ニ有之候
 右ノ如ク現ニ露油採取ニ從事シマアル英國資本
 家ノ加盟ヲ得テ露油タンク自輸入ヲ審リ其収
 益方法ヲ計畫スルニ於テハ偉大ナル助勢ニシ

在外公館



事業ノ成功ヲ奏スルハ左程 雖キニアラサルヤニ
 考ラレ候 目下存貯ニ於テ現ニ蒸油ヲシテ直輸
 入業ヲ營ミ居ル者 邦人中有力ナルハ唯一淺
 野商店ナルノミト承知 然レ其 陸揚其 同業店ノ
 事業ハ未ダ以テ蒸油ノ輸入ヲ滿スセシムル能ハサル
 ハ今般岩升商店ノ 箱詰石油五十カ内以上ノ輸
 入 陸揚ニ據リシニ推測セラレ候 以テ有力ニ候 就
 ラハ此 陸揚ニ存貯有力家ヲ以テ右ノ前 陸揚
 國資本家ト共同蒸油自輸入業ヲ開始シ索
 京大阪長崎神戸(横濱)ニ設野氏ノ多シ
 アリ)等ニ貯藏所ヲ設置シ内地材料ノ用ヲ
 ラ一種ノ輕便ナル石油箱ニシテ 陸揚物産並ニ之
 ニ蒸油ヲ密シテ内地ニ勿論 朝鮮支那等
 ニ運出ト存セラレ候
 在 外 大 館
 此ノ諸島ノ各地ニ販賣ヲ試シムルニ於テ 成功 疑
 ヒナカルバキナド 推考 致サレ候 且又此等ノ計畫
 ニシテ 尙ニ空施セラルルニ於テハ日露ノ貿易ノ關係
 ニ振興ヲ見ルハキハ例ハ存貯者ノ 陸揚ニ必ズ難
 貨其地ノ地價物ヲ採集スルヲ得(キ)以テ之ヲ 陸揚
 ルニ運出ト存セラレ候
 右ノ趣意ヲ以テ岩升商店首々其地産立ムル
 商人ノ所 勸誘ノ相成候 採致度 而レテ存貯
 存貯商人ニ於テ之ニ賛成ヲ表スル 陸揚ニ於テ彼
 等ヲ 勸告 社 設立ノ基礎 并外ハ加入ノ 陸揚
 等ヲ 陸揚ニ其 陸揚 由 而 通 陸揚 陸揚
 存貯ニ於テ 尚ホ有力資本家トシテ之ノ 陸揚
 遂ニ万幸ト存候

尚カ存件ニ因ルモ考ニ資セルガ為メ前題函
 令社惣支那人ヨリ当地ノ代表者ヨリシント片
 式ニ宛テ爾英支書翰等ニ通電信志通及同
 名社各業案内、ソノノ備入整約書等ニ通
 タシテ説明書等ニ添付致置候ニ付テ、
 結果成否執レモ至急以同報相成候様
 致度如所申達候如具
 明治三十二年五月廿五日
 在オテ片
 領事 飯島 隆太郎
 外務大臣 野村 嘉太郎 殿

在外公館

3-1722

0179

明治廿六年十一月廿五日譯了

大臣

次官

翻譯課長

外務省

オデッサ

「ジョージトポデー」商會宛

十月十七日(三十日)「バク」有限責任露國

石油液体燃料會社ニ於テ

外務省

「ジョージトポデー」

日本國行石油ニ就テ

拜啓陳者露國石油會社及「バク」露國石

油會社ノ両社ハ拂込資本三百萬磅餘ヲ

有シ其ノ産出額ハ全國産出額ノ約一割ニ

シテ「両會社」精油所ハ年々粗油百〇噸ヲ

精製スルニ足ルモノニ有之候

別紙倉庫在荷高表封入致置候間御

一覽ノ上兩會社ハバツムニ二十五カフポード	一カフポードハ英國常量約三十四封度ニ相當ス	ヲ貯藏シ居ルノ事實御兼知相成度尚ホ	兩會社ハ鐵道會社ト約定シソノヴオロシス	ヲ經毎月少クモ三十カフポードヲ船載スルノ便	宜シ有シ居候	露國ノ石油ハ政府ノ規定ニ依リ諸會社所有	ノ石油ヲ注ヘシクル鉄管ヨリソケエルヴオハバツム	外務省	間ニ於テ汲取ルモノニ有之候間品質ハ總テ同	一ニ有之比重ハ左ノ通ニ有之候	比重最高ハ二六五	發火點 攝氏二十八度	色度 二點八分三	兩會社ハ流星ト稱スル特別石油ヲ製造	致居候	比重最高 八一〇
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發火點 攝氏二十八度

色度 二點

右ハ特別貨車ヲ以テ、^{日本}直輸スルモノニ有
之貨車ニ制限アルカ爲メ、産額ハ自ラ限アル次
第ニ有之候

目下兩會社ハ箱製造所ヲ所有セス故ニ箱詰
石油ハ發賣致差候仍テ、タンク入ニテ輸入スルニ
非サレハ、日本人カ能ク、^{亞細亞}亞細亞會社、^{ロスタイル}ロスタイル
外務省

ト、^{シェル}シェル會社及^{ロイヤルダッチ}ロイヤルダッチ會社ヨリ成リタル
モノト競争シ得ルヤ否ヤ、兩會社ノ疑ナキ能サ
ル所ニ有之候

サリナガラ是非トモ箱詰石油ヲ要スル次第ニ有
之候ハ、兩會社製造ノタンク油ヲモ發賣ス
ル聯合石油代理店ヲ經テ購入相成候方可
然ト存候同代理店ハ、タンク積ノ利益ニ就
テ詳細説明可致候之ニ関シ、主眼トスル所

ハ妻系ヨリ廉價ノ一點ニ有之東洋行石油モ
不遠箱詰ヲ廢シ總テ「タンク」詰ト可相成ト
被存候

尚ホ一言添申致度儀有之兩會社ハ目下
向後二、三年間ノ石油全額ヲ販賣ノ爲メ專ラ
商議中ニ有之候間此際貴國領事^當地
ハ御出張相成候ハ當會社ト満足ナル協議
ヲ遂ケラルルコト容易ナラムト思料被致候

外務省

敬具

オランダ支配人ニ宛テタル電報

日本國商人ト聯盟シテ會社ヲ設立セムト
スル儀ハ余ノ面白シトスル所ナリ「ヴヰリアム」ジ
ヨシストント云々人モ入社スヘシ倫敦ヘ詳報
セヨ

シヨージトキド

外務省

ハク露国石油液体燃料會社
貯藏高

粗製原油	石油及蒸マザウト	ベンジン	ソールオイル ル及具 蒸餾シタ 者	スロンドル オイル及其 蒸餾シタ 者	滑澤油	グドロン
鐵地油 池地油 ヨリ分 ニ主ハ	五四〇〇〇					
石製衣蓋 フアム 七号	九四〇〇〇					
開放 カシ田井	三〇〇〇〇〇					
燃料 燃料タンク 四個	四四〇〇					
キシリ						
「レ」 「リ」 「アム」 「フ」 「オレ」 「タ」 「元」 「コ」 「シ」 「モ」 「ア」 「タ」 「シ」 「モ」 「ア」 「タ」 「シ」 「モ」	五五〇〇〇〇	三三〇〇〇〇	五五〇〇〇〇			
「元」 「タ」 「シ」 「モ」	一〇〇〇〇〇	五五〇〇〇〇	三三〇〇〇〇			
「モ」						

外務省

支所		
サラトフ		七五〇,〇〇〇
キルナ		二七三,〇〇〇
井ルエキスキー		一〇〇,〇〇〇
ベラストック		一〇〇,〇〇〇
ウルサウ		二一八,〇〇〇
ロツ		三〇〇,〇〇〇
聖彼得堡		五三,〇〇〇
	外務省	
ハトロヴスク		五七五,〇〇〇
ガリチン(タシクナ個)		一五〇,〇〇〇
ハツム	オレナム七七〇,〇〇〇	二五二〇,〇〇〇
	トカムフ一七五〇,〇〇〇	
西會社ヨリ貸付ノ分		合計五三三,〇〇〇
アストラカン(東方會社ニ貸付)		一七二〇,〇〇〇
リダ		三五〇〇
	合計	七〇七三,八〇〇

タンク貨車

ウラチカウカズ鉄道 六十五輛 (ハトロヴスク)

リアサンウラル鉄道 六十五輛 (サラトフ)

南東鉄道 七十五輛 (ザリチン)

ワルサウ、維納鉄道 十五輛 (ワルサウ)

合計二百三十輛

ナフタ高會ヨリ借用ノ貨車千九百三年十月

ニ至ルマテ七十輛「ウラチカウカズ」鉄道ヨリ千九百六

外務省

年五月八日マテ二十輛 (ワルサウ) ヲ借用シ又同鉄

道ヨリ無料ニ千九百六年五月八日マテ借用ノ分

六十一輛

船舶

カウカズ會社ヨリ引受ケタルモノ十二隻又

東方會社ニ貸付ノ分「^{留置}」傳馬船其ノ内据置

船四隻 傳馬船五

傳馬船五隻又

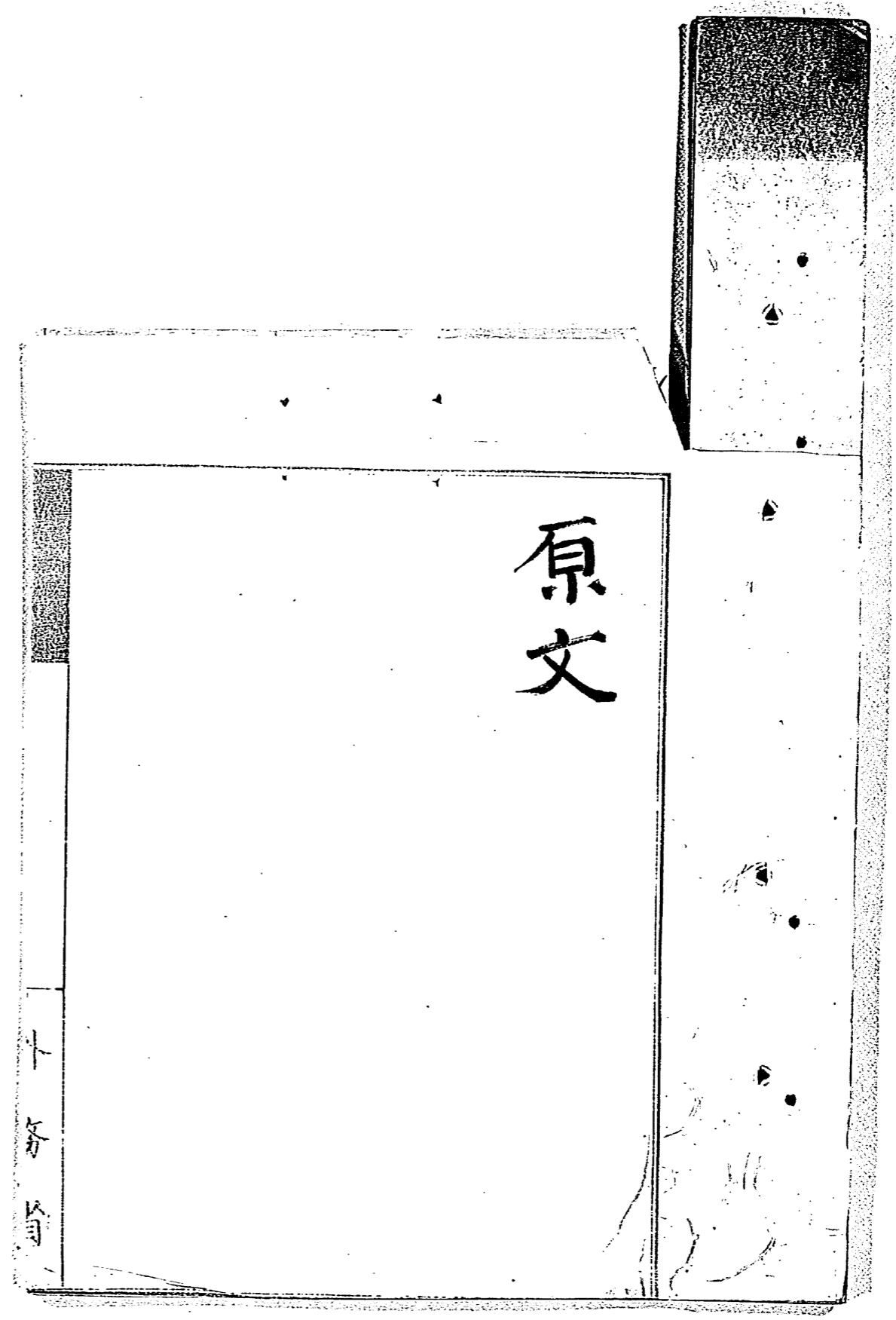
唧筒装置ヲ有スルモノニ隻

左ノ外滑澤油運輸ノ用ニ供スル爲ニ取得シ

タル特別船一隻及ガリヂン汲取所ニ使用ノ分一

隻アリ

外務省

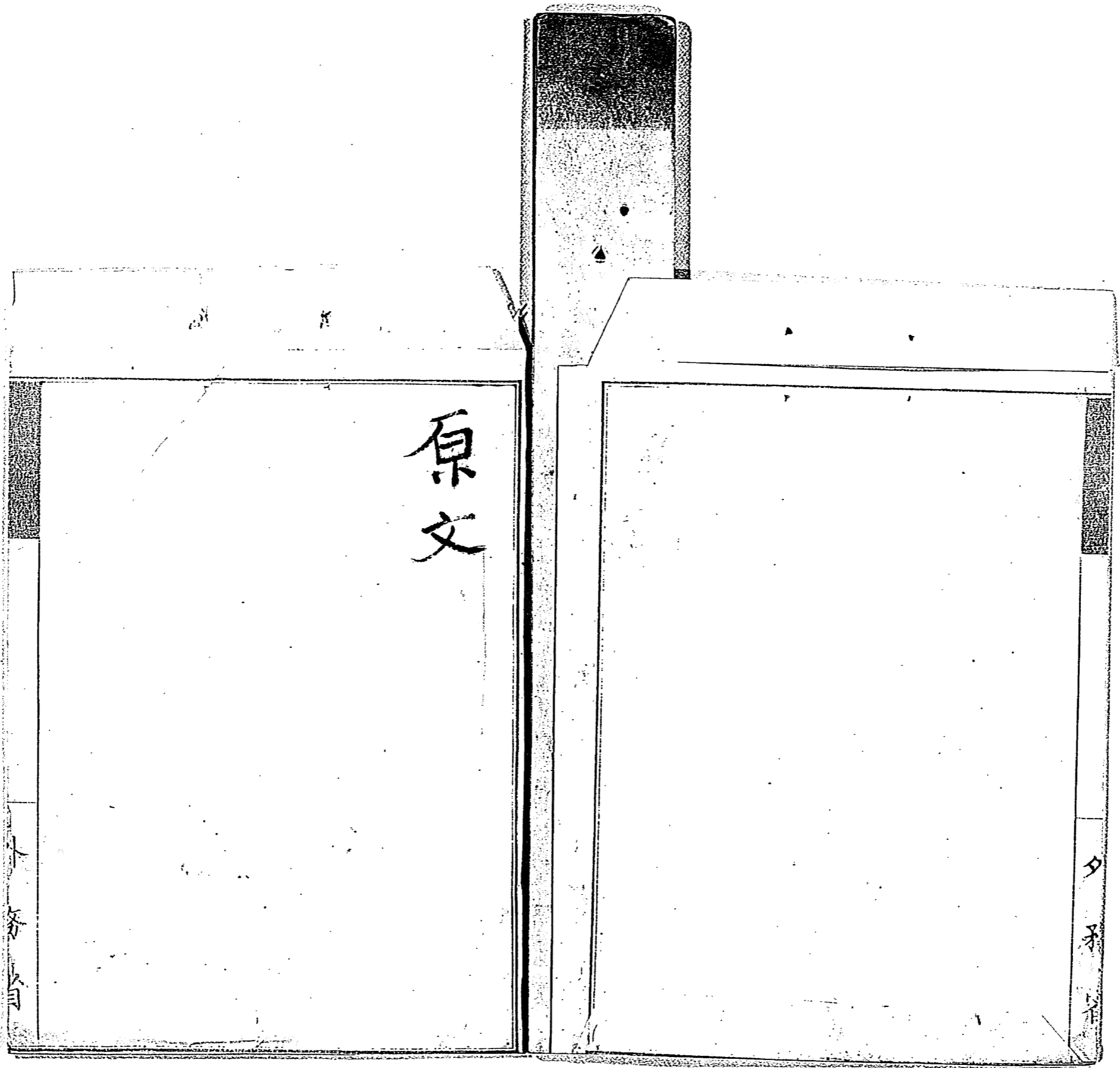


原文

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0190



原文

小
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3-1722

0191

SPECIFICATION of a New Steel Three Deck Tank Steamer for carrying Petroleum
in bulk.



Dimensions:-

Length over all	301' 0"
" between perpendiculars	370' 0"
Breadth extreme	48' 8 1/2"
Depth moulded	30' 9"
Mean draft in sea water with 6,600 tons dead- weight or Lloyd's summer freeboard	24' 6"
Poop	} all 7' 0" high.
Bridge 24 ft long	
Forecastle 36 ft long	

General Description:-

Rig: Three masted schooner, with telescopic masts for Manchester
Ship Canal.
Class: 100.A.1.
Water ballast in a cellular double bottom under Engines & Boilers,
and forward of oil compartments to collision bulkhead, also the fore and
after peaks fitted for water ballast for the proper trimming of the
vessel.
Cross bunkers in hold & tween decks, after cofferdam, and tank
under boilers, arranged to carry liquid fuel.
Cofferdam midships.
Engines: Triple expansion by North Eastern Marine Eng. Co. placed
aft.
Cylinders: 25, 41, 69 x 48
Boilers: 14' 6" x 11' 9"
Multitubular donkey boiler, 10' dia. 10' length.
Winches: three, but fitted for seven.
Electric Light.

Steamer is fitted for the carriage of general cargoes, and the
specification is a very full and complete one, and in every respect up
to date.

Oil tanks to have a capacity of 6,200 to 6,250 tons @ 44 cubic ft
per ton with a margin of 1 1/2% for expansion. A summer tank to be fitted
in tween decks.

Handwritten notes in the right margin, including the number 102.



GEORGE TWEEDY,
Chartering Agent,
Steamship Owner & Broker,
LONDON, CONSTANTINOPLE
AND ODESSA.

TANK STEAMER VOYAGE CHARTER PARTY.

LONDON.....

It is this day mutually agreed between
Owners of the good Tank Steamer, called the _____
now _____ of Oil, or thereabouts, and chartered
by _____ Charterers, of _____
1.—That the said Steamship being tight, staunch, and strong, and every way fitted for the voyage and to be maintained
in such condition during the voyage, pellets of the sea accepted, shall, with all convenient dispatch sail and proceed to
or so near thereto as she may safely get (always a float), and there load from the factors of the said Charterers a full and complete
cargo of Refined Petroleum in bulk, not exceeding what she can reasonably stow and carry over and above her Tackle, Apparel,
Provisions and Furniture (including space to be left in the Expansion Tanks to provide for the expansion of the cargo) and being
so loaded shall therewith proceed (as ordered on signing Bills of Lading), direct to
_____ and

or so near thereto as she may safely get (always a float), and deliver the same on being paid Freight at and after the rate of

per ton of 20 cwt. of Oil intake quantity.

2.—The Freight to be payable upon delivery of the cargo in cash, without discount, if on the Continent at the current rate
of Exchange on London at sight, less any advances made the Captain at port of loading and cost of Insurance thereon. Cash to
be advanced if required for disbursements at port of discharge at current rate of Exchange.

3.—The dues and other charges upon the cargo shall be paid by the Charterers, and the dues and other charges upon the
Steamer shall be paid by the Owners.

4.—The cargo shall be pumped into the Steamer at the expense, risk and peril of the Charterers, and pumped out of the
Steamer at the expense of the Steamer, hit at the risk and peril of the Steamer as far as the Steamer's rail only. The Steamer to
supply her pumps and the necessary steam in all ports where the regulations permit of the on board, as well as the necessary
hands. If fire not allowed on board Charterers to find steam at their expense for loading and discharging purposes.

5.—Running hours (Sundays and Holidays excepted, unless used), weather permitting, shall be
allowed the Charterers for loading and discharging, the Charterers having the right of loading and discharging during the night,
paying all extra expenses.

6.—The Steamer shall load and discharge in a place or at a dock or alongside lighters reasonable on her arrival, which shall
be indicated by Charterers, and where she can always lie afloat, any lighters being at the expense, risk and peril of the
Charterers. Charterers have the right of shifting the Steamer at port of discharge from one discharging berth to another on
payment of all expenses incurred.

7.—The lashing days shall commence from the time the Steamer is ready to receive or discharge her cargo, the Captain giving
six hours notice to the Charterers' Agents, berth or no berth.

8.—The demurrage shall be payable at the rate of _____
per running hour for the time so lost.
should take place at port of loading or discharge by the or a breakdown of machinery of Charterers, the rate of Demurrage shall
be reduced to _____ per running hour for the time so lost.

9.—The Act of God, Perils of the Sea, Fire, Barricade of the Master and Crew, Evemias, Pirates, Assaulting
Thieves, Arrears and Restraints of Prisons, Rebels and People, Collisions, Stranding, and other accidents of navigation
occupied, even when occasioned by negligence, default, or error in judgment of the Pilot, Master, Mariners, or other
Servants of the Shipowners. Ship not answerable for losses through Explosions, Bursting of Bolts, Breakage of Stacks,
or any latent defect in the Machinery or Hull, not resulting from want of the diligence by the Owners of the Ship, or any of
them, or by the Ship's Husband or Manager.

10.—The Steamer has liberty to sail without Pilot, to tow or be towed, to tow and assist Vessels in distress in all positions,
to call at any port or ports in any order for Coal supplies or other necessary purposes, and to deviate for the purpose of saving
Hfo or property.

11.—Should the Charterers be unable to supply a full and complete Cargo, the Steamer shall not be required to proceed to
sea until such of her tanks are filled so as to place her in seaworthy condition, and the freight shall always be paid as if the
Steamer were loaded with a full and complete Cargo.

12.—Owners to have an absolute lien upon the Cargo for all Freight, Dead Freight, Demurrage and costs of recovering same.
13.—This Contract shall be governed by the laws of the Flag of the Steamer carrying the goods, except in cases of average
or general average, when same to be settled according to the York/Antwerp Rules 1890.

14.—In case port of loading or discharge should be impossible owing to ice, the vessel shall proceed to the nearest safe
and open accessible port, and notify her arrival there by telegraph to the Charterers or Consignees of the Cargo, who are bound
to telegraph orders for another port (at their option), which is free from ice, and where there are facilities for loading or
receiving the Petroleum in bulk. The whole of the time occupied from the time the Steamer is stopped by ice until her arrival
at the final port of discharge shall be paid for by Charterers at the rate of _____ per running hour.

15.—If on Steamer's arrival at the port of loading or discharge there is danger of the Steamer being frozen in, the
Captain shall communicate with the Charterers by telegraph, who will telegraph him in reply, giving orders to proceed to one of
the other ports mentioned above, where there is no danger of ice and where there are the necessary facilities for the loading
and reception of Oil in bulk, or to remain at the original port at their risk, and paying for the time that the Steamer may be
detained, at rate of _____ per hour.

16.—The Captain is bound to keep the tanks, pipes and pumps of the Steamer always clean, but at the expense of the
Charterers if they load in the tanks Oils of different nature to those previously shipped. The Steamer is not to be
responsible for any consequences arising through Charterers shipping different kinds of Oil. The Steamer is not to be accountable
for leakage.

17.—Should the Charterers send the Steamer to any port where there is guarantee, time to count for every hour the
Steamer is detained, and Clause 8 to come into operation when all the lay days granted by this Charter Party have been
consumed, but should the guarantee only be declared while the Steamer is on passage to the port, they are not to be liable
for the delay caused by such guarantee.

18.—Any dispute arising during execution of this Charter Party shall be settled in London, Owners and Charterers each
appointing an Arbitrator—Merchant or Broker—and the two thus chosen, if they cannot agree, shall nominate a third Arbitrator—
Merchant or Broker—whose decision shall be final. Should one of the parties neglect or refuse to appoint an Arbitrator within
twenty-one days after receipt of request from the other party, the single Arbitrator appointed shall have the right to decide
alone, and his decision shall be binding on both parties. For the purpose of enforcing awards this agreement shall be made a Rule
of Court.

19.—Penalty for non-performance of this Contract shall be based upon estimated amount of damages, and cost of
recovering same.

20.—Steamer to be addressed to Owner's Agents at ports of loading and discharge for Custom House business.

21.—Lay days not to commence before _____ unless with Charterers' sanction.
Charterers to have the option

22.—Should Steamer not be ready to load by the _____ per cent. on the estimated amount of Freight and Demurrage is due on agreement hereof
23.—Commission of _____ Ship lost or not lost.

Captain to telegraph his passing Dardanelles to "TWEEDY, CONSTANTINOPLE," and to apply to GEORGE TWEEDY
there for clearance on usual terms.

Captain also to Telegraph to "BATOUUM" when Steamer leaves Constantinople for Batoum.

We certify this to be a true copy of the original in our possession.

Witness to the Signature of

Witness to the Signature of

Handwritten signature in Chinese characters.



TANK STEAMER TIME CHARTER-PARTY.

London, _____

IT IS THIS DAY MUTUALLY AGREED between
Owners of the good _____ Tank steamer called the
and _____

hereinafter described as the Charterers

- 1.—The said Owners agree to let and the said Charterers agree to hire the said Steam Ship to trade from any port or ports to any port or ports, without any restrictions as to sphere of trading on the following conditions.
- 2.—That the Owners shall provide and pay for all Provisions, the Wages of the Captain, Officers, Engineers, Firemen, and Crew; shall pay for the Insurance of the Vessel, also for all the Engine-room Stores, and maintain her in a thoroughly efficient state in Hull and Machinery for the service. That the Charterers shall provide and pay for all Coals, Port Charges, Canal Dues, Pilotages, Agencies, Commissions, expenses of loading and unloading Cargoes, and all other charges whatsoever, except those before stated.
- 3.—That the Charterers shall pay for the use and the hire of the said Vessel at the rate of _____ Pounds British sterling per calendar month, commencing on or about the _____ and at and after the same rate for any part of a month, for a period of _____ from the date of delivery.
- 4.—Vessel to be delivered by Owners and to be re-delivered to them at any port in the U.K. or Continent, between Bordeaux and Hamburg, both inclusive, at Charterer's option.
- 5.—Payment to be made in Cash monthly in advance to Owners in London, and in default of such payment or payments as herein specified, the Owners or their Agents shall have the faculty of withdrawing the said Steamer from the service of the Charterers without prejudice to any claim they (the Owners) may otherwise have on the Charterers in pursuance of this Charter.
- 6.—That the Cargo or Cargoes shall be laden and discharged in any Dock or at any Wharf or Place that Charterers may direct, where the Steamer can always be safely afloat.
- 7.—That the whole reach and burden of the Steamer (but not more than she can reasonably stow and carry) shall be at the Charterers' disposal, reserving proper and sufficient space for Ship's Officers, Crew, Captain's Cabin, Tackle, Apparel, Furniture, Coals, Provisions and Stores.
- 8.—The Captain shall prosecute his voyages with the utmost despatch, and shall render all reasonable assistance with the Ship's Crew and Boats; overtime at Charterers' expense.
- 9.—That the Captain, although appointed by the Owners, shall be under the orders and direction of the Charterers as regards employment, agency, or other arrangements. The steamer shall fly Charter's House Flag if so required.
- 10.—Bills of Lading are to be signed at any rate of Freight the Charterers or their Agents may direct, without prejudice to this Charter, the Captain attending daily at the Offices of the Charterers for their Agents to do so. The Charterers hereby indemnifying the Owners from all consequences or liabilities that may arise from the Captain, Charterers or their Agents signing Bills of Lading or other Documents, or any irregularity in papers supplied by Charterers or the Agents, or in otherwise complying with their or their Agents' orders, as well as from any irregularities in Ship's papers.
- 11.—That if the Charterers shall have reason to be dissatisfied with the conduct of the Captain, Officers or Engineers, the Owners shall, on receiving particulars of the complaint, investigate the same, and, if necessary, make a change in the appointments.
- 12.—That the Master shall be furnished from time to time with all requisite instructions and sailing directions, and shall keep a full and correct Log of the voyage or voyages, which are to be open for inspection by Charterers or their Agents.
- 13.—That in the event of loss of time from delinquency of men or stores, breakdown of machinery, or damage preventing the working of the Vessel for more than 48 running hours, the payment of hire shall cease, commencing from date of interruption of the working of the Vessel, until she be again in an efficient state to resume her service; but should the Vessel be driven into Port or to anchorage by stress of weather, or from any accident to the cargo, such detention or loss of time, also any time spent in quarantine shall be at the Charterers' risk and expense. It being agreed that such detention not paid for shall not count as part of the guaranteed hire specified in this Charter-Party. That should the Vessel be lost, any Freight paid in advance not earned (reckoning from the date of her loss) shall be returned to the Charterers.
- 14.—The Act of God, Perils of the Sea, Fire, Barraty of the Master and Crew, Enemies, Pirates, Assaulting Thieves, Arrests and Restraints of Princes, Rulers, and People, Collisions, Strandings, and other accidents of navigation excepted, even when occasioned by negligence, default or error in judgment of the Pilot, Master, Mariners, or other Servants of the Shipowners, Ship not answerable for losses through Explosions, Bursting of Boilers, Breachage of Shafts, or any latent defect in the Machinery or Hull, not resulting from want of due diligence by the Owners of the Ship, or any of them, or by the Ship's Husband or Manager. The Steamer has liberty to call at any Ports in any order, to sail without Pilots, and to tow and assist Vessels in distress, and to deviate for the purpose of saving life or property.
- 15.—That the Owners shall have a lien upon all cargoes for Freight or Charter-money due for the hire of this Steamer under this Charter, and Charterers to have a lien on the Ship for all moneys paid in advance and not earned. That the Charterers shall pay for any Coal in Ship's bunkers at the time of delivery at current market price at port of delivery, and Owners shall at the expiration of this Charter-Party pay for all Coal then left in the bunkers at current market price at port of redelivery. No goods contraband of War to be shipped, and the Steamer not to be required to enter any port that is in a state of Blockade, or where hostilities are in progress. In the event of a country to which Steamer trades being engaged in hostilities with any other Country, Charterers agree to insure the Steamer against all war risks for the value under her ordinary policy. That the Owners shall be responsible for damage to or claims on cargo caused by bad stowage or otherwise, the Stevedore being employed by the Charterers, and to be responsible for short delivery, and the Stevedore to be under the orders of the Captain and Officers of the Ship.
- 17.—The Owners shall give the Charterers a guarantee the tanks are oil-tight at the time this Time Charter begins to be in force, and the Owners bind themselves to take every possible precaution to maintain the tanks in this condition during the duration of this Time Charter, and the Owners to be responsible for any leakage, not arising under clause 14, over one quarter per cent. and such leakage to be calculated on the contents of each compartment separately.
- 18.—No injurious cargoes to be shipped, or any voyages undertaken, or goods or cargoes loaded that would involve risk of seizure, capture, or penalty, by British or Foreign Rulers or Governments. Charterers undertake to indemnify the Owners against any damage that may arise to such cargo owing to the Steamer having previously loaded Oil, or to Oil after having loaded other cargo, provided the Captain keeps the tanks properly cleaned to the satisfaction of Charterers or their Agents, who are to give the master a letter to this effect.
- 19.—Any dispute arising under this Charter shall be settled in London, by Arbitration, the Owners and Charterers appointing an Arbitrator each, and the two so chosen, if they do not agree, shall appoint a third, the decision of whom shall be final. Should either party refuse or neglect to appoint an Arbitrator within 21 days of being required to do so by the other party, the Arbitrator appointed may make a final decision alone, and this decision shall be binding on both parties. For the purpose of enforcing any award, this Agreement shall be made a Rule of Court.
- 20.—All detsicks and salvages to be for joint benefit, after Crew is satisfied, and hire and coals deducted.
- 21.—Penalty for non-performance of this contract, estimated amount of damages and costs of recovering same.
- 22.—Commission of five per cent. on the Charter money is due by Owners on signature hereof to Messrs. Ogilvy Gillanders & Co., ship lost or not lost.
- 23.—Charterers agree to give the Captain proper time for cleaning out his Steamer and making her fit to carry General Cargo before putting such cargo on board, and the cost of providing the necessary whitewash for so doing to be at the Charterers' expense.
- 24.—It is also agreed between Owners and Charterers, that if required by Charterers the Steamer shall be placed in Dry Dock for painting and cleaning, &c., before entering upon this Charter, and at least once every six months for a similar purpose, at Owners' expense.
- 25.—The tanks of the Steamer at the time of delivery to be clean and in a fit state to receive Refined Petroleum in bulk.
- 26.—It is understood that Owners are to supply shifting boards and ceilings necessary to enable the Steamer to carry such general cargoes as she has previously carried.
- 27.—Owners agree to maintain the Steamer in Highest Class at Lloyd's or Veritas during this Charter.
- 28.—The Steamer to be delivered to Charterers as per Clauses Nos. 3 and 4 about _____ weeks' notice of Owner's intention to deliver; and should the Steamer not be ready to load within _____ weeks from date of expected delivery, Charterers to have the option of cancelling or maintaining this Charter.
- 29.—Made out in duplicate and signed by both parties.

The Captain to telegraph his passing the Dardanelles to "TWEEDY, CONSTANTINOPLE," and to apply to GEORGE TWEEDY there for Clearance on usual terms.

A true copy of original.

2011年10月12日

石油聯合會
事務部
收

Petroleum United Agencies Limited

22 Great St. Helens

Encs. London Novr. 9th, 1903.
S.C.

George Tweedy Esq,
O D E S S A.

Dear Sir,

We have yours of the 21/3rd Nov. and as requested we herewith enclose you particulars of our new tank steamer which we have for sale.

We also enclose copy of the usual charter party for separate voyages from which you will see the terms on which these vessels are fixed.

We also enclose copy of a time charter form.

We note however the Consul's enquiry is for case oil, and should his negotiations with other Baku sellers fail, we shall be glad if you can pass us the order, when we will see what we can do.

We would mention here that if the Consul is treating with either Rothschilds, Nobels or Mantascheff, we think he is likely to meet with little success as his buyers would doubtless be in the market in opposition to these firms.

George Tweedy Esq,
O d e s s a.

-2-

November 9th, 1903.

As regards transport in bulk, unless the prospective buyers have tank storage at port of destination, this is unworkable, but if they have storage or would be inclined to erect same, we shall have pleasure in giving you a comparison of the cost in bulk as compared with case oil.

Yours faithfully,
PETROLEUM UNITED AGENCIES, LIMITED.
Manager.

Russian Petroleum & Liquid Fuel Co.
Ltd

Baku 17/30th October, 3

Messrs George Tweedy & Co.

O D E S S A.

Dear Sirs,

PETROLEUM FOR JAPAN.

The two largest Companies, Russian Petroleum & Liquid Fuel Co. and Baku Russian Petroleum Co, have a paid up Capital of over £3,000,000 and their production may be taken at 10% of the whole production in Russia. We have refineries with a capacity to refine 1,000,000 tons crude per annum.

I enclose list of our Storages by which you will see we have 2,500,000 poods at Batoum besides we have arrangements with the Railway Company which enables us to ship at least 300,000 poods per month via Novorossisk.

The quality of Russian Kerosene is all the same because it is regulated by the Government and eventually pumped from Michaelovo to Batoum through the pipeline where the Kerosene belonging to different firms cannot be kept separate. The Specific Gravity is .8265 maximum.

Flash point 28° C.
Colour 2½ mark

-2-

We do produce a special oil called Meteor:-

Specific Gravity .810 maximum
Flash Point 28° C.
Colour Mark 2

This has to be sent by special Waggon direct to Batoum and as the supply of special Waggon is limited we have to limit our production of this quality.

We have no case factory at present and therefore we cannot entertain this business, but we doubt if the Japanese will be able to compete with the Asiatic Co. (consisting of Rothschilds, Shell Co, and Royal Dutch Co) unless they import in bulk.

However, if they must have case oil, I recommend them to buy it through the Petroleum United Agencies who also sell our bulk oil for export.- They will give you all particulars about the advantages of shipping in Bulk - the main point is of course cheapness and I think the time is not far distant when Bulk oil to the Far East will entirely replace case oil.

I do not know that I can add more except that we are now treating very closely for the sale of the whole of our Kerosene for the next 2 years and that I am sure the Consul would find it much easier to make satisfactory arrangements if he were to come to Baku,

Yours faithfully,

葛城ノ支配人宛ノ電報

Dear young Japanese merchants
establish company interests me.
certain William Jonston would
also join write London fully.
George Savady

3-1722

0197

RUSSIAN PETROLEUM & LIQUID FUEL CO. LTD.

Barrow

Storage Capacity.

	CRUDE	Kerosene & Kerosene Distillate	MAZOUT	BENZINE	Solar Oil Distillate	Spindle Oil Distillate	Lubric. Oil & Lubric. Oil Distillate	CONDROM
<u>Bibi-Eibat.</u>								
Iron Reservoirs Nos. 1 to 6	540,000							
Stone covered ambar No. 7	940,000							
Open Ambars round wells	3000,000							
4 Fuel tanks	4,400							
<u>Kishli</u>								
Ambar purchased from Lacus	5500,000							
<u>Blacktown.</u>								
<u>Oleum.</u>								
Stock tank Installation Plot 8 formerly Bondagoff	220,000	350,000	50,000					
Stock tank Installation by Caspian Sea formerly Tagierf's	100,000	550,000	330,000					
Hazout Reservoir Plot 11			3500,000					
Benzine Refinery Plot 86				25,000				
<u>Lacus</u>								
Plot 63			50,000					
Plot 44			50,000					
Plot 37	350,000	775,000	525,000					
<u>Tokamp</u>								
Refinery Plot 131 (Tanks)	190,000	169,000	140,000	9,000	245,000	19,000	420,000	40,000
Plots 340, 341 & 342	500,000	500,000	410,000					250,000
<u>Eastern Co's storages</u>								
At our disposal			16000,000					
Poods	11,344,400	2,344,000	21,055,000	34,000	245,000	19,000	420,000	290,000

Branches.

Saratoff	750,000
Vilna	27,300
Vilkovitsky	2,000
Bellastok	2,000
Warsaw	218,000
Lodz	3,000
St. Petersburg	53,000
Petrovsk	275,000
Zaritzin (10 tanks)	1,500,000
Batum - Oleum	770,000
- Tokamp	1,750,000
2,520,000	
5,350,300	
1,720,000	
3,500	
7,073,800	

Tank Wagons.

On Vladikavkaz Railway	65 Petrovsk
" " " " " "	65 Saratoff
" " " " " "	75 Zaritzin
" " " " " "	15 Warsaw
" " " " " "	220
Rented from Naphtha Co. Vladikavkaz Rly.	70 up to November 1903
" " " " " "	20 " " 8. May 1906
Free of paymt. -do-	60 " " Petrovsk
<u>Barges or Lighters</u>	
Taken over from Kavkaz Co.	12
Leased to Eastern Co. Stationary barges	4
" " " " " "	5
Barges with pumping appliances thereon	3
Acquired 1 special barge for lubricating oil Pumping Station Zaritzin.	12

Stamens

昭和

露油之輸入并ニ内外合資會社

設立計畫ニ關スル件

一日本全國ノ石油需用高ハ昨年中ノ概數八百貳拾
万箱ニシテ此内米油四百貳拾万箱露油多シク貳
百万箱露油罐箱詰五拾万箱越後油百五拾万
箱ナリ之ヲ一昨年ニ比スルハ米油八拾万箱ヲ減シ露
油多ク貳拾四万箱ノ增加トナリ露油罐箱詰及ヒ
越後油ハ格別ノ増減ナシ故ニ露油ハ今後高キ引
續キ米油ノ販路ヲ餐食スルノ勢アルハ此上露油多
シクヲ輸入スルモ販路ヲ擴張スルコトハ充分餘地ア
ルモノト信ス(別紙出荷概算表参照ヲ要ス)依テ先

ツ左ノ件々御取調被成下矣様奉願候

ニ有カナル亞細亞石油會社ハ日本ニ向テ既ニ露油ヲ
シクヲ輸入シ益々販路擴張ニ勉メ居ルハ内外人
合資會社ヲ新設シ之ト競争スルコトハ新設會
社ニ於テ堪ユヤ否ヤ(別紙亞細亞會社ノ一部ナルシニ會
社ノ報告参照ヲ要ス)

三内外人合資會社ヲ新設スルニハ先ツ亞細亞會社が
日本内地ニ設備セル如ク横濱神戸長崎名古屋
附近及ヒ青森等五ヶ所位油槽所ノ設置ヲ要シ之
が地所建物運搬機噐等ノ爲メ固定セシムル資本
金夫畧百六拾万円并ニ商品取引ノ爲メ流動資本

四拾万圓合セテ貳百万圓ハ少ナクモ此事業ニ投資
 セルヲ得サルハ及ニ此資本金ノ半額即チ百万圓ハ
 「ルーシヤン、ペトロリウム、リクイッドフビル會社」及ヒ「バクー、
 ルーシヤン、ペトロリウム會社」ヨリ出資セラルヘキヤ否ヤ
 四、若シ前記外國ノ二會社ガ及ニ出資ヲ承諾スルキハ
 日本法律ニ隨ヒ日本ニ於テ合資會社ヲ組織シ異
 議ナキヤ否ヤ外國會社ノ意見ヲ兼知致度候
 五、前記二會社ハタシテ船何艘所有セラル、ヤ又何艘ノ
 タシテ船ヲ以テ日本ニ露油タシテ輸入セラルヘキヤ
 六、露國バトゥムノ石油相場ハ概シテ何程ヨリ何程位
 迄ノ昂反アリヤ亞細亞會社ガ是迄日本ニ輸入シテ
 賣出ス相場ハ正味拾元ニ付最近迄同拾五元位
 ヲリ貳圓位迄ナリ現時ハ米油ノ品薄及ヒ日露事
 件ノ關係ヨリ非常ノ暴騰ニテ貳圓六拾五元ヲ唱フ
 ン是レハ一時ノ變動ヲ例外トス前記二會社ハ最近
 價何程迄ニ出来得ヘキヤ

廿五年生荷高概算表

出荷地	米油	夕レク	宿詰露油	裁後油	計
横濱	120700	83300	26600	0	230600
尾張	19300	25000	17600	0	61900
神戸	190800	74600	300	0	265700
長崎	67000	15500	1000	0	83500
函館	24000	0	41300	0	281300
裁後	0	0	0	150000	150000
	421800	198400	496300	150000	8198300

シエル運輸貿易會社

特別總會ト増資問題

轉載一九〇二年一月廿四日發行シヨウゴウジヤント

公會社ハ今回新ニ各拾磅ノ五米累積撰擇券拾万株ヲ發行シテ資本三百萬磅ニ増加スルノ計畫ヲ起シ之ヲ議案ヲ決スルノ目的ヲ以テ今朝臨時會ヲウヂンチエスターハウスニ於テ開會ス取締會長サー、マールカスサニエル氏議長席ニ就キ秘書スミスリウス氏召集通知書ヲ朗讀ス

議長曰ク

兼テ配付シ置キタル議案ヲ動議スルニ付キ本席諸君ト會合スルハ予等ノ最モ嬉ブ所デ凡初ノ當社カモ百磅券ヲモ債權ニ分割シタル際シ之カ流動ノ範圍廣カシキ事ヲ祈リシニ幸ニシテ充分ノ結果ヲ收ムヲ得タリ即チ一九〇〇年ニ於テ先登記株主ノ總數ハ二百五拾五名ナリシニ今ヤ四万八千七百七拾ノ無記名株ヲ除キテモ七百八拾五名ヲ下ラサルノ多キニ至リ然リ而シテ吾人ハ何カ故ニ株式所有者ノ多々益増加スルヲ希望スルヤト云フニ斯ル大事業ニ於テ便宜ヲ收メ保護ヲ受クノ目的ヲ以テ政府出願ノ必要ハ屢々湧出ルモノナルカ故ニ株券所有者ノ數ヲ増加シテ之カ根底ヲ堅固ナラシムルノ要アリハナリ之レヨリ進デ當社事業ノ性質ヲ畧述スルハ決シテ無益

ノ業ヲナイト信ス抑モ當社ノ管業ハ御承知ノ如ク石油
産出ニ販賣汽船運輸最モ廉ク形状即チバヲ油ニテ
之ヲ市場ニカスニアリテ其世間一般ノ石油業者ト大ニ其
趣キヲ異ニスルノ点ハ重役ノ方針可成需用者ニ接近シ
テ進行スルニアリトス何トモハ石油仲立人ノ占ム利益ノ
大ナルト他業ニ於テ其比ヲ見サルモノナラ信スルガ故ナリ
之ノ目的ヲ遂ゲンカ爲メニ特別構造ヲ有セル汽船ヲ造リ
出シ時々増加シ来リテ今日ノ所ニテハ右大洋航海船ノ數ニ
於テ實ニ參拾艘ニシテ總重量容積ニ於テ拾貳万屯ニ達セ
トス已ニ輸送セラレバラシク分布セラレシ製造油ヲ貯藏セシガ爲
メニ埃及ヨリ以東印度支那日本濠洲ニ渡リ東洋ノ全

部ヲ通ジテ已設貯庫敷海港内地共三拾屯ヲ有シ別ニ拾
屯ノ油槽所ハ已ニ建築ヲ竣ラシムルマバ今ヤ竣功ヲ見ツル
モアリ拾貳万屯ノ貯藏所ハ已ニ設ケラレニ万六千屯ハ進行中
ニアリ内當社購入敷地内ニシテ拾三万九千屯ヲ下ラス他ハ
政府又ハ公共團體ニ屬セル借入地ニ在リトス更ニ進シテ之
カ消費者ニ接近セシガ爲メニ東半球ヲ通ジテ參百拾個ノ
副貯庫ヲ建テ海港地ニ小舟小艇汽船ヲ備ヘ内地ニハ
會社所ノシテ貨車ノ連絡ヲ有シ馬車牛車ノ便モアリ當
社ノ製鐵所ハ日々拾萬噸ノ新鐵ト種々ノドラム五千
六百ヲ造出ス
夫レ此ノ如ク一方ニ於テハ益々事業ヲ進ムト左時ニ他方ニ於テ

ハ供給ノ増大ヲ計ラントス即チ出来得ル限り外興石油供給ノ遺憾ヲカラシムルカ為メニハホル子オニ於テ石油田ハ五百平方マイルヲ占メ其大部分ハ無論脈ヲ有スルノ見込ナリ尤モ今日ノ處ニハ僅カニ其小一部分ノミ採出ニ從事シツアマット虫モ吾人ノ豫想ノ誤ラザリシ證左ハ産出額ノ年々増加スルノ事實ニ徴スルヲ得ベシ

一八九八年ニハ 六千七百四拾七吨

一八九九年ニハ 三万三千七百拾七吨

一九〇〇年ニハ 七万六千〇五拾七吨

一九〇一年ニハ 拾万吨以上ニ至ル

誠ニ以テ長足進歩ト云ハサルベカラズ殊ニ此處四週伺ノ伺

一週伺ノ平均三千〇參拾吨ヲ報シタル諸君ト共ニ祝セサルヲ得ルノ現像トス(声起ル)今ヤ採油上ノ便利擴張ニ来ルト共ニ幾多ノ副製品モ出来得ルニ至リ其製油所ノ装置全備スルノ日ニハ年々優ニ百方吨ノ粗製油ヲヨナスヲ得ベク貯油所ノ容積ハ六万五千屯ノ已設上萬貳千屯ノ築設中ノモノヲ有スルヲ以テ見ルモ株主諸君ハ此等油田ニ於テ莫大ニ財産ヲ有スルヲ知ルベシ其委細ニ至リテハ余リ冗長ニ互ルヲ以テ此席ニハ略ストナシ他日本決議案ノ通過次第拾万枚ノ拾磅撰擇株券即チ當社ノ他株券ニ先チテ資本配當トナリ年五株ノ割合ヲ一定ノ累積配當ヲ受クルノ權アルモノ發行シ以テ是百方磅ノ増資ヲナスノ際委細目論書中ニ記述スベシ

ハ就テ見ラレシコトヲ望ム實ニ當社ノ資本ハ今回ノ増資ヲ令一
算シテ參百五拾万英磅以上ノ資産トナリ人心ノ先見シ能フ
限リ新株ノ聲價ハ動カスヘカラレルコトヲ以テ此目論見書ハ興
味アリ且ツ満足ナル好讀物ナルハ予輩ノ信シテ疑ハス所デア
ル

議案其モニ付テ一言セシ一九〇〇年即チ本會社設立ノ翌年彼ノ
保險手数料即チ重役株券發行ヲ保証引受スルニ於テ右保
険ノ爲ニ支払フ金額ヲ明示スベシトノ法案ヲ通過シタルカ之レ
尤モ妥當ナル防衛法トス併シ當社創立ノ際ハ未ク此ノ法規
ナカリシヲ以テ不取敢新条ヲ追加シテ之ヲ規定シテ其際此
手数料ノ五割以內トナスノ權ヲ抑入シタル付可吾ノ主張アリク

レハ茲ニサレシ説明ニ置カント思フ之レ固ヨリ独断的ノモノニシテ
ヨシ之カ權利ヲ取得シタリト雖モ本社ノ發行スル株券ヲ對シ
テ之レヲ保証スルノ手数料ハ必要ナルヤ否重役等モ殆ト思考セ
ザリシ程ノモノナリ其餘ノ變更ハ單ニ取引所ノ条項ニ適合スルカ
爲ニモシタル止マルヲアル光ニ角巨額ノ募集高ナルヲ以テ追テハ
取引所ニ於テ公相場ヲ出場ヲ出セトスルノ計畫尤ヲ以テ隨テ公
衆ヨリ募ルハ左時ニ自然株主諸君ヨリモ募ルハレシ「通知書」ノ
最後ノ項目ニ至リテハ發行保險ヲナク重役ノ氏名ト金額ハ
目論見書ニ明記スベシト云フヲ以テ充レリトス然レハ渠等ハ固
ヨリ之カ專有ヲ望ムモノニアラセハ之カ合與ヲ欲スル株主諸君
ハ早速書記迄申込アリクシ出未得ル限リ之ニ應スルヲ務

のべし

扱又今回ノ増資ハ抑々何ノ用アリテ起リタルヤハ諸君ノ當サレ知
ラント欲スル所ニシテ恰モ他ノ大事業ニ當ル會社ト左シノ本社
ノ事業モ益々蔓延膨大シ来ルニ連シ重役ノ所見ハ已ニ着手
シテ凡海港内地ニ於テ規模ノ擴張多シ珠ニ従前渠等カ
東歐南米海角地方ニ於テ經營セルモノト同様ノ事業ヲ新ニ
開始スニ付キテハ其利亦更ニ莫大ナラント云フアリ既に北米テキ
サス州ノシエー、エム、カフエー石油會社ト特約ヲ結ビ一定ノ運賃
ヲ以テ同社ノ產出物ヲ輸送シ且ツ重油其他製油ヲ賣リ又ハ
之ヲ貯藏スルノ權ヲ得タリ即チ此方面ニ於テ増資ノ必要ヲ
來シタリナリ斯ノ旧來ノ資金ニ加ルニ此新資ヲ以テシテ初

メテ財政ノ基礎堅固トナリ之カ利用運轉ノ法善シキヲ得
遂ニ油槽所ノ増設トナリ或ハ製油配布ノ上ニ至大ノ便宜ヲ亨
クニ至ルカ之東洋全般ニ至リ重油供給ノ途開クルニ於テハ船舶
業者、對シテ未ク曾テ知ラザル利益ヲ與ヘ隨テ此部門ノ營業
モ將來有望ナリモノクニ至ルベシト信ス重油ノ用途ハ枚擧スル暇
アルニ殊ニ軍艦ニ應用シテ其益大ナルヲ以テ迄キ將來ニ於テ之
カ採用ヲ見ルコトヲ期ス

交渉談ニ就テハ更ニ予ノ説明ヲ要スルナラベシニ元來此度交渉談
ノ成ル可ク暗々裡ニ進行セシメントヤシニ平條令ハ端シナリモ世間
ニ曝露スルニ至リ即チステスド石油會社トノ合同問題ナリ凡ソ
地球ノ全般ヲ通シテ兩々相對シテ障頭ニ見ル迄兩大會社ニ

於テ早晚之カ合同ヲ謀ルハ蓋シ自然ノ數ト言フベク一時ハ交
 渉ノ舞臺ニアリシモ、時機ノ未ダ熟セサルヲ察シテ吾重役
 ハ之レヲ撤回セリ由シ之カ成功ヲ見ルモ、歐洲南米海峽州
 ニ於テ得ル所尠カレキノミナズ、今ヤ會社ノ利害ハ東洋ノ天
 地ニ在リテ存スルヲ以テ更ニ有力ノ同盟ハ東洋ノ制油者ニ允
 ヲ思ヒ茲ニローヤルカクテ會社ヲ中心トシテ之カ交渉ヲ試ムルニ至
 リ然レバスクエイト會社トノ談判全矣ヲ有スルニ於テハ之カ合
 同ノ期シ難ト見斷手トシテ之ヲ撤去シタルニ及ビテ兩者尙
 毫モ惡感情ヲ拂ケテ從前ノ親交ヲ保有スルニ諸君ト共
 喜ブ一ナリトス(ヒヤクノ声起シ)爾來ローヤルカクテ會社トノ交
 渉ハ益々其歩ヲ進ノセ、及契約ヲ締結ヒテ之カ調印ヲ
 ナスノ遲ニ至リ詳細ノ條件ハ双方協議ノ上ニ在ルベク他ノ小會
 社、合同ハ今ヤ思考中ニ屬スト、是ハ免角我社ハ東洋
 貿易ノ關ニテハ先以テ確固タル地位ヲ占ムルニ至リ未ダ最
 後ノ決定ヲ見ルニ非サバ、半途破ルルノ虞ニナレトモ、從テ確然
 之レヲ決スル能ハスト、是レ予輩ハ熱心ニ之カ成功ヲ希企スルモノ
 ニテ、會社全般ノ利益亦關係スル処多キヲ認ム
 終リ臨テ本議案ノ採用ヲ勸議ス

シエール運輸貿易株式会社
 一九〇二年十一月三日ニ至ル
 營業報告書

票 告

未ル一九〇二年六月廿四日火曜日午後三時オールドブロード街ウチ
 ティエターハウスニ於テ年度株式總會ヲ開キ右營業報告ヲ呈
 出ス此段廣告云也

月 日

秘書署名

取締役會長

サ、マカス サミル

取締役

シエーアールド

支那回アールト カルベルグ商會

ローアールド

左 左

エツチ、エヌ、ベンジャミン

エム、サミル商會

レエ、エヌ、グラハム

マドラス、ベスト商會

エー、ヴィ、ベスト

孟買、グラハム商會

アイ、ベンデルソン

バナ、ルースランド商會

アル、シヤン

新嘉坡、サイム商會

エヌ、レーン

レーン、マカレル商會

エー、ラレジ

エー、ランジ商會

エー、リクマース

リクマース、サイレン、ミノーレン、レジェレイ商會

エヌ、サミル

日本、サミル、サミル商會

ジェー、スタウレン

カルカッタ、グラハム商會

支配人

<p>五、サニ元高倉</p> <p>秘書</p> <p>イ、エー、スミス、ソウマ</p> <p>監査役</p> <p>ターカド ヤシタ高倉</p> <p>新頼人</p> <p>ワルター、シヨリン、ハツブ、及、ワト</p> <p>取引銀行</p> <p>キャピタル、カウチー銀行</p> <p>ホレコン、上海銀行</p> <p>一九〇二年十一月三十日ニ至ル一々年營業及計算報告</p> <p>取締役會長 取締役ハ右期日ニ終ル一々年度損益勘定債借對照表別紙ノ通り調製シ之ヲ株主諸君ニ呈出其協賛ヲ經カル</p> <p>損益勘定表ノ貸方ハ一九〇〇年ノ後季繰越金ヲ合算シ英貨參拾七万〇百貳拾五磅金ヲ現ハス</p> <p>右之内 一万九百五磅金 所得稅(一九〇〇年度ニハ八千六百五十五磅ナリキ)</p> <p>二千三千五百九十九磅金 取扱手数料(但シ商店貸借月給費用ヲ含ミ)重役ノ給金</p> <p>一万六千三百八十八磅金 利子勘定</p> <p>ヲ支拂ヒ次ニ</p> <p>九万五千七百七拾磅金ノ汽船機材建物ノ消却費ヲ控除シ剩餘金トシテ</p> <p>三千六百六十九磅金ヲ對照表ニ挿入ス</p> <p>之レヲ純益金トシ昨等六月ノ假配當金ト本年一月ノ分配金通計拾拾万磅金即</p>
--

年志割ニ當ル金額ヲ引キ去リ尚

卅万六千七百三十一磅余ヲ繰越金トナス事

和蘭印度インダストリーエムパニアルマリーチヤビジニ貸シタル現金ノ利子即三万五千五百三十四磅余ハ貸方ニ記入セヌ

本年度和蘭印度インダストリーエムパニアルマリーチヤビジ(在ボルネオ)保有ノ財産ハ益進歩シタル未タ以テ完全ノ域ニ至ラズ同社ヨリ受取リタル勘定ニ資金ト營業費支出ノ間ニ充タル區別ナク之レカ爲メ之レヨリ得タル利益ハ本會社ノ計算ニ上ラセシ事

併シ同社ヨリ買入レ本社ノ手ヲ以テ市場ニ出シタルモノハ夫々々々利益金ノ内ニ配布シタルヲ

本年度ニ於テ先矣火油ト運賃ノ引續キ下落ニ比シ尚斯カク利益ヲ取得シタルハ重役ノ満足ナル結果ト思考スル所ナルヲ

先回ノ總會ニ於テ注意シ置キタル東洋製油家ノ合同ハ近來最終ノ結果ヲ見タルハヤキ會社ノ位置ハ實際上強固トナレシ事

シエロウス、エヌクラム公氏ハ其兄弟ノ死セサルニヨリ時間内訪問者ノ増加シタル爲メ此程會長ノ手許マテ辞表ヲ呈出シテ重役ハ氏カ辭職ヲ惜ムトモ右事情アルヲ以テ之レヲ許シ且ツ其塔ヲ謝セントスル事

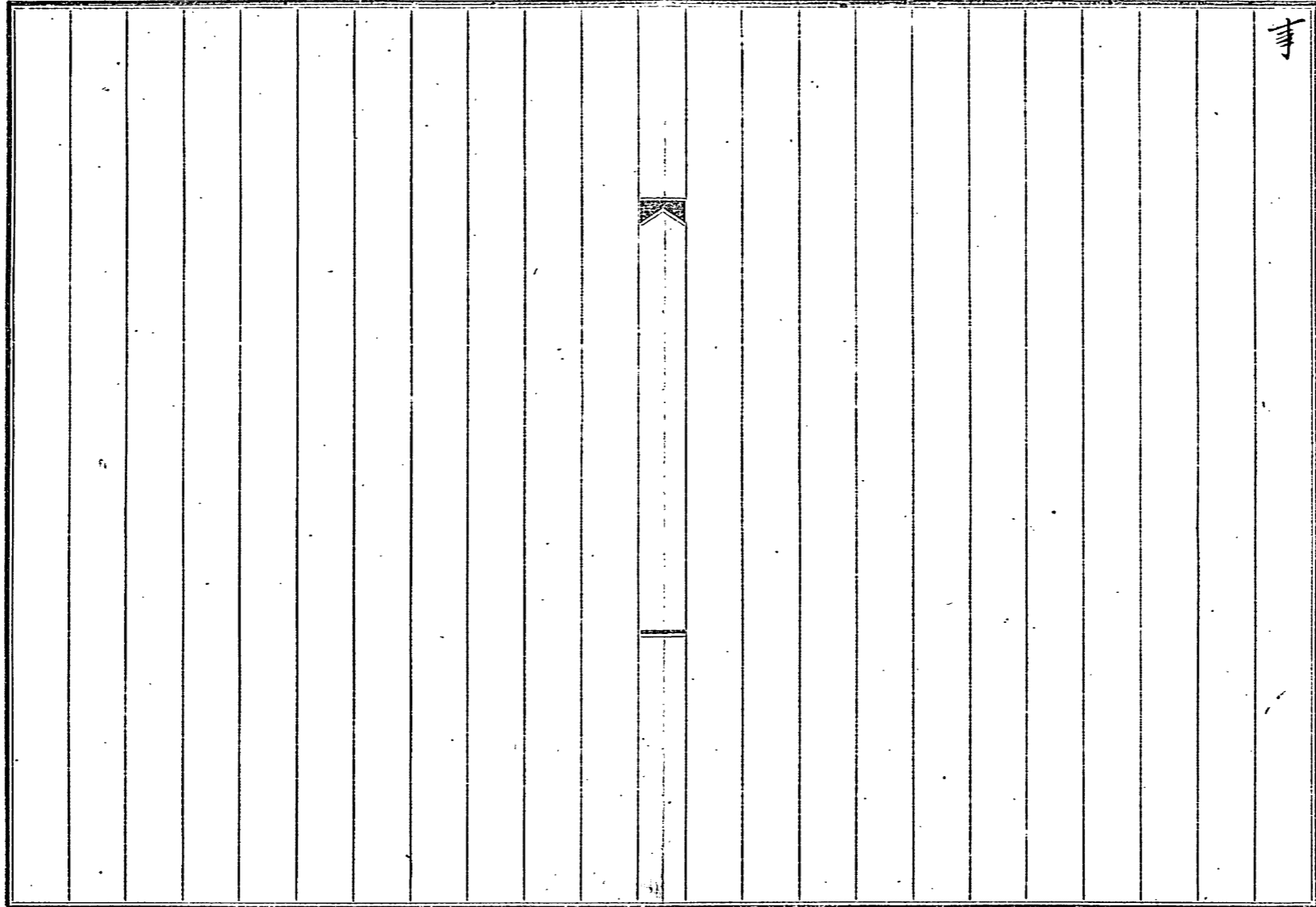
定款

結社規定ノ條項ニ基キテ諸氏退任スベキ事

エー、リクマニス氏 サミ元サミ元氏 ジエロウス、ステヴェンソン氏

適任者タルヲ以テ再選ヲ望ミ重役ニ之ヲ推ストル事

監査役ターカトヤレク商會モ規定第百条ニ依リ退任スル事尚重任ニ適當ナル



事

3-1722

0211

貸借対照表

十二月三十一日現在

借方	磅	先	片	磅	先	片
負債						
資本金=全部拂込 但各先磅株券貳百枚	2,000.000	0	0	2,000.000	0	0
債権者						
支拂手形	89,882	16	10			
當座勘定	821,014	1	4			
預金勘定	157,000	0	0			
期日前/負債汽船機械建物諸氏	461,335	7	6	1,009,732	7	8
出札手形/手取				607,214	0	0
保済資金				8,000	8	6
積立金						
-一九〇〇年十二月廿一日現在(旧株券發行時分)						
三十万磅ヲ合算				4,000,000	0	0
損益勘定/借入	226,781	18	11			
-一九〇一年六月十八日現在(借入金ヲ引上)	125,000	0	0	181,781	18	11
合 計				4,126,681	15	1

監査
長
名
印
二
一
九
〇
一
年
六
月
十
八
日
監
査
者
名

貸 産	磅	先	片	磅	先	片
会社所有財産						
汽船, 土地, 建物, 積荷, 貯蔵, 機械, 建物, 借入, 契約等						
-一九〇〇年十二月末日對照表, 金額	2,441,878	2	0			
-一九〇一年, 支出即						
増加新造船一艘, 重油燃用機械装置取寄物機取寄, 引込機械等	805,364	0	11			
	2,726,957	2	11			
由汽船, 機械/尙年/分						
-一九〇〇年迄	192,369	11	0			
-一九〇一年度	83,770	18	0	285,120	9	0
				2,441,816	13	11
和蘭印度(1/2)スリ, エル, ハルケル(1/2)ス 瀕西共百五万磅株券	183,622	3	5			
立替金	67,774	2	8	861,41	3	2
当座貸借債務者				64,764	6	0
未決航海二回スル決算尾				21,814	18	1
石油及流動燃料海陸=アル在荷 原價=見積, 運賃及保険				625,145	6	9
諸口在荷				342,216	7	10
銀行預入現金				82,007	16	1
合 計				4,126,681	15	1

監査
長
名
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者
名

3-1722



文書課長

明治三十七年二月五日

42

文書課長

明治三十七年二月四日
同 年 〇 月 〇 日
日 起 草
日 發 遣

主任

田中



在野ノ録

入臣

露由タリ勅入在亦外信管會託謀立計画一併ニ
件

三十七年二月九日

外務省

露由タリ勅入在亦外信管會託謀立計画一併ニ
開議年十月五日
也ノ所
亦
手
露由タリ勅入在亦外信管會託謀立計画一併ニ
同知在亦前ニ
同知在亦前ニ

表送附書付印紙二枚

送附 二 號

西條田タニウ輸入年々再升合資会社設立
行函ニ件

西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ
西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ
西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ
西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ

外務省

西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ
西條田タニウ輸入年々再升合資会社設立行函ニ
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西條田タニウ輸入年々再升合資会社設立行函ニ
件ニ関シ其年々再升合資会社設立行函ニ

在オカシ
西條田タニウ輸入年々再升合資会社設立行函ニ

露油タンク輸入并ニ内外合資會社
設立計畫ニ関スル件

一日本全國ノ石油需用高ハ昨年中ノ概數八百
貳拾万箱ニミテ此内米油四百貳拾万箱露油
タンク式百方箱露油罐箱詰五拾万箱越後
油箱百五拾万箱ナリ之ヲ一昨年ニ比スレハ米油
八拾万箱ヲ減シ露油タンク式拾万箱ノ増加トナ
リ露油罐箱詰及越後油ハ格別ノ増減ナシ
故ニ露油ハ今後尚ホ引續キ米油ノ販路ヲ管食
スルノ勢アレハ此上露油タンクヲ輸入スルモ販路
ヲ擴張スルコトハ充分餘地アルモノト信ス(別紙
出荷概算表參照ヲ要ス)依テ先ツ左ノ件々
御取調被成下及採奉願致

外務省

二有力ナル西亞石油會社ハ日本ニ向テ既ニ露
油タンクヲ輸入シ益々販路擴張ニ勉メ居ル内
外人合資會社ヲ新設シ之ト競争スルコトハ新
設會社ニ於テ堪エルヤ否ヤ(別紙西亞石油會社
ノ一部ナルシエル會社ノ報告參照ヲ要ス)
三内外人合資會社ヲ新設スルニ先ツ西亞石油會社
カ日本内地ニ設備セル如ク横濱神戸長崎
名古屋附近及青森等五ヶ所互油槽貯
設置ヲ要シ之カ地所建物運搬器等ノ為
固定セシムル資本金大畧百六拾万圓并ニ高
品取引ノ為ニ流動資本四拾万圓合セテ百
圓ハ少クモ此事業ニ投資セサルニ及
此資本金ノ半額即チ百万圓ハルニヤンバト

ロリエーム、リクイドフ、ロール會社、及ヒ「バクトール」
シヤンパトロリエーム會社、ヨリ出資セラルルヘキヤ否
ヤ

四 若シ前記外國ノ二會社カ、依ニ出資ヲ承諾ス
ルトキハ日本法律ニ隨ヒ日本ニ於テ合資會社
ヲ組織シ異議ナキヤ否ヤ外國會社ノ意見見
ヲ承知致度候

五 前記ニ會ハタシク船何艘所有セラルルヤ又何
艘ノタンク船ヲ以テ日本ニ露油タンクヲ輸入セラ
ルヘキヤ

六 露國バクトールノ石油相場ハ概シテ何程ヨリ何
程迄ノ昂値ナリヤ亞細亞會社カ是迄日本
ニ輸入シテ賣出ス相場ハ意味拾尾ニ付昂値老

外務省

四拾五圓位ヨリ五圓位迄ナリ現時ハ米油ノ品
ニ薄及ヒ日露事件ノ關係ヨリ非常ノ暴騰
ニテ五圓六拾五錢ヲ唱フレモ是ハ一時ノ變動ニ
テ例外トス前記ニ會社ハ最低價何程迄ニ出
來得ヘキヤ

世六年五卷高 概算表

出 荷 地	米 油	9 2 9	箱 詰 器 油	裁 換 油	計
横 濱	1,207,111	0,332,111	2,222,111	0	2,916,111
尾 張	1,932,111	2,052,111	1,742,111	0	4,196,111
神 戸	1,900,111	4,222,111	3,111	0	2,607,111
長 崎	642,111	1,022,111	10,000	0	0,856,111
函 館	222,111	0	222,311	0	201,311
越 前	0	0	0	1,542,111	1,542,111
	4,200,111	1,902,111	2,962,311	1,542,111	10,190,311

シエール運輸貿易會社

特別總會ト増資問題

轉載一九〇五年一月當發行シツビエント

同會社ハ今回新ニ各拾磅ノ五朱累積撰擇券拾万株ヲ發行シテ資本三百万磅ニ増加スルノ計畫ヲ起シ之カ議案ヲ決スルノ目的ヲ以テ今朝臨時會ヲウ井ンチエスタールハウスニ於テ開會ス取締會長サハ、マカスサニエル氏議長席ニ就キ秘書スミスリウス氏召集通知書ヲ朗讀ス

議長曰ク

兼テ配付シ置キタル議案ヲ動議スルニ付キ本席諸君ト會合スルハ予等ノ最モ嬉ソ所デアル初ノ當社カ壹百磅券ヲ壹磅ニ分割シタルニ際シ之カ流動ノ

外務省

範圍廣カラコトヲ祈リシニ幸ニシテ充分ノ結果ヲ收ムルヲ得タリ即チ一九〇〇年ニ於ケル登記株主ノ總數ハ二百五拾五名ナリシニ今ヤ四万八千七百七拾ノ無記名株ヲ除キテヒ七百八拾五名ヲ下ラサルノ多キニ至レリ然リ而シテ吾人ハ何カ故ニ株式所有者ノ多ク益増加スルヲ希望スルヤトシテ、斯ル大企業ニ於テ便宜ヲ收メ保護ヲ受クノ目的ヲ以テ政府存出願ノ必要ハ屬シ湧出ルモノナルカ故ニ株券所有者者ノ數ヲ増加シテ之レカ根底ヲ堅固ナラシムルノ要アレハナリ之レヨリ進テ當社事業ノ性質ヲ略述スルハ決ヒテ無益ノ業テナイト信ス抑モ當社ノ營業ハ御承知ノ如ク石油産出ニ販賣汽船運輸最モ重要ナル形状即チバラ油ニテ之ヲ市場ニカクルニアリテ其

世間一般ノ石油業者ト大イニ其趣キヲ異ニスルノ莫
 ハ重役ノ方針可成需用者ニ接近シテ進行スルニ在リト
 ス何トナレハ石油中立人ノ占ムル利益ノ大ナルコト他業
 ニ於テ其比ヲ見サルモノナルヲ信スルカ故テアル之ノ目的
 ラ遂ケレカ爲メニ特別構造ヲ有セル海船ヲ造リ出
 シ時々増加シ來リテ今日ノ所ニ至リハ右大洋航海船
 ノ數ニ於テ實ニ參拾艘ニシテ總重量容積ニ於テ
 拾貳萬七千餘トス巴ニ輸送セラレバラニテ分布セシ
 タル製油ヲ貯藏セシカ爲メニ埃及ヨリ以東印度
 支那日本濠洲ニ渡リ東洋ノ前部ヲ通シテ巴設
 貯庫數海港内地共三拾壹ヲ有シ別ニ拾壹ノ
 油槽所ハ巴ニ建築ヲ竣リタルモアレハ今ヤ竣功ヲ
 見ツ、アルモアリ貳拾貳萬七千ノ貯藏所ハ巴ニ設テ
 外務省
 シレニ方六千也ハ進行中ニアリ内當社購入敷地
 内ニアルモノ拾三萬九千噸ヲ下ラズ他ハ政府又ハ公共團體
 ニ屬セル借入地ニアリトス更ニ進ヒテ之カ消費者ニ
 接近セシカ爲メニ東半球ヲ通シテ卷百貳拾個ノ副
 貯庫ヲ建テ海港地ニハ小舟小蒸瀉船ヲ備ヘ
 内地ニハ會社所ノタンク貨車ノ連絡ヲ有シ馬車
 牛車ノ便モアリ當社ノ製鑛所ニハ日々拾壹萬貳
 千ノ新掘ト種々ノドラム五千六百ヲ造出ス
 夫レ此ノ如ク一方ニ於テハ益々事業ヲ進ムルト同
 時ニ他方ニ於テハ供給ノ増大ヲ計ラヒトス即チ未來
 得ル限り外異石油ハ五百平方マイルヲ占メ其大部分
 ハ無論瓶ヲ有スルノ見込ナリ尤モ今日ノ所ニ至ル僅
 カニ其小一部分ノミ採出ニ從事シマアリト至モ吾

人ノ豫想ノ誤ラサリシ證左ハ産生額ノ年々増加
スルノ事實ニ徴スルヲ得ヘシ

一八九八年ニハ 六千七百四十七吨

一八九九年ニハ 三万三千七百拾七吨

一九〇〇年ニハ 七万六千〇五拾七吨

一九〇一年ニハ 拾万吨以上ニ至ル

誠ニ以テ長足進歩ト云ハサルヘカラス 殊ニ此處四月
間ノ間、一週百ノ平均三千〇拾吨ヲ報シタルハ諸
君ト共ニ祝セサルヲ得サルノ現像トス (ヒヤク) 今ヤ採
油上ノ便利擴張シ來ルト共ニ幾多ノ副製品モ生
來得ルニ至リ其製油所ノ装置全備スルノ日ニハ年
々優ニ百万吨ノ粗製油ヲコナスヲ得ヘク 貯油所ノ
容積ハ六万五千屯ノ已設上萬貳千屯ノ築設中ノ

外務省

モノヲ有スルヲ以テ見ルモ株主諸君ハ此レ等油田ニ在リ
莫大ナル財産ヲ有スルヲ知ルヘシ 其末細ニ至リ
余リ四長ニ直シテ此席ニハ略スコト、ナレ他日存
決議案ノ通過次升拾万枚ノ拾磅撰擇株券即チ
當社ノ他株券ニ先チラ資本配當トナリ年五厘
ノ割合ヲ一定ノ累積配當ヲ受クルノ權アルモノ
行レ以テ是百方磅ノ増資ヲナスノ際季目滿見
書中ニ記載スヘケレハ就ラ見ラレコトヲ以テ
實ニ當社ノ資本ハ今回ノ増資ヲ今一算シテ
冬百五拾万英磅以上ノ資産トナリ人心ノ先見
シ能フ限リ新株ノ声價ハ動カスヘカラサルモノ
ク以テ此目滿見書ハ興味アリ且ツ満足ナル好漢
物ナルハ予輩ノ信ミテ疑ハサル所ナラン



議案其モノ白一言ヒシ一九〇〇年即チ本會社設
 立ノ翌年彼ノ保障手数料即チ重役株券發
 行ノ保証引受スルニ依テ右保障ノおノニ支拂フ
 金額ヲ四モスヘシトノ法堂ヲ通シタルカ之レ尤モ
 妥當ナル防壁法トス係レ尙社創立ノ際々本
 此法規ナカリツテ不取敢新条ヲ追加シテ之ヲ
 規定シテ其際此手数料ノ五分以テトナス
 ノ權ヲ挿入シタル白可否ノ主張アリタルハ茲ニ
 少ク改修シ置キト思フ是レ固ヨリ獨斷的ノモノ
 シテヨレ之カ格利ヲ取得シテト多ク本社ノ發
 スル株券ニ若シテ之ヲ保証スルノ手續ハ必要ナルヤ否
 重役等モ殆ド思考セザリシ程ノモノナリ其
 変更ハ單ニ取引所ノ條項ニ適合スルカ否ナ
 シタルニ止マルヲアル免ニ角巨額ノ募集額ナリ以
 テ追テハ取引所ニカケ公相場ヲ出揚シ出ヤトスル
 計画ナリテ以テ隨テ公衆ヨリ募ルト同時ニ自發株
 主諸君ヨリモ募ルヘシ一通知書ノ最後ノ項目
 ニありテハ發行保障ヲおス重役ノ氏名ト金額ハ
 目論見書ニ明記スヘシト云フヲ以テ先レリトス然レ
 此集會ハ因ヨリ之カ專有ヲ望ムモノニテ之カ
 分擔ヲ受スル株主活然ハ早集書此ニ申込アリ
 タレ生本得ル限リ之ニ應ズルヲ務メヘシ
 儲又今回ノ増資ハ抑モ何ノ用アリテ起リタルヤハ諸
 君カ書カニ知ラント欲スル所ナルヘシ恰モ他ノ大事業
 ニ者ル會社ト同シク本社ノ事業モ益々蔓延膨
 大ニ來ルニ連シ重役ノ所創ハ已ニ着手シテハアル海

外務省

港内地ニ於テ規模ノ擴張ヲナシ殊ニ怪前集
 等カ東歐南米海角地方ニ於テ經營モトシト同
 様ノ事業ヲ新ニ開始スルニ白キテハ其利亦更ニ
 莫大ナラシトモウミアリ既ニ北米テキカス物ノビエ
 エム、ガフエー石油會社ト特約ヲ結ビ一處ノ運賃
 ヲ以テ同社ノ産物ヲ輸送レ且ツ重油其他
 製油ヲ賣リ又ハ之ヲ貯蓄スルノ權ヲ得テリ即チ
 此方面ニ於テ博覧ノ必要ヲ来シタルナリ斯ク回來
 ノ資金ニ加フルニ此新設ラハシテ若シ初メ財政
 ノ基礎堅固トナリ之カ利用運轉ノ法善トイフ
 得逐ニ油槽所ノ増設トナリ或ハ製油所付上
 ニ至大ノ便便ヲ享スルニ至ル加チ東洋全般ニ至リ
 重油供給ノ途無クニシテ船舶業者ニ付シキ
 曾シ知レサル利益ヲ与ヘ隨テ此新門ノ營業モ
 將本有物ノモノシタルヘト信ス重油ノ用途ハ
 枚挙スルニ遑アラス殊ニ軍艦ニ應用シテ其益
 大ナルヲ以テ近キ將來ニ於テ之カ採用ヲ見ウコトヲ
 期ス
 交渉深ニ就テハ更ニ予ノ所見ヲ要スルヘシ元來
 此方交渉深ノ成ルハ暗々裡ニ進行セシメントセシニ
 不係 今ハ端ナリト世間ニ暴露スルニ至リ即チ
 スタングード石油會社合同問題ナリ凡ソ地球
 ノ全般ヲ通シテ兩々相持シテ陣頭ニ見ユル底
 兩大會社ニ於テ早晚之カ合同ヲ成ルハ蓋シ自
 我ノ事ト言フハ一層ハ交渉ノ果甚クアリシモ
 遂ニ時機ノ未ダ熟セサルヲ察シテ吾重役ハ之ヲ

外務省

撤回せりヨレ之カ成功見れど歐州南米海角際
 必ニ私ヲ得ル所甚ナルヘキノミナリ今ヤ會社ノ利
 害ハ東洋ノ天地ニ在リテ存スルヲ以テ更ニ有力ノ
 日盟ハ東洋ノ紐帶者ニアルヲ思ヒ若ニローヤルガ
 チ會社ヲ中心トシテ之カ交渉ヲ試ムルニ志シテ
 比スタレガード會社トノ談判全炎ヲ有スルニ志テ
 ハ之カ東洋合同ノ期シ難キヲ見出申トシテ之ヲ
 撤去シタルニ及ヒテ兩者ノ間尙モ惡感情ヲ掃ム
 コトナリ從前ノ親交ヲ保有スルハ福君ト共ニ莫
 フ切ナリトス(ヒヤクノ声也)爾來ローヤルガチ
 會社トノ交渉益々其歩ヲ進ノ已ニ假契約ヲ
 締結シテ之カ調印ヲナスノ運ニあり詳細ノ條件
 ハ双方協議ノ上ニ在ルヘリ他ノ小會社ノ合同ハ
 今ヤ思考中ニ屬スト多ク思ニ爾我社ハ東洋
 貿易ニ関シテハ先以テ確固タル地位ヲ占ムルニ志シ
 未ノ累後ノ決定ヲ見ルニ非サレハ半途而止ノ
 慮ヲナシトセス從テ確我社ヲ決スル能ハストモ
 予輩ハ熱心ニ之カ成切ヲ希企スルモノミテ今ヤ社
 會社ノ利益亦固係スル所多キヲ認ム
 終リニ協定ヲ成候案ノ採用ヲ動議ス

外務省

三井運輸貿易株式会社
一九〇二年五月二十日ニ至ル
漢業報費者

圖形者

来山九〇三年五月廿四日禮拜日午後三時オールドブリ
ド街ウチンギススナークハラスニ於テ生度株式會社ヲ
開キ右迄營業報告ヲ呈出ス此致廣告者也

月 日

秘書 田中 天

取締役會長

カリー・マールカス・サミエル

取締役

レニー・アールド 支那關アール外カルベルグ會社

ロニー・アールド 全 上

エチエヌ・ベックマン 五カニエル會社

外務省

レニー・エヌ・グラム マドラスベスト會社

エー・ヴィー・ベスト 孟買ダウコム會社

アイ・シゲルソン ペンシルニアステート會社

アル・シヤギン 新嘉坡サイロ會社

エフ・レイン レーンマカシトル會社

エー・ラウジ エーラウジレ會社

エー・リウマウス リウマウス・ミンチン・レグレイ會社

エヌ・サミエル 日本サミエル會社

ジェー・スギウソン カルカタダウコム會社

支配人

エム・サミエル 會社

秘書

イー・エー・スミス・リウス

監査役

クワンシーヤシラウ商会

新額人

ワルター、ビヨウシ、ハブド、ムロト

取引銀行

キヤピタル、カウチー、銀行

カンコン 上海銀行

一九二一年一月三十一日迄の年度報告

取締役会長西條啓、右期日迄の年度報告書

貸借対照表別紙一通、調製せしめ、株主諸君呈呈

出資帳簿員ヲ経テホクル

損益勘定表ノ摘要ヲ二九〇年、後者繰越金ノ合

算シ、実質差額七萬〇百五十九圓五錢五分

外務省

右の内、一九二一年度、増徴税(一九二一年度、八千五百五十九圓五錢五分)

二万五千五百五十九圓五錢五分、但し前年度繰越金(一)は

一万五千五百五十九圓五錢五分、利息助成

ヲ示シ

九段七段増徴金、前年度繰越金、増徴税、増徴金、

ニテ、万五千五百五十九圓五錢五分、増入ス

之ヲ、貸付金、貯蓄金、貯蓄金、貯蓄金、本年一月、分配金通

計、貸付金、貯蓄金、貯蓄金、貯蓄金、貯蓄金、

六万五千五百五十九圓五錢五分、増入ス

和蘭印度、インド、インド、インド、インド、

、利息、即チ、本年、本年、本年、本年、本年、

本年、和蘭、和蘭、和蘭、和蘭、和蘭、

和蘭、和蘭、和蘭、和蘭、和蘭、和蘭、

至ラズ同社より受取リタル勸進金と資金と留置費と出
ノ間ニ充テル區別アリ之レカ爲メニ之レヨリ得タル利益を本会
社ノ行義ニ充テル事

併シ同社より買入ル本社ノ手取リ市價ニ出シタルモノ支レタル利
益金ハ必ズ配布シタル

本年度ニ於テハ点火油ノ運賃ノ増大ニ由リ此レ尙新ル利
益ヲ得ルコトハハ重役ノ満足ナル結果ニ思ハル所ナリ
先般ノ報告ニ於テ注意シ置キタル重役諸君ノ同意
ヲ最終ニ得テ見タルニ存シ今社ノ位置ハ次第ニ強固ト
ナル事

レエノカ、又、ウラハハ以テ其兄弟ノ死セザルニヨリ時間内
訪問者ノ増加シタルカ爲メ此程會長ノ手許ヨリ發表ヲ呈
出シテ重役ハ以テ職ヲ惜ハシムキカ、重情アルヲ以テ之

外務省

トテ許レ且ツ其事ヲ謝セントスル事

定款

結社規定ノ條項ニ基キテ諸氏退任スル事

子、リ、マ、ス、氏、ヤ、ミ、ル、サ、キ、氏、ジ、エ、ル、ス、ス、ウ、ン、ン、氏

適任者ニシテ又テ角選ヲ登リ重役ニ之ヲ推シタル事

監査役ヲカンヤマシウ商會モ免規程第百条ニ依リ退任

スル事尚重任ニ適任者ナラズ

借方				貸方			
	円	角	分		円	角	分
営業収支手数料				一〇〇〇年繰越金	11,590	11	
前年繰越金				一〇〇〇年利益金	2,121	3	7
重役給与	23,079	15	10				
所得税一〇〇〇年	10,955	0	11				
利息勘定	16,130	1	0				
汽船通船機械建							
既初通船汽機建	20,771	10	0				
貸借対照表	2,273	10	11				
	34,125	15	4		34,125	15	4

調製

項目	左		右		計	備註	左		右		計	備註
	金額	単位	金額	単位			金額	単位	金額	単位		
資本金=全部拂込 但各元増株券貳百万枚	2,500,000	円										
債権者=												
支拂手形	89,305	円										
當座勘定	321,114	円										
預金勘定	157,000	円										
期日前債 鉄道機械建物諸掛	22,155	円										
出状=封入手形			1,110,000	円								
保険資金			217,200	円								
積立金			9,105	円								
一九〇〇年十二月一日現在(但=事務進行中) 二百万増株券			1,100,000	円								
損益勘定の付手形	226,731	円										
一九〇〇年正月十八日假設當金増引	125,000	円										
株書												
印章												
エム.サニエル 署名												
イ.エ.スミス 署名												
株書												
印章												
エム.サニエル 署名												
イ.エ.スミス 署名												
一九〇〇年十二月一日現在(但=事務進行中) 二百万増株券			1,125,000	円								
株書												
印章												
エム.サニエル 署名												
イ.エ.スミス 署名												
一九〇〇年十二月一日現在(但=事務進行中) 二百万増株券			1,125,000	円								
株書												
印章												
エム.サニエル 署名												
イ.エ.スミス 署名												

会社所有財産=印
 洗脱土地、建物、機械、船舶、貯蓄、
 機械、更改物、借入契約等
 一九〇〇年十二月十日對照表金額
 一九〇〇年支出印
 増加新造船一艘、重油燃用機械裝
 置取付費擴張費附加機械等

 内訳形、機械、海部省一分
 一九〇〇年度
 一九〇一年度

 和蘭印度のストリー、エ、ハ、ル、グ、ル、マ、ー、タ、キ、シ、ジ
 額面貳百万フロンツ株券
 正替金
 多量貸付債権者
 未取既海、國、元、決、業、凡
 石油及流動燃料諸陸=元在荷
 原價=見積、運賃又保險
 諸口在荷
 銀行預入現金

一九〇〇年十二月一日現在(但=事務進行中)
 二百万増株券
 株書
 印章
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 イ.エ.スミス 署名
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