

廿八年十月

上海硤石鎮河内河航路開辦件

外務省

3-2058

0102

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本2

通商  
彙纂  
雜錄

在清國杭州日本領事館

明治三十八年十月十日授受  
公第四七號

第四四一九七號

上海破石鎮間内河航路用船ノ件報告  
 大東汽船株式會社ノ於テハ今般内地水路  
 航路規程ニ遵ヒ上海リ起點トシ嘉興善  
 嘉興リ經テ破石鎮(杭州府海寧州下)  
 至ルノ航路ニ從事スルヲ、十月十五日  
 日ヨリ之ヲ開始スル旨届出ナリ  
 右ノ事報告書共附具  
 明治三十八年九月三十日  
 在杭州  
 副領事大河平隆  
 王杭州  
 副領事大河平隆

外務大臣伯爵桂太郎殿

明治三十八年十月廿五日

3-2058

0103

大東  
航  
業  
濟

明治三十八年一月四日

公第六一號

内河航路開始に因り海軍及び地方官  
ト交渉ノ件報告

大東汽船株式會社ニ於テ上海硤石鎮間  
航路ヲ開始セんとシ本年九月二十日付公  
申四七号ヲ以テ及リ報告置キ其旨  
海關及リ地方官ハ内河章程ノ規定ヲ誤  
解せんモノ、如ク該航路ニハ貨物運搬  
認許セサル付引續キ少官ハ書面並ニ口頭  
リ以テ海關長代理及リ海關道名ニ向ヒ我カ  
權利ノ在ルトコリ説明シ張及リ虞遂ニ車  
程ニ遵ヒ運金局支配ノ下ニ貨物搭載シ  
名ヲ予旨申通シ、極有之乃チ同社ト仲達  
兩社申出

在清國杭州日本領事館

外國船内河航路開始ニ就キテハ他港ニテモ  
往來地ニ官官口實ヲ設ケテ了及リ之ヲ阻止  
セント欲シ少クハ貨物ノ搬運ニ對シ種種ノ故  
障ヲ予テ向有之哉、又及リ付テ是ノ  
由本件往復書數申一重要ト認ルン  
寫兩りお係甲乙丙丁戊己をトシ一併傳  
之國及リ之ニテ譯シ申出シ仰々其  
報告申進シ其具

明治三十八年十二月十二日

在杭州

副領事大河平隆



外務大臣伯島桂太郎殿

此ニ本航路ハ日下該社營業ノ都合ニテ  
中止セラルル可合ニ申添ル也

在清國杭州日本領事館

3-2058

0105

公第一號

第五一號

内河航路開始：國之海關及之地方官  
ト交渉ノ件報告

大東汽船株式會社、於上海破石鎮間航路ヲ開始せん旨ハ本年九月三十日付公第四七三ノリ以テ及時報告シ其分南時海關及之地方官ハ内河章程ノ規正ニシテ後解せん旨、如ク該船、貨物運搬ノ請許セザル付、該船、山官ハ書面ニシテ口頭ニ以テ海關長代理及之海關通商台ニ向テ我カ權利、在ント多ク説明主張致ス處遂ニ章程ノ遵ヒ重金屬支配ノ下、貨物搭載シ之先、之キヨ回各通商ノ趣有之乃々同社ノ傳達函計申候

在清國杭州日本領事館

外國船内河航路開始：孰キテハ他港ニテモ往々地方官カ甲突リ設ケテ可及的之ヲ阻止セントシテ少クモ貨物ノ搬運、對シ種々ノ故障ヲ予フハ向有之故、其ノ爲ニ本件往來書款中重要ト認ムル所寫取ル如ク甲乙丙丁戊己ノ一併供台圖台之ニテ詳如クシ番ヲ仰交致ス報告申進シ候旨

明治三十八年十一月十二日

在杭州

副領事大河平隆則

外務大臣仰島桂太郎殿

追々本航路へ目下該社營業ノ都合ニテ  
中止致し居ル事等と申候所也

在清國杭州日本領事館

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0107

南洋

明治三十九年發行



◎本邦

上海硤石鎮間汽路開始  
法國內港行輪船章程  
上海硤石鎮間汽路開始  
法國內港行輪船章程  
上海硤石鎮間汽路開始  
法國內港行輪船章程  
上海硤石鎮間汽路開始  
法國內港行輪船章程

Handwritten notes or signatures in the top left corner of the page.

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甲 上海の関税屋,  
5月 上海の関税屋; 15<sup>th</sup> Sept. 1905.

Sir,

I have the honour to  
acknowledge receipt of your despatch  
dated 11<sup>th</sup> September informing me that  
the Taiko Kisen Kabushiki Kaisha  
(Taiko S. N. Co.) is about to open a  
new line between Shanghai and Hsia-  
Shih (碇石) via Chia Shan (嘉善) and  
Kashing (嘉興) in accordance with the  
regulations for Steam Navigation inland,  
and that the line will be open on the 15<sup>th</sup>  
instant.

I am etc.

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(Signed) B. D. Tisdall.  
Assistant-in-Charge.

To  
T. N. O. Kohira, Esquire  
Vice Consul for Japan  
[Faint, mostly illegible handwritten text follows]

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Custom House,

Shanghai, 18<sup>th</sup> September, 1905.

Dear Mr. Okohira,

With reference to your despatch of the 11<sup>th</sup> inst. notifying me that the Tsito S. N. Co. are opening a new line between Shanghai and Chia Shih (E<sup>st</sup>) via Kashing. I have been under the impression that they would only carry <sup>only</sup> passengers.

But I have to-day received a visit from an agent of the Company who informs me that these launches wish to carry cargo.

It is clear that they are permitted to carry cargo from Shanghai to Kashing but the question as to whether they may carry cargo from Kashing to Chia Shih and vice versa has still to be decided.

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Kashing and Chia Shih are not Treaty  
ports and therefore this matter must be  
referred to the Provincial officials. I am  
accordingly consulting the Taotai on the question  
and pending a definite decision I must ask  
you to inform the Taotai & N. Co. that they are  
not permitted to carry cargo from Kashing to  
Chia Shih.

I am, etc.

(Signed) B. D. Tisdall

Assistant-in-Charge

丙  
洋  
H. J. M.'s Consulate  
Hangchow, 23<sup>rd</sup> Sept. 1905.

Dear Mr. Tinsell,

Referring to previous correspondence relative to the opening of the Shanghai - Chia Shih line by the Taikoo S. N. Co. I take pleasure in acknowledging the receipt of your note of the 18th instant, in which you state that it is clear that the Company are permitted to carry cargo from Shanghai to Kashing but the question as to whether they may carry cargo from Kashing to Chia Shih and vice versa has still to be decided, and that pending a definite decision, they are not permitted to carry cargo from Kashing to Chia Shih.

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In reply, I beg to say that as the right of carrying cargo as well as passengers by any steamer capable of navigating the inland water ways, is clearly granted to Japanese subjects in the Supplementary Treaty of Commerce and Navigation between Japan and China, concluded at Shanghai, October, 1903. I am unable to concede that they should not carry cargo pending your decision, and respectfully call your attention to the following clauses of the Additional Rules of the Inland waters Steam Navigation, Annex 1 of the Treaty.

8. A registered steamer may ply within the waters of a port, or from one open port or ports to another open

open port or ports or from one open port or ports to places in land, and thence back to such port or ports. She may, in making due report to the Customs land or ship's passengers or cargo, at any recognised places of Trade passed in the course of the voyage, but may not ply between inland places exclusively except with the consent of the Chinese Government.

9. Any cargo and passenger boats may be towed by steamers

I am etc.

(Signed) T. N. Okohira.  
Vice Consul for Japan.

丁  
辨 Custom House,  
Hangchow, 25 September, 1905

Dear Consul Okohira,  
Having returned Hangchow  
I have duly acquainted myself with the  
correspondence which has passed between  
you and Mr. Tisdall concerning the newly  
to be established Japanese launch line  
Shanghai-Hsiaohih.

While there can be no question  
as to the treaty right of shipping cargo  
by launches registered under Inland  
Steam Navigation Rules Mr. Tisdall conveyed  
a wrong impression in his letter of 11<sup>th</sup>  
inst.:- as he merely wished to say, not  
that

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that the question as to the right of carrying  
cargo had still to be decided, but that the  
mode of collecting incumbent duties on  
such cargoes had yet to be decided upon.

The matter seems to me to  
concern the Shanghai office a great deal  
more than this one but as undoubtedly a  
joint arrangement between these two  
offices will be necessary and I am still  
somewhat in the dark as to the actual  
undertaking of this new line I would thank  
you to instruct the agent of the Company  
in question to call on me so that I may  
obtain the necessary information and  
acquaint the Shanghai office accordingly.

I am etc.

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*(Sign) ... Commission ...*



(大河平副領事より洋務局へ照會書)

為照會事。茲據上海日商大東輪船公司經理白岩  
訖平稟稱。敝公司現擬遵照正續內港行輪章程  
准自本年九月十五日即華曆八月十七日起開辦由  
上海經過嘉善嘉興等處前往硤石之航路。除  
報明江海關外。稟請先期照會。按照保護等情。  
據此查硤石鎮係屬貴境。尚為商輪往來之地。該  
公司此次行輪貿易。與軍相符。除函知署稅務司  
外。相應照會貴督。希即轉飭該管一體  
保護。並出示曉諭。以免滋事。而安商旅。須至照會  
者。

明治三十八年九月十一日

在清國杭州日本領事館

戊戌

（洋務局より大河平副領事へ照會寫）

為照會事本年九月初九日准釐捐總局移開准  
貴局移以日商大東輪船由上海駛過嘉善嘉興  
等處前往破石之航路雖係查照正續內港行輪  
章程辦理完於稅厘有無窒礙應請查核移復  
等由准此查此案前准杭甬道移詢到局當查內  
港行輪載在新約日商大東輪船公司現擬行駛  
小輪由上海往嘉興破石如果裝載貨物過卡完  
厘與民船載貨完捐絲毫無異自與厘金無碍應  
請照會日本領事轉飭該商經過厘卡停輪候驗  
按貨完厘切勿夾帶偷漏任意闖越致招款稽有  
損失並啟紛爭各局卡見貨抽捐一照定章不得  
留難需索庶幾彼此相安永敦睦誼移復在案准  
移前由移覆查照等因並准杭甬道移回前由各到局  
准此相應備文照復為此照會貴領事請煩查照  
希即轉飭大東公司照章遵辦切切施行須至照  
會者

光緒三十一年九月廿七日

已辨

在清國杭州日本領事館