



始

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

93
132

一冊
第七四六号

自明治二年八月至同八年六月

FIRST REPORT
OF THE
CHIEF COMMISSIONER
OF
IMPERIAL GOVERNMENT TELEGRAPHS,
JAPAN.
FOR THE PERIOD
FROM THE FIRST PROJECTION OF THE TELEGRAPHS
TO
JUNE 30th OF 8th YEAR OF MEIJI
(1875).

日本帝國政府電信頭第一報告書

26
17

物 類 博 覽 會 印

明治九年十一月發行

93-132

IMPERIAL GOVERNMENT
TELEGRAPHS, JAPAN.

*First Report of the Chief
Commissioner for the period from
the first projection of the Tele-
graphs to June 30th of the 8th
year of Meiji (1875).*

In compiling the present Report, as will be apparent, it is not, by any means, intended to detail a full and complete account, but simply to present a short and partial review of a few of the circumstances connected with the establishment of the Telegraph in Japan. This Report, therefore, being the first that has been issued by this Department, comprises, in addition to the more

日本帝國電信

第一報告書

電信創業以來

明治八年六月三十日

洋曆一千八百七十
五年六月三十日ニ至ル

此報告書ハ日本電信

ニ關スル諸項ヲ網羅

蒐録シ以テ其善美ヲ

盡セリト爲ス者ニハ

非スト雖ヒ實際竣功

ノ事業加ルニ機線ノ

particular subject matter, a short resumé of the affairs relating to the projection of the Telegraphs in this Country; such as the means and material employed in the working and construction of the lines, the successive tariffs that have been decided upon from time to time, and the Educational arrangements for the efficient instruction of those Japanese who may desire to become Operators of the Instruments, Telegraph Engineers, and Clerks.

The first line of Telegraphs in Japan was projected in the month of September of the 2nd year of Meiji (1869). A short line, 840 yards in length, between the Lighthouse Department, Benten, Yokohama, and the Japanese Government Office (the "Saibansho") in Main Street, Yokohama, was erected and opened, for Government business only, in the same month.

At that time all Telegraph concerns, such as erecting lines, stations, &c. were under the control and management of the Ministry of the Interior ("Mimbusho"), and of Foreign affairs ("Guaimusho"), but in

* since abolished.

用法税額ノ制定
及ヒ技術工手ヲ
教育任使スル等
ノ如キ電信事務
ノ概畧ヲ披露スル
者今茲ニ稟告スル

國內ニ電線ヲ架設セ
權輿ハ電線架設ニ
シテ其線路ハ九月六日
燈臺ヲ起リ横濱天
本町裁判所ニ止ル
通官用ノ業セル
專ラ官用ノ業セル
即月之ヲ開業セリ

是時ノ線路建築
等ノ事務ハ一
切民部被廢外
務省ノ所轄
タリ而シテ同
四年四月一
七十五年一月
電信ノ事務ハ

May of the 4th year of Meiji (1871) all business connected with the Telegraphs was transferred to the Ministry of Public works ("Kobusho"), and in September of the same year, just two years after the commencement and opening of the first line, the Telegraph Department was established as one of the Sections of the Kobusho.

It was also decided in October of the 2nd year of Meiji (1869) to establish a Telegraph line between the Custom House at Tskiji, Tokio, and the "Saibansho" at Yokohama. This line was opened to the public in the twelfth month of 2nd year of Meiji (January, 1870).*

In December of the 2nd year of Meiji (1869) it was resolved to erect a line between Kobé and Osaka, a distance of about 24 miles, which line was completed and opened for public traffic in the month of September of the 3rd year of Meiji (1870).

* To explain the apparent discrepancy in the two last mentioned dates, both 1869 and January 1870 being stated each as 2nd year of Meiji; it may be as well to mention that the Japanese Calender was not altered, in order to make it agree with the European Calender, until the latter end of 1872.

總工部
省ニ繼承
シテ八年
月電信寮
ヲ置カセ
蓋シ初線
開業ヲ距
ル二年也

同二年九月十八
九年東京築地
十月横濱裁判
餘丁ニ至ルマ
一丁ニ至ルマ
線架設シテ一
二月千八百七
二業以テ私
一ノ業供ス

同十一年八月
十六日神戶大
坂間ニ線ヲ
架設シテ八月
十一月七日
十一月七日
一ノ業供ス

明治二年ヲ以テ
一千八百六十九
年並ニ一千八百
七十年一月ト記
スル所以ハ明治
五年ノ冬大陰曆
ヲ廢シ大陽曆ニ
改メラル故ニ其
前年ハ必ス此差
アリ

supposed that many of the interruptions of communication which occurred at that period were due to this cause; but, nevertheless, with this and numerous other drawbacks tending to lessen the value of the Telegraph as a speedy and sure means of intercourse for private and public purposes, the capacity of the single wire, then of the two wires, very soon became inadequate to meet the requirements of the rapidly increasing traffic; and to remedy this, the Government had to continue the extension works until at the end of the 7th year of Meiji (1874) three wires had been completed to Nagasaki: this third wire was commenced in October of the 6th year of Meiji (1873). In erecting this line it was originally intended to set up an aerial wire across the Shimonoseki Straits, which connect the main Island of Nippon with the Island of Kiu-shiu, a breadth of 1118 yards, for the No 1 (first) wire, but proving unsuccessful after being twice attempted, two more cables were laid, one in October of 6th year of Meiji (1873) and the other in May of 7th year of Meiji (1874), in addition to

ル者比々皆是レナリ因テ惟フニ當時數回通信ヲ障礙セシヲアルモ職トシテ是ニ之レ由ルナラソ然リト雖モ電信ノ用タル官令ヲ傳ヘ貨價ヲ報シ瞬息萬里快コト面晤ノ如ク公私内外ノ爲メ最モ必須保全ノ者タルヲ以テ縱令ヒ通信ヲ障礙シ或ハ器物ヲ毀損スル等ノ弊害未タ除カスト雖トモ寧ロ速ニ通信ヲ盛ニシ倍々鴻益ヲ圖ルニハ加カスト於是我政府ハ既ニ建設スル所ノ二線ニシテハ未タ其用ニ充タサルヲ推知シ明治七年一千八百七十四年ニ至ルマテ連綿工事ヲ弘擴シ竟ニ東京長崎ノ間ニ第三線ヲ架設ス實ニ六年十月一千八百八十三年十月ヨリ着手シ七年十一月ニ至リ竣功ス於是乎三線始テ備レリ且其第一線ヲ接續スルカ爲メ中國九州ノ境界ニ在ル赤馬關海峡此距離九町ニ架空線ヲ施設シ落成ノ後試驗兩回ニ及ケルニ線條脆弱到底實用ニ供スルニ足ラヌ故ニ五年八月一千八百七十二年九月既ニ沈架セル海底線一條ノ外ニ尙ニ二條第二線ハ明治

It was in the 3rd year of Meiji (July 1870) that the Government determined to extend a land line of one wire from Tokio to Nagasaki, about 870 English miles, with twenty intermediate Stations; but it was only in September 1871 that the necessary staff of Officers and Material arrived from Europe and the works could be proceeded with. Notwithstanding the mountainous nature of the country that had to be traversed, the thickly studded woodlands of bamboo &c, the numerous and extensive rivers; a single wire communication was opened as far as Kobé in the 5th year of Meiji (1872). Subsequently a second wire was commenced, and completed to Nagasaki, about the same time as the first wire, in February of the 6th year of Meiji (1873). The residents of the Districts through which the line passed, presumably not fully comprehending the object and purpose for which the poles and wires were set up, at first looked somewhat unfavorably on the erection of the Telegraph, especially where it became necessary to deviate from the road or pathway, and to set poles in the rice fields: it is

同三年一千八百七十一年九月十
レ其須要スル工手ヲ歐洲ヨリ徵シ及ヒ物品ヲ輸入シテ實業ニ着手セシハ同四年八月也
八百七十一年九月十
戶ニ至ルノ第一線ハ同五年一千八百七十二年ニ落成シ漸次通信ヲ開ク尋テ長崎ニ至ルノ第一線ヲ架設シ更ニ第二線ヲ増架シ長崎ニ止ム 俱ニ六年二月一千八百七十三年二月ニ至リ全ク落成シ而後逐次開業セリ
電線ヲ架設スルニ其地位ニ因リテハ道路ヲ懸隔シ耕地ニ建柱セサルヲ得ス然ルニ如斯地方ノ居民ニ至リテハ素ヨリ電信之用何等ノ鴻益アルヲ知ラス故ニ頗ル建柱架線ノ擧ヲ悦ハサ

the cable that had already been laid in August of 5th year of Meiji (1872). These cables give great satisfaction ; they have been in first rate working order ever since they were laid, without having caused a single interruption.

About August of 5th year of Meiji (1872), Tskiji Office, ranking as a first class station, had six branch wires in the city of Tokio (the total length of wire being about 17 miles) connecting with the following Stations; viz: "Nihonbashi", "Riogoku", "Asakusa", "Hongo", "Yotszuya", and "Akabané" These Offices were successively opened to the public between the months of June and October of 5th year of Meiji (1872).

In the month of July of 5th year of Meiji (1872) an additional station was established at Korabashi, Osaka, which was destroyed by fire in March of 6th year of Meiji (1873). A new one was rebuilt at a short distance from the former site in September of the same year.

In August of 5th year of Meiji (1872) it was decided to erect a station at Kokura, situated between Fukuoka and Shimonoseki Offices,

三七十三
線ハ同七
月五年第
四月即チ
架セシニ
實ニ善美
通信最モ
シテ爾來
テ觸線不
カス

同五年一
東京築地
メ同局ヨ
線ヲ架シ
淺草本郷
局ニ連絡
マテ逐次
開業セリ

同年六月
七大坂高
局ヲ設ク
年三月一
火災ニ罹
歸ス其九
向ノ地位
更ニ之ヲ
新築ス

同年七月
長崎線福
馬關ノ間
倉一ノ間
尋テ成リ
十月開業
セリ

on the Nagasaki line. This station was opened for public traffic in October of 5th year of Meiji (1873).

In November of 4th year of Meiji (1871) the Government determined to erect a line of two wires from Tokio to Awomori, a distance of about 472 English miles, with seven intermediate stations; and also in July of the following year (1872) to extend the line from Awomori to Yezo, with a special wire between Fuku-yama and Hakodate. These lines, however, were commenced at the same time in November of 5th year of Meiji, (1872). One (No. 1) wire leads into every Office on the line and extends as far as Otaru Station, 305 miles in a North Easterly direction from Fukushima, with five intermediate stations between Fuku-yama (Matsumaye) and Otaru; whereas the second (No. 2) wire, being only divided at Sendai, gives direct communication to Yokohama, via Tskiji, (Tokio) on the South side, and to Awomori, on the North side; from thence it reaches to Imabetz Cable House (Nippon Id), which is connected by two cables across the Tsugar Straits with Fukushima

同 年 十 月 一 千 八 百 七 十 東 京 ヨ リ 青 森 二 百 十 二 線 及 ヒ 北 海 道 線 ヲ 架 設 ス ル ノ 工 事 起 ス 初 ヲ 明 治 四 年 十 月 一 千 八 百 七 十 一 月 十 日 青 森 線 新 設 同 五 年 五 月 十 一 千 八 百 七 十 北 海 道 線 新 設 ス ヘ キ ノ 布 告 ア リ 於 是 青 森 線 七 局 ヲ 設 置 シ 其 第 一 線 ハ 七 局 ヲ 經 由 シ テ 北 海 道 福 山 前 局 二 達 ス 而 シ テ 福 山 以 往 ハ 東 折 北 直 シ 凡 百 二 十 里 ヲ 踰 ヘ 小 樽 局 二 至 テ 止 ム 此 中 間 二 五 局 ヲ 置 キ 各 經 由 相 通 セ リ 第 二 線 ハ 仙 臺 局 ヲ 以 テ 中 間 ノ 接 信 ト ナ シ 以 南 二 方 リ テ ハ 築 地 局 ヲ 經 テ 横 濱 局 二 貫 通 ス 以 北 二 方 リ テ ハ 青 森 局 二 直 通 シ 而 シ テ 今 別 ノ 線 室 二 達 ス 線 室 以 往 ハ 津 輕 海 峽 ノ 沈 架 線 ヲ 以 テ 福 島 道 北 海 二 接 續 シ 十 里 距 離 福 島 ヨ リ

(Yezo), length of each cable being about 24 miles, and from thence by land as far as Hakodate. This line was exactly two years in course of construction, being completed in October of 7th year of Meiji (1874).

In the month of May of 7th year of Meiji (1874), the distance between the Stations of Numadzu and Yokohama, 71 miles, being found too long for the purpose of correctly testing and properly inspecting the line without great difficulty, a station was established at Odawara.

In September of 7th year of Meiji (1874) the Office at Kobé was removed to a spot near the railway terminus at Ujikawa, thus placing it in a more central and convenient position for the public generally than when it was situated at the extremity of the Foreign Settlement.

During the same month a local station was established at Ohtzu, connecting with Kyoto, and was opened for public traffic on 20th January of 8th year of Meiji (1875).

In October of 7th year of Meiji (1874) the erection of a line of one wire between Saga in Hizen and Kumamoto in Higo, a distance of 59

函館ニ至ルマテ
陸線ヲ用ヒ斯ニ
至テ止ム而シテ
此線路ノ建築ハ
正ニ二年ヲ經テ
乃チ七年十月
八百七十ニ至
四年十月ニ至
落成ス

沼津横濱兩局間ノ距
離大約二十有九里如
是遠懸隔ナルニ由
リ線路巡檢修理等ノ
際甚ク便捷ヲ欠ク故
チ以テ七年五月八千
七十四ニ至リ小田原
驛ニ又一局ヲ設ク

同七年九月一十四年八百七
神戶局ヲ宇治川鐵道停
車場ノ近傍ニ移ス此地
ヤ四衢八達ノ間ニ位シ
曩日外國人居留地ノ一
隅ニ偏在セシニ比スレ
ハ則チ人民ノ便利ヲ得
ルヲ最モ大ナリトス

是月ヤ大津
驛ニ一局ヲ
設ケ八年一
月廿日八百
一十七年八
月廿五日開
業ス此線ハ
三里十西京
八町ニ至リ

同年十月
一十八年十
月十四日
賀月十
局佐年

久留

miles 2 furlongs, via Kurume in Chikugo, was commenced. This line was completed by the end of January in the following year. A new station was also erected at Kumamoto and opened for traffic on 20th March of 8th year of Meiji (1875).

In the month of November of 7th year of Meiji (1874) an extra wire was elected on the existing poles between Kyoto and Koraihashi, (Osaka) a distance of about 28 miles.

In February of 8th year of Meiji (1875) the unfinished portion of the Awomori line (which extends from Asakusa station, Tokio, to the seaport of Imabetz in Tsugaru, via Awomori) between the towns of Oniyanagie and Ichinohé in Mutzu, was completed. Two new Offices have been erected on this line, one at Awomori and another at Morioka. The line was opened for general traffic on 25th March of 8th year Meiji (1875).

A No. 8 gauge wire on new poles from the Koraihashi Office, Osaka, to Sakai in Idzumi, distance 7 miles, was commenced in May of 8th year

米チ歷テ熊本
十二丁餘ニ一
線ヲ架設シ八
年一月落成ス
而シテ熊本ニ
一局ヲ置キ同
年三月二十日
開業ス

同年十一月
百七十八
四月十
一月十
京高瀬橋
ノ間十一
二里十一
町ニ一線
増架ス

同八年二月七千八百
月青森線架設ノ竣工
鬼柳一ノ戸ノ間全ク
落成シ盛岡青森ニ各
一局ヲ設ケ同年三月
廿五日開業ス是ニ至
テ青森ノ二線始テ備
ハル

同年五月八千
年五月高瀬橋
ヨリ堺ニ至ル
三丁餘十一線ヲ
架設シ六月ニ
至リ落成ス未
ク開業セス

of Meiji (1875) and finished by the following month.

In the month of April of 8th year of Meiji (1875) a deviation at Hakoné was commenced by erecting a new line of poles and three No. 8 guage wires from Odawara in Sagami to a point near Numadzu in Suruga, a distance of 22 miles, and connecting with the Nagasaki line, in place of the old portion of this line via Yagurasawa; as the new route traverses country of more suitable character, is shorter and is found in every way to be better adapted for the purpose, being more economical for future maintenance and advantageous in other respects than the previous route; which passed over extremely hilly and intractable country, thus, being exposed in many places to the full force and effect of bad weather, causing great risk of interruptions from contacts and other causes. This deviation was effected with all despatch by 7th June of 8th year of Meiji (1875) and in its results has proved most satisfactory.

In the month of January of 8th year of Meiji (1875) the rebuilding of the Office and godown at Naga-

同 年 四 月 一 十 五 千 八 百 七 十 八 年 四 月 七 日 函 嶺 線 更 築 初 小 田 原 沼 津 ノ 間 山 道 九 里 三 線 架 設 シ 以 テ 長 崎 線 ノ 正 路 ト ナ ス 然 ル コ 此 路 也 道 矢 倉 澤 取 ル 以 テ 崔 嵬 崎 嶇 林 藪 遮 路 加 之 暴 風 烈 雨 ノ 際 當 テ ハ 屢 線 條 ノ 障 礙 起 シ 通 信 ノ 患 害 甚 大 一 月 長 崎 外 國 人 居 留 地 内 於 テ 電 信 局 及 石 庫 等 亦 舊 路 比 勝 ヲ 可 カ ラ ス 於 是 他 ノ 一 路 ヲ 發 見 シ 之 ヲ 測 ル 日 至 リ 落 成 即 亦 舊 路 比 勝 ヲ 可 カ ラ ス 於 是 他 ノ 一 路 ヲ 發 見 シ 之 ヲ 測 ル 日 至 リ 落 成 即 更 新 路 就 實 六 月 七 日 全 落 成 セ リ 轉 徙 ス

saki was commenced on a new site in the Foreign Settlement, and was completed by 7th May of the same year.

A Telegraph wire being required by the "Kaitakushi" (Colonization Department) Branch Office at Shiba Tokio, to the Tskiji Station, a distance of about 1 mile 7 furlongs, and thence to connect with the Awomori line, one wire on new poles, for a distance of 240 yards from the "Kaitakushi" Office, was erected; thence connecting with Awomori by running an additional wire on the existing poles to Tskiji. This line was commenced on 9th June of 8th year of Meiji (1875) and completed on 22nd of same month.

In May of 8th year of Meiji (1875) the laying of four cables was commenced across the sands and river at Baniu, a breadth of about 500 yards. The cables were laid by 20th June and have proved very successful

Repairs to portions of the Awomori line commenced in 7th year of Meiji (1874) and completed by the end of June in the following year.

In the month of May of 8th year of Meiji (1875) an extra wire that

同 年 六 月 十 一 千 八 百 七 月 芝 開 拓 使 支 廳 ヲ 築 地 局 至 ル 二 十 八 町 又 餘 一 線 架 設 其 二 町 八 新 植 設 餘 ハ 現 柱 兼 架 以 テ 青 森 線 接 續 ス 同 月 廿 二 日 落 成 セ リ

同 年 五 月 十 一 千 八 百 七 月 五 川 離 此 馬 入 五 川 離 此 馬 間 餘 水 底 線 四 丁 餘 水 底 線 四 條 沈 架 六 月 二 十 日 落 成 セ リ

同 年 七 月 一 千 八 百 七 年 中 落 成 セ 青 森 線 復 修 數 所 ヲ 修 築 ス

同 年 八 月 一 千 八 百 七 年 五 月 十 八 日 省 工 部 新 橋 鐵 道 局 鐵 路

was found to be of little or no actual use, between the Kobusho and Shim-bashi Railway Station, was connect- ed from thence with the Tskiji Office by running an additional wire on the existing poles; to be used in future as a spare wire, and for the proposed time current arrangements.

About the end of April of 8th year of Meiji (1875) the rebuilding of the Office in Main Street, Yoko- hama, was commenced, and finished in the following June.

Between the months of March and May of 8th year of Meiji (1875) the Railway line between Kobe and Osaka was strengthened by the addition of about 290 new poles and completely overhauled.

In the month of April of 8th year of Meiji (1875) the old Telegraph poles on the Railway between Kawasaki and Shinagawa removed and new ones set up.

During the period from 1st Janu- ary to 30th June of 8th year of Meiji (1875) various repairs, altera- tions &c, not enumerated above were effected, as follows: -

About twenty miles of poles bet- ween Shidzuoka and Numadzu

廢線ヲ更
整シ此ヨ
リ築地局
エ一線ヲ
増架シ以
テ正午報
辰ノ用ニ
供ス

同年四月
一千八百
七十五年
四月下旬
濱局ヲ更
築シ六月
ニ至リ落
成ス

同年三月一
千八百八十
五年五月
月ニ至ルマ
神戸大坂間
道線へ電柱
九十ヲ増植
及修繕ヲ加
フ

同年四月
品川間
鐵道線
ノ朽柱
ヲ新杆
ニ更換
ス

此他明治八
年七月十五
日一月一日
ヨリ六月三十
日ニ至ルノ
間修理更換
ノ數左ノ如
シ

靜岡沼
津間凡
里ノ電
間ニ
柱ニ
重支線
或ハ支
柱ヲ施
設シ又

generally strengthened by double stays and struts, wires bound in, defective joints and Insulators rene- wed, and otherwise put in a tho- roughly sound condition.

Various repairs of a small nature were effected on the Kumamoto line.

The Tokio-Nagasaki line, 870 miles in length, divided into seven sections, various portions of which overhauled and repaired; damaged and defective Insulators and Materi- al made good; over 700 rotten poles replaced by new ones, and more than 1300 strengthened by stays and struts, thus placing this line in an advanced stage of general repair. Several Stations on this line have also been repaired.

Numerous portions of the Yezo line, extending from Fukuyama to Otaru, a distance of 291 miles, put in thorough repair.

The Tokio street lines have also been generally repaired and over- hauled.

The Office at Riyogoku-bashi removed from its original site on the water's edge to some distance from the riverside on account of the rebuilding of the bridge.

其線條ヲ
整理シ捲
着線碍子
等ノ毀損
セシハ悉
ク之ヲ更
換シテ堅
牢ナラシ
メ

熊本
線數
所ニ
各々
些ノ
修繕
ヲ加
フ

東京ヨリ長崎ニ至ル三百五十
七里餘ノ地ヲ畫シテ七區トナ
シ各區中器械物品等ノ毀損セ
シハ悉ク之ヲ修繕シ腐朽セシ
電柱凡ハ新柱ト換植シ而シ
テ他ノ電柱千三百ニ支柱或ハ
支線ヲ施設シ以テ堅牢ナラシ
メ且ツ諸局ニ修繕ヲ加フ

福山
リ小樽
ニ至ル
百三十九
里一ノ
町ノ間
遠近修
築ス

東京府下線多修築ス

兩國橋
改架ニ
ヨリ局
位ヲ其
新橋ノ
畔ニ移
ス

A station at Kurumé on the Kumamoto line erected, and nearly ready for traffic by the end of June.

TARIFF.

The original tariff decided upon when the Telegraph line between Tokio and Yokohama was opened to the public in the month of January of 2nd year of Meiji (1870) was, as follows.

- For 1 Japanese Character, One Fun (Sen 1/25).
20 European words or fraction of twenty words ... One Boo (Sen 25).
every additional 10 words or fraction of 10 words .. One Boo (Sen 25).

and a moderate scale of messengers' fees was charged in accordance with the distance to be performed in delivering the message.

As the Stations on the Nagasaki line were being consecutively opened to the public, a local tariff was fixed on a sliding scale for all Stations on the line in May of 5th year of Meiji (1872), as follows :-

久留米一ノヲシテ開業ス

音信稅則

明治二年七月十八日東京横濱電信開業ノ際始メテ税目ヲ定ムルノ如シ

和文每一字銀一分六厘
横文二拾語マテハ金壹分拾語或ハ以下ノ分數ヲ増ス毎ニ尙金壹分ヲ課ス

長崎線各局逐次開業ニ因リ
五年四月八日
七年二月至
和文横文ノ音信税目ヲ定メ之ヲ頒布ス即チ左ノ如シ

EUROPEAN MESSAGES.

Between any of the Stations in Tokio.
For 20 words or less ... Sen 15.
every additional 10 words or fraction thereof ... 7.5.

Between Tokio and Yokohama.
For 20 words or less ... 25.
every additional 10 words or fraction thereof ... 12.5.

From any Station on the Tokio-Nagasaki line to the next Station on either side.
For 20 words or less ... 25.
every additional 10 words or fraction thereof ... 12.5.

To each Station beyond.
For 20 words or less, 10 Sen extra, or ... 35.
every additional 10 words or fraction thereof ... 17.5.
(Except either to Shimonoseki, Fukuoka, or Kokura, 5 sen extra only, for each, to be added.)

From Tokio to Kobé.
For 20 words or less ... Yen 1.15.
every additional 10 words or fraction thereof ... Sen 57.5.

From Tokio to Nagasaki.
For 20 words or less ... Yens 2.05.
every additional 10 words or fraction thereof ... 1.02.5.

Addresses counted and charged for as part of the message.

横文稅目

東京府各局ヘハ廿語或ハ以下拾五錢
此レニ十語或ハ分數ヲ増ス毎ニ七錢五厘ヲ課ス
東京ヨリ横濱マテハ二十語或ハ以下廿五錢
前同シ
東京以西長崎發信局ヨリ隣局以外ハ一局毎ニ拾錢ヲ増ス即チ廿語或ハ以下卅五錢
前同シ
但シ赤間小倉福岡ノ三局ハ五錢ヲ増ス
東京ヨリ神戸マテハ廿語或ハ以下壹圓拾五錢
前同シ

Besides the above rates, messenger's fee charged, if beyond the free delivery radius, according to the distance to be performed in delivering the message.

JAPANESE MESSAGES.

Between any of the Stations in Tokio,

For 20 characters or less Sen 05.
every additional 10 characters or fraction thereof 02.5.

Between Tokio and Yokohama,

For 20 characters or less 07.
every additional 10 characters or fraction thereof 03.5.

From any Station on the Tokio-Nagasaki line to the next Station on either side,

For 20 characters or less 07.
every additional 10 characters or fraction thereof 03.5.

To each Station beyond,

For 20 characters or less 2 Sen extra, or, Sen 09.
every additional 10 characters or fraction thereof 04.5.
(Except either to Shimonoseki, Fukuoka, or Kokura, 1 Sen extra only, for each, to be added).

From Tokio to Kobé,

For 20 characters or less 25.
every additional 10 characters or fraction thereof 12.5.

二拾語或ハ以下貳圓五錢前同シク一圓ニ錢五厘ヲ課ス

但シ宿所ノ姓名ノ数字ヲ算入ス

此外配達地方ノ遠近ニ應シ届賃ヲ課スルトセサルアリ

目 稅 文 橫

東京府内各局へハ二十字或ハ以下五錢此レニ拾字或ハ五分増ス毎ニ二錢五厘ヲ課ス

東京ヨリ横濱マテハ二十拾字或ハ以下七錢前同シク三錢五厘ヲ課ス

東京以西長崎線各局孰レモ發信局ヨリ隣局ノハニ接ノ局ハニ拾字或ハ以下七錢前同シク三錢五厘ヲ課ス

發信局ヨリ隣局以外ハニ局毎ニ二錢ヲ増ス即チ二十字或ハ以下九錢

From Tokio to Nagasaki.

For 20 characters or less Sen 43.
every additional 10 characters or fraction thereof 21.5.

Addresses free of charge.

Besides the above rates, messenger's fee charged, if beyond the free delivery radius, according to the distance to be performed in delivering the message.

The above charges however were found to be insufficient, and the scale was again altered in November of 6th year of Meiji (1873) raising the charge for transmitting an European message of 20 words or less,
From Tokio to Kobe, to Yena 1-50.
"Nagasaki, " " 2-50
proportionate rates being fixed for intermediate Stations.

In the month of January of 7th year of Meiji (1874), as the Awamori line was in an advanced state of completion, and the Stations were being gradually opened for public traffic, a tariff of charges was fixed for messages between Tokio and Matsumaye.

In March of the same year a tariff for messages on the Yezo line, between Matsumaye and Otaru, was added to the existing table.

前同シク東京ヨリ東京ヨリ
四錢五厘神戶マテ長崎マテ
ヲ課スハ二十拾字或ハ廿字或ハ廿四
但シ赤或ハ以下拾三錢
間小倉貳拾五錢前同シク
福岡ノ前同シク
三局ハク拾二ク廿壹
一錢ヲ課ス錢五厘錢五厘
増ス

The terminal charge for International messages, of not more than twenty words, destined for Foreign Countries, received for transmission at any Station between Tokio and Nagasaki, and for all Stations South of Tokio, was fixed at Mex : \$ 2.00. When the Northern line between Tokio and Otaru was completed in October of 7th year of Meiji (1874) and the Stations successively opened, the terminal charge for an International message, of not more than twenty words, for all Stations North of Tokio was fixed at Mex : \$ 4.00. Dividing the Empire into two sections, taking Tokio as the Centre, for an International message of twenty words or less handed in for transmission North of Tokio, a terminal charge of Mex : \$ 2.00 is charged; which, in addition to the Mex : \$ 2.00 charged for the same South of Tokio, makes a total terminal charged of Mex : \$ 4.00.

The scale of charges for International messages, destined for places beyond the Empire, is not stated here; as, until the Official opening of the Government lines, these char-

ニ係ル各局漸次開業ニ赴ク	同年三月ニ至リ舊貫ノ音信税目ニ	海外寄信ハ東京長崎間何局ヨリ傳發シ又ハ同地方何局ニ來臻スルモ其一音信税ハ
ヲ以テ東京ヨリ松前ニ至ル	尙松前山福小樽間北海道各局ノ分	武拾 總テ應銀貳元ト定ム
ノ音信税目ヲ定ム	ヲ増加ス	斯ニ東京小樽間ノ線路全ク落成シ其沿道ニ設置セル各局逐次開業ニ赴クヲ以テノ故ニ東京以北ノ各所ニ至リ又各所ヨリ傳發スル海外傳寄ノ一音信税ハ
		武拾 應銀四元ト定ム然ル所以ノ者ハ則チ内國ヲ二區ニ分チ東京ヲ其中心ト見做シ東京以西ニ於テ定ムル所ノ一音信税貳元ト更ニ以北ノ定税貳元トナ課シ之ヲ合算シテ應銀四元トナスナリ

ges are collected by the Great Northern Telegraph Company.

With regard to Multiple messages, it has been decided to admit them under the following conditions; viz: A message may be addressed to several persons in the same place for a charge of 25 cents per copy for European messages, and 7 sen per copy for Japanese messages; i. e. for a European message of not more than twenty words including addresses, and for a Japanese message of not more than twenty characters exclusive of addresses, in addition to the ordinary charge for the transmission of a single message; in both cases messenger's fee charged for each copy according to the distance to be performed in delivering the same.*

A complete tariff of the rates charged for both Japanese and Foreign messages, comprising all the public message Offices open in Japan on 20th March of 8th year of Meiji (1875) is given in Appendix E.

我國電線未ダ海外線ト接続セサルカ故ニ長崎以外各國ノ線路ニ關スル音信税ハ大北部電信會社ニ於テ之ヲ收領ス因テ未ダ其税目ヲ此ニ載セズ	連名音信ノ規則ヲ設ルコト左ノ如シ 此法ハ一信中同都同邑ノ數名ヲ連署シ各之ヲ寄送スルヲ得ヘシ横文ハ居所姓名ヲ合算シ廿語ヲ以テ一音信トナシ騰寫一個毎ニ廿五錢ヲ課シ和文ハ居所姓名ヲ除キ廿字ヲ以テ一音信トナシ騰寫一個毎ニ七錢ヲ課ス且遞送地方ノ遠近ニ應シ定税ノ外交銀若干ヲ課ス後交銀ノ法ヲ改ム	既ニ開業セシ電信各局ノ音信税目ノ全備セシ者ハ戊號ノ附録ニ載ス此税目ハ明治八年三月廿日施行
---	--	--



* These rates have since been revised.

In 7th year of Meiji (1874) a small portion of the Northern line to Yezo was opened for traffic. The total traffic for the year was as follows; messages transmitted, 328, 693 Japanese, and 27,846 Foreign; of which 5, 267 were International. The receipts amounted to Yens 114, 560.

During the six months from 1st January to 30th June of 8th year of Meiji (1875), no new lines of any particular importance having been opened in the period, there were 19 3,434 Japanese, and 12,972 Foreign messages transmitted. The amount of receipts was Yens 70,837.

For comparative Table of amount of receipts and extent of traffic each year to 30th June of 8th year of Meiji (1876) see Appendices A and C.

WORKING OF THE LINES &C.

The Telegraph lines are worked conjointly by Europeans and Japanese. The latter act, under Foreign superintendence, as Operators. Clerks, Engineers, Inspectors, and Linemen.

稅總	計五	萬七	百七	十八	圓十	拾壹萬四千五百六十圓也
同七年一千八百七十四年北海道ニ	至ル線路ノ内敷局開業シ	同年中各線路ニテ寄送セ	ル音信數和文ハ三拾二萬	八千六百九拾三通横文ハ	二萬七千八百四拾六通内	千二百六十七此收稅總計
同八年一月一千八百七十五年一月	ヨリ同六月卅日ニ至ル	ノ間ハ別ニ新線ノ特業	ヲ興スヲナシ然レモ半	歲中寄送セル音信數和	文ハ拾九萬三千四百三	拾四通横文ハ一萬二千
右數年	ノ音信	數及收	稅等ハ	比較表	甲號ト	丙號ト
電信工業ハ内外	國人同心協力シ	テ之ニ從事シ建	築技術改役及着	守人等ノ職掌ヲ	分任ス而シテ時	或ハ外國人ノ參

法置設機電

電信工業ハ内外國人同心協力シテ之ニ從事シ建築技術改役及着守人等ノ職掌ヲ分任ス而シテ時或ハ外國人ノ參

The apparatus used for working the lines are the Morse Printer, the Breguet Alphabetical, and the Single Needle Instrument, with Batteries known by the title of "Ordinary Sulphate". The Morse Instrument is generally applied to long and important lines such as that from Tokio to Nagasaki. By the aid of these Instruments, prepared with special connections for translation, direct communication between Tokio and Nagasaki is at present maintained in moderately good weather.

The Breguet Instrument is chiefly used for local purposes; between the Government Departmental Offices, and on short circuits. They work fairly well and are very easily learnt.

The single Needle Instrument is exclusively used on the Railway lines.

Apparatus for "Duplex" working, and also for reading by "Sound," is now in course of preparation; the object of the Government being of course to obtain the fullest use and benefit from the existing wires before incurring the expense of setting

電信ニ用	東京ヨリ長崎ニ至ルカ如	諸官廳及各局等ノ	單鼓	自今將ニ雙信機ニテ
ル機械ハ	キ里程遠且緊要ナル線	距離接近ニシテ遠	機ハ	ブレクス及ヒ聽響
莫爾斯印	路ニハ莫爾斯機ヲ用ユ抑	ク電力ヲ要セサル	線ニ	機ヲ設備セントス
字機指字	モ此機械ハ數池ノ電氣ヲ	ノ所ハ概テ指字機	限リ	何トナレハ將來電
機單鼓機	併用セン爲メ幾箇ノ接脈	ヲ用ユ此機械ノ運	之ヲ	線ノ増架益々盛ナ
ナリ此機	線ヲ具スル故ニ風雨猛烈	用ハ簡便ニシテ技	用ユ	ルハ其費用ヲ要ス
械ニハ總	其他災異アルニ非サレハ	術ヲ學フニモ亦易	ル者	ルモ亦多シ故ニ先
テ電池ヲ	常ニ通信ノ滯アルコトナ	々ナリトス	ナリ	ツ此機械ノ用法ヲ

either manufactured at the Government Works or obtained from Native Contractors. The attempt to produce a good quality of line wire has, up to the present time, been unsuccessful.

EDUCATION OF NATIVE OPERATORS.

At the time of the first projection of the Telegraphs the Government selected 4 pupils to receive instruction from an English Telegraphist, in the manipulation of the Breguet Instrument, which was in use at the Stations then opened; and shortly afterwards a few more students were engaged for the Telegraph service.

In the month of November of 4th year of Meiji (1871)—in the meantime the management of all business connected with the Telegraphs having been deputed to the Bureau of Public Works—Morse printing Instruments arrived from Europe and their manipulation was studied by 59 pupils.

Towards the end of 5th year of Meiji (1872) the total number of

製造セシメ或ハ
他ノ職工ニ命ジ
テ之ヲ作ラシム
而シテ電線モ亦
ヲ試ニ内國ニ於
テ製造セシメタ
ルニ今ニ至リ未
タ其良品ヲ得ス

育 教 術 技

電機創業ノ時ニ當テ
通信技術ヲ學ハシメ
ンカ爲メ始メテ四人
ヲ撰ミ英人ニ就テ指
字機ノ術ヲ傳習セシ
ム尋テ數人ヲ撰ミ之
ヲ學ハシメ各其實業
ニ就カシム

明治四年一千八百七十二年
電信ノ事務工部省
ノ管理ニ歸シテヨ
リ後ヲ其十月莫爾
ス印字機始テ歐州
ヨリ來ル此技ヲ傳
習スル者時ニ五拾
九名

五年ノ末一千八百七十八年
ニ至リ指字印
字單鉞ノ三機ヲ
肄業スル者總テ
九十八名ヲ得タ
リ而シテ一面ハ
増員教育シ一面
ハ局務ニ從事セ

those studying the working of the Breguet Alphabetical, Morse Printing, and Single Needle Instruments was 98 pupils, and in the month of August of the following year, the number of pupils having gradually increased, there were 111 employed as Operators and Clerks at the Stations and 29 at the school in the Kobusho. This was owing to the Nagasaki line having been completed and the advanced stage of erection the Awomori line had reached, on both of which lines Operators were greatly needed.

In August of 6th year of Meiji (1873) a new school was established at Shodomé, Tokio, when a Notification was issued to the effect, that, 200 students between the ages of 15 and 25, at liberty to enter the school from August, would be engaged by the Government for a term of five years. (The service of those Students who had acquired some experience, previous to the establishment of the Shiodomé school, was for a term of only four years more from the month of August). All of these students were divided into three classes, the remuneration being different to each class.

シメ六年八月七十三百
至テハ各局ニ在テ執業ス
ル者百拾一名學校ニ在テ
肄業スル者二十九名是ノ
時ニ當リ長崎線ノ功既ニ
竣リ而シテ青森線モ亦既
ニ架設ノ央ニ際シ技員ヲ
要スルヲ最モ急ナリ

明治六年一千八百八十三年
新ニ修技學校ヲ潮留ニ置
キ更ニ生徒二百名ヲ徵募スルノ令ヲ發シ同
年八月開校乃チ入學ヲ許シ而シテ限ルニ滿
五年ヲ以テ奉職ノ期トナス是ヨリ先キ既ニ
者ヲ舊生徒ト稱シ以テ期ト此生徒ハ其等ヲ三
八月以後生徒四年ヲ以テ期トナスハ其等ヲ三
級ニ分チ級ニ隨テ口俸ヲ與フ各差アリ

and the local resources of the country will, in the course of time, at no very distant date, enable the Telegraphs of Japan to produce a revenue sufficient to pay interest on the Capital expended, and to provide for the cost of future Maintenance, there is not the slightest reason to doubt.

The great increase of traffic, and thereby increased receipts, steadily reaching a higher figure each successive year, particularly noticeable in the great increase in the number of Japanese messages transmitted, is necessarily a source of satisfaction; and can be taken as a criterion of the growing favor and appreciated utility of the Telegraph among the native population.

It affords me much pleasure to be able to state, that, the Report for the succeeding year to 30th June of 9th year of Meiji (1876), of new lines constructed, repair, deviation, and other works executed, will be much more complete and extensive than the present one, taking into account the period of twelve months in proportion to the length of time over which the present Report ex-

電線モ亦々増殖シ
四通八達縦横連亘
全國ニ至スヘシ然ラ
ハ則チ後日ノ得ル所
音ニ前年ノ費ス所チ償
完スルノミナラス並セ
テ後年守成ノ用ニ充テ
且若子ノ歳入チ占ムル
コ亦疑フヘカラス

音信ノ數ト收稅ノ金ト
年一年ヨリ増加シ就中
和文音信數ノ増殖スル
ヲ見レハ則チ國人民
頗ル電信ノ鴻益鉅利ア
ルヲ熟知シ益々其盛大
ニ至ランコトヲ企望スル
ヤ燭照スル如シ

新築修理等今ヨリ來
九年六月三十日八百
七月十六日ニ至ル工
業事項ヲ編纂スルハ
ハ此報告ヨリモ更ニ
規模ノ備ルチ見ルヘ
シ然ルニ我國ノ地勢
嶮多ク夷少キチ以テ

tends; which is a matter to be contemplated with some gratification by the Government, bearing in mind the great obstacles, at times the apparently almost insuperable difficulties that have to be overcome, in the rugged nature of the country which has occasionally to be traversed, as the projection of the lines is proceeded with.

A. K. Yoshikawa
Chief Commissioner

Kobusho, Tokio.
June 30th of 8th year of
Meiji (1875).

常ニ架線艱難
ノ憂アリ故ニ
此線路建築等
ノ事業全功チ
奏スルノ日ニ
至ラハ國家ノ
幸福亦ク甚シ
トセス

明治八年
六月三十
日於東京
工部省
電信頭芳川顯正

APPENDIX A.

COMPARATIVE TABLE OF EXPENDITURE AND RECEIPTS SINCE THE YEAR 1870 TO 30th JUNE 1875.

Year.	Expenditure. Yens.	Annual Increase. Yens.	Receipts. Yens.	Annual Increase. Yens.
1870	‡ 33,141	—	*	—
1871	77,150	44,009	2,869	—
1872	327,073	249,923	10,255	7,386
1873	532,996	205,923	50,778	40,523
1874	555,633	22,637	114,560	63,782
30th June 1875	235,647	(decrease) † about 15%	70,837	§ 23.%

Total Expenditure to 30th June 1875. } 1,761,640
 Total Receipts to 30th June 1875. } 249,299

- ‡ Including from September 1869.
 - * Amount unknown through destruction of documents by fire.
 - † Proportionate decrease of Expenditure for half year only } **
 - § Proportionate increase of Receipts for half year only } **
- ** (Estimated by taking half the actual Expenditure
 and Receipts for the previous year as a basis
 of Comparison.)

A. K. Yoshikawa.
 Chief Commissioner.

APPENDIX A.

COMPARATIVE TABLE OF EXPENDITURE AND RECEIPTS SINCE THE YEAR 1870 TO 30th JUNE 1875.

Year.	Expenditure. Yens.	Annual Increase. Yens.	Receipts. Yens.	Annual Increase. Yens.
1870	† 33,141	—	—	—
1871	77,150	44,009	2,869	—
1872	327,073	249,923	10,255	7,386
1873	532,996	205,923	50,778	40,523
1874	555,633	22,637	114,560	63,782
30th June 1875	235,647	(decrease) + about 15%	70,837	§ 23.%

Total Expenditure to 30th June 1875. } 1,761,640
Total Receipts to 30th June 1875. } 249,299

† Including from September 1869.
* Amount unknown through destruction of documents by fire.
† Proportionate decrease of Expenditure for half year only } **
§ Proportionate increase of Receipts for half year only }
** Estimated by taking half the actual Expenditure and Receipts for the previous year as a basis of Comparison.

A. K. Yoshikawa,
Chief Commissioner.

甲號附錄 費用及收稅金額比較表 明治三年(一千八百七十年)以降 同八年(一千八百七十五年)六月三十日ニ至ル

年	費用高	同上増加高	收稅高	同上増加高
† 明治三年(一千八百七十年)	三萬三千百		*	
† 明治四年(一千八百七十一年)	七萬七千百	四萬四千九	二千八百六	
† 明治五年(一千八百七十二一年)	三十二萬七千	二十四萬九千	十一萬二千	七千三百八
† 明治六年(一千八百七十二三年)	五十三萬二千	二十萬五千	五萬七千	四萬五百
† 明治七年(一千八百七十四年)	五十五萬五千	二萬二千六百	十一萬四千五	六萬三千七
† 明治八年(一千八百七十五年)	六十四萬七千	十壹割五分	三十萬七千	§ 二割三分
† 明治八年一月至六月	二十三萬五千		七萬八千	
† 費用金高總計	六百四十四萬七千		九千二百九	
† 收稅金高總計			十萬九千九	

† 此ニ記載スル高ハ明治二年(一千八百六十九年)八月以來ヲ合算ス
* 此ニ記載スル高ハ火災ノ爲メ書類焼失ニ因リ知レズ
† 半ケ年間ノ費用高ヲ以テ前年ト平均スルニ其減高如此
§ 半ケ年間ノ收稅高ヲ以テ前年ト平均スルニ其增高如此

Appendix D.

TABLE SHOWING ALL THE TELEGRAPH LINES OPEN FOR PUBLIC TRAFFIC, AND THEIR MILEAGE, WITH THE STATIONS ESTABLISHED ON EACH, UP TO 30th JUNE 1875.

Name of line.	Extending whereto.	Number of Stations established.	Name of Stations.	Length of each line.					
				Miles	Fur- longs	Yards	Ri	cho	ken
Tokio Street Lines.	In streets of Tokio: in circuit with each Office. }	7.	Tskiji, Nihonbashi, Riogoku, Asakusa, Hongo, Yotszuya, Akabanè. }	17.	4.	75.	7.	8.	0.
Tskiji (Tokio) and Yokohama. }	From Tskiji Office to Yokohama Office. }	1.	Yokohama.	19.	4.	141.	8.	2.	12.
Nihonbashi (Tokio) and Yokohama. }	From Nihonbashi Office to Yokohama Office. }	—	(direct communication.)	20.	6.	104.	8.	20.	24.
Nagasaki.	From Tskiji (Tokio) to Yokohama and thence via Kioto and Osaka to Nagasaki. }	21.	Odawara, Numadzu, Shidzuoka, Toyohashi, Nagoya, Gifu, Hikone, Ohtzu, Kioto, Koraihashi (Osaka), Kobé, Himegi, Okayama, Ozomichi, Hiroshima, Yamaguchi, Shimonoseki, Kokura, Fukuoka, Saga, Nagasaki. }	868.	3.	102.	357.	19.	5½.
Koraihashi (Osaka) and Kobé. }	From Koraihashi Office to Kobé Office. }	—	(direct communication.)	26.	5.	46.	10.	35.	00.
Kawaguchi (Osaka) and Kobé. }	From Kawaguchi Office to Kobé Office. }	1.	Kawaguchi (direct communication.)	24.	2.	70.	10.	00.	00.
Koraihashi (Osaka) and Kawaguchi. }	From Koraihashi Office to Kawaguchi Office. }	—	(direct communication.)	2.	2.	206.	—	35.	5.
Kioto and Koraihashi (Osaka.) }	From Kioto Office to Koraihashi Office. }	—	(direct communication.)	27.	4.	50.	11.	12.	00.
Ohtzu.	From Ohtzu to Kioto and in circuit with all offices on the Nagasaki line. }	—	(direct communication.)	8.	4.	2.	3.	18.	00.
Kumamoto.	From Saga in Hizen via Karumé to Kumamoto. }	1.	‡ Kumamoto.	59.	2.	125.	24.	15.	12½.
Awomori.	From Asakusa (Tokio) via Awomori to Imabetz. }	7.	Wutzunomiya, Shirakawa, Fukushima, Sendai, Iehinoseki, Morioka, Awomori }	510.	4.	102.	210.	7.	00.
Tsugar Cable.	From Imabetz harbour to Fukushima gulf. }	—	(direct communication.) (Two Cable houses.)	24.	2.	157.	10.	00.	44.

Tskiji (Tokio) and Yokohama.	From Tskiji Office to Yokohama Office.	1.	Yokohama.	19.	4.	141.	8.	2.	12.
Nihonbashi (Tokio) and Yokohama.	From Nihonbashi Offi- ce to Yokohama Office.	—	(direct communication.)	20.	6.	104.	8.	20.	24.
Nagasaki.	From Tskiji (Tokio) to Yokohama and thence via Kioto and Osaka to Nagasaki.	21.	Odawara, Numadzu, Shidzuoka, Toyohashi, Nagoya, Gifu, Hikone Ohtzu, Kioto, Koraihashi (Osaka) Kobé, Himegi, Okayama, Ozomichi, Hiroshima, Yamaguchi, Shimonoseki, Kokura, Fukuoka, Saga, Nagasaki.	* 868.	3.	102.	357.	19.	5½.
Koraihashi (Osaka) and Kobé.	From Koraihashi Office to Kobé Office.	—	(direct communication.)	26.	5.	46.	10.	35.	00.
Kawaguchi (Osaka) and Kobé.	From Kawaguchi Office to Kobé Office.	1.	Kawaguchi (direct communication.)	24.	2.	70.	10.	00.	00.
Koraihashi (Osaka) and Kawaguchi.	From Koraihashi Office to Kawaguchi Office.	—	(direct communication.)	2.	2.	206.	—	35.	5.
Kioto and Korai- hashi (Osaka.)	From Kioto Office to Koraihashi Office.	—	(direct communication.)	27.	4.	50.	11.	12.	00.
Ohtzu.	From Ohtzu to Kioto and in circuit with all offices on the Nagasaki line.	—	(direct communication.)	8.	4.	2.	3.	18.	00.
Kumamoto.	From Saga in Hizen via Kurume to Kumamoto.	1.	‡ Kumamoto.	59.	2.	125.	24.	15.	12½.
Awomori.	From Asakusa (Tokio) via Awomori to Imabetz.	7.	Wutzunomiya, Shirakawa, Fuku- shima, Sendai, Ichiuoseki, Morioka, Awomori	510.	4.	102.	210.	7.	00.
Tsugar Cable.	From Imabetz harbour to Fukushima gulf.	—	(direct communication.) (Two Cable houses.)	24.	2.	157.	10.	00.	44.
Yezo.	One wire from Fuku- shima Cable house via Fukuyama to Hako- date; another direct to Hakodate, with a separate wire between Fukuyama and Hako- date; and a third wire between Hakodate and Otaru.	7.	Fukuyama (Matsumaye), Hakodate, Mori, Osamambé Mororan, Sapporo, Otaru	291.	1.	26.	119.	31.	00.
Total number of Stations open.		45	Total length of lines open.	1,901.	0.	106.	782.	23.	43.

* Including the cable across the Baniu River, a breadth of 486 yards (cho 4. ken 5½), and that across the Shimonoseki Straits, 1,117 yards (cho 9. ken 24½),

‡ Kurume Station completed, but not opened till after 30th June 1875.

A. K. Yoshikawa,
Chief Commissioner



丁號附錄
明治八年七月十五日迄開業セシ線路里程及局數表

線名	發到	局數	局名	線路里程					
				里	町	間	マイルフルロンダヤルト		
東京府下線	府下各局互ニ通ス	七	築地局 日本橋局 淺草局 本郷局 四谷局 赤羽根局	七	八		十七	四	七十五
築地及横濱線	築地局ヲ發シ横濱局ニ到ル	一	横濱局	八	二	十二	十九	四	百四十
日本橋及横濱線	日本橋局ヲ發シ横濱局ニ到ル			八	廿	廿四	廿	六	百四
長崎線	築地局ヲ發シ横濱局ニ到リ而シテ西京及大坂ヲ經テ長崎局ニ到ル	廿一	小田原局 沼津局 豊橋局 大岐局 高津局 姫路局 尾道局 山口局 廣島局 赤馬關局 福岡局 長崎局	五十七	十九	五半	八百六十八	三	百二
大坂高麗橋及神戶線	高麗橋局ヲ發シ神戶局ニ到ル			十	卅五		廿六	五	四十六
同高麗橋及川口線	高麗橋局ヲ發シ川口局ニ到ル		川口局	十	卅五		廿四	二	七十
西京及大坂高麗橋線	西京局ヲ發シ高麗橋局ニ到ル			十一	十二		廿七	四	五十
大津線	西京局ヲ發シ大津局ニ到ル			三	十八		八	四	二
熊本線	佐賀局ヲ發シ久留米ヲ經テ熊本局ニ到ル	一	熊本局	廿四	十五	十二半	五十九	二	百二十
青森線	淺草局ヲ發シ青森ヲ經テ今別ニ到ル	七	宇都宮局 白川局 福島局 仙臺局 一ノ關局 盛岡局 青森局	二百十七	七		五百十	四	百二
津輕海底線	今別港ヲ發シ福島灣ニ到ル		線室 二字	十		四十四	廿四	二	百五十
北海道線	第一線ハ函館ヲ發シ小樽局ニ到ル 第二線ハ福島線室ヲ發シ福山局ヲ經テ函館局ニ到ル 又福山函館兩局間ニ別線ヲ架シ互ニ通ス	七	福山局 函館局 森局 長萬部局 室蘭局 札幌局 小樽局	百十九	三十一		二百九十一	一	廿六
局數	四十五局								
線路里程	七百八十二								
合計	廿三								
線路里程	四十三								
合計	一千九百								
局數	百六								

馬入川水底線四町五間半四百八十六碼及下ノ關海底線九町廿四間半一千七百七十七碼モ算入ス
久留米局ハ末々開業セス

International message of twenty words, (including address and messenger's fee) \$ 4.00 for all Stations north of Tokio, for

every additional ten words or fraction thereof, half that rate.

Local message within the city of Tokio, per 20 words, 0.15 Sen.

Messenger's fee in the city of Tokio within a radius of 2 ri from the receiving office, 1½ Sen per message.

When a special messenger is requisite, actual expense incurred to be charged.

Any message destined for a place beyond a radius of 2 ri from the receiving office will be posted.

Delivery charge for messages addressed to Ships anchored in the harbour of Hakodaté

will be, irrespective of distance, 0.15 Sen.

Messages intended for Ships in any other harbour or roadstead will only be delivered

to the Agent on shore, and in such cases a full address must be given.

	Wutzunomiya		Shirakawa		Fukushima		Sendai		Ichinoseki		Morioka		Awomori		Fukuyama		Hakodaté		Mori		Osamambé		Mororan		Sapporo		Otaru		
	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.50	0.50	0.50	1.00	1.00	0.50	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50
	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00	1.00	1.00	1.00	1.50	1.50	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00	0.50	1.00
	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	2.00	2.50	2.50	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00	1.00	2.00
	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00	3.00	3.00	3.00	3.50	3.50	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00	1.50	3.00
	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00	4.00	4.00	4.00	4.50	4.50	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00	2.00	4.00
	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00	5.00	5.00	5.00	5.50	5.50	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00	2.50	5.00
	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00	6.00	6.00	6.00	6.50	6.50	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00	3.00	6.00
	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00	7.00	7.00	7.00	7.50	7.50	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00	3.50	7.00
	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00	8.00	8.00	8.00	8.50	8.50	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00	4.00	8.00
	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00	9.00	9.00	9.00	9.50	9.50	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00	4.50	9.00
	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00	10.00	10.00	10.00	10.50	10.50	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00	5.00	10.00
	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00	11.00	11.00	11.00	11.50	11.50	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00	5.50	11.00
	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00	12.00	12.00	12.00	12.50	12.50	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00	6.00	12.00
	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00	13.00	13.00	13.00	13.50	13.50	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00	6.50	13.00
	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00	14.00	14.00	14.00	14.50	14.50	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00	7.00	14.00
	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00	15.00	15.00	15.00	15.50	15.50	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00	7.50	15.00
	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00	16.00	16.00	16.00	16.50	16.50	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00	8.00	16.00
	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00	17.00	17.00	17.00	17.50	17.50	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00	8.50	17.00
	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00	18.00	18.00	18.00	18.50	18.50	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00	9.00	18.00
	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00	19.00	19.00	19.00	19.50	19.50	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00	9.50	19.00
	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00	20.00	20.00	20.00	20.50	20.50	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00	10.00	20.00

(The above rates are in Yens)

Tariff, for Japanese Messages, issued 20th March 1875.

These rates are for messages of not more than twenty characters; ("Katakana") for every additional ten characters or fraction

of ten characters, half the rate of a full message charged.

Local message within the city of Tokio, per 20 characters, 05 Sen.

Address is free of charge.

Messenger's fee in Tokio within a radius of 2 ri from the receiving office, 1½ Sen per message.

When a special messenger is requisite, actual expense incurred to be charged.

Any message destined for a place beyond a radius of 2 ri from the receiving office will be posted.

Delivery charge for messages addressed to Ships anchored in the harbour of Hakodaté will be,

irrespective of distance, 0.15 Sen.

Messages intended for Ships in any other harbour or roadstead will only be delivered

to the Agent on Shore, and in such cases a full address must be given.

	Tokio														Tokio														
	Wutzunomiya														0.08	Wutzunomiya													
	Shirakawa														0.08	0.11	Shirakawa												
	Fukushima														0.08	0.11	0.14	Fukushima											
	Sendai														0.08	0.11	0.14	0.17	Sendai										
	Ichinoseki														0.08	0.11	0.14	0.17	0.20	Ichinoseki									
	Morioka														0.08	0.11	0.14	0.17	0.20	0.23	Morioka								
	Awomori														0.08	0.13	0.16	0.19	0.22	0.25	0.28	Awomori							
	Fukuyama														0.11	0.13	0.18	0.21	0.24	0.27	0.30	0.33	Fukuyama						
	Hakodaté														0.08	0.11	0.13	0.18	0.21	0.24	0.27	0.30	0.33	Hakodaté					
	Mori														0.08	0.11	0.14	0.16	0.21	0.24	0.27	0.30	0.33	0.36	Mori				
	Osamambé														0.08	0.11	0.14	0.17	0.19	0.24	0.27	0.30	0.33	0.36	0.39	Osamambé			
	Mororan														0.08	0.11	0.14	0.17	0.23	0.27	0.30	0.33	0.36	0.39	0.42	Mororan			
	Sapporo														0.08	0.11	0.14	0.17	0.20	0.23	0.27	0.30	0.33	0.36	0.39	0.42	0.45	Sapporo	
	Otaru														0.08	0.11	0.14	0.17	0.20	0.23	0.26	0.28	0.33	0.36	0.39	0.42	0.45	0.48	Otaru

(The above rates are in Yens)

A. K. Yoshikawa

Chief Commissioner.

橫 文 電 信 表

東京	橫濱	小田原	沼津	靜岡	濱松	豐橋	名古屋	岐阜	彦根	大津	西京	大坂	堺	神戸
東 三十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
橫 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
小田 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
沼	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
靜 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
濱 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
豐	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
名	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
岐	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
彦 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
大 二十 五錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
西	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
大	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
堺	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢
神	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢	五十錢

一 此表ハ二十語迄ノ音信料ニシテ其餘ハ十語ヲ加フル毎ニ半價ヲ増ス十語ニ滿サルモ亦同様ナリ

一 海外音信ハ(秘語並届賃共籠)二十語ノ賃錢ニ弗ヲ拂フベシ其餘ハ十語ヲ加ル毎ニ半價ヲ増ス十語ニ滿サルモ亦同様ナリ

一 東京大坂府下各局ハ一音信料ヲ十五錢トス

届 賃

一 届賃二里以内ハ道ノ遠近ニ拘ハラズ每一通一錢五釐ナリ

一 別仕立テ届ルコトヲ乞フキハ現場ノ拂立勘定タルベシ

一 二里以外ハ郵便ニテ届ベシ

一 橫濱神戸長崎ノ港内碇泊ノ船々へ電信ヲ送達スルキハ海路ノ遠不拘其出狀人ヨリ十五錢ノ届賃ヲ拂フベシ右三港ノ外ハ其船ノ問屋へ送達ス仍テ其宛名ヲ詳ニスベシ

明治八年三月廿日ヨリ施行

和 文 電 信 表

東京	横濱	小田原	沼津	静岡	濱松	豊橋	名古屋	岐阜	彦根	大津	西京	大坂	堺	神戸	姫路
東七錢	九錢	九錢	十一錢	十二錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢
横七錢	七錢	九錢	十錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢
小田七錢	七錢	八錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢
沼七錢	八錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢
靜六錢	七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢
濱六錢	八錢	十錢	十二錢	十四錢	十六錢	十八錢	二十錢	二十二錢	二十四錢	二十六錢	二十八錢	三十錢	三十二錢	三十四錢	三十六錢
豐七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢	三十七錢
名七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢	三十七錢
岐七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢	三十七錢
彦七錢	七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢
大七錢	七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢
西七錢	九錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢
大七錢	七錢	七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢
堺九錢	七錢	七錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢
神七錢	九錢	九錢	十一錢	十三錢	十五錢	十七錢	十九錢	二十一錢	二十三錢	二十五錢	二十七錢	二十九錢	三十一錢	三十三錢	三十五錢

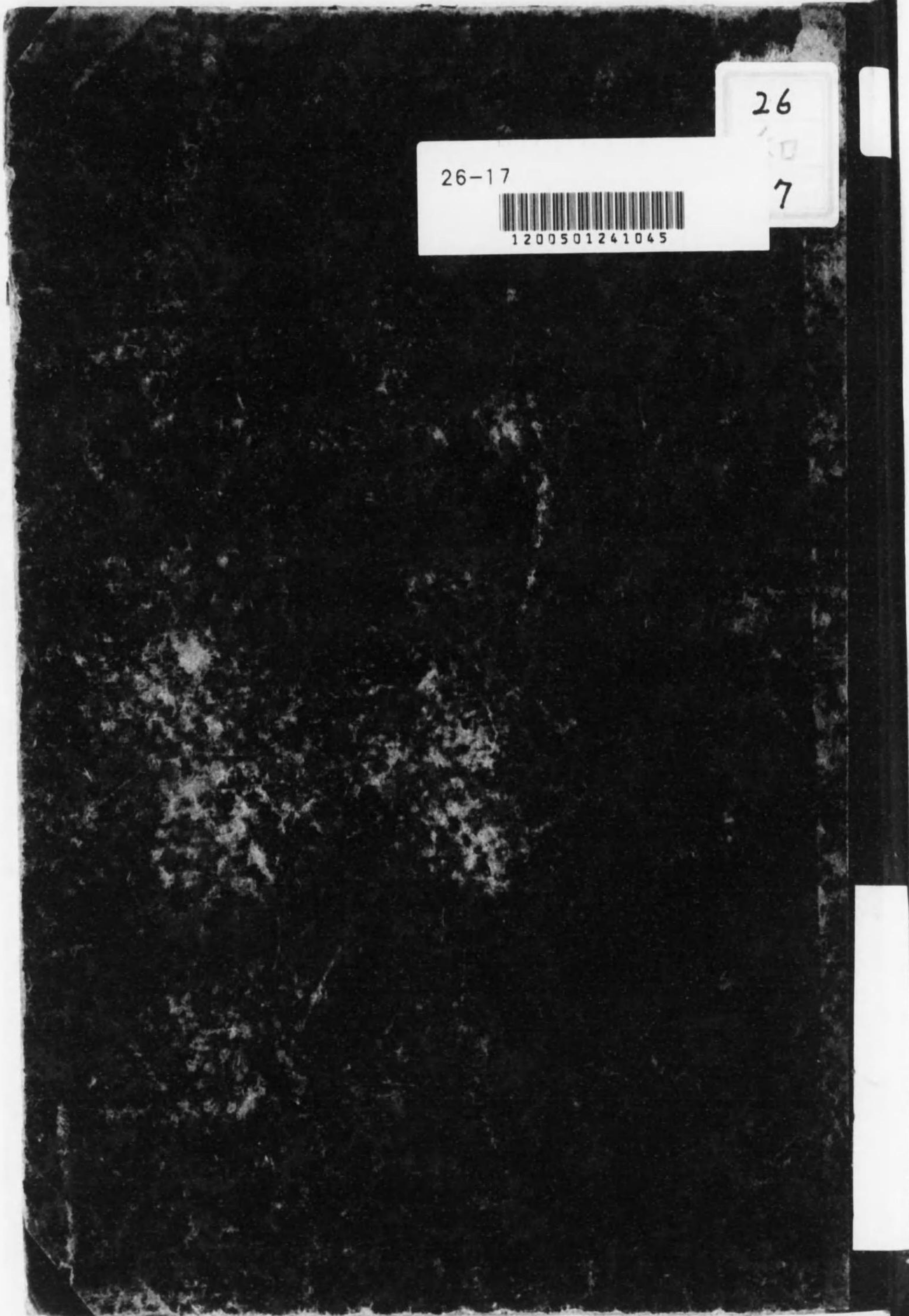
一此表ハ片假名廿字
迄ノ音信料ニシテ其餘
ハ十字ヲ加フル毎ニ半價ヲ
増ス十字ニ滿サルモ亦同様ナリ
一東京大坂府下各局ハ五錢トス
但宿所宛名トモ字數ノ代價ナシ

届 賃

一届賃二里以内ハ道ノ遠近ニ拘ハラズ每一通
壹錢五釐ナリ
一別仕立ニテ届ルコトヲ乞フキハ現場ノ拂立
勘定タルベシ
一二里以外ハ郵便ニテ届ベシ
一横濱神戸長崎ノ港内碇泊ノ船々へ電信ヲ送達スルキハ海路ノ遠近
不拘其出狀人ヨリ十五錢ノ届賃ヲ拂フベシ右三港ノ外ハ其船ノ會
間屋へ送達ス仍テ其宛名ヲ詳ニスベシ

明治八年三月二十日ヨリ施行

11/3/11



26

26-17



1200501241045

7

終