

much pleasure to be able to report to His Majesty the Emperor the friendly expression of the sentiments entertained by the Delegates. He was well aware that a scheme of such magnitude could only be carried into execution with their friendly assistance, and he trusted therefore to meet with their cordial cooperation. As had been observed in some quarters, it was a very large and comprehensive measure that had now been placed before them. He had been for a long time occupied in considering what concessions would be most conveniently offered by his Government, and had formed the opinion that no small or partial concessions recommended themselves so much as a measure of a large and liberal character. His reason for this view was that in order to enable his Government to carry out even such minor concessions, they would have found it necessary to ask the Foreign Powers to surrender a certain portion of their jurisdiction, and he thought that minor concessions, when made subject to that condition, would be less practicable than the liberal measure which he now proposed, and in which mutual concession was more equally balanced. He believed that the present time was the most suitable for the adoption of such policy, for which in his opinion Japan was now better prepared than she was for entering into foreign intercourse, when she first opened her ports nearly a quarter of century ago. He hoped therefore that he might count upon the enlightened cooperation of the Delegates. He hoped to be able to put his detailed proposals before the Conference at an early date.

The British Minister remarked that the order of the day was the consideration of the Draft Tariff. The Foreign Delegates had considered the draft and were prepared to give a general opinion upon it. But in view of the intimate connection which existed between the concessions demanded in the way of increased duties by the Japanese Government and those which they would propose to offer in return to the Treaty Powers, he thought that it might be more convenient to the President that the discussion on the Tariff should be deferred until another meeting. He begged to inquire whether the President wished to state to the Conference his proposals in respect to Light and Tonnage Dues.

The Minister for Foreign Affairs replied that he was not yet prepared to lay the proposals under that head before the Delegates.

On the proposal of the German Minister it was agreed that the Delegates should defer giving their general view on the Proposed Tariff until the ensuing meeting, which was fixed for the 20th April.

The French Minister took this opportunity of presenting Mr. Tony Conte as his successor at the Conference in the quality of Delegate for France.

The President begged to thank Mr. Roquette for the spirit of conciliation and goodwill uniformly displayed by him at the meetings of the Conference, and to express his regret at the prospect of his departure from Japan. He begged to welcome Mr. Tony Conte as Delegate for France.

The British Minister in the name of his Colleagues expressed their sincere regret at being deprived of the assistance of Mr. de Roquette, and offered to Mr. Conte a cordial welcome on behalf of all present.

The Conference adjourned at half past three o'clock.

PROTOCOL No. 8.

MEETING OF APRIL 27, 1882.

Present:

- For Japan,
Mr. Shioda;
- For Austria-Hungary,
The Chevalier Hoffer von Hoffenfels;
- For Belgium,
Mr. Scribe;
- For France,
Mr. Tony Conte;
- For Germany and Switzerland,
Mr. von Eisendecker and as Second Delegate for Germany,
Mr. Zappe;
- For Great Britain,
Sir Harry S. Parkes;
- For Italy,
The Chevalier E. Martin Lanciare;
- For Russia,
Baron Rosen;
- For Spain,
The Chevalier Don Luis del Castillo y Trigueros;
- For the United States,
The Honourable John A. Bingham.

Mr. Shioda, second Delegate of the Japanese Government, observed that the meeting fixed for the 20th instant had been postponed on account of the indisposition of the President, and he regretted to have to announce to the Delegates that owing to the same cause Mr. Inouye had been obliged to leave Tokio for change of air. According to the order of the day arranged at the last meeting the Delegates of the Japanese Government were to communicate at the next sitting the details of their proposals relative to the opening of the country, but as the Minister for Foreign Affairs desired to do this in person, Mr. Shioda begged to propose that the statement in question should be deferred until the return of Mr. Inouye, and that the Conference should pass on to the consideration of Group VIII, Light, Harbour and Shipping Dues.

This proposal having been unanimously agreed to, Mr. Shioda proceeded to make the following observations.

His Imperial Majesty's Government had constructed and were now maintaining thirty five lighthouses, three pole-lights, three light-ships, eight buoys and five beacons. As shown by the Tables placed before the Conference these had been constructed at an original cost of *yen* 1,142,121, and the expenditure for maintenance for the thirteen years ended June 30, 1881, amounted to *yen* 3,123,276. The total outlay up to June 30th, 1881, was therefore *yen* 4,265,397. In addition it might also be stated that the erection of twenty-two new lighthouses had been proposed and that some of these were now in course of construction.

The Treaties of 1858 and those subsequently concluded provided that no Tonnage Dues should be collected on foreign shipping by the Japanese Government, but authorized the Customs Authorities to levy and collect certain fees for the entrance and clearance of vessels, namely \$ 15 on entrance and \$ 7 on clearance, irrespective of the tonnage.

The fees thus collected from vessels engaged in foreign trade had amounted during the year ended June 30th, 1881, to the sum of \$ 14,735, the tonnage of such vessels being 677,092 tons.

Thus it would be seen that only a little over 2 cents per ton was collected from the tonnage engaged in the foreign trade of Japan in lieu of all tonnage, harbour, lighthouse and other dues usually levied on shipping and in lieu also of all Custom House fees.

It was also observable that the amount of dues collected was insignificant in comparison with the amount expended either on the construction or the maintenance of lights, and it was obviously unfair that small vessels should be charged the same rates as large mail steamers.

It appeared that in the United States American vessels and foreign vessels belonging to such nations as are by treaty or otherwise entitled to have their ships placed on an equal footing with American vessels regarding duties on tonnage pay a tonnage duty of *thirty cents* per ton, and foreign vessels not entitled to such treatment are charged *fifty cents* per ton each entry as *light dues* and *fifty cents* per annum as *tonnage dues*.

In Great Britain the harbour dues collected amounted to the important sum of \$ 20,000,000 per year, or nearly 50 cents on every ton moving in English harbours. Tonnage and light dues were collected in Great Britain. These dues were not uniform throughout Great Britain, but at the port of Liverpool they averaged about two cents per ton upon all shipping engaged in the foreign trade, the light dues being based upon the cost of construction and maintenance of aids to navigation, while the tonnage dues were levied in order to meet the expenses incident to the conservation of the Harbour.

In France tonnage dues, including quay, harbour, lighthouse, quarantine dues, &c., amounted on an average to nearly 2.50 francs per ton.

It might be asserted that every Treaty Power now collected from shipping engaged in its foreign trade, either directly or indirectly, tonnage and light dues, and that Japan was the only power that had never derived any revenue from this source.

In China 58 $\frac{1}{10}$ cents per ton were collected as tonnage dues, the cost of light-

houses being defrayed out of the receipts from such dues. With only one exception all the lighthouses on the coast of China above the 6th order were believed to have been established since 1867, and nearly all of them since 1870.

Taking these facts into consideration and remembering that tonnage dues at the rate abovementioned had been collected continually since the Treaty of Tientsin came into operation, it could not be doubted that the lighthouse system of China had been self-supporting.

Up to the present time, on the other hand, the Japanese Government had derived no revenue from the lights established and maintained by them, and considering the fact that they had already expended in this direction over 4,000,000 *yen*, they now entertained the hope that no objection would be raised on the part of the foreign powers to the imposition of a combined rate for tonnage and light dues, which would realize from shipping engaged in foreign trade entering the open ports, a sum nearly equal to the annual cost of maintenance of the lighthouse system, which had been shown to amount to about 176,306 *yen*.

It had been ascertained that a tax leviable once in four months of 50 silver *sen* per ton upon all ordinary vessels engaged in foreign trade and 40 silver *sen* per ton on Mail Steamers would secure a revenue of *yen* 158,888 or about *yen* 17,418 less than the actual expenditure for lighthouses during the last financial year.

Taking the shipping which would contribute towards this total it had been ascertained that this tonnage tax would average 23.8 cents per ton upon the gross tonnage subject to it.

While the rate herein proposed was not perhaps as high as His Imperial Majesty's Government might be justified in proposing, in view of the fact that it combined all charges for tonnage as well as for lights, and that fifteen years had elapsed since the lighthouse system was first inaugurated, yet having regard to the small aggregate amount of tonnage visiting the different open ports, and being desirous to afford facilities for the development of the carrying trade and thereby augmenting the foreign commerce of the Empire, the Japanese Government had limited their claim to a rate which would not injuriously affect navigation.

Sir Harry Parkes observed that he thought the proposed distinction in the rates between Mail Steamers and other vessels would prove inconvenient in practice, as the carrying of mails was not confined to contract mail steamers, and thus the same vessel might come under both classes according to whether she happened to have a mail on board or not. He was in favour therefore of ordinary vessels not being charged more than mail steamers. He also begged to draw attention to the small number of Japanese vessels entered in Table F—only eight mail steamers, four ordinary steamers and one sailing vessel. He thought it would be found that the whole mercantile marine of Japan engaged in foreign trade between the open ports was not confined to thirteen vessels.

Mr. Shioda remarked that Japanese vessels engaged in the coast trade were not included in that number, and that those vessels were subject to other charges.

Sir Harry Parkes replied that if the object were to levy such a rate of tonnage dues as would defray the maintenance of the lighthouse system, those dues he thought should not be confined to foreign going vessels, either Japanese or foreign

owned. Foreign vessels could trade only at the open ports, and so long therefore as they did not fully participate in the benefit of a lighthouse system which embraced the whole coast, they could not be fairly charged with the entire cost of its maintenance.

Mr. Shioda observed that the lighthouses were constructed on all such points as were considered to require them for the navigation of both foreign and native vessels, and not with the intention of favouring any particular portion of the coast, as the map would show. In addition, he pointed out that those of the native vessels carrying on foreign trade were considered to be on a similar footing with foreign vessels, and these were charged with the same rate of light dues as the foreign vessels, the position of foreign owned and Japanese vessels engaged in foreign trade being therefore identical. He would also draw attention to the fact that China had levied for over twenty years 58 cents—a far higher rate than the one now proposed by the Japanese Government, and yet many of the lights of China were of inferior order to those of Japan. He therefore considered that this example sustained the justice of the proposals of his Government.

On the suggestion of Sir Harry Parkes it was agreed that the Delegates of the Treaty Powers should defer until the ensuing meeting their remarks upon the subject of the foregoing statement.

The Conference adjourned at half past three o'clock.