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charters of trade to the English 89, 90, 106 to 109, 111. The Dutch Trade to it from Tywan p. 55. The Emperor Grans
Government p. 49. The Dutch Trade to it from Tywan p. 55. The Emperor Gran's
Who are supported by the Dutch p. 46. Spirit conduct of Japanese Merchants, and wise and spirit conduct of the


History of Anglo-Japanese Relations XVI
Captain Saris proceeded in the Clove to Japan with a view to open a trade with that country.

In the year 1613, King Charles II wrote a letter to the Emperor of Japan, requesting him to authorize a free trade.

He arrived in Japan in June 1613 and was very kindly received by the Emperor and several Inferior Kings and Viceroys. The Emperor gave him a Charter, granting the Company every privilege they could wish with respect to trade, such as exemption from custom duties, the liberty of establishing a factory, assistance in case of shipwreck, and preservation of the property of any of the English merchants who might die in his dominions.

Captain Saris, having completed his business and settled a factory, returned to Bantam, where he loaded his ship with pepper for England, where he arrived in September 1614. The gentlemen concerned in this voyage cleared a profit of 211 per cent.

The charter in the original language and character, with an English translation, may be seen in purchase's pilgrames.

In the year 1671, King Charles II wrote a letter to the Emperor of Japan requesting him to authorize a free trade between the subjects of the two countries, and the letter was accompanied with presents supplied by the Company. But the Emperor was not to be moved from a resolution he had formed of permitting no Europeans, except the Dutch, to trade in Japan. Subsequent attempts to obtain a trade were unsuccessful, and the Company was finally compelled to give up the project.

The gentlemen concerned in this voyage cleared a profit of 211 per cent.

In the year 1671, King Charles II wrote a letter to the Emperor of Japan requesting him to authorize a free trade between the subjects of the two countries, and the letter was accompanied with presents supplied by the Company. But the Emperor was not to be moved from a resolution he had formed of permitting no Europeans, except the Dutch, to trade in Japan. Subsequent attempts to obtain a trade were unsuccessful, and the Company was finally compelled to give up the project.
For a trade with Japan in the year 1669, which will be noticed in his proper place, it is said that the Dutch, after several attempts to have made another attempt at establishing intercourse with Japan, resolved to abandon any further thoughts of it. Whether this silly objection, which may have been suggested by the Dutch, or the equally-silly observance of an antient prophecy, alluded to in some of the papers of those times, was the real cause which influenced the council's resolution, it was impossible to prevail with him to alter his resolution of the Japanese Sovereign, that he would have no connection of any kind with King Charles, who had married a daughter of the King of Portugal, his inveterate enemy.

In September 1689 the company, still not discouraged after so many disappointments, wrote to their presidency at Madras, directing a voyage to be fitted out there for Japan. But the Japanese Emperor remained inflexible. After this attempt, the company, finding that they had expended £90,000 in their repeated exertions for establishing a trade intercourse with Japan, resolved to abandon any further thoughts of it. In the year 1681 and again in 1683, other attempts were made to obtain permission to open a commercial intercourse. But so far was the Emperor from being interested in the proposals made to him, that the company were even prohibited by him, that even the use of woolen cloth, suitable from importation British woolen goods from Batavia or other places, though the climate of his country requires it, and the Chinese goods from Banyan or other places, though the climate of his country requires it, was prohibited by him, that he even prohibited his own subjects from importing British woolen goods from Batavia or other places, though the climate of his country requires it.

In the year 1681 and again in 1683, other attempts were made to obtain permission to open a commercial intercourse. But so far was the Emperor from being interested in the proposals made to him, that the company were even prohibited by him, that even the use of woolen cloth, suitable from importation British woolen goods from Batavia or other places, though the climate of his country requires it, was prohibited by him, that he even prohibited his own subjects from importing British woolen goods from Batavia or other places, though the climate of his country requires it.

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In the year 1699 the Company (most probably the New Company) notwithstanding the repeated disappointments still hoping to make it an extensive market for wooden goods and other English Manufactures. But it does not appear that the factors had any success: and the Company have not since made any further attempt. Neither would a trade with the Japanese be so advantageous as the reputed opulence of their country might lead one to suppose. Their manner of living is very simple, and most of the articles they want can be brought to them cheaper from various parts of Asia than from Europe; and copper, the chief article they could give in return, is found in sufficient abundance with the Japanese be so advantageous as the reputed opulence of their country might lead one to suppose. Their

In the year 1699 the Company (most probably the New Company) notwithstanding the repeated disappointments
One of the young students understood English slightly, could pronounce a few English words, and really could not have had but one, and he understood but little, he was kept out of the way.

We passed on the night of the 5th August, and their shaped our course direct for Nagasaki.

On the 1st of August (1845) we took our departure for Japan, steering a course for the Coto Islands, which we

...
On the 5th of August we were anchored in Nagasaki Bay with the mountainous country covered with vegetation surrounding us on all sides. Some of them seemed to be well acquainted with geography and pointed out their three principal islands (which they pronounce Kew, Nipung, and Sikok) on the map with the greatest ease. Some of them seemed to be well conversant with guns and gunnery; others could even master a few words of English. (Voyage of H. M. S. Samarang Vol. II. p. 470.) Many among them spoke Dutch, and some a little French. They appeared to be very well acquainted with Geography, and pointed out their three principal islands, which they pronounce Kew, Nipung, and Sikok, on the map with the greatest ease. Some of them seemed to be well conversant with guns and gunnery; others could even master a few words of English. (Voyage of H. M. S. Samarang Vol. II. p. 470.)
ある。

増補長崎略史下巻は日英交通史に関係ある記事多し。例へば長崎外交紀略附録二十四巻には延宝元年英国船渡来記事長崎外交紀略附録三第二十四巻増補

長崎略史第二十四巻には文化五年英国軍艦渡来記事即ち英国軍艦フェートン号（H. M. S. Plac.

而して増補長崎略史第二十六巻長崎外交紀略附録五には弘化二年英国測量船渡来記事他が掲げてある。故に私は生憎延発

に弘化二年英国測量船H. M. S. "Savannah"事件の他の史料を紹介する機会に長崎市役所発行の

長崎叢書中の増補長崎略史を日英交通史料の一つとして加へて置く。

さてこの長崎市役所発行の長崎叢書中の増補長崎略史第二十六巻長崎外交紀略附録五弘化

二年英国測量船渡来記事には見出しを設け第一に英国測量船渡来の第二に来意を説明せらる唐通
日英交通史料（十六）

五　九

日

英

交通

史料

（十六）
The day previous to our departure all the articles required were brought on board and mustered by a regular list; but in many of the names, they had made mistakes, natural in all probability to their taste, such as peaches and apricots, preserved in salt, for salad, but owing to the heat of the climate unfit for consumption, those at the built; a large quantity of very fine fish, were of cedar, measuring about sixty-six feet in length, by fourteen apertures, preserved in salad, for frills, such as peaches and apricots, preserved in salt, for salad, but owing to the heat of the climate unfit for consumption.
and vegetables for the crew. Their reason for not giving us Bullocks—"too tired" or "hard worked"—is worth relating. On enquiring why they could not supply these cattle, instead of hogs, they observed, "The Japanese do not eat cows; they do their duty; they give milk; it is sinful to take it; they require it to rear their calves; and because they do this, they are not allowed to work. The Bulls do their work; they labour at the plough; they get thin; you cannot eat them; it is not just to kill a beast which does its duty, but the hogs are indolent; lazy, do no work, they are proper for food."

Probably it was on the ground they could not work that one of the Dogouns ordered all the old men, women, and cripples to be destroyed.
 vagy狙击手必须与他人打出手，所以狙击手的精度至关重要。另一种打法是，狙击手与其他人合作，通过敌人的弱点来伏击。另一类打法是，狙击手必须与其他人配合，通过敌人的弱点来伏击。另一类打法是，狙击手必须与其他人配合，通过敌人的弱点来伏击。
岩生學士に倣ひ私のも夏門志巻十六蕃事志紀兵。天啓二年の部より左の一節を引用して置く。

高知所鎮故末弗自鳴膏之論也。不可也。岩生學士に倣ひ私のも夏門志巻十六蕃事志紀兵。天啓二年の部より左の一節を引用して置く。

天啓二年紅毛吏據澎湖犯左所通至塗澄

知縣劉斯塹守計甚備旋引去。

漳州府志臺灣縣舊志紅毛郎官開自現東工作坊地在卑南新城澎湖要路至市守王宏儒說以毀城還徙許五市紅毛從之而還撫商周祥以

遂議徙上閩不許至市夷復築城築滿舟二百餘隻華人進士右助築遷廈門俘斬數十人。乃訴詞求赦乃許毀城還徙而修築如故治舟

風標仔尾出沒塗崎自填頂島古雷洋崎沙洲甲洲間海賊李旦復助之濁海郡邑戒嚴。

岩生氏は右の一節に在る李旦復（E. Raw-fo）を以て當時履々日本臺灣の海上を往復活動し時には

海盗を働き支那甲必丹（Captain China）より他人に比定するは困難であると述べて居るピュフォルト（W. P. Groenveld）著論に於ける和蘭人（Dr. Nederlander in China）第百八十五頁を引用し

て居られる。即ちヒントをフーレネフオルトの著述に得て而も同氏の未だ触れざりし甲必丹アン

の記述に於て居るアンドレアディッチス（Andrea Diits）が即ちの李旦復であるとの新説を提起されたのである。李は北

京官話にても廣東話にても亦連波福州話等にても発音は／li/である。（A Chinese English Dictionary）に於て


教授の報告によれば中華民國留學生の語る處によれば且を上海語にては／li/の如く発音すと。
私は上海語の適当な辞典を手許に持たない故判斷に困るのであるが若し長州教授の報告にして正
の例である。

私は岩生氏の口は九州方言にては口となるとの解釈は認めぬ事が出るが若長州氏の
考までにたた一説として紹介するに止め自説は他日の研究をまち発表したいと思う。

（附註）

自徳蔵書鄭成功傳巻上清閤海鄭鄭居附著日本浪華本紀載世書校に芝龍に就て次の記事がある。
芝龍本仲葉底亡之＝顔恩齊書中＝為之顔恩齊海激人＝臺灣＝一時鄭監古鄭紀楊六楊七香等皆出＝其門＝
顔恩齊人最驚驚芝

龍委身事書

平戸に居つ支那甲比丹Andrea Diffisは顔恩齊を指すのであるとの説を奉す人々と其著書論文
中日英交通史料文獻として未だ本稿に掲載せざりしものを岩生氏に挙げて左に掲げる事とする。

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村上直次郎氏稿時の平戸港歷史地理六ノ二（村上氏稿＝長崎市史＝通交貿易編西洋諸國部に
は見當らない）

これは異國叢書の一として験南社より昭和四年十月十五日に発行されたものでこの内組訂

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略の書ではなく、日英交通史料を引用している。この書の事は、日英交通史料として掲げるばかりに、また実存史料として未だ加へて置かなかった。しかしこの書の上巻六十一頁に於て、アンドリアディテイテイストと問い合わせてある。

昭和十四年六月
自慶應三年十月

長崎＝於ケル英国軍艦水夫事件＝関スル処置照会ノ件

その他

三八
五月四日（六月二十三日）英吉利公使＝ヨリ（議定兼外国事務局督）＝山階宮賛親王宛

三七
英吉利公使＝ヨリ（議定兼外国事務局督）＝山階宮賛親王宛

註

日英交通史料ニ於テ十六巻

三九

三九

三九
On the night of the 5th of August two of the seamen belonging to H. M. S. "Icarus" were murdered in the streets of Nagasaki under circumstances of unusual atrocity. It is proved that they had caused no disturbance and were murdered while asleep by some armed Japanese who happened to see them lying in that defenceless condition. A more coldblooded or more cowardly murder could not have been committed.

Yokohama, June 23rd, 1868

H. B. M. Legation

[Signature]
the seizure and punishment of the murderers, whoever they might be.
This statement was not exact. The fact was, as we learnt afterwards, that Captain the Petit Thouars, commanding the "Duplex" to which ship the murdered sailors belonged, who had been deputed by the French senior naval officer to witness the execution with a party of his men, finding that the completion of the proceedings would involve the detention of his men on shore after dark, raised his hand after the eleventh man had suffered.

Sir Ernest Satow, A Diplomat in Japan, Chapter XXIX Massacre of French Sailors at Sakai, p. 354.

On the day after that the prince was to call on Sir Harry, at the same hour, on board H. M. S. "Ocean" at Kobe.

Sir Ernest Satow, A Diplomat in Japan, Chapter XXIX Massacre of French Sailors at Sakai, p. 354.

Chapter XII: The Shimabara Revolt, Christian Rebellion, or Anima Rebellion, as it is variously called, occurred in 1637 (p. 52).

The Shimabara Revolt of 1637 was a catastrophic event for the Japanese, who were forced to abandon their Christian beliefs under the orders of the shogun, Tokugawa Ieyasu. The rebellion was led by Christian believers who were opposed to the religious policies of the shogunate. The revolt was put down by the military, and its leaders were executed.

Chapter XIII: English East India Company (p. 60).

The English East India Company was founded in 1600 to trade with Japan. It was the first English company to establish a permanent presence in Japan, and it played a significant role in the development of trade relations between Europe and Asia. The company was responsible for establishing trading posts and negotiating trade agreements with the Japanese government.

Chapter X: Competition and Union between the English and Dutch East India Companies (p. 77).

The English East India Company and the Dutch East India Company were the two major trading companies in Japan during the 17th and 18th centuries. The two companies often competed with each other for trade and market share, but they also cooperated to some extent. The Dutch East India Company was more successful in establishing a permanent presence in Japan, and it played a significant role in the distribution of goods in the country.

A Short History of Anglo-Japanese Relations by Choo, Tokyo 1936.

A Diplomat in Japan by Sir Ernest Slow, London 1942.
In the meanwhile it seems to me that a certain misunderstanding is going to consolidate where on page 10.

My kindest thank for your friendly attention.

Quacquenmeck.

Adams reached as the first Englishman the land of Japan, thanks to the undaunted perseverance of its commander.

Just returned here from abroad I was agreeably surprised by the reception of your interesting treatise "Short Story of Anglo-Japanese Relations" in which you happily included some items on the Dutch ship in which Phil. Adams reached as the first Englishman the land of Japan, thanks to the undaunted perseverance of its commander.

In the meanwhile it seems to me that a certain misunderstanding is going to consolidate where on page 10.

My kindest thank for your friendly attention.

Quacquenmeck.

Adams reached as the first Englishman the land of Japan, thanks to the undaunted perseverance of its commander.

List:

Nagasaki.

Prof. Chozo Muto

of the Nagasaki Higher Commercial School

August 18th 1936

Riyouth, Z. H. Nasserahed 60

Kepu (十) 豊野
In the Nieuwe Rotterdamse Courant of 9 and 10 October 1926, I thought it time to publish a somewhat lengthy article on the affair in which I very prudently commented on a translated article (publication??) of Dr. Murakami which I had received Oct. 8th through our Dep. of P. A.

This, for the present at least, may give you some proper insight on certain rights I honestly may claim in respect to the identification.

Dr. Murakami was amply discussed between 1919 and 1926 as he represented a certain image in the Ryukoin temple, that a certain image in the Ryukoin temple, which in Japan was simply discussed between 1919 and 1926 as I perceived later, represented an image of Erasmus, which ERASMUS (representing the famous humanist in a striking resemblance of the head of MAHY and DECORENS) was, as you formulate it "nothing but the statue of Erasmus".

I may here only bring under your attention the following fact:

NOW I have not any reason to doubt that indeed Dr. Murakami discovered for himself that the said statue, which in Japan was simply discussed between 1919 and 1926 as I perceived later, represented an image of Erasmus, was, as you formulate it "nothing but the statue of Erasmus".

you involve my humbly-self opposite the discovery of Dr. Murakami: that a certain image in the Ryukoin temple,
of your government and your musical authorities.

in his place of origin, back again this relic of those early days of our maritime discovery, thanks to the loyal attitude

It is a striking coincidence that just this day I shall have the privilege and unspeakable satisfaction to see here

The Image of Erasmus in Japan

By J. B. Sne...
この考証論文を出版交通史料並に日英交通史料として掲げて行く。

中には二重化二月廿日目記を同年夏英吉利船入港當時警衛の記録が収録されて居る。

この中には前に掲げた弘化二月七月末日記船入津の出転達日記を他の如くこの日期の日記は詳細に亘って居らず又正確でない点もあると私は思う。
モトの福岡藩側の日記は弘化四年十一月七日於長崎岩御廻場書井上信元と署名してあり
史料としては出所も明瞭であり参考となる。幸い日本史料協会が刊行して世に頒されたからこ
の印刷物と前に私が掲げた写本他者と同様してこの英譯 Smelling Out 来事件を研究すると便があ
る。私は日本史料協会の勞を多し兹に日英交通史料として掲げて置く。但しこの書の例言に
文化五年英船出島館を取取らんと金たものでない。長崎港に蘭船あらばそれを挿せんとしたも
ので平和的手段で出島館譲受けむとしたのは英人所得總督ラップルス(Sir Stamford Raffles)で
ある。(摘抄日英交通史料 A Short History of Anglo-Japanese Relations By Choso Mito, Chapter XV, H. M. S. Phoenix's
arrival at Nagasaki, Chapter XVI, Raffles's Plan for getting Possession of the Dutch Factory at Dejima, Nagasaki, for Great
Britain 援航日英交通史料(一) (二) (九) (十一)等メーテンノ件事件資料参照)
昭和七年十月日本史料協会発行《大隈重信関係文書》第一 百第二百三十五頁三三外務省通牒大

有之度候

日英交通史料(一)
...
First Englishman to Reach Japan

MEMORIAL UNVEILED AT GILLINGHAM

From our Correspondent

The Japanese Ambassador unveiled today a memorial to William Adams, a native of the town, the first Englishman to reach Japan. Representatives of the Navy and civic authorities were present at the ceremony and the band of the Commander-in-Chief, the Nore, Commandant-in-Chief, the Nore, and the guard and band of the R.N. Barracks, Chatham, attended. The memorial takes the form of an illuminated clock tower, which can be seen at night down the river, as far as Sheerness.

The Japanese Ambassador unveiled at Gillingham to-day a memorial to William Adams, a native of the town, the first Englishman to reach Japan. Representatives of the Navy and civic authorities were present at the ceremony, and the band of the Commander-in-Chief, the Nore, Commandant-in-Chief, the Nore, and the guard and band of the R.N. Barracks, Chatham, attended. The memorial takes the form of an illuminated clock tower, which can be seen at night down the river, as far as Sheerness.

May 11

CHATHAM
After the presentation to him of an address of welcome and a silver salver, the Ambassador said that William Adams was not merely an English seafarer who first went to Japan in the seventeenth century, but an eminent introducer of European science and civilization to Japan, and the true founder of Anglo-Japanese friendship on the basis of mutual understanding and helpfulness.

The Ambassador said it was his desire that through that monument and the other erected in Japan, not only the name of William Adams but also the traditional good comradeship of the two countries would long be remembered by the people of Great Britain and Japan.

During the proceedings a short service was conducted by the Vicar of Gillingham (the Rev. C. F. Webb), and an address was given by Major W. Grantham, Recorder of Deal, who took an active part in raising funds for the memorial.

A STATUE has just been erected at Gillingham, near Rochester, in Kent, in memory of William Adams, the first Englishman who ever landed in Japan.

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adventures. Many of his shipmates were either captured or shipwrecked, but he eventually reached Japan, and there he built ships for the Japanese, taught them mathematics, and was given an estate near Yokosuka. After some years he wanted to return to England, but the Shogun would not allow him to go. He became a great favourite of the Shogun who ruled the country.

His grave can be seen to-day on a hill overlooking the harbour of Yokosuka. It is interesting to recall these facts now that the newspapers are so full of news about Japan and its relations with England.

Later he helped the East India Company to establish a factory in Japan, and then when at last the Shogun gave Adams permission to go home, he did not return, and finally died in Japan in 1620.
George Herbert, Jocula Prudentum

, Step after step the ladder is ascended

English Language & Literature

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1603-1714. Issued under the Direction of the Royal Historical Society and the American Historical Association

Edited by Godfrey Davies, Assistant Professor of Modern History in the University of Chicago.

Oxford 1928.

Foreign Relations

English Political and Constitutional History

Foreign Relations

(4) General (a) Guide (b) Sources (c) Later works (ii) France (iii) Germany (iv) Italy (v) Northern Powers (vi) Spain, Portugal, and the Low Countries (vii) Switzerland (viii) United Provinces.

Hakluytus Posthumus or Purchas his Pilgrimes... By S. Purchac. S. Purchas.

Walter W. Skeat

An Etymological Dictionary of the English Language
Labour with what Zeal we will—Something still remain undone.

Samuel Johnson

Knowledge is of two Kinds: We Know a subject ourselves or we know where we can find information upon it.

When we inquire into any subject, the first thing we have to do is to know what books have been read of it.

Jotto—Birds of Passage

Something still remain undone

Labour with what Zeal we will.