Political (1895) Department.

ORDINARY MS.

G.O., No. 146

Dated 1st Mar. 1895.

[Despatch. Abstract.]

WAR BETWEEN CHINA AND JAPAN

Communicating to the Marine Department copy of correspondence regarding the detention at Aden of His Imperial Majesty's cruiser "Tatsuta".

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

India Office,
London, 1st February 1895.

Secret,
No. 5.

To His Excellency The Right Honourable The Governor General of India in Council.

MY LORD,

I forward herewith, for the information of your Excellency's Government, copy of the marginally noted correspondence,* regarding the detention at Aden of His Imperial Japanese Majesty's cruiser "Tatsuta," the delivery of that vessel into the hands of the Japanese authorities on the 14th January, and the permission recently granted to dock her at Bombay to undergo the necessary repairs to enable her to hold the sea on her voyage to the nearest national port or to her destination, whichever may be nearer.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,
(Signed) HENRY H. FOWLER.

Japan. Delivery to the Japanese of the cruiser "Tatsuta," detained at Aden. Permission granted for repairs to be effected at Bombay.

* 1. Telegram from Resident, Aden, 23rd August 1894.
2. Letter from Foreign Office, 23rd August 1894, and enclosure.
3. Telegram to Resident, Aden, 23rd August 1894.
4. Letter from Foreign Office, 23rd August 1894, and enclosure.
5. Telegram to Resident, Aden, 24th August 1894.
6. Letter from Foreign Office, 25th August 1894.
7. Letter to ditto, 28th August 1894.
8. Telegram to Resident, Aden, 28th August 1894.
9. Telegram from ditto, Aden, 29th August 1894.
10. Letter from Foreign Office, 29th August 1894.
11. Telegram to Resident, Aden, 29th August 1894.
12. Letter from Foreign Office, 30th August 1894.
13. Telegram to Resident, Aden, 30th August 1894.
14. Telegram from ditto, Aden, 31st August 1894.
15. Letter from Admiralty, 3rd September 1894, and enclosure.
16. Letter from Resident, Aden, 29th August 1894.
17. Letter to Foreign Office, 12th September 1894.
18. Letter from Admiralty, 13th September 1894, and enclosures.
19. Letter from ditto, 20th September 1894, and enclosures.
20. Letter from Foreign Office, 31st October 1894, and enclosures.
21. Letter to Resident, Aden, 2nd November 1894.
22. Letter from Foreign Office, 12th November 1894, and enclosures.
23. Letter from ditto, 11th December 1894, and enclosure.
24. Letter from ditto, 13th December 1894.
25. Letter to Resident, Aden, 14th December 1894.
26. Letter from Foreign Office, 22nd December 1894, and enclosure.
27. Letter from ditto, 19th January 1895, and enclosure.
28. Telegram to Viceroy, 23rd January 1895.
29. Letter to Foreign Office, 23rd January 1895.

ENCLOSURES.

No. 1.

Telegram from Resident, Aden, 23rd August 1894.

Japanese cruiser "Tatsuta," arriving Port Said 16th August, with an English crew, was to have left about 18th August, intending to call at Aden. Solicit instructions. Am I to detain her? Am I to allow English crew to proceed in her, and what quantity of coal am I to allow her? Sufficient for Ceylon, or beyond? Also, in a case of her or belligerent vessels of war touching at Perim station of the Mediterranean squadron, what course of action am I to take? "Tatsuta" may arrive at either port any day. India Office letter of 10th August reached me 21st August. Sixth day expires 27th August (?). Reply as soon as possible.

No. 2.

Foreign Office to India Office.

Foreign Office,
23rd August 1894.

Sir,

On the 31st ultimo, before a state of war between China and Japan had been declared by either country, a cruiser named the "Tatsuta," built in this country, sailed from the Tyne bound to Japan.

The vessel entered the Suez Canal on the 19th instant flying the Japanese flag, and having on board as part of her crew forty British subjects.

On the 21st instant the Earl of Kimberley received from the Chinese Minister at this Court a note dated the 20th, of which I enclose a copy, stating that the "Tatsuta" had on board of her a crew notoriously consisting in great part of British subjects, and requesting His Lordship, in view of the Queen's Proclamation of Neutrality and of the provisions of the Foreign Enlistment Act, to give orders, in the event of the vessel touching at Aden or any other place in Her Majesty's dominions, to have the British portion of her crew withdrawn, and to take such other measures as might be necessary to prevent a violation of the Act and of the law of nations.

The day before this application was received the English Secretary to the Chinese Legation had stated, in explanation of the request which the Minister was about to make to the Foreign Office, that he had no reason to doubt that the "Tatsuta" was a Japanese vessel commanded by a Japanese officer, nor that part of her crew were Japanese subjects.

Lord Kimberley lost no time in consulting the Law Officers of the Crown whether the engagement of the British seamen before and their continuance to serve after the Declaration of War constituted, as had been alleged by the Chinese Minister's English Secretary, a continuance of equipping in contravention of the Foreign Enlistment Act,

and whether Her Majesty's Government should take any action with regard to the "Tatsuta," and, if so, what instructions should be sent to the Governors of Her Majesty's possessions abroad where the vessel was likely to touch on her way to Japan.

The Law Officers advised that "No action can be taken in the "matter. The 'Tatsuta' appears to be a Japanese war vessel in the "command of a Japanese officer, and as such she cannot be boarded for "any such purpose as is suggested"; and they further advised that "the continuance of the voyage by the British seamen does not "constitute a continuance of equipping within the meaning of the "Foreign Enlistment Act, 1870."

Since the receipt of the Law Officers' report, from which I have just quoted the opinion which they have given, it has been ascertained from the Customs authorities on the Tyne that the Captain in charge of the "Tatsuta" is a British subject, but the Law Officers, to whom this fact has been mentioned, state that "the nationality of the captain would "not in any way alter the opinion which we have already given if the "vessel is really a commissioned vessel of war. It does, however, "suggest that she may not yet be commissioned, and the question "should be dealt with on that hypothesis. Even then, we are of "opinion that the British seamen could not lawfully be removed by "use of force, though there would not seem to be any reason why they "should not be told of the risks which they are likely to run, of which "they may by possibility be ignorant."

Lord Kimberley is of opinion that such a warning should be given, and His Lordship therefore directs me to request that you will move the Secretary of State for India to send telegraphic instructions to the Resident at Aden—where the "Tatsuta" may be expected to arrive to-day, to-morrow, or the next day—to inform the British captain in command of the vessel of the outbreak of war between China and Japan, and of the issue of the Queen's Proclamation of Neutrality, and to warn the captain and to request him to warn the British seamen under him of the risks which they are likely to run in serving in a Japanese ship of war.

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure in No. 2.

Chinese Minister to Earl of Kimberley.

Chinese Legation,
20th August 1894.

My Lord,

I have the honour to inform your Lordship that the "Tatsuta," a war vessel recently built and equipped at Elswick for the Japanese Government and now on her way to Japan *viâ* the Suez Canal, has on board of her a crew notoriously consisting in great part of British subjects.

Having regard to the state of war at present existing between China and Japan, and the Royal Proclamation of the 7th August, enjoining on Her Majesty's subjects the duty of neutrality, and the observance of the Foreign Enlistment Act of 1870, I have to request that your Lordship will have the goodness to give orders, in the event of the "Tatsuta" touching at Aden or other place in Her Majesty's dominions, to have

the British portion of her crew withdrawn and at the same time take such other measures as may be necessary to prevent a violation of the Act in question, and of the law of nations in so far as they may regard the duties of a neutral state in time of war.

I have, &c.
KUNG.

The Earl of Kimberley, K.G.,
&c., &c., &c.

No. 3.

Telegram from Secretary of State to Resident, Aden,
23rd August 1894.

On 31st July, before declaration of war between China and Japan, Japanese steamer "Tatsuta" sailed from Tyne, entered Suez Canal 19th instant, flying Japanese flag, and is expected at Aden immediately. Chinese Minister states portion of crew are British, and requests that British portion of crew may be withdrawn. Law Officers of Crown advise that "Tatsuta" is apparently Japanese war vessel in command of Japanese officer, and that as such she cannot be boarded for the purpose suggested; also that continuance on board her of British seamen enlisted before declaration of war is not breach of Foreign Enlistment Act. Since then it has been stated that Captain is British subject, but Law Officers advise that this makes no difference if the ship is really a commissioned vessel of war. If, however, the vessel is not yet commissioned, Law Officers advise that British seamen could not be removed by force, though there is no reason why they should not be told of risks to which they are exposed, of which they may be ignorant. Your duty will be to ascertain whether the vessel is commissioned vessel of war, in which case British Government has no *locus standi*, and you should take no action. If she is not commissioned, you should inform the crew of the outbreak of war and of the Queen's Proclamation of Neutrality, and of the risks they run in serving on a Japanese ship of war. If the captain be a British subject, he should be similarly warned.

No. 4.

Foreign Office to India Office.

Foreign Office,
23rd August 1894.

Sir,

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Fowler, a copy of a Despatch addressed to Her Majesty's Minister at Pekin in regard to the Japanese war vessel "Tatsuta."

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure in No. 4.

Earl of Kimberley to Mr. O'Conor.

Treaty. No. 11.

Foreign Office,
20th August 1894.

Sir,

Sir Halliday Macartney called here to-day on behalf of the Chinese Minister, in order, he said, to "lay an information" against the Japanese cruiser "Tatsuta," now on her way to Aden bound for Japan.

He stated that the Chinese Minister wished the authorities at Aden to take out of the cruiser the British portion of her crew, as serving contrary to the Queen's Proclamation and the Foreign Enlistment Act. The Chinese Minister, he added, had been advised that their service constituted a continuous equipping.

Sir H. Macartney did not allege that the cruiser is not actually the property of the Japanese Government, or that she sailed after the declaration of war, or that she is not commanded by a Japanese officer, He also admitted that part of the crew are Japanese.

Sir H. Macartney was informed that if the Chinese Minister made a written application, giving full details, and the grounds for asking Her Majesty's Government to interfere with a Japanese man-of-war calling at a British port, the matter would be at once considered; but that on the facts which he had mentioned it did not seem probable that Her Majesty's Government would be warranted in removing the British subjects from the "Tatsuta," as requested by the Chinese Minister.

I am, &c.,
KIMBERLEY.

N. R. O'Conor, C.B., C.M.G.

No. 5.

Telegram from Secretary of State to Resident, Aden,
24th August 1894.

Secret. My telegram of 23rd crossing yours of same date answers question about detention of "Tatsuta" and about English crew. Allow coal sufficient for Ceylon. As to Perim, it is for you to carry out rules there also, but in consultation, if necessary, with naval authorities. The six days' grace expiring 27th need not interfere with your carrying out these instructions, but would apply to penal clauses.

No. 6.

Foreign Office to India Office.

Foreign Office,
25th August 1894.

Sir,

I am directed by the Earl of Kimberley to request that you will inform the Secretary of State for India, with reference to my letter of the 23rd instant, that the Registrar of Seamen reports that Mr. K. W. Stranach was in charge of the Japanese warship "Tatsuta" when that vessel left this country.

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

No. 7.

India Office to Foreign Office.

India Office,
28th August 1894.

Sir,

With reference to your letters of the 23rd and 25th August and to the telegraphic correspondence* noted in the margin, I am desired by Mr. Fowler to acquaint you, for the information of the Earl of Kimberley, that the Resident at Aden reports, under date 27th August, that "Japanese steamship 'Tatsuta' arrived afternoon 25th "August, with captain and crew, British subjects. Naval authorities "ruled that she is not in commission. She has no Japanese naval "officers or officials on board. Instructions conveyed by your telegrams "of the 23rd and 24th August were therefore carried out and crew "warned. The captain was directed to leave this port by five o'clock "this evening, failing which I intend detaining the vessel pending Her "Majesty's pleasure. Captain has intimated his inability to comply, "owing to portion of the crew refusing to proceed. Further "instructions awaited."

* Telegram to Resident, Aden, dated 23rd August 1894.
Telegram from Resident, Aden, dated 23rd August 1894.
Telegram to Resident, Aden, dated 24th August 1894.

2. Mr. Fowler will be glad to learn what instructions the Earl of Kimberley desires should be conveyed to General Jopp.

I have, &c.,
HORACE WALPOLE.

The Under Secretary of State,
Foreign Office.

No. 8.

Telegram from Secretary of State to the Resident, Aden, 28th August 1894.

Secret. Yours 27th. "Tatsuta." Are any Japanese on board? and, if so, what is their position? Do her papers show whether she is Japanese Government vessel?

No. 9.

Telegram from Resident, Aden, 29th August 1894.

Secret. Your Lordship's telegram of the 28th August. There are not any Japanese on board the "Tatsuta." Muster rolls have been carefully examined and master asserts that this is (?) the only paper she has showing distinctly she is a Japanese Government vessel. The above paper is from the Japanese Minister authorizing and requesting Robert William Stranach to proceed as sailing master in the Imperial Japanese gunboat "Tatsuta" on her voyage, &c. She has not any other papers except ordinary log book and muster roll. No consignee or bill of health or clearance paper. I have been informed privately that three Japanese officers took the vessel out of the Tyne, then left her. The "Tatsuta" is now detained in charge of senior naval officer, half her crew having refused to go on and left her.

No. 10.

Foreign Office to India Office.

Foreign Office,
29th August 1894.

Sir,

The Earl of Kimberley has referred to the Law Officers of the Crown for their opinion the telegram from Aden, which was forwarded in your letter of yesterday, respecting the Japanese gunboat "Tatsuta," and as soon as their report is received a communication will be addressed to you as to the full instructions to be sent to Her Majesty's Resident at Aden on the subject.

In the meanwhile, I am directed by His Lordship to request that telegraphic instructions may be at once sent to the Resident to forbid recruiting for the despatch of the vessel.

I have, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

No. 11.

Telegram from Secretary of State to Resident, Aden, 29th August 1894.

Secret. Yours 28th. Recruitment for despatch of "Tatsuta" should be forbidden pending further instructions.

No. 12.

Foreign Office to India Office.

Foreign Office,
30th August 1894.

Sir,

I am directed by the Earl of Kimberley to request that you will inform the Secretary of State for India that His Lordship has referred to the Law Officers of the Crown the telegrams from the British Resident at Aden respecting the Japanese war vessel "Tatsuta."

Lord Kimberley is advised that the utmost care should be taken to prevent any recruitment or enlistment of men at Aden for service on board the "Tatsuta."

From the telegram of the naval officer of the 27th instant, it would appear that this step will be sufficient to prevent the vessel from putting to sea, but, if necessary, she should be detained until further orders.

I am to request that telegraphic instructions in the sense of this letter may be sent at once to the Resident at Aden.

I am, &c.,
T. H. SANDERSON.

The Under Secretary of State
for India.

No. 13.

Telegram from Secretary of State to Political Resident, Aden, 30th August 1894.

Secret. Mine 29th. Law Officers advise utmost care should be taken to prevent any recruitment or enlistment of men at Aden for "Tatsuta." Believed this step sufficient to prevent vessel from putting to sea, but, if necessary, she should be detained until further orders.

No. 14.

Telegram from Resident, Aden, 31st August 1894.

Secret. Your Lordship's telegram of the 30th August. Every precaution against recruitment or enlistment of men in Aden has been taken since the 27th August, but as I had strongest grounds for believing "Tatsuta" would have put to sea during the night, and either got men surreptitiously put on board outside the harbour or in any other territorial water of the Gulf of Aden, after consultation with naval authorities I decided upon detaining her on the 27th August, as I reported on that date. The naval authorities considered it was absolutely necessary to place a guard on board to prevent sailing or surreptitious recruitment. This guard was placed accordingly on that evening, and still remains. Master of the ship has been warned that guard is solely for above preventive measures, and in no sense responsible for ordinary nautical risks to the ship or her contents. The master and part of the crew being still on board, immediate necessity for this course of action was imperative, because Peninsular and Oriental steamer outward bound and Messageries homeward from China and ports east of Singapore were hourly expected, and other steamers from which crew might have been replenished during the night without the cognisance of the port authorities. Although the master of the "Tatsuta" at the time stated that he could not put to sea without his full crew, he has recently admitted that it was his intention to have slipped out during the night with what crew remained, on the chance of filling up elsewhere.

No. 15.

Admiralty to India Office.

Admiralty,
3rd September 1894.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for India, the decipher of a telegram dated 27th August, from the Senior Naval Officer at Aden regarding the Japanese Vessel "Tatsuta."

A similar letter has been addressed to the Foreign Office.

I am, &c.,
EVAN MACGREGOR.

The Under Secretary of State
for India.

Enclosure in No. 15.

Telegram from Senior Naval Officer at Aden to the Admiralty, 27th August 1894.

At Governor's requisition have taken charge of Japanese gunboat "Tatsuta." Majority of her crew have left. She is unable to proceed to sea.

No. 16.

From Political Resident, Aden, to India Office.

(No. 38.)

Aden Residency,
29th August 1894.

Right Honourable Sir, (Received 11th September 1894.)

With reference to your telegram of 23rd August, my telegram to your address of same date, and your telegram of the 24th in reply, I have the honour to report that the Japanese Warship "Tatsuta" entered Aden harbour at 2.30 p.m., on the 25th instant.

2. The boarding officer of H.M.S. "Cossack" then boarded her and reported to the Commander of H.M.S. "Cossack" that she was commanded by a mercantile Captain (Stranach), a British subject, and that almost the entire crew were British seamen and subjects, that there was no Japanese naval officer, nor in fact any Japanese whatever, on board, and, as there was nothing to show to the contrary, the Senior Naval Officer at this port ruled that the vessel was not a "commissioned vessel of war."

3. The Senior Naval Officer thereupon went on board her at 5 o'clock, summoned the British crew aft, and informed them that war had been declared between China and Japan; he read to them the Queen's Proclamation of Neutrality and warned both the captain and crew of the risk they ran in serving on a Japanese warship. He answered all questions put by the crew that it was in his power to do, and thus carried out the instructions contained in your telegram of 23rd August, and the captain was permitted to take in sufficient coal to take the vessel to Point de Galle.

4. On Sunday 26th, a deputation headed by one Mr. John Heads, Senior Second Engineer, representing seven junior engineers, waited upon me and asked me for advice, saying that they did not care risking their lives on the job, and asking me if I would guarantee them safety of their lives if they went on. I told them that I could guarantee nothing, nor could I advise them one way or the other, they were free to leave the ship if they wished. They said the master had told them the same thing.

5. Later on another deputation representing the stokers and seamen called on me with virtually the same questions, and I answered them similarly.

6. On the morning of the 27th, Captain Stranach, the master of the "Tatsuta," called on me and told me his crew was leaving him in consequence of the Senior Naval Officer having read the Queen's Proclamation and informing them of the risk they were running; he said he knew that he could not detain them if they wished to leave, but he wanted to know if he might pick up a crew of Arab firemen, &c., or any men he could get to take the ship on.

7. I pointed out to him that if he enlisted one man he would make himself liable to the penal clauses of the Act. He saw the force of this, and did not press the subject further.

8. In the course of conversation he said he was only engaged to navigate the ship out to Yokohama, and that when he went on board there were some Japanese naval officers in charge, but before the vessel sailed they were ordered off, and he had much of their kit on board.

9. At midday on the 27th, I had a consultation with the Senior Naval Officer, the result of which was that I considered that, as the vessel had been 48 hours in port, sufficient time had been allowed her for taking in coal, water, and supplies, and carrying out the necessary cleaning to her engines, and that she should be directed to leave the port by 5 p.m. that afternoon.

10. I therefore directed Captain Fisher, R.N., to issue the order to the captain of the "Tatsuta" to leave harbour by 5 p.m. that day, and failing compliance to take charge of her and detain her, pending instructions from you.

11. Captain Fisher, R.N., went personally and delivered these instructions to the captain of the "Tatsuta," who replied in writing that, owing to a portion of his crew refusing to proceed in the vessel, he was unable to comply with the order. I accordingly on receiving this reply directed the Senior Naval Officer to take charge of and detain the "Tatsuta" pending Her Majesty's pleasure, which he accordingly did.

12. I then despatched my telegram of 27th to you, reporting what I had done, and soliciting further instructions.

13. I may here mention that up to 5 p.m. on 27th some 20 out of a crew of about 45 had left the ship and claimed my protection.

14. In deciding to take the step I did I had in mind the possibility of the captain getting together a crew of native firemen and slipping away quietly during the night.

15. Moreover, the P. and O. mail from England and the Messageries steamer "Caledonien," homeward bound from China and other ports to the east of Singapore, were both due that evening, and it was possible some Japanese officers and crew might be expected in one of them for the "Tatsuta;" also that any other steamer might arrive in the bay during the night, and, by a preconcerted arrangement, place Japanese or other sailors on board, and unless the vessel was in charge of the naval authorities serious complications might have arisen had she been allowed to take any one on board in this port.

16. Irrespective of these probabilities, it appeared to us that, according to the rules published in your letter to the Lords of the Admiralty, of 7th August, the "Tatsuta" should not be allowed to remain any longer in port, free to move out at her own convenience; we therefore deemed it necessary to take temporary charge of the vessel.

17. I trust that my action in this delicate case may meet with your approval. So far as I could see it was the only course open to me, and was arrived at after grave consideration.

I have, &c.,
J. Jopp, Brigadier-General,
Political Resident.

P.S.—18. Since writing the above I received your telegram of last evening, 28th, to which I replied fully this morning.

It may be as well to give here *verbatim* the paper from the Japanese Minister that I referred to; it runs thus:—

"To Robert William Stranach, Imperial Japanese Gunboat 'Tatsuta.'

"Sir,

"I hereby authorize you to proceed as sailing master in the

Imperial Japanese gunboat 'Tatsuta,' on her voyage from River Tyne in England to Yokohama in Japan, calling at coaling ports.

"VISCOUNT ALOKZ,
"Envoy Ex. & Minister Plen. of H. I. M. of Japan to Court of St. James."

19. The Captain (Stranach) told me *privately* that three Japanese officers were on board the ship when he joined, and that they remained in her until the ship left the Tyne, and then handed her over to him and went on shore; he states he has their kit on board.

20. I may mention that, so far as I could learn, the engineer staff and stokers were engaged by Sir William Armstrong, Mitchell, & Co., for the voyage. I saw one of their papers of agreement, and the seamen stated they were employed by the sailing master for the job.

21. I have afforded protection to those of the crew who have refused to go on in her and landed here, and I propose to send them to England by the first opportunity of a suitable vessel leaving.

JOHN JOPP, Brigadier-General,
Political Resident.

No. 17.

India Office to Foreign Office.

India Office,
12th September 1894.

Sir,

I am desired by Mr. Fowler to forward herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter from Her Britannic Majesty's Political Resident at Aden, No. 38, dated 29th August 1894, reporting the action taken by him in connection with the detention at Aden of the Japanese warship "Tatsuta," and to state that Mr. Fowler proposes, with the concurrence of the Earl of Kimberley, to approve the Resident's proceedings in the matter.

I am, &c.,
HORACE WALPOLE.

The Under Secretary of State,
Foreign Office.

No. 18.

Admiralty to India Office.

M 0327.

Admiralty,
13th September 1894.

Sir,

I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State, copy of a letter, dated 28th ultimo, together with copies of its enclosures,

from the Senior Naval Officer at Aden, respecting the detention of the Japanese gunboat "Tatsuta" there.

A similar letter has been addressed to the Foreign Office.

I am, &c.,
R. D. AWDRY.

The Under Secretary of State
for India.

Enclosure in No. 18.

Senior Naval Officer, Aden, to Rear-Admiral W. R. Kennedy.

H.M.S. "Cossack," at Aden,
28th August 1894.

Sir,

With reference to the recent action relative to the detention of the Japanese gun-boat "Tatsuta," I have the honour to inform you of the incidents resulting in this detention as follows:

On the 20th August, I received a reference sheet (Sub-Enclosure 1) by post from the Commander of H.M.S. "Melita," informing me that the "Tatsuta" was leaving Port Said, presumably for Aden.

On receipt of this information I proceeded with it to the Brigadier-General, Governor of this Dependency, and conferred with him as to the action to be taken in view of the proclamation of neutrality, a copy of which he had supplied me with.

As there seemed a doubt of her *locus standi*, the Governor telegraphed to England for instructions (*vide* No. 1) and pending an answer I proceeded to raise steam for full speed, intending, with the Governor's concurrence, to detain her.

A telegram was received by the Governor from the India Office, giving directions, but not in answer to his telegram (*vide* No. 3), and, consequently, as the instructions therein were clear, I assumed no action on my part was necessary, and put out fires.

Though Perim is not in my Division, I had decided to go there if the "Tatsuta" had been reported as being there, as apparently no Mediterranean cruiser was in its vicinity. The Governor had laid an embargo on supplying her with coal, both here and at Perim, which I intended if necessary to enforce.

In the forenoon of the 25th an answer was received from the Secretary of State to the Governor's former message (*vide* No. 5) practically the same as before.

On receipt of this information, I informed the Admiralty by telegraph (Sub-Enclosure 2), you being, as far as I was aware, at Diego Suarez and no communication possible.

The "Tatsuta" arrived at 2 p.m. on 25th instant, and, in accordance with the Governor's request, I sent an officer in undress to board her and inquire if she was commissioned. His report on his return was that no Japanese of any rank or character were on board; the master, an Englishman, who said he was only in charge of her with a navigating party.

The officer informed the Governor to this intent, and he (the Governor) requested me to have the proclamation of neutrality and penalties for non-compliance read to her crew. This I did personally, having all the crew mustered, the master being on board part of the time, as I had to go on board in his absence, as she was apparently weighing.

The crew, who seemed dissatisfied with their position, made several inquiries of me as to their safety and protection afforded, also if they could leave her if they wished.

I informed the Governor of all that had taken place, and restricted the amount of coal to be embarked to sufficient for passage to Ceylon.

The ship went up harbour to coal.

On the 27th, at 1 p.m., I was informed by the Governor that the greater part of the crew had interviewed him, and had endeavoured to extract a "safe-conduct" from him, which he had of course declined to give.

The Governor then, considering the ship had been in harbour forty-eight hours, that possibly she might illegally enlist men at Aden in lieu of those who had left, and also that the mails, P. and O. and M. M., were hourly expected, who might bring Japanese or other foreign crews, and further that the ship was anchored too far off for us to observe her movements, requested me (Sub-Enclosure 3) to direct her master either to leave the port by 5 p.m. of that date, or he would be detained. This I carried out (Sub-Enclosure 4).

Master's reply to Governor's ultimatum (Sub-Enclosure 5).

At 5.10 p.m. the ship not having left, which, I had reason to know, had steam up, I obtained a steam tug from the Governor, sent up a lieutenant and armed party and brought the ship down to a position close to Her Majesty's ship under my command.

I then retained an armed party of fifteen men on board her, and took charge of her accordingly, giving directions to the officer in command (Sub-Enclosure 6), and thus carried out the requisition of the Governor (Sub-Enclosure 7).

I telegraphed this action to the Admiralty (Sub-Enclosure 8) as soon as I had taken charge, and also to the Senior Naval Officer at Seychelles, "Brisk" or "Redbreast," (Sub-Enclosure 9) to be forwarded to you as soon as an opportunity occurred.

The attached enclosures (copies of original telegrams) have been forwarded with the concurrence of the Brigadier-General, Political Resident, in order that the circumstances resulting in the ship's detention might be made clear.

I have reason to believe that the portion of the "Tatsuta's" crew who have refused to proceed in her will be sent home shortly as distressed British subjects, in which case I intend reducing the guard I have placed on board to only a sufficient number to ensure that no attempts are made to leave the port, or that any persons other than the remainder of her crew enter or enlist in the ship.

I have, &c.,
W. B. FISHER, Commander,
and Senior Naval Officer, Aden Division.

Rear-Admiral W. R. Kennedy,
Commander-in-Chief.

Sub-Enclosure No. 1.

From Commander G. M. Henderson, H.M.S. "Melita," at Port Said, to the Senior Naval Officer, Aden.

17th August 1894.

I beg to inform you that the Japanese cruiser "Tatsuta," with an English crew, arrived here yesterday, and probably leaves to-morrow for Japan.

The Captain states he is going to call at Aden.

I have, &c.,
G. M. HENDERSON. Commander,
and Senior Naval Officer, Port Said.

Sub-Enclosure No. 2.

Telegram from Senior Naval Officer to Admiralty.

25th August 1894.

Japanese cruiser "Tatsuta" expected from Suez. Political Resident informed by India Office. She is not to be detained or British crew removed; am acting accordingly.

Sub-Enclosure No. 3.

From Political Resident, Aden, to Captain W. B. Fisher, Commander H.M.S. "Cossack," S. N. O., Aden Division.

Aden Residency,
Sir, 27th August 1894.

With reference to the consultation we had this day, I have the honour to request you will direct the Master of the Japanese cruiser "Tatsuta" to leave the harbour by 5 p.m. this day, and proceed out of British territorial waters direct, and inform him that failing such compliance the ship will be detained pending Her Majesty's pleasure.

I have, &c.
JOHN JOPP, Brigadier-General.
H.B.M. Political Resident, Aden.

Sub-Enclosure No. 4.

Commander W. B. Fisher to the Master of the "Tatsuta."

In accordance with directions given me by Brigadier-General Jopp, Political Resident at this port, I hereby direct you, Robert William Stranach, Master of Japanese cruiser "Tatsuta" to leave this harbour by 5 p.m. of this day, and proceed out of British territorial waters direct.

Failing such compliance you are notified that your ship will be detained pending Her Majesty's pleasure.

Given under my hand, at Aden, this 27th day of August 1894, at 2 p.m.

W. B. FISHER, Commander,
H.M.S. "Cossack."

Sub-Enclosure No. 5.

From R. W. Stranach, Master, commanding H. J. I. M. S. "Tatsuta," to Commander Fisher, Senior Naval Officer, Aden Division.

Aden,
Sir, 27th August 1894.

In reply to a your letter of this date, I beg to state that, as a portion of my crew refuse to proceed in the vessel, I am unable to comply with the orders therein conveyed.

Even assuming that they now returned to duty, I could not sail until 4 a.m. to-morrow.

I am, &c.,
R. W. STRANACH, Master,
Commanding H. J. I. M. S. "Tatsuta."

Sub-Enclosure No. 6.

From W. B. Fisher, Commander, and Senior Naval Officer, Aden Division, to Lieutenant Herbert J. O. Millar, H.M.S. "Cossack."

H.M.S. "Cossack," at Aden,
Memorandum. 27th August 1894.

It is my direction that you repair on board the Japanese cruiser "Tatsuta" with the party placed at your disposal and take charge of her accordingly.

2. You are to take such steps as are necessary to prevent her proceeding to sea without permission being given for her to do so by me.

3. You are not to use more force to accomplish this object than is absolutely necessary, every means being taken to avoid a recourse to arms.

4. You will prevent the men under your orders from going below, or from mixing with the crew of the ship, keeping them entirely apart, especially at night.

5. You will place a constant sentry on the poop and also one on the forecastle at night.

6. You are not to allow any one to come on board other than her present crew, and watch very carefully for any foreigners or newly enlisted men joining the ship.

7. The pistols with which your party are armed are to be loaded at night.

8. The ship being moored close to H.M.S. "Cossack," you will hail her if anything is required.

9. You are to impress on your party that they are to be courteous to the crew of the ship and that no altercation takes place with them.

W. B. Fisher, Commander,
and Senior Naval Officer, Aden Division.

Sub-Enclosure No. 7.

From Political Resident, Aden, to Captain Fisher, R.N., H.M.S. "Cossack," Senior Naval Officer, Aden Division.

Aden Residency,
Sir, 27th August 1894.

In continuation of my letter of to-day, Captain R. W. Stranach, commanding H.J.I.M.S. "Tatsuta," having expressed his inability to proceed to sea and to comply with the orders conveyed to him by you, I have the honour to request you will proceed to take charge of and detain the vessel, pending further orders, which I have requested from home by wire.

I have, &c.,
John Jopp, Brigadier-General,
H.B.M's. Political Resident.

Sub-Enclosure No. 8.

Telegram from Senior Naval Officer, Aden, to Admiralty.

27th August 1894.

At Governor's requisition have taken charge of Japanese gunboat. Majority of her crew having left, she is unable to proceed to sea.

Sub-Enclosure No. 9.

Telegram from Senior Naval Officer, Aden, to Navy, Seychelles.

28th August 1894.

Communicate the following information to the person indicated—Admiral—by first opportunity:—

"At the request of Governor, have taken charge of Japanese gunboat 'Tatsuta.'

"Majority of crew having left, she is unable to proceed to sea.

"Admiralty informed."

Sub-Enclosure No. 10.

To Robert William Stranach, Master of H.J.I.M. ship "Tatsuta."

I, William Blake Fisher, holding the rank of Commander in Her Britannic Majesty's navy, commanding H.M.S. "Cossack," and Senior Naval Officer of the Aden Division, in the exercise of the authority vested in me by the Brigadier-General, Political Resident at Aden, hereby detain His Japanese Imperial Majesty's ship "Tatsuta" pending Her Majesty's pleasure, and I further direct and order you, Robert William Stranach, temporarily master of that ship, or the crew under your command, to abstain from leaving this port until permission be given to do so, or to offer any resistance to the naval guard placed on board that ship, as you will answer to the contrary at your peril.

Given under my hand, at Aden, this twenty-seventh day of August one thousand eight hundred and ninety-four.

W. B. Fisher, Commander.

A copy of these directions were given by me to the master of the "Tatsuta."

W. B. F.

No. 19.

Admiralty to India Office.

M 0339. Admiralty,
Sir, 20th September 1894.

With reference to my letter of 13th instant, M 0327, I am commanded by the Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State, copy of a further letter from the Commander of H.M.S. "Cossack," dated 4th instant, with copies of its enclosures respecting the detention of the Japanese gunboat "Tatsuta" at Aden.

A copy of the enclosure has been sent to the Foreign Office.

I am, &c.,
Evan Macgregor.

The Under Secretary of State
for India.

Enclosure in No. 19.

Senior Naval Officer, Aden, to Rear-Admiral W. R. Kennedy.

No. 61. H.M.S. "Cossack" at Aden,
4th September 1894.

Sir,

In continuation of my letter No. 57 of 28th August 1894, relative to the detention by H.M. ship under my command, of H.I.J.M. ship "Tatsuta," I have the honour to inform you that no further action as regards that ship has taken place since my former report, and she still remains in the charge of H.M.S. "Cossack," a guard being continuously on board her to prevent her leaving or illegally enlisting a crew, either of Her Majesty's subjects or foreigners who might arrive by preconcerted arrangement in the port.

To avoid any misunderstanding relative to the actual care of the ship and her stores, I addressed (with the concurrence of the Brigadier-General, Political Resident) a letter to the master of the "Tatsuta" (*vide* Enclosure 1).

Understanding from a communication recently received from the Commander of H.M.S. "Brisk" that his ship was *en route* for this place, and on his arrival I was to be ready for sea, I drew the attention of the Political Resident to what I consider two important points regarding the projected movements of the "Tatsuta" prior to her detention (Enclosure 2), as I thought in my absence this evidence might be of service, and at a time when I might possibly be at some distance from the Political Resident.

I have, &c.,
W. B. Fisher,
Commander and Senior Naval Officer,
Aden Division.

Rear Admiral William R. Kennedy,
Commander-in-Chief.

Enclosure 1 in above.

Senior Naval Officer, Aden, to the Master of the "Tatsuta."

H.M.S. "Cossack" at Aden,
30th August 1894.

Sir,

As you may possibly misunderstand the meaning of the words "took charge" in my entry in your Log, and in the Warrant of Detention, I wish you clearly to understand that those words apply only to ordinary "Police" or "Military" charge, to prevent irregularities affecting neutrality in Her Majesty's dominions and to enforce the detention of the ship.

In no sense does it relieve the officers of the ship, or her present crew, from responsibility concerning the charge of stores, care of the ship so far as the present anchorage permits, precautions against fire, or against any other ordinary nautical risks, unless it can be shown that they are due to the fact of the naval guard being on board, consequently I bring these points prominently to your notice, in order that you may clearly understand the position that you and your crew occupy, who I wish to point out are entirely at your disposal and under your orders.

I am, &c.,
W. B. Fisher,
Commander and Senior Naval Officer,
Aden Division.

Mr. Robert W. Stranach,
Master of H.J.I.M. ship "Tatsuta," Aden.

Enclosure 2 in above.

Senior Naval Officer, Aden, to the Political Resident, Aden.

H.M.S. "Cossack," at Aden,
3rd September 1894.

Sir,

As I am informed that H.M.S. "Brisk" may be expected here on the 5th instant, for, I have reason to believe, the purpose of relieving me as Senior Naval Officer of this division, I think that possibly it may be of use to you to draw your attention to the following facts relative to the detention of H.I.J.M. ship "Tatsuta" in the event of questions being raised when I shall be away from the vicinity of Aden.

1. On the 27th August, after you had requested me to communicate with the Master of the "Tatsuta" relative to directing him to proceed out of harbour at 4 p.m. (leaving it to my discretion as to whether the time might be extended to 5 p.m.), and to warn him that if, after the time I had determined for him to sail, he remained in harbour, he would be detained, I wish to inform you that the Master told me distinctly he could not have steam up before the following morning, in reply to my inquiry if he could be out by 6 p.m. or even later that evening, for I considered that the question of an hour or so in delaying her departure, if a sufficiently good reason could be adduced (your request that I should use my own discretion) would justify my permitting her to remain; but in the face of the above reply of the Master, and also that his departure at all, even the next or succeeding days, was, as he said, entirely dependent on the crew returning to the ship, constituted a proviso, too indefinite and problematical I thought for even consideration, so, having given him till 5 p.m. (three hours) I warned him in the terms of which you have already been informed.

Mr. Vidal of the firm of Luke, Thomas & Co. was present at the interview.

2. After reporting to you the result of the foregoing communication, and of the steps I intended, with your concurrence, to take relative to the detention of the ship, I proceeded on board the "Tatsuta," to find out what action was necessary on my part towards moving her to a buoy nearer H.M.S. "Cossack," should the former still be in harbour at 5 p.m.

I asked the Master how many men would be required to raise the anchor, his answer was that he thought he had steam enough for this, and sent for his Chief Engineer. When he asked the Chief Engineer as to the steam being sufficient, the reply was, "Of course, you had ordered steam for proceeding to sea at 5 p.m.," or words to that intent, thus impressing me with the fact that instead of steam not being ready until the morning of the 28th, as stated on shore, it was actually ready, and by the Captain's orders, at 5 p.m., 27th.

To confirm this, one of the pilots, the same who had moored the ship to No. 2 buoy, told me before Lieutenants Smith and Rimington, that he had been directed by the Master of the "Tatsuta" to be on board in the afternoon of the 27th, to take the "Tatsuta" out of harbour.

I have, &c.,
W. B. Fisher,
Commander and Senior Naval Officer,
Aden Division.

Brigadier-General John Jopp, C.B.,
Political Resident, Aden.

No. 20.

Foreign Office to India Office.

Foreign Office,
31st October 1894.

Sir,

With reference to your letter of the 12th instant, I am directed by the Earl of Kimberley to transmit to you, to be laid before the Secretary of State for India, a copy of a note from the Japanese Chargé d'Affaires, and of the reply which has been returned to it, respecting the vessel "Tatsuta" now under detention at Aden; and I am to request that instructions may be sent to Her Majesty's Political Resident at Aden for the delivery of the "Tatsuta" to the authorized agent of the Japanese Government on his arrival at that port.

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure 1 in No. 20.

Japanese Chargé d'Affaires to the Earl of Kimberley.

Japanese Legation, London,
11th October 1894.

Monsieur le Comte,

With reference to the detention of His Imperial Majesty's torpedo gunboat "Tatsuta" by the British Authorities at Aden, Vicomte Aoki had the honour of addressing on the 29th of August a despatch to your Lordship to which he received on the 1st of September from Sir Thomas Sanderson an answer on behalf of your Lordship.

As the explanations of the incident given in this despatch principally referred to the steps taken in respect to the British subjects on board the "Tatsuta" and did not enter upon the question of the action taken against the vessel itself, except mentioning it incidentally, Vicomte Aoki came to the conclusion that it was your Lordship's desire to await the receipt of fuller information and that a reply to his question, as to relieving the Naval Authorities from their charge of the Imperial Vessel, was reserved for further consideration.

In the meantime this Legation has received the detailed report of the Captain of the "Tatsuta," copies of the officers' logbook, and by telegraph the instructions of His Imperial Majesty's Government.

I have the honour to inform your Lordship that in the opinion of my Government, a distinction should be made between the question of the liability of the British subjects serving on board of His Imperial Majesty's ship "Tatsuta" on account of the Foreign Enlistment Act, and the want of regard shown by the authorities at Aden with respect to the public character of the vessel, coupled with the exercise of unprecedented severity in the application of the neutrality regulations.

I regret to inform your Lordship that according to the information received, exception to the proceedings of the authorities at Aden must be especially taken respecting two points. First, in regard to the authority and jurisdiction assumed by the Commander of Her Britannic Majesty's ship "Cossack" in boarding on the 25th August 1894 His Imperial Majesty's ship "Tatsuta" immediately on her arrival, and ordering the men to be mustered and reading to them the Neutrality Proclamation, taking no notice of the ship being a public vessel of the Japanese State flying the Japanese Naval Ensign.

Secondly, in regard to the act of the Naval Authorities directing, by order of the Political Agent, on the 27th August, His Imperial Majesty's ship "Tatsuta" to leave territorial waters, within two hours, (or three

hours from the date of the written order) under penalty of detention in case of non-compliance, which was actually enforced by the "Tatsuta" being taken charge of by a party of men from Her Britannic Majesty's ship "Cossack" who weighed and took her to the buoy astern of Her Britannic Majesty's ship "Cossack" where she is still detained.

I am informed that the first act took place previous to the Neutrality Proclamation having come into force at Aden, and the second is evidently in conflict with the rules laid down by your Lordship in the letter to the Lords Commissioners of the Admiralty of the 7th August 1894. In the same it is stated that when the Order (*i.e.*, Neutrality Proclamation) has been put into force in the several Colonies and foreign possessions, any ship of the belligerent may be ordered to depart "within twenty-four hours" after entry excepting always the case of stress of weather and other impediments described therein. Considering the Neutrality Proclamation only came into force at Aden on the 27th August, and the ship being, as the Authorities knew, unable to get up steam or to move in consequence of the desertion of the crew, resulting from the first act referred to above, it could have been at least expected that twenty-four hours' notice would have been given from the time the Neutrality Act came into force. In further consideration that His Imperial Majesty's ship "Tatsuta" was undoubtedly a public vessel of a friendly Power, which fact is indirectly admitted by the letter addressed by Commander Fisher to Captain Stranach as "Master of the Japanese Cruiser 'Tatsuta,'" the vessel should have been treated in conformity with Section 32 of the Foreign Enlistment Act which stipulates, "Nothing in "this Act contained shall subject to forfeiture any commissioned ship of "any foreign State, or give to any British Court over or in respect of "any ship entitled to recognition as a commissioned ship of any foreign "State, any jurisdiction, which it would not have had, if this Act had "not passed."

If the authorities felt some hesitation to recognize the "Tatsuta" as a commissioned vessel they could at any rate have applied Alinea 7 of Section 23 of the Foreign Enlistment Act, which stipulates "Nothing "in this section shall apply to any foreign non-commissioned ship "despatched from any part of Her Majesty's dominions after having "come within them under stress of weather or in the course of a "peaceful voyage, and upon which ship no fitting out or equipping of a "war-like character has taken place in this country."

These Acts of British legislation contain after all only the positive recognition of the general principles of international law on this subject, which I regret to find were not put into practice by the authorities at Aden.

With reference to the last stipulation referred to, it is almost needless to observe that no fitting out or equipping took place at Aden, and the fact of the vessel having been built in England is immaterial here, considering she was formally taken over by the officers of the Imperial Japanese Navy at Newcastle-on-Tyne and the Japanese war ensign was hoisted on the 28th July 1894, that is previous to the issue of the British Neutrality Proclamation, which only came into force in the United Kingdom on the 12th of August, whilst the ship had left Newcastle-on-Tyne on the 31st of July.

His Imperial Majesty's Government, however, claim the recognition of their rights, not on the strength of the last-mentioned stipulations, but because the "Tatsuta" was legally a public vessel of the Japanese State. Animated, however, by the most conciliatory dispositions, they are far from viewing the action of the political and naval authorities in any other light than that of a mis-interpretation of the principles of International law, in consequence of the fact that a British subject was in command and other British subjects were navigating the Imperial vessel. The confidence of the Imperial Government in the amity and impartiality invariably displayed by the British Government

in their relations with Japan is unshaken, and cannot admit of any doubts regarding the spirit in which this question will be promptly adjusted.

It is fully within the power of Her Britannic Majesty's Government to accept the solution already indicated in Vicomte Aoki's despatch of the 29th of August, whilst I am able to inform your Lordship that the Imperial Government are prepared to send at once a duly commissioned Japanese officer and a sufficient Japanese crew to take charge of the "Tatsuta" on her voyage to Japan.

By recognising the equity of this *modus* of arranging the question, Her Britannic Majesty's Government would give fresh evidence of their sincere desire to recognise that Japan is entitled to claim the same rights as, under similar circumstances, the British Government would have certainly upheld on their own behalf.

The Japanese Government on their part do not hesitate to show their full appreciation of the duties which Her Britannic Majesty's Government are obliged to discharge as a neutral, by admitting that the forms of the restitution of the vessel should be in every respect such as would be most agreeable to them and in conformity with the exigencies of the situation.

I have, &c.,
UCHIDA.

The Earl of Kimberley, K.G.,
&c., &c.

Enclosure 2 in No. 20.

The Earl of Kimberley to the Japanese Chargé d'Affaires.

Foreign Office,
30th October 1894.

Sir,

Her Majesty's Government have given their careful consideration to the views of the Japanese Government respecting the detention of the Japanese vessel "Tatsuta" at Aden, as expressed in your note of the 11th instant. They are of opinion that it would serve no useful purpose to continue the discussion of the complicated questions of law which have arisen in connection with this case, owing particularly to the master in charge of the vessel and the whole of the crew being British subjects, and there being no Japanese officer in command of her. In view of the statement contained in your note, that the Japanese Government are prepared to send at once a Japanese officer and a sufficient Japanese crew to take charge of the "Tatsuta" on her voyage to Japan, Her Majesty's Government are ready to issue instructions to their officers at Aden for the delivery of the vessel to the authorized Agent of the Japanese Government upon his arrival at that port.

Her Majesty's Government presume that the "Tatsuta" will be manned at Aden with a crew no more than sufficient properly to navigate the vessel, and that she will not, unless attacked, be used for hostile operations until after she has been navigated to a Japanese port.

I have, &c.,
KIMBERLEY.

Monsieur Uchida.

No. 21.

India Office to the Political Resident, Aden.

India Office,
2nd November 1894.

No. 20.

Sir,

With reference to the accompanying letter from the Foreign Office, dated the 31st October, and its enclosures, I am desired by Mr. Fowler to request that you will issue the necessary instructions for the delivery of the "Tatsuta" to the authorised agent of the Japanese Government on his arrival at Aden.

I have, &c.,
S. C. BAYLEY.

Her Britannic Majesty's
Political Resident, Aden.

P.S.—A copy of this letter and enclosures has been sent to the Governments of India and Bombay.

No. 22.

Foreign Office to India Office.

Foreign Office,
12th November 1894.

Sir,

With reference to my letter of the 31st ultimo, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Fowler, the copy of a correspondence, as marked in the margin, respecting the release of the Japanese gunboat "Tatsuta" at Aden.

I have, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure 1 in No. 22.

The Japanese Chargé d'Affaires to the Earl of Kimberley.

Japanese Legation,
5th November 1894.

Monsieur le Comte,

I have the honour to acknowledge the receipt of your Lordship's note of the 30th ultimo, in which your Lordship informs me that Her Britannic Majesty's Government are ready to issue instructions to their officers at Aden for delivery of His Imperial Majesty's gunboat "Tatsuta" to the authorised agent of the Japanese Government upon his arrival at that port.

In reply, I beg leave to state that I have not failed to report by telegraph to my Government the purport of your Lordship's communication, and that now I am instructed by them to request that Her Britannic Majesty's Government will be good enough to issue necessary instructions to their authorities at Aden for the delivery of the vessel to the authorised agent of the Japanese Government, who, with the Japanese officers and crew just sufficient to navigate her, will be despatched to that port at once.

I am further authorised to state that, in compliance with the statement contained in your Lordship's note, His Imperial Majesty's Government will undertake to man the vessel at Aden with a crew no

more than sufficient properly to navigate her, and not to use her, unless attacked, for hostile operations until after she has been navigated to a Japanese port.

I have, &c.,
UCHIDA.

The Earl of Kimberley, K.G.,
&c., &c., &c.

Enclosure 2 in No. 22.

The Earl of Kimberley to the Japanese Chargé d'Affaires.

Foreign Office,
12th November 1894.

Sir,

I have the honour to inform you, with reference to your note of the 5th instant, that Her Majesty's Secretary of State for India was requested on the 31st ultimo to issue the necessary instructions to Her Majesty's Political Resident at Aden for the delivery of the "Tatsuta" to the authorised agent of the Japanese Government on his arrival at that port.

I have, &c.,
KIMBERLEY.

Monsieur Uchida.
&c., &c.

No. 23.

Foreign Office to India Office.

Foreign Office,
11th December 1894.

Sir,

With reference to my letter of the 12th ultimo, I am directed by the Earl of Kimberley to transmit to you, to be laid before the Secretary of State for India, the accompanying copy of a note from the Japanese Chargé d'Affaires, stating that Commander Shinkichi Mukoyama, of the Japanese Navy, will leave Japan for Aden about the 15th instant, with the necessary Japanese officers and crew, in order to take charge of the vessel "Tatsuta"; and I am to request that Her Majesty's Resident at Aden may be so informed.

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure in No. 23.

The Japanese Chargé d'Affaires to the Earl of Kimberley.

Japanese Legation,
8th December 1894.

M. le Comte,

I have the honour to inform your Lordship, with reference to your Lordship's note of the 12th ultimo, that His Imperial Majesty's Government have appointed Commander Shinkichi Mukoyama, of the Imperial Navy, as their duly authorized agent to take charge of His

Imperial Majesty's gunboat "Tatsuta," on her voyage to Japan, and that Commander Mukoyama, with the necessary Japanese officers and crew, will leave Japan for Aden about the 15th instant.

I am, &c.,
UCHIDA.

The Earl of Kimberley, K.G.,
&c., &c., &c.

No. 24.

India Office to Foreign Office.

India Office,
13th December 1894.

Sir,

I am desired by Mr. Fowler to acknowledge the receipt of your letter of the 11th December, and to acquaint you, for the information of the Secretary of State for Foreign Affairs, that Her Majesty's Political Resident at Aden has been instructed to deliver His Imperial Japanese Majesty's gunboat "Tatsuta" into the charge of Commander Shinkichi Mukoyama, of the Japanese Navy, on the arrival of that officer at Aden.

I have, &c.,
A. GODLEY.

The Under Secretary of State,
Foreign Office.

No. 25.

India Office to the Political Resident, Aden.

India Office,
14th December 1894.

No. 22.

Sir,

I am desired by Mr. Fowler to forward herewith, for your information copy of a letter* from the Foreign Office, dated 11th December, and enclosure, reporting the appointment of Commander Shinkichi Mukoyama, of the Japanese Navy, as the duly authorised Japanese agent to take charge of His Imperial Majesty's gunboat "Tatsuta," now under detention at Aden, and to request that, on the arrival at Aden of Commander Mukoyama, who leaves Japan about the 15th instant, you will deliver the vessel in question into his charge.

* Enclosure No. 23.

I have, &c.,
S. C. BAYLEY.

The Political Resident, Aden.

No. 26.

Foreign Office to India Office.

Foreign Office,
22nd December 1894.

Sir,

With reference to your letter of the 13th instant, I am directed by the Earl of Kimberley to transmit to you, to be laid before the Secretary of State for India in Council, a copy of a note from the Japanese Chargé d'Affaires at this Court, stating that Commander

Mukoyama left Japan on the 16th instant, en route for Aden, in order to take over the Japanese gunboat "Tatsuta."

I am, &c.,
FRANCIS BERTIE.

The Under Secretary of State
for India.

Enclosure in No. 26.

The Japanese Chargé d'Affaires to the Earl of Kimberley.

Japanese Legation,
19th December 1894.

M. le Comte.

I have the honour to acknowledge the receipt of your Lordship's note of the 14th instant, informing me that Her Britannic Majesty's Political Resident at Aden has been instructed to deliver His Imperial Majesty's gunboat "Tatsuta" into the charge of Commander Mukoyama of the Imperial Navy, on his arrival at Aden; and at the same time I have the honour to inform your Lordship that Commander Mukoyama has left Japan for that port on the 16th instant.

I have, &c.,
UCHIDA.

The Earl of Kimberley, K.G.,
&c., &c.

No. 27.

Foreign Office to India Office.

Foreign Office,
19th January 1895.

Sir,

With reference to previous correspondence respecting the Japanese vessel "Tatsuta," I am directed by the Earl of Kimberley to transmit to you, to be laid before the Secretary of State for India, the accompanying copy of a Note from the Japanese Chargé d'Affaires at this Court, requesting that telegraphic instructions may be sent to the proper authorities at Bombay to allow the vessel to be docked at that port for the purpose of repair, which her long detention at Aden has rendered necessary.

I am to request that you will inform Mr. Secretary Fowler that Lord Kimberley thinks that, in the circumstances, special instructions should be sent to the Governor of Bombay to allow such repairs to be executed to the "Tatsuta" as may be strictly necessary to enable her to hold the sea on her voyage to the Japanese port to which she is now proceeding, and His Lordship would be glad if Mr. Secretary Fowler would inform the Governor of Bombay by telegraph to this effect.

I am to add that the terms of this suggested telegram are based upon those of a telegraphic instruction, which was sent by the Colonial Office (with the concurrence of this Department) to the Governors of Hong Kong, of Ceylon, and of the Straits Settlements, on the outbreak of hostilities between France and China in January 1885.

I am, &c.,
T. H. SANDERSON.

The Under Secretary of State
for India.

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When examined
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Enclosure in No. 27.

The Japanese Chargé d'Affaires to the Earl of Kimberley.

Japanese Legation,
17th January 1895.

Monsieur le Comte,

I have the honour to inform your Lordship that I have received telegraphic advice from my Government to the effect that His Imperial Majesty's gunboat "Tatsuta" has been duly delivered into the charge of Commander Mukoyama, of the Imperial Navy, by the British authorities at Aden, on the 14th instant, and that I am instructed to state that His Imperial Majesty's Government would feel greatly indebted if Her Britannic Majesty's Government could telegraph the necessary instructions to the proper authorities at Bombay to allow the vessel to be docked at that port for the purpose of repair which her long detention at Aden has rendered necessary.

I have, &c.,
UCHIDA.

The Earl of Kimberley, K.G.,
&c., &c., &c.

No. 28.

Telegram from Secretary of State to Viceroy, 23rd January 1895.

Foreign. Japanese Government notifies delivery "Tatsuta" to Japanese officer by civil authorities at Aden, and asks permission to dock at Bombay for necessary repairs. Please instruct Bombay in terms telegram from Secretary of State to Viceroy, 5th February 1885.

No. 29.

India Office to Foreign Office.

India Office,
23rd January 1895.

Sir,

I am desired by Mr. Fowler to acknowledge the receipt of your letter of the 19th January, respecting the delivery into the charge of Commander Mukoyama, of the Japanese Navy, of the Japanese gunboat "Tatsuta" at Aden, and to acquaint you, for the information of the Earl of Kimberley, that, in accordance with His Lordship's request, the authorities in India have been instructed to allow such repairs to be executed to the "Tatsuta" at Bombay as are strictly necessary to enable her to hold the sea on her voyage to the nearest national port or to her destination, whichever may be nearer, such repairs to be carried out under the supervision of the local authorities.

I have, &c.,
A. GODLEY.

The Under Secretary of State
Foreign Office.

Roll-fo 146 Insb
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