

The Treaty Port Press and the Transformation of Yokohama

**From the Opening of the Treaty Port to the Beginning of Treaty
Revision, 1859-1884**

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SUMMARY

This dissertation examines the Treaty Port Press by tracing the transformation of Yokohama from 1859 to 1884 through the lens of the foreign-language newspapers of East Asia.

The Treaty Port Press has long been neglected in scholarship and only recently been used more extensively as avenue to study the treaty ports. Its newspapers were the public voice of the foreign community in these ports and in this position, they combined the advantages of an outside observer with the insider knowledge of long-term residents in China and Japan. This perspective and the press' role as a public medium of communication and information distribution gave the foreign newspapers a unique perspective, distinct from those of the foreign diplomats and travelers and one which cannot be found in other sources. The focus of this study is the view of the press on the port of Yokohama, as by looking at the foreign-language press through the example of a single treaty port, one can depict not only the history and development of this particular port, but the general features and the particular aspects of the Treaty Port Press as well.

Yokohama stands out among the Japanese treaty ports as being Japan's most prominent and largest port of foreign trade and the center of the foreign presence in Japan during the late nineteenth century. During the period from 1859 to 1884, Yokohama transformed from a small village into Japan's largest and most important port for foreign trade and foreign interaction. Japanese modernity was spearheaded in Yokohama and spread from the treaty port to the remainder of the nation, which is the reason why the foreign press reports on Japan as a whole will be included as well. In addition, Yokohama was the center of the foreign newspapers in Japan and in many ways, the foreign perception of Japan and Yokohama was created and shaped by the foreign-language press of this port.

This is important as the Treaty Port Press was a major facilitator of the spread of information abroad and the views espoused by its editors and the foreign residents helped create an image of Japan. Its reporting on Yokohama and Japan was not only relevant to the local foreign community, but those in other treaty ports across East Asia and even in their home countries in Europe and America. Therefore, this dissertation aims to focus on the transnational aspects of the Treaty Port Press by including newspapers from treaty ports in China and to go beyond previous research into the Treaty Port Press, which for the most part remained focused on the foreign-language press in either China or Japan. However, the treaty ports were part of an extensive regional and global network exchanging people, cargo and information so much that their interwoven connections were a crucial part of their existence. This can be seen in the foreign newspapers which regularly featured reports and information from other treaty ports and thus helped tie these ports together through their publication in its pages. In this, the thesis further ties into existing trends of modern scholarship, which emphasizes and explores the regional and global connections of East Asia in the late nineteenth century.

For the purpose of studying the Treaty Port Press and the history of Yokohama, this dissertation is divided into five chapters. The first chapter analyses the general features of the Treaty Port Press since it is indispensable to understand its background, structure, authorship and biases in order to understand its news coverage and reporting. Meanwhile, the other four chapters delineate the development of Yokohama in a chronological order. Chapter Two gives a brief historical background on the time before 1859 in order to understand the history of the relations between Japan and the West. The other three chapters deal with the period from 1859 to 1884, when Yokohama operated as a treaty port, each chapter roughly covering about eight years of the existence of the port.

Chapter One defines and analyses the Treaty Port Press as it is crucial to understand the background of these newspapers in order to comment on their reporting. In this dissertation, the Treaty Port Press is defined as the foreign-language newspapers published by foreigners in the treaty ports in East Asia and as being targeted towards a specific, foreign audience. Thus, this definition does not cover all printed media published in the treaty ports, but only some parts of it. Notably, periodicals such as humoristic magazines are not included, nor are newspapers published by or targeted at Chinese or Japanese audiences. There existed foreign-owned Chinese or Japanese language newspapers, but they were not included in this definition of the Treaty Port Press. For the foreign newspapers, the press of China and Japan were distinctly different media, because of their differing media traditions which influenced them and their Chinese or Japanese target audiences. In this, the foreign-language press largely reflected the

separation and segregation practiced by the foreign community of the treaty ports and reveals its underlying biases and prejudices.

In general, the treaty port newspapers were divided into daily, weekly and overland versions, the latter intended for distribution on an international level. However, despite a global distribution, the newspapers only had a limited circulation because they were focused almost exclusively on the Western residents of the treaty ports. Nonetheless, within their regional context, they were intended for distribution across the entire network of the treaty ports in East Asia and all foreigners therein, ranging from the permanent residents to tourists and the officers of Western warships stationed in the region. They were also read by a small number of Chinese and Japanese, as is evidenced by official proclamations or letters and advertisements from natives, but this was incidental due to their locality in the transnational space of the treaty ports and the Chinese and Japanese were never specifically targeted as readers.

In regards to the creators of the Treaty Port Press, it was dominated by the British residents, who formed the majority of the Western residents and also the journalistic staff in the treaty ports. Therefore, with few exceptions, the major newspapers represented a British point of view on matters of commerce and politics. Because of their small size, the treaty port newspapers are further primarily associated with its, usually British, main editor. This has largely been the focus of previous research on these newspapers but does not encompass the entirety of the newspapers' contents, because there are a number of other voices which can be found in its pages. A primary example for these other voices are articles copied from other newspapers, which reveal a frequent exchange between the different papers, and also between the different treaty ports. This did not only include other treaty port newspapers but also the developing Chinese and Japanese press. Especially Japanese newspapers became ever more prominent as a source of information on Japan in the late 1870s and early 1880s, thus allowing an insight into the public opinion of the Japanese through the filter of the Treaty Port Press. Other voices include the articles written by contributors, the regular correspondence from dedicated correspondents in other treaty ports or official notifications from both Western and Asian governments, which were promulgated for public distribution by the press. Finally, the last major contributors were the foreign residents themselves, whose input can be found in the so-called 'letters to the editor'. These letters were a common feature of the Treaty Port Press and covered a wide variety of subjects, which warranted attention according to the local residents. They also included opinions of otherwise marginalized groups, such as women and Japanese. Although these marginalized contributions remain rare and are certainly overshadowed by the main editor, they nevertheless reveal that the Treaty Port Press, while dominated by a British

editorial staff, was far more diverse. The marginalization of certain groups also reveals the biases of the Treaty Port Press, whose papers were written primarily for and by privileged white men. Thus, lower class people, Asians and women were largely excluded or marginalized in the foreign-language newspapers, although they can still be found within their pages, sometimes through the biased reports of the editors, sometimes through their own articles and letters. Thus, it is the biases of the newspapers which allow for a nuanced understanding of the foreign press, as well as the foreign community of Yokohama.

In addition, the second chapter gives an overview of the most prominent newspapers which were used as sources for this thesis, notably the *North China Herald* from Shanghai, published from 1850 to 1941, and the *Japan Weekly Mail* from Yokohama, which ran from 1870 until 1917. They were renowned for their excellent literary style and long history, but chosen also because most of their issues are still extant today. Unlike other newspapers from that era, whose issues have been lost, the *Herald* and the *Mail* have largely survived and thus can be studied continuously over extended periods of time. This allows researchers to trace the developments of the newspapers themselves, as well as their reporting and makes them of crucial importance for studying the Treaty Port Press of the nineteenth century. Furthermore, the selection of a newspaper published in Shanghai was undertaken to highlight the transnational aspect of the Treaty Port Press and to expand the investigation into the foreign-language press to the scale of an East Asian phenomenon. The *North China Herald* is eminently suitable for this role, because it featured reports and news from other treaty ports in almost every issue. This shows the keen interest in the events and development in other treaty ports, as well as the tightly connected information network which existed between these ports. It further enhances our understanding of the development of Yokohama and Japan, by contrasting and comparing the views of the treaty port newspapers in Japan with those of a more distant, albeit similar, observer. However, the *Herald* and the *Mail* were not the only newspapers studied for this dissertation and others were included as well, such as the *Japan Times Overland Mail*, the *Tokio Times* or the *Hiogo News* from Kōbe. The latter was notable for its pro-Japanese reporting and thus stood in contrast to the majority of the other treaty port papers, who were often skeptical of their host nations. Meanwhile, the *North China Herald* and *Japan Weekly Mail* had a balanced approach in their news coverage. They generally remained in favor of the privileges of the Western treaty port residents and were undoubtedly biased by the origins of their editors and their target audience, but they still adhered to journalistic standards of propriety and were not uncritical instruments of the foreign residents.

The chronological chapters begin with a brief historical background, in order to understand the history of the relations between Japan and the West before 1859. This includes a look at the first contact between Europe and Japan, the Dutch monopoly on European trade on their trading post of Deshima at Nagasaki and the increased interest of the West in Japan in the early nineteenth century. This interest in Japan culminated in the signing of the unequal treaties between Japan and a number of foreign nations such as Britain, France and the United States in 1858. It was these treaties, known in Japan as the Ansei treaties, which formed the basis for the treaty ports and the future foreign presence in Japan. Therefore, their treaty clauses have to be understood in order to comprehend the framework for the foreign presence in Japan and the laws under which the foreign press in East Asia operated. In the treaties, modeled on similar treaties which the West had previously signed with China in the 1840s, the foreigners were principally allowed to settle in a handful of treaty ports and granted the right to trade without interference from the Japanese government. They were also granted a number of other privileges, notably the exemption from Japanese jurisdiction under the extraterritoriality clause, which was important for the Treaty Port Press, because it was thus not affected by Japanese censorship and press laws. The shared framework of the unequal treaties also resulted in the treaty ports sharing many physical, institutional and social characteristics and allow us to draw connections and make comparisons across different ports in East Asia.

Chapter Three details the period from 1859 to 1867, during which 'Treaty Port Yokohama' was created. Before 1859, Yokohama was a small Japanese village of little renown or connection to global trade. This all changed, when Yokohama was opened to foreign residence in July 1859, despite the fact that the village had never been designated as a treaty port in the unequal treaties. In the treaties, Kanagawa had been named as the treaty port for the Kantō area. However, the Japanese were worried about Kanagawa's location along the Tōkaidō and the potential of anti-foreign violence, as a result of which they constructed accommodations for the foreigner merchants at the nearby and more remote village of Yokohama. Despite the protests of foreign diplomats, the foreign merchants and the foreign press quickly accepted this switch in July 1859 and settled in the new treaty port. Thereafter, trade developed steadily in Yokohama, although the Treaty Port Press remained perpetually disappointed with the commercial development and condemned any attempts by the Japanese government to regulate foreign trade.

Meanwhile, interactions between the new foreign residents and the Japanese were fraught with tensions in the early years, as Japan had only reluctantly opened its borders due to foreign pressure and threats. There were a number of incidents of anti-foreign violence in Yokohama

and its surrounding area. The most famous incident was the Namamugi Incident in 1862, when a foreign merchant from Shanghai was killed on the Tōkaidō. These occurrences were covered in detail by the foreign-language press and condemned in their pages. The foreign media reports also created the narrative that the lives of foreigners in Yokohama were frequently in danger of attacks by Japanese in the early 1860s. The issue was compounded by the fact that these incidents were coupled with a resistance to the foreign intrusion, most notably by the Imperial court and several prominent domains in the south, leading to some armed clashes between Westerners and Japanese forces in 1863-1864. There were even attempts by the *bakufu* to close down Yokohama but these attempts were firmly rejected by the foreign powers and condemned by the foreign-language press as breaches not only of faith, but the solemn treaties Japan had signed in 1858. It was only after these clashes that it became evident that the foreign presence could not easily be removed and the Japanese foreign policy became more accommodating to the foreign intrusion. These changes were followed by the Treaty Port Press and they praised the positive developments towards the middle of the 1860s. This notably included a very positive impression of the last *shōgun*, Tokugawa Yoshinobu, who was considered to be the embodiment of this new friendly policy.

In Yokohama the armed clashes with Japan led to the establishment of a foreign military garrison, which ensured the security of the foreign residents from 1864 onwards. The garrison also added a sizeable number of foreigners to the foreign community and enhanced the foreign society in many ways. Its soldiers took part in fighting fires and provided entertainment through their military bands, while officers and the women who accompanied the garrison enhanced the social life of the community. This was important, because despite its position as a treaty port, Yokohama largely remained separated into a foreign and a Japanese community. In addition, the Chinese formed a third distinct group, as although they too were foreigners in Japan, they were not counted as such by the Western foreign residents and the Treaty Port Press. From the beginning, a separate foreign and Japanese settlement had been erected, later joined by a Chinese settlement. This physical division was further extended to the social life and leisure of the resident communities, as few foreigners showed an active interest in the Japanese culture and society. The foreigners introduced their own Western life-style to the treaty port, including a foreign-language press and activities such as Western-style horse racing. However, a complete exclusion was impossible and some connections were inevitably formed, although this was rarely acknowledged by the Treaty Port Press. Indeed, there were also many positive encounters between Japan and the West during this period and Yokohama became a tourist destination for

Japanese to view these exotic foreigners, gradually familiarizing the Japanese with their foreign residents.

Throughout the period, Yokohama gradually expanded and its foreign population grew from a few dozen people in 1859 to several hundred residents by 1868. Especially after a devastating fire in 1866, the town's infrastructure and appearance were improved and the foreign settlement expanded to include the Bluff on the hills east of the town. At the same time, the foreign residents, who had largely been confined to the treaty port because of the anti-foreign violence in the early years, slowly began to travel the immediate surroundings of the treaty port without the danger of an attack by hostile Japanese. Thus, from the early years of foreign violence and a few dozen foreign merchants, Yokohama gradually developed into a well-established treaty port in the 1860s.

In contrast, its rival Nagasaki and Hakodate, the other two treaty ports opened in 1859, only developed some local significance but lacked the international importance and stature of Yokohama. Nagasaki, which had been the site of the Dutch trading post at Deshima, initially offered the advantage of an established foreign trading port, but its commerce soon stagnated. Meanwhile, Hakodate never really developed any trade, but primarily served as a supply base for foreign whalers and Russian warships. The northern port only drew foreign press attention during the Boshin War, when the last Tokugawa remnants under Enomoto Takeaki took control of the port from late 1868 to the summer of 1869. This however proved to be a short interlude, in the larger context of the Meiji Restoration and the port faded into obscurity thereafter.

The Meiji Restoration and the ensuing development of Yokohama are the basis of Chapter Four, focusing on the consolidation of the treaty port of Yokohama from 1868 to 1876. Yokohama was not directly affected by the restoration and the ensuing civil war, but the residents and the foreign press followed the developments closely, as the result of the war would decide the future course of Japan. The press reports on the restoration were immediately positive and by February 1868 it was reported that a new progressive and pro-foreign government was in power. This positive image was upheld despite a series of deadly attacks on foreigners in and around the Kansai area in early 1868. These incidents had the potential to damage the burgeoning relations between the new government and the foreign powers, but the adroit handling of the violence by the new government, and the direct diplomatic contact established with the new emperor, elicited a positive media response. This markedly positive image also stands in contrast to the reluctant foreign engagement of the Tokugawa authorities, whose image had improved in the late 1860s, but remained perpetually associated with the anti-foreign violence and obstructionism of the early years.

The positive image of Japan in the Treaty Port Press was enhanced further by the modernization programs enacted by the new government. For Yokohama, this notably included the construction of the first railway line in Japan, which was opened in 1872 between Yokohama and Tōkyō. The project was closely followed by the foreign-language press both in Yokohama and China, because it was the most potent symbol of Japanese advancement and a test if Western-style progress could be adopted by the Japanese or as well as other Asian nations. The railway was certainly among the most prominent modernization projects, but others, such as the widespread introduction of steamships and the telegraph in Japan, drew praise from the press as well. Nonetheless, these modern technologies always remained susceptible to criticism in the foreign press when their handling by the Japanese caused accidents or was plagued with difficulties. Indeed, the initial enthusiasm for Japanese reforms faded in the Treaty Port Press by the mid-1870s. In a similar manner to modern technology, the foreign press first praised the creation of a Japanese press modeled on the foreign media traditions in the early 1870s, but was disillusioned by the introduction of harsh and restrictive press laws by the Meiji government in 1875. A proponent of a free press, the Treaty Port Press disliked censure for the most part and even those papers that supported moderate press laws condemned their strict implementation by the Japanese government. Nonetheless, a largely positive image of Japan emerged in the foreign press and was transmitted abroad. At the same time, the advancements introduced in Yokohama allowed the port to consolidate its position as the leading treaty port and the spearhead of modernity in Japan.

In contrast, the Treaty Port Press was less enamored with the internal developments of Yokohama in the early 1870s, despite the fact that its foreign population peaked at around 1,500 foreign residents, excluding Chinese, in 1876. Parallel to the growth of the town, its infrastructure was improved through the construction of drains in the streets, new bridges and other amenities. Yet, there remained many shortcomings such as a continued problem with the lighting of the foreign settlement with gas lamps, which was intermittently achieved in the 1870s. According to the foreign press, a major fault in the substandard administration of Yokohama was the lack of a foreign Municipal Council. A foreign council had existed in the 1860s, but failed its duties and the administration of the foreign settlement returned to the Japanese in 1867. There were repeated attempts to create a new Municipal Council but they ultimately always failed due to the quarrelsome nature of the foreign community in Yokohama, which only managed to unify on the most crucial municipal issues such as firefighting. Despite the constant criticism, there was no suitable alternative to the Japanese administration and on

occasion even the foreign-language press grudgingly admitted that the Japanese authorities performed acceptably in the management of the treaty port.

Meanwhile, life in Yokohama in general transformed for the foreigners, as the threat of anti-foreign violence, which had been so prevalent in the 1860s vanished. There remained complaints such as concerning the indecency of the Japanese lower classes or the noise levels at the port, but these complaints were a far cry from the deadly threats of the previous years. In addition, the largely peaceful relations allowed foreigners to expand their exploration of Japan beyond the boundaries of Yokohama. The tense situation in the 1860s had largely prevented incursions beyond the immediate environment of the treaty port. As a result, a system of passports was introduced as the interior of Japan was opened up. Even Kyōto, the ancient capital of Japan, which had long been closed to foreigners, was opened up for an annual exhibition.

In addition to the interior of the country, two new treaty ports were opened in 1868, Kōbe and Niigata. Kōbe proved to be a success, due to its location in the Kansai area, steadily growing and becoming the second most important treaty port in Japan. It further gained renown as a model settlement with an excellent foreign Municipal Council and its unified foreign community, famous for its sports clubs. In contrast, Niigata proved a failure, its lack of a proper harbor preventing foreign merchant vessels from anchoring there. It held only a handful of foreign residents and never really developed into a proper treaty port.

Chapter Five analyses the period from 1877 to 1884. This period was marked both by the continuation of the experiences of the early 1870s and also by considerable change. On the one hand, Japan's and Yokohama's modernization continued, but on the other hand, Yokohama lost its prominent position as the center of modernity, since modernization and advancement now spread throughout Japan. In a similar manner, the Treaty Port Press of Yokohama steadily shifted its reporting from the treaty port to the entirety of Japan. In addition, Japanese newspapers began to gradually supplement and eventually replace the foreign newspapers of Yokohama as sources of information on Japan. One of the earliest examples of the shift of news away from Yokohama was the Satsuma Rebellion in 1877, which was the last and most serious internal challenge for the Meiji government. There had been numerous smaller insurrections in the early 1870s, but none as large or as lengthy as the conflict between Saigō Takamori and the central government. Although Saigō Takamori's struggle elicited some sympathy from the Treaty Port Press in Japan, it was generally seen as the last and ultimately failed effort of the samurai to influence Japan's future path.

Meanwhile, Yokohama transformed as the town's growth and progress stagnated. Its commerce grew to some extent, but now Japanese merchants became serious rivals for the

foreign merchant community, undermining the foreign residents' position as the principal intermediaries and facilitators of foreign trade. In contrast to the stagnation of Yokohama, Japan's advancement continued and now modernization spread throughout the nation. This was paralleled in the Treaty Port Press, which focused less and less on Yokohama but rather on news from the rest of the nation. Similarly, travel into the interior was now a common feature for foreign residents and visitors alike, with intrepid travelers such as Isabella Bird visiting even the remotest regions of Japan. In the late 1870s, Japan was no longer discovered just in Yokohama, but beyond. In fact, the modern qualities and amenities of the treaty port now became a less attractive feature, because this was no longer the traditional Japan which the visitors sought.

In the meantime, the Japanese emboldened by Japan's steady and visible progress attempted to revise the unequal treaties and to gain a more equal footing with the Western treaty powers. The inequality and problems with the treaties were highlighted during incidents such as the case of the *Hesperia*, a German merchant ship which violated Japanese quarantine laws during a cholera epidemic in 1879 and caused a national outrage. The revision of the unequal treaties had been attempted in 1872 but failed due to the foreign resistance. However, by the late 1870s the Japanese government, supported by the fledgling Japanese press, began a serious and concentrated effort to revise the treaties. This was met with skepticism in the foreign-language press, which although generally supporting a positive image of Japan, continued to see the Japanese advancement as a work in progress. One of the key issues of the revision was the extraterritoriality clause, as the Japanese sought to regain jurisdiction over the foreign residents in Japan. This was met with resistance by the Treaty Port Press and the foreign residents, who, while acknowledging that Japan had undertaken some legal reforms, were not satisfied with these improvements. The reforms were reported as incomplete since they had not been fully implemented and had further not proven themselves in practice. Thus, the press argued, it was not justifiable to apply Japanese laws to foreigners. Ultimately, the revision in the 1880s failed, as Western powers refused to alter the privileges their citizens had won in the unequal treaties. Nonetheless, through the negotiations in the early 1880s, it became evident that considering the steady Japanese progress, it was no longer the question *if* but rather *when* the treaties would be abolished, and with them the treaty ports and the Treaty Port Press.

論文審査結果要旨

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論文題目 The Treaty Port Press and the Transformation of Yokohama: From the Opening of the Treaty Port Press to the Beginning of Treaty Revision, 1859-1884.

1 本論文の概要

本論文は、1859年から1884年までの横浜の変化について、条約港通信(Treaty Port Press)の記事や論説の分析を通じて考察したものである。条約港通信とは、19世紀から20世紀にかけて東アジアの開港地で外国人向けに発刊された外国語新聞を指しており、本論文は、上海で発行された *The North China Herald* と、横浜で広く読まれた *The Japan Weekly Mail* の二種を主たる資料として用いている。デジタルアーカイブ化された大量の新聞記事に包括的な分析を行い、東アジアの開港地の間で展開された情報の伝達を介して、条約港通信の国境を越える役割を重視する点に、本論文の分析視角の特徴がある。

第1章では、条約港通信の内容や特徴について概観される。本論文で取り扱う条約港通信は開港地のイギリス住民を主たる読者層としており、彼らの影響やバイアスを強く受けるものであったとされる。しかし、そこに掲載される記事は必ずしもイギリス住民だけではなく、現地の日本人や女性の視点も少なからず含まれており、多様性を伴うものであったと位置づけられる。

続く第2章は、1859年に横浜が開港されるまでの歴史的背景について、戦国時代や徳川政権期における西洋との接触までさかのぼって説明する。本論文の課題に直結する背景として、安政の五カ国条約での領事裁判権条項により、条約港通信は日本政府から監視や監督されない状態になったことが指摘されている。

以後の三つの章では、概ね8年ごとに区分して、横浜の発展が論じられていく。第3章は、1859年の開港から徳川政権末期の1867年までを対象に、条約港としての創設過程が扱われる。小さな僻村であった横浜は、日米修好通商条約によって開港され、日本の他の地域や外国から隔離されながら独自の発展を遂げることになった。本論文では、条約港通信の記事や論説を通じて、江戸から遠ざけられた開港地に不満を抱く外交官とは異なり、商人や条約港通信はこの新たな条約港での生活に適応したことが強調される。

第4章は、明治新政府が発足する1868年から、その政権基盤が強化される1876年までにおいて、横浜が条約港としてその地位を確立させる過程が述べられる。ここでも条約港通信は外交団からは自立した動きを見せ、たとえば戊辰戦争の初期において、列国外交団よりも早く明治新政府への支持を表明した。横浜には鉄道が敷設されるなど、日本国内での近代

化が進展する地域としての位置づけが確立される。しかし、1875年の新聞紙条例の改正や讒謗律の制定などの諸立法により、条約港通信の活動にも制約が加わるようになると、条約港通信の論調は転換し、明治政府に批判的になる。

そして第5章では、1877年から概ね1884年までの時期を対象に、横浜が条約港としての地位を持続していったと論じられる。この時期になると、日本国内での近代化の中心は首都である東京に移り、また日本全体での近代化も進んだことにより、横浜はその役割を低下させていったと著者は主張する。さらに、明治政府による条約改正交渉も行われたものの、条約港通信はその運動に懐疑的であった様子が描かれる。

以上の叙述を踏まえ、結論では、条約港通信を分析する意義をくり返した上で、全体としてはイギリスの特権的な地位に基づき、男性的な視点からの論調が多いことが指摘される。しかし同時に、前述した少数者や女性といった視点も記事や論説からは見てとれ、その多様性の中にこそ条約港通信を研究する価値があることを強調して、本論文を締め括っている。

2 本論文の評価

本論文は、先行研究の少ない条約港通信の実態について包括的に分析した研究である。近年の一次資料のデジタル化による記事検索システムなどを巧みに活用して、大量の記事や論説を読み込み、1600以上もの脚注に反映させた地道な努力の成果として評価できる。

また、条約港通信が国境を超える役割を重視した分析枠組みも独自性の高いものである。横浜という限られた地域での情報が、東アジアの他の条約港に伝達されていくという動態や、それらの条約港間のネットワークの存在を浮き彫りにした点で、特に欧米圏の歴史研究の文脈において注目される視角を多く含んでいる。従来の研究では軽視されがちであった当時の女性や中国人、現地の日本人などの少数集団にも目を配り、多様性を重視している点も近年の研究潮流に沿う特徴である。

さらには、当時の日本政治の動向について、条約港通信がいかに論じていたのかを明らかにした点も評価に値する。この間の幕末・維新期の変動について、条約港通信の態度決定が先行した様子を細かく指摘しており、列国外交官に比べて条約港通信や商人は早くから横浜での新生活に適応できていたこと、徳川慶喜政権下の条約勅許について条約港通信は友好的で進歩的な対外政策であると高く評価したこと、また明治新政府への早期の支持表明やその後の開化政策に好感を保っていたこと、しかし、1875年の新聞紙条例改正等の後には明治政府を批判する立場にすぐに転換したこと、などはいずれも興味深い内容である。

しかしながら、本論文には少なからぬ問題点も存在する。第一に、論文全体としての結論や命題が無いことである。条約港通信の実態や多様性は明らかにできているものの、なぜそれに注目するのか、先行研究で言われている歴史像と何が違うのか、残念ながら著者の主張は不明瞭である。

第二に、終点をなぜ1884年に置くのかが不明である。日本の条約改正交渉においても、

横浜の歴史においても、1884年を画期とするのは難しい。1884年以後も、日本政府は1894年まで条約改正問題に対処するが、それらの分析が本論文には見られない。また、横浜は1884年以後も、日本の貿易港として発展し、戦前から六大都市の一つとして栄えていった。ところが、著者は1880年代から東京の発展に比べて、横浜の役割は相対的に低下したように論じており、急に論述が終わっている印象を受ける。

第三に、論じられている事例の多くは、今日の日本語圏の近代日本研究では基礎的なものにとどまっている。横浜の歴史や、明治日本の近代化・西洋化に関する日本語の研究は無数にあるものの、本研究では、近年の日本人による近代日本研究の成果がほとんど利用されておらず、やや古い日本史研究の成果に依拠している。条約港通信の実態を興味深く明らかにできており、そこで論じられている内容を日本語圏の近代日本研究の成果と結びつけて分析を深められれば、さらに日本研究に大きなインパクトを与えられる研究になるものと思われる。

以上のように、本論文は少なからぬ欠点を含んでいるものの、条約港通信を通じて、幕末・明治期の横浜の発展について包括的な分析を行った労作であり、博士（法学）の学位に値する論文であると認める。

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