

# OFFICIAL GAZETTE

GOVERNMENT PRINTING AGENCY

ENGLISH EDITION

昭和二十一年十一月三十日 第三種郵便物認可

No. 1382

THURSDAY, NOVEMBER 2, 1950

Price 28.00 yen

## OFFICE AND MINISTERIAL ORDINANCE

Prime Minister's Office, Ministries of Education, Agriculture & Forestry, International Trade & Industry and Transportation Ordinance  
No. 1

November 2, 1950

In accordance with the Ordinance concerning Orders to be Issued in Consequence of the Acceptance of the Potsdam Declaration (Imperial Ordinance No. 542 of 1945), the Ordinance for the Partial Amendments to the Ordinance concerning the Restriction of Production of Munitions, Aircrafts and Others shall be established as follows:

Prime Minister  
YOSHIDA Shigeru  
Minister of Education  
AMANO Teiyu  
Minister of Agriculture and Forestry  
HIROKAWA Kozen  
Minister of International Trade and Industry  
YOKOO Shigemi  
Minister of Transportation  
YAMAZAKI Takeshi

Ordinance for the Partial Amendments to the Ordinance concerning the Restriction of Production of Munitions, Aircrafts and Others

The Ordinance concerning the Restriction of Production of Munitions, Aircrafts and Others (Ministries of Commerce & Industry, Education, Agriculture & Forestry and Transportation Ordinance No. 1 of 1945) shall be partially amended as follows:

In Article 4 paragraph 2, "toy common explosive accessories" shall be amended as "toy fireworks", and "or persons intending to use fireworks" shall be amended as "or persons intending to use fireworks shell or set fireworks (excluding persons who received permission of Article 25 paragraph 1 of the Explosives Control Law (Law No. 149 of 1950))"; in the same Article paragraph 3 item (2), "toy common explosive accessories" shall be amend-

ed as "toy fireworks"; in the same paragraph item (5), "fireworks" shall be amended as "fireworks shell or set fireworks"; and in the same Article paragraph 4, "fireworks" shall be amended as "fireworks shell".

Supplementary Provision:

This Ordinance shall come into force as from November 3, 1950.

## MINISTERIAL ORDINANCE

Ministry of Transportation Ordinance  
No. 86

November 2, 1950

In accordance with the provisions of Article 19 paragraph 2 of the Explosives Control Law (Law No. 149 of 1950), the Explosives Transportation Regulation shall be established as follows:

Minister of Transportation  
YAMAZAKI Takeshi

Explosives Transportation Regulation

CHAPTER I General Provisions

(General Rule)

Article 1. The transportation of explosives by railroads (including vessels which transport freight cars on board on railroad ferry services) and by cableways shall be in accordance with the provisions of this Ministerial Ordinance.

2 The transportation of explosives by vessels shall be in accordance with the Regulations for the Transportation of Dangerous Articles by Vessels and their Storage (Ministry of Communication Ordinance No. 14 of 1934) based on the provisions of Article 28 of Ships Safety Law (Law No. 11 of 1933).

(Definition)

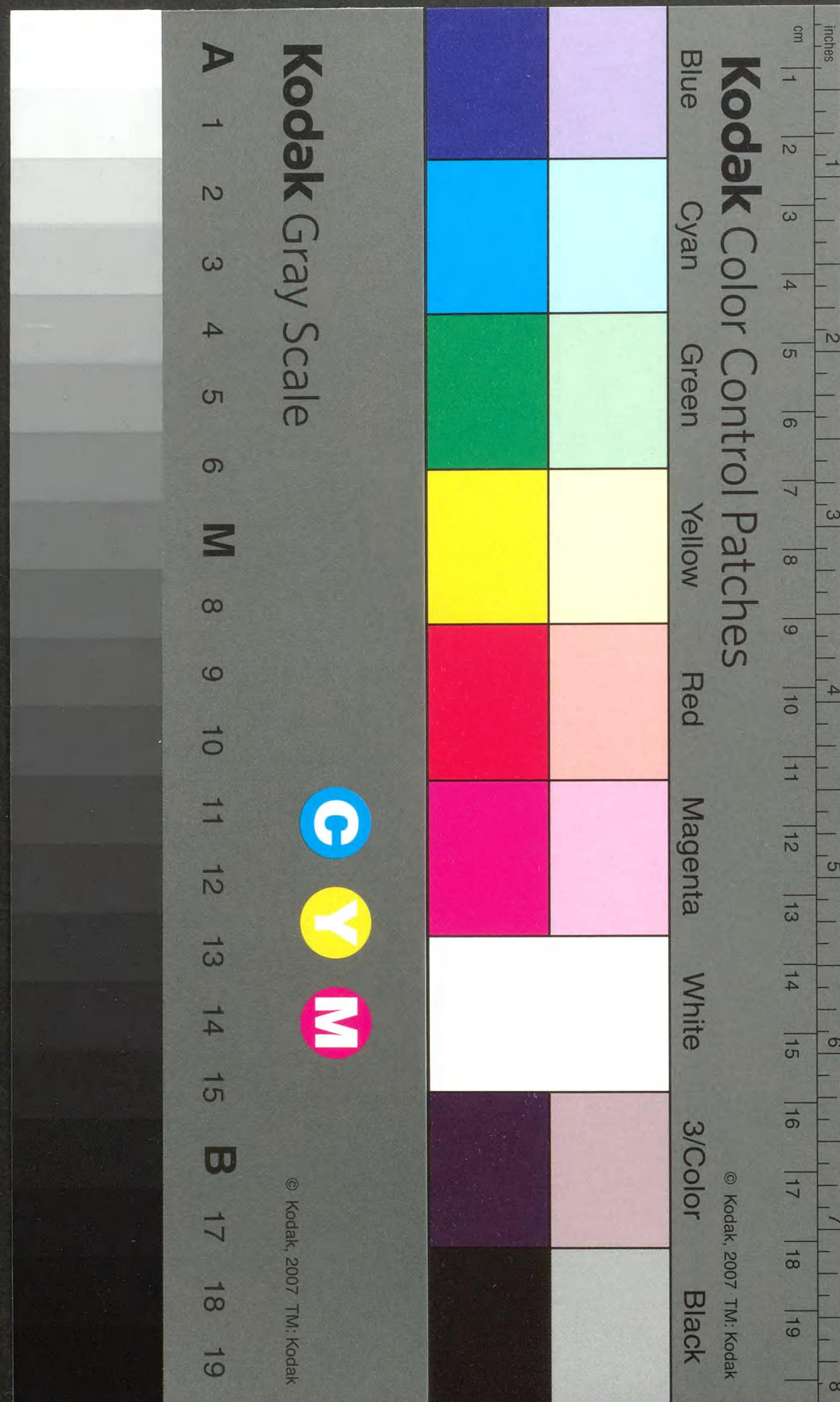
Article 2. In this Ministerial Ordinance "explosives" shall mean such low explosives, high explosives, and explosives accessories and fireworks as listed below:

(1) Low explosives:

- Black powder and other explosives primarily made of nitrate;
- Smokeless powder and other explosives primarily made of nitric ester.

(2) High explosives:

- Mercury fulminate, lead azide and other



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initiators;

- b) Ammonium nitrate explosives, potassium chlorate explosives, carlit, and other high explosives primarily made of nitrate, chlorate or per-chlorate;
- c) Nitroglycerine, nitroglycol and other nitric ester used for the purpose of explosion;
- d) Dynamite and other explosives primarily made of nitric ester;
- e) Trinitrobenzene, trinitrotoluene, picric acid, trinitrochlorobenzene, tetryl, trinitroanisole, hexanitrodiphenylamine, and trimethylene-trinitramine, all of which are used for the purpose of explosion, and other nitrocompounds containing more than 3 nitro-radicals and explosives mainly made of these materials.

(3) Explosives accessories and fireworks:

- a) Industrial blasting cap, electric detonator, percussion cap, and signal detonator;
- b) Cartridge and blank cartridge;
- c) Tube and primer;
- d) Detonating fuse;
- e) Explosives accessories and fireworks made of low explosives and high explosives as referred to in the preceding two items (excluding fuse, electric fuse, flame signal fuse, signal rocket and fireworks).

## CHAPTER II Transportation by Railroad

### (Prohibition of Transportation)

Article 3. High explosives capped with industrial blasting caps or electric detonators, nitroglycerine, nitroglycol, lead azide, dry mercury fulminate, and dry powerful cotton-powder shall not be entrusted nor accepted for transportation.

(Application for the Transportation and Acceptance thereof)

Article 4. Consignors of explosives shall apply to the despatching station for the transportation and obtain the approval thereof at least twenty-four hours before the despatch.

(Receipt and Delivery of Explosives)

Article 5. None but freight clerks or station-masters shall receive and deliver explosives.

2 As to when, where, and how explosives are to be carried in or out, as well as their loading and unloading, the instructions of those in charge thereof referred to in the preceding item shall be followed.

(Inspection of Transport Certificates)

Article 6. In case the following explosives which exceed the quantity listed under each item, or explosives accessories and fireworks other than the following, are transported, those in charge thereof referred to in the preceding Article shall inspect the Explosives Transport Certificates:

- (1) Low explosive 50 kilograms

- (2) High explosive 25 kilograms
- (3) Industrial blasting cap, electric detonator, and signal detonator 10,000 pieces
- (4) Percussion cap 100,000 pieces
- (5) Cartridge, blank cartridge, tube, and primer 30,000 pieces
- (6) Detonating fuse 1,500 meters

(Package)

Article 7. Explosives shall be packed in accordance with the provisions stipulated in the Annexed Table. However, imported explosives may be kept packed as they were, if their packages can guarantee more safety than those dictated by the Annexed Table.

(Indication)

Article 8. The packages of explosives shall have the words "Low Explosives", "High Explosives", or "Explosives Accessories and Fireworks" written in red, or shall be put plates bearing those words written in red on some exterior parts easy to see. In case they are not allowed to be put upside down, a notice shall be expressly made to that effect.

(Attendant)

Article 9. In case the transportation of explosives to be loaded in a reserved car exclusively has been accepted, the railroad may request the consignor to send an attendant.

2 The attendant shall not ride on the freight car loaded with explosives.

(Freight Car for Loading)

Article 10. Explosives shall be conveyed in a box-car.

2 A freight car for loading explosives shall be strictly inspected in order to prevent danger.

3 Irons lying on and near the spots to deposit explosives inside a freight car shall be covered with boards, leather, cloth or mats, except when explosives themselves have been covered with these materials.

(Way of Loading)

Article 11. Explosives shall be loaded so as to avoid friction, shake, collision, tumbling down or upsetting.

Article 12. In case low explosives, high explosives, and explosives accessories and fireworks are loaded in one and the same freight car, spaces of some distance shall be left between each, or partition walls more than 10 centimeters thick and made of boards, leather, cloth or mats, shall be installed.

(Loading Limitation)

Article 13. The weight of explosives to be loaded on a car shall not exceed 80% of the fixed load capacity of the car. However, this shall not apply to the case where they are shipped together

with other freights under the proviso to the following Article paragraph 1.

Article 14. Explosives shall not be loaded in the same car aggregately with freights other than explosives. However, less than two of each following article be shipped, they may be loaded together with the freights mentioned in the next item. In this case, if only one of them is to be shipped, each article may be loaded up to twice as much as the quantity mentioned in each item:

- (1) Low explosives: less than 50 kg.
- (2) High explosives: less than 25 kg.
- (3) Explosives accessories and fireworks: made of less than 50 kg. of low explosives and less than 25 kg. of high explosives.

2 The freights permissible to be loaded together with explosives under the proviso to the preceding paragraph shall be those having each of the following conditions:

- (1) Such freights as have no fear of easy inflammation, spontaneous combustion, corrosion, or of giving rise to explosion.
- (2) Such freights as are perfectly packed and have no fear of upsetting.
- (3) Such freights as have no iron peeping out of the exterior packages.

3 Fuses and electric fuses may be loaded together with explosives in one and the same car notwithstanding the provisions of the preceding two paragraphs.

4 In case explosives are loaded together with fuses and electric fuses, the provision of Article 12 shall apply mutatis mutandis. In this case, "explosives accessories and fireworks" shall read as "explosives accessories and fireworks and fuses or electric fuses".

(Way of Handling)

Article 15. In handling explosives no hooks shall be used, nor thrown down.

2 Except large-sized explosives accessories and fireworks, explosives shall not be put upside down. Even in the case of explosives accessories and fireworks which may safely be put upside down, they shall not be so placed unless the contact surface is covered with leather, cloth or mats in order to prevent the shock.

3 No lights other than electric lights shall be used at a place where explosives are handled, while in freight cars loaded with them no lights other than portable flashlights shall be used, or no matches and other inflammable things shall be carried with, or no smoking shall be allowed.

4 Those who handle explosives shall wear no boots and shoes spiked on the soles.

5 When handling explosives, the place for handling and the inside of the car shall be swept clean both before and after the work.

Article 16. Except those enumerated in each item of Article 14 paragraph 1, explosives shall not be handled on a station platform. However, this shall not apply to the case where there are no passengers or coaches with passengers on board in the neighborhood.

Article 17. Explosives shall be handled in the daytime as far as possible.

(Car Label)

Article 18. On both sides of a freight car loaded with explosives, a car label with "Explosives" written in red on white ground shall be put on a spot easy to see.

(Limitation Placed on Coupling)

Article 19. A freight car loaded with explosives shall not be coupled to a passenger train or a mixed train. However, this shall not apply to a freight car loaded with the explosives enumerated in each item of Article 14 paragraph 1 and to a freight car loaded with the said freights and other in consolidation.

2 On a section where no freight train is operated, only one freight car loaded with explosives may be coupled to a mixed train, notwithstanding the provision of the preceding paragraph.

Article 20. In case a freight car loaded with explosives is coupled to a train, more than three of any cars following shall intervene between the said freight car and the passenger car, or the locomotive, or the freight car loaded with such goods other than explosives as give rise to combustion or explosion:— empty cars, or gondola cars loaded with incombustible goods other than those in danger of giving a shock to the said freight car loaded with explosives due to the rolling, or box cars loaded with such goods as are not inductive to combustion. More than one of these cars, however, shall intervene between the freight car loaded with explosives and any other rolling-stock.

2 In the case of a freight car loaded with the explosives enumerated in each item of Article 14 paragraph 1, the provision of the preceding paragraph shall apply to a passenger car only.

3 In the foregoing two paragraphs, one bogie car shall be regarded as two cars.

Article 21. Reserved freight cars exclusively loaded with explosives may be coupled to a train so far as they are fourteen or less in number.

2 In the preceding paragraph, one bogie car shall be regarded as two cars.

(Method of Transportation)

Article 22. Explosives shall be conveyed on a straight train as far as an arrival station, if possible.

(Prevention of Danger)

Article 23. A freight car loaded with explosives shall be inspected with particular strictness at any intermediate station, and when danger is recognized looming, proper measures to prevent it shall be taken by releasing the freight car immediately on the spot and transferring it to a distant track, if possible.

2 When there has been found a sign of heating in the box or of failure to release the brake during train operation, the train shall once be stopped to cool the heated part or to release the brake and close the cut-off cock of the brake of the said freight car, and then it shall advance at such slow speed as is not dangerous; in addition, the measures defined in the preceding paragraph shall be taken at the next station.

3 In case a freight car loaded with explosives is detained, the said freight car shall be transferred to a distant track, if possible, and measures be taken to prevent danger; when the surrounding circumstances are deemed threatening to endanger the explosives.

4 When the said freight car is released in accordance with the provisions of paragraphs 1 and 2, or is detained for more than five hours in accordance with the preceding paragraph, it shall be reported to the chief of the police station concerned. However, this shall not apply in case the said detention is made for the convenience of transportation.

Article 24. A consignee shall take delivery of explosives immediately after their arrival and carry them out of the station.

2 When a consignee does not unload explosives even after the lapse of five hours, the freight car loaded with explosives shall be transferred to a distant track, if possible, and measures be taken to prevent danger.

3 Explosives unloaded shall be placed separately from other commodities, if possible, and measures be taken to prevent danger.

4 In the case of paragraph 2, report shall be made to the chief of the police station concerned. In the case of the preceding paragraph, the same shall apply when the explosives are not carried out of the station even after the lapse of five hours.

5 In the case of paragraph 2, report shall be made to the chief of the police station concerned. In the case of the preceding paragraph, the same shall apply when the conveyance is not made to the outside of the station even after the lapse of five hours.

(Transportation by Ferry Boat)

Article 25. A freight car loaded with explosives shall not be conveyed on a ferry boat carrying passengers on board.

2 When a freight car loaded with explosives is conveyed on a ferry boat, it shall not be placed near the boiler-room.

Article 26. In case a ship which conveys on board a freight car loaded with explosives, exceeding the quantity defined in Article 6, is operated, put at an anchorage or moored in a port or harbor, the provisions of Article 21 of the Regulations for the Transportation of Dangerous Articles by Vessels and their Storage shall apply thereto.

(Miscellaneous Provisions)

Article 27. In case there exist special reasons, this Ministerial Ordinance may not hold good by obtaining the approval of the Minister of Transportation, notwithstanding the provisions of Article 10 paragraph 1, the body of Article 14 paragraph 1, the bodies of Article 19 paragraphs 1 and 2 and the body of Article 20 paragraph 1.

### CHAPTER III Transportation by Aerial Cableway

Article 28. In case there exists any concentration of houses, school, government or public office, hospital, factory, storehouse for dangerous objects, railway or tramway line, national highway, Fu or prefectural highway, park, high-tension cable, etc. within one hundred meters of a point right under the cableway line at the time of transportation of explosives by aerial cableway, the permission of the Director of Land Transportation Bureau shall be obtained.

(Watch during Transportation)

Article 29. In the case of transportation of explosives by cableway, a watchman shall be stationed at a necessary position to make him watch it.

(Essential Term of Loading and Unloading)

Article 30. The loading and unloading of explosives shall be conducted in keeping the conveyer at a standstill.

(Method of Loading)

Article 31. In loading explosives, a wooden board, straw-mats and others shall be laid inside the conveyer to prevent explosives any direct contact with the metal parts of the conveyer and rolling and falling as well during the transportation.

2 In loading explosives in a conveyer, they shall be put so as not to go up far over the upper brim of the conveyer and shall have the upper part covered as well.

(Limitation of Loading)

Article 32. The weight of explosives to be loaded in a conveyer shall not exceed 80 per cent of the fixed conveyer load.

(Limitation Placed on Operation)

Article 33. A conveyer loaded with explosives shall be more than thirty meters away from other

conveyers.

2 In the first class aerial cableway, a conveyer loaded with explosives shall not be operated simultaneously with other conveyers carrying passengers on board.

(Marking)

Article 34. A conveyer loaded with explosives shall have a red flag or other signs put at a spot easy to see.

(Provision for Mutatis Mutandis Application)

Article 35. The provisions of Article 2 to Article 8 inclusive, Article 12, Article 14 to Article 17 inclusive and Article 24 shall apply mutatis mutandis to the transportation of explosives by aerial cableway.

#### Supplementary Provisions:

1. This Ministerial Ordinance shall come into force as from November 3, 1950.
2. The Regulations for Railway Transportation of Explosives (Ministry of Railways Ordinance No. 2 of 1939) shall be abolished.

#### Annexed Table

Item	Container and Sealing	Exterior Packing
Low explosives	Low explosives will be kept in cans of zinc, aluminium, tin, etc., cardboard cases, cloth bags, paper bags, wooden boxes or fibre wares, and be hermetically sealed so as to prevent the vibrating of the contents. However, those of hydrous nature will be kept in metal cans which are not leaky.	Exterior parts will be packed with wooden boxes. Board of wooden boxes must be made of well-seasoned "sugi" (or Japanese cedar), "ezo matsu" (or Yesso spruce) or any other wood of equal or more than hardness. Board of every part will be more than 13 cm. in thickness and nails of more than 3 cm. long will be driven at proper intervals. Lids of boxes will be fastened with nails or screw-pins of more than 3 cm. to be driven at proper intervals. To both ends of boxes stay-boards of more than 1.5 cm. in thickness and more than 3 cm. in breadth may be fixed if necessary, and ropes with a diameter of 0.9 cm. be affixed for the convenience of carrying boxes. Or containers will be kept in metal cans, fibre boxes or wooden boxes of equal or more hardness and a proper measure will be taken to prevent the vibration of the contents.
High explosives	High explosives will be kept and sealed in the same way as in the case of low explosives. Provided that dynamite will be covered by paper and kept in another smaller box; ammonium nitrate and other explosives liable to absorb humidity will be hermetically sealed with tin or zinc paper in order to eliminate humidity and be kept in another smaller box; fulminating mercury will be turned into the explosives with 25 per cent of hydrous percentage and be kept in double cotton-bags, and these bags after bound with ropes will be placed in separate thicker cotton-bags at intervals of more than 3 cm. and spaces in the thicker bags will be filled with saw-dust.	Exterior parts will be packed in the same way as in the case of low explosives; Provided that outer boxes for fulminating mercury must be wooden boxes with stayboards affixed thereto and these must be no crevice which allows leakage. The space between the interior bag and the exterior packing box must be more than 12 cm. in distance and saw-dust be placed in the space and water be instilled therein; and then the bags will be hermetically sealed.

Explosives accessories and fireworks	Explosives accessories and fireworks will be kept and sealed in the same way as in the case of low explosives. However, a smaller box may be separately used so as to prevent the vibration of the contents. For torpedo and other large-sized ones a strong exterior covering may be unnecessary.	Exterior parts of explosives accessories fireworks will be packed in the same way as in the case of low explosives. However, wooden frames of equal or more hardness may be used.
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**Ministry of Transportation Ordinance  
No. 87**

November 2, 1950

In accordance with the provisions of Article 19 paragraph 2 of Explosives Control Law (Law No. 149 of 1950), the Regulations governing the Construction, Equipment and Performance of Motor Vehicles and Light Vehicles Transporting Explosives shall be provided for as follows:

Minister of Transportation  
YAMAZAKI Takeshi

The Regulations governing the Construction, Equipment and Performance of Motor Vehicles and Light Vehicles Transporting Explosives

**CHAPTER I General Provisions**

(General Provisions)

Article 1. As regards the construction, equipment and performance of motor vehicles and light vehicles transporting explosives, the provisions of this Ministerial Ordinance shall apply besides conforming to the provisions of the Vehicles Regulations (Ministry of Transportation Ordinance No. 36 of 1947). Provided, however, with motor vehicles and light vehicles transporting explosives less than the quantity mentioned hereunder, this Ministerial Ordinance may not be conformed to:

1. 5 kgs of low explosives;
2. 2000 percussion caps;
3. 200 cartridges, blank cartridges, tubes or primers.

(Definitions)

Article 2. In this Ministerial Ordinance, "explosives" shall mean low explosives, high explosives and explosive accessories and fireworks mentioned hereunder:

1. Low explosives:
  - (a) Black powder and other explosives primarily made of nitrate;
  - (b) Smokeless powder and other explosives primarily made of nitric ester.
2. High explosives:
  - (a) Mercury fulminate, lead azide and other initiators;

- (b) Ammonium nitrate explosives, potassium chlorate explosives, carlit and other high explosives primarily made of nitrate, chlorate or per-chlorate;
- (c) Nitroglycerine, nitroglycol and other nitric ester used for the purpose of explosion;
- (d) Dynamite and other explosives primarily made of nitric ester;
- (e) Trinitrobenzene, trinitrotoluene, picric acid, trinitrochlorobenzene, tetryl, trinitroanisole, hexanitrodiphenylamine, and trimethylenetrinitramine and other nitro-compounds containing more than three nitro-radicals and high explosives mainly made of these materials.

3. Explosive accessories and fireworks:

- (a) Industrial blasting caps, electric detonators, percussion caps and signal detonators;
- (b) Cartridges and blank cartridges;
- (c) Tubes and primers;
- (d) Detonating fuse;
- (e) Explosive accessories containing low explosives or high explosives mentioned in the foregoing two items (except fuse, electric fuse, flame signal fuse, signal rocket and fireworks).

**CHAPTER II Motor Vehicles**

(Baggage Rack)

Article 3. A motor vehicle shall be equipped with a baggage rack situated 40 cms or more high above the floor, and in case of a box-type baggage rack, it must have appropriate ventilation hole, and besides, must be partitioned from the driver's seat by means of a wall.

(Fuel Equipments)

Article 4. A motor vehicle shall not be equipped with fuel equipments such as acetylene-gas generating equipment, gas-generating hearth or any other fuel equipment which usually uses fire.

(Electric Equipments)

Article 5. The electric equipments of a motor vehicle shall conform to the following conditions:

1. That the wiring outside the body is covered and adhered to the body;

2. That the wiring is not made within the baggage rack;
3. That with any terminal laid within 50 cms or less from the baggage rack, proper covering are attached thereto.

(Exhaust Equipments)

Article 6. The exhaust equipments of a motor vehicle shall conform to the following conditions:

1. That there is no leakage of exhaust from joints or other points;
2. That with parts within 20 cms from underneath the baggage rack, suitable measures for heat-prevention are provided for;
3. That the exhaust pipe opens at the rear end of the baggage rack. Provided that with motor vehicles hauling a trailer transporting explosives, the exhaust pipe opens on the right side in the middle of the front and rear axles.

(Buffer Equipment)

Article 7. A motor vehicle shall use pneumatic rubber tyres, and suitable buffer equipment shall be provided between the baggage rack and axle.

(Fire-extinguisher)

Article 8. A motor vehicle shall be equipped with fire extinguisher provided for in Article 4 of the Notification concerning Fire Extinguisher in Accordance with Article 19-(2) of the Vehicles Regulations (Ministry of Transportation Notification No. 308 of October, 1949) at a spot convenient for the use of a watchman.

**CHAPTER III Light Vehicles**

(Baggage Rack)

Article 9. With light vehicles, a baggage rack with such suitable equipments to prevent the falling off of loaded explosives as sideboards, etc., shall be equipped.

(Brake Equipment)

Article 10. With carts drawn by cattle or light vehicles drawn by animal power, proper brake equipment shall be equipped therewith.

Supplementary Provision:

This Ministerial Ordinance shall be put into force as from November 3, 1950.

**NOTIFICATIONS**

**Radio Regulatory Commission Notification No. 155**

November 2, 1950

In accordance with the provision of Article 12 of the Radio Law, the radio station license was granted as follows:

Chairman of Radio Regulatory  
Commission

TOMIYASU Kenji

- |  |  |
|--|--|
| (1) Date and number of license:  | October 24, 1950; No. 2010;  |
| (2) Title of licensee:   | Mie-ken;   |
| (3) Classification of radio station:   | Base station;  |
| (4) Purpose of radio station:  | To conduct land mobile service for the Fifth National Athletic Meet Mountain Climbing Contest;                       |
| (5) Person with whom to communicate:   | Land mobile station established by Mie-ken for use in mountain climbing contest at the Fifth National Athletic Meet; |
| (6) Matters for communication:   | Matters related to the progress of contest, weather and avoidance of accident;                                       |
| (7) License expires on:  | November 11, 1950;   |
| (8) Place of installation:   | On the top of Mt. Gozaisho-dake, Komono-mura, Mie-gun, Mie-ken E 136°25' N 35°01'                                    |
| (9) Call sign, type of emission, frequency, oscillation system and modulation system, and antenna power: | JJ 3AF A3 54.19 MC      Crystal controlled oscillation system      Last stage plate modulation system      10 W      |
| (10) Type and composition of antenna:  | Doublet type;  |
| (11) Permitted operating hours:  | Continuous   |

Radio Regulatory Commission Notification No. 156

November 2, 1950

In accordance with the provision of Article 12 of the Radio Law, the radio station license was granted as follows:

Chairman of Radio Regulatory Commission

TOMIYASU Kenji

- |  |   |
|--|---|
| (1) Date and number of license:  | October 24, 1950; No. 2011;   |
| (2) Title of licensee:   | Mie-ken;  |
| (3) Classification of radio station:   | Land mobile station;  |
| (4) Purpose of radio station:  | To conduct land mobile service for the Fifth National Athletic Meet Mountain Climbing Contest;  |
| (5) Person with whom to communicate:   | Base station and land mobile station established by Mie-ken for use in mountain climbing contest at the Fifth National Athletic Meet; |
| (6) Matters for communication:   | Matters related to the progress of contest, weather and avoidance of accident;  |
| (7) License expires on:  | November 11, 1950;  |
| (8) Place of installation:   |   |
| Place of custody:  | On the top of Mt. Gozaisho-dake, Komono-mura, Mie-gun, Mie-ken E 136°25' N 35°01'   |
| Extent of movable area:  | Within radius 10 km the place of custody at the centre;   |
| (9) Call sign, type of emission, frequency, oscillation system and modulation system, and antenna power: |   |
|  | JJ 3AG    A3 54.19 MC    Crystal controlled oscillation system    Last stage plate modulation system    1 W                           |
| (10) Type and composition of antenna:  | Doublet type;   |
| (11) Permitted operating hours:  | Continuous  |

Radio Regulatory Commission Notification No. 157

November 2, 1950

In accordance with the provision of Article 12 of the Radio Law, the radio station license was granted as follows:

Chairman of Radio Regulatory Commission

TOMIYASU Kenji

- |  |   |
|--|---|
| (1) Date and number of license:  | October 24, 1950; No. 2012;   |
| (2) Title of licensee:   | Mie-ken;  |
| (3) Classification of radio station:   | Land mobile station;  |
| (4) Purpose of radio station:  | To conduct land mobile service for the Fifth National Athletic Meet Mountain Climbing Contest;  |
| (5) Person with whom to communicate:   | Base station and land mobile station established by Mie-ken for use in mountain climbing contest at the Fifth National Athletic Meet; |
| (6) Matters for communication:   | Matters related to the progress of contest, weather and avoidance of accident;  |
| (7) License expires on:  | November 11, 1950;  |
| (8) Place of installation:   |   |
| Place of custody:  | On the top of Mt. Gozaisho-dake, Komono-mura, Mie-gun, Mie-ken E 136°25' N 35°01'   |
| Extent of movable area:  | Within radius 10 km the place of custody at the centre;   |
| (9) Call sign, type of emission, frequency, oscillation system and modulation system, and antenna power: |   |
|  | JJ 3AH    A3 54.19 MC    Crystal controlled oscillation system    Last stage plate modulation system    6 W                           |
| (10) Type and composition of antenna:  | Doublet type;   |
| (11) Permitted operating hours:  | Continuous  |

Ministries of Foreign Affairs and Finance Notification No. 22

November 2, 1950

In accordance with the provision of Article 2 paragraph 1 item (1) of the Cabinet Order concerning the Liquidation of Property in Japan of Companies with Head Offices in Areas Formerly Occupied by Japan (Cabinet Order No. 291, 1949), the juridical persons and other bodies which have their head offices or principal business offices in areas formerly occupied by Japan shall be designated as follows:

Minister for Foreign Affairs  
YOSHIDA Shigeru

Minister of Finance  
IKEDA Hayato

Name of Juridical Persons or Other Body (Manchuria)	Location
K. K. Manshu Shoken Torihiki-sho (The Securities Exchange of Manchuria)	c/o Misawayama Bldg., No. 32, 2-chome, Kabuto-cho, Nihombashi, Chuo-ku, Tokyo

Ministries of Foreign Affairs and Finance Notification No. 23

November 2, 1950

In accordance with the provision of Article 10 paragraph 2 of the Cabinet Order concerning the Liquidation of Property in Japan of Companies with Head Offices in Areas Formerly Occupied by Japan (Cabinet Order No. 291 of 1949), Special Liquidator of Company Outside Japan shall be designated as follows:

Minister for Foreign Affairs  
YOSHIDA Shigeru

Minister of Finance  
IKEDA Hayato

Name of Company Outside Japan (Manchuria)	Name of Special Liquidator	Address of Special Liquidator
K. K. Manshu Shoken Torihiki-sho (The Securities Exchange of Manchuria)	YAJIMA Kahei	1,422, Oaza Ichinomiya, Ichinomiya-machi, Kita-kanra-gun, Gumma-ken

Ministry of Finance Notification No. 1069

November 2, 1950

In accordance with the provision of Article 10 paragraph 3 of the Foreign Exchange and Foreign Trade Control Law (Law No. 228 of 1949), the Minister of Finance approved the establishment of new office to perform foreign exchange business as follows:

Minister of Finance  
IKEDA Hayato

Name of Bank	Name of Office	Location	Starting Date of Business	Date of Approval
The Bank of India, Ltd.	Osaka Branch	6, 1-chome, Doshomachi, Higashi-ku, Osaka-shi, Osaka-Fu	Oct. 17, 1950	Oct. 17, 1950

Ministry of Finance Notification No. 1070

November 2, 1950

In accordance with the provisions of Article 7 paragraph 1 of the Ministerial Ordinance concern-

ing Control of Foreign Securities, Immovables abroad, etc. (Ministry of Finance Ordinance No. 70 of 1950), the case where any person may become a party to transfer of securities without obtaining license of the Minister of Finance as prescribed

in Article 1 paragraph 1 of the same Ministerial Ordinance shall be designated as follows:

Minister of Finance  
IKEDA Hayato

Where an exchange resident desires to become a party to transfer of Imperial Japanese Government 4% Francs Loan of 1910 located in Japan to other exchange resident.

**Ministry of Finance Notification  
No. 1071**

November 2, 1950

In accordance with the provisions of Article 7 paragraph 1 of the Ministerial Ordinance concerning Control of Foreign Securities, Immovables abroad, etc. (Ministry of Finance Ordinance No. 70 of 1950), the cases where a person is authorized to sell, purchase, donate, exchange, lend, borrow, deposit, pledge or transfer in any way securities located in Japan or abroad, or to transfer rights thereto (these transactions to be referred hereinafter to as "transfer, etc."), which is subject to restrictions or prohibitions under the provisions of Article 31 or 32 of the Foreign Exchange and Foreign Trade Control Law (Law No. 228 of 1949) shall be designated as follows:

Minister of Finance  
IKEDA Hayato

1. Where an exchange non-resident desires to become a party to transfer of foreign securities located in Japan to other exchange non-resident.
2. Where an exchange resident desires to become a party to transfer of domestic securities located abroad to other exchange resident; provided, however, that in case where such transfer, etc. is restricted otherwise by laws and regulations, he may be a party to the transfer, etc. in accordance with the provisions of the laws and regulations concerned.

**Ministry of Finance Notification  
No. 1072**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 of the Law for Establishment of the Savings with Premiums (Law No. 143 of 1948), the details, etc. of the "Eino" Time Savings with Premiums of the Naka-horano-mura Agricultural Co-operative Association shall be determined as follows:

Minister of Finance  
IKEDA Hayato

1. Name: "Eino" Time Savings with Premiums of the Naka-horano-mura Agricultural Co-operative Association
2. Conditions:
  - (1) Term of contract: 6 months

(2) Amount of savings: ¥1,000 per contract

(3) Interest: None

3. Period for Handling: From November 5, 1950 to December 15, 1950

4. Premiums: One right of drawing shall be given to each contract and 10,000 rights of drawing make one set with the following premiums:

Grade	Premiums	Number of winnings
Special Prize	¥10,000	1
First "	1,000	7
Second "	250	42
Third "	70	250
Fourth "	18	9,700
Total		10,000

5. Date of Drawing: December 20, 1950

6. Starting Date of Payment of Premiums: December 21, 1950

7. Stamp Duties on Certificates of Savings:

Certificates of savings shall be designated under the provision of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

**Ministry of Finance Notification  
No. 1073**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 of the Law for Establishment of the Savings with Premiums (Law No. 143 of 1948), the details, etc. of the Peace Time Savings with Premiums of the Nango Credit Association shall be determined as follows:

Minister of Finance  
IKEDA Hayato

1. Name: Peace Time Savings with Premiums of the Nango Credit Association
2. Conditions:
  - (1) Term of contract: One year
  - (2) Amount of Savings: ¥1,000 per contract
  - (3) Interest: None

3. Period for Handling: From November 5, 1950 to December 31, 1950

4. Premiums: One right of drawing shall be given to each contract and 1,000 rights of drawing make one set with the following premiums:

Grade	Premiums	Number of winnings
Special Prize	¥10,000	1
First "	1,000	1
Second "	500	4
Third "	100	40
Fourth "	30	954
Total		1,000

5. Date of Drawing: January 10, 1951

6. Starting Date of Payment of Premiums: January 15, 1951

7. Stamp Duties on Certificates of Savings:

Certificates of savings shall be designated under the provisions of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

**Ministry of Finance Notification No. 1074**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 of the Law for Establishment of the Savings with Premiums (Law No. 143 of 1948), the details, etc. of the Fourth "Fukufuku" Time Deposit of the "Chuo Mujin" shall be determined as follows:

Minister of Finance

IKEDA Hayato

1. Name: Fourth "Fukufuku" Time Deposit of the Chuo Mujin
2. Conditions:
  - (1) Term of contract: 6 months
  - (2) Amount of deposit: ¥1,000 per contract
  - (3) Interest: None

3. Period for Handling: From November 5, 1950 to December 31, 1950

4. Premiums: One right of drawing shall be given to each contract and 10,000 rights of drawing make one set and the following premiums shall be given to per 5 sets; provided that the Special A Prize is chosen from among the Special B Prize:

Grade	Premiums	Number of winnings
Special A Prize	¥100,000	1
" B "	10,000	4
First "	500	50
Second "	100	500
Third "	35	1,000
Fourth "	17	48,445
Total		50,000

5. Date of Drawing: January 10, 1951

6. Starting Date of Payment of Premiums: January 15, 1951

7. Stamp Duties on Certificates of Deposit:

Certificates of deposit shall be designated under the provision of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

8. Others: This deposit may be received only from who have contract of mutual loan to the agent when deposit is made.

**Ministry of Finance Notification No. 1075**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 of the Law for Establishment of the Savings with Premiums (Law No. 143 of 1948), the details:

etc. of the First "Koun" Time Savings of the "Hikone Shin-yo" shall be determined as follows:

Minister of Finance  
IKEDA Hayato

1. Name: First "Koun" Time Savings of the Hikone Shin-yo

2. Conditions:

- (1) Term of contract: 6 months
- (2) Amount of savings: ¥1,000 per contract
- (3) Interest: None

3. Period for Handling: From November 5, 1950 to December 15, 1950

4. Premiums: One right of drawing shall be given to each contract and 3,000 rights of drawing make one set with the following premiums:

Grade	Premiums	Number of winnings
Special Prize	¥10,000	1
First "	1,000	2
Second "	100	3
Third "	30	90
Fourth "	17.50	2,904
Total		3,000

5. Date of Drawing: December 23, 1950

6. Starting Date of Payment of Premiums: December 26, 1950

7. Stamp Duties on Certificates of Savings:

Certificates of savings shall be designated under the provision of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

**Ministry of Finance Notification No. 1076**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 the Law Establishment of the Savings with Premiums (Law No. 143 of 1948), the details, etc. of the Second Peace Time Savings with Premiums of the Date Credit Association shall be determined as follows:

Minister of Finance

IKEDA Hayato

1. Name: Second Peace Time Savings with Premiums of the Date Credit Association

2. Conditions:

- (1) Term of contract: 6 months
- (2) Amount of savings: ¥1,000 per contract
- (3) Interest: None

3. Period for Handling: From November 5, 1950 to December 30, 1950

4. Premiums: One right of drawing shall be given to each contract and 2,000 rights of drawing make one set with the following premiums:

Grade	Premiums	Number of winnings
Special Prize	¥5,000	1
First "	1,000	1
Second "	100	20
Third "	30	100

- Fourth „ 17.50 1,878  
Total 2,000
- Date of Drawing: January 10, 1951
  - Starting Date of Payment of Premiums: January 15, 1951
  - Stamp Duties on Certificates of Savings:  
Certificates of savings shall be designated under the provision of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

**Ministry of Finance Notification No. 1077**

November 2, 1950

In accordance with the provisions of Articles 3 and 5 of the Law for Establishment of the Savings with Premiums (Law No. 143 of 1948), the details, etc. of the Fourth Time Savings with Premiums of the Shinonoi Credit Association shall be determined as follows:

Minister of Finance  
IKEDA Hayato

- Name: Fourth Time Savings with Premiums of the Shinonoi Credit Association
- Conditions:
  - Term of contract: 6 months
  - Amount of savings: ¥1,000 per contract
  - Interest: None
- Period for Handling: From November 5, 1950 to January 5, 1951
- Premiums: One right of drawing shall be given to each contract and 2,000 rights of drawing make one set with the following premiums:
 

Grade	Premiums	Number of winnings
Special Prize	¥3,000	1
First „	1,000	2
Second „	500	10
Third „	50	100
Fourth „	15	1,887
Total		2,000

- Date of Drawing: January 10, 1951
- Starting Date of Payment of Premiums: January 15, 1951
- Stamp Duties on Certificates of Savings:  
Certificates of savings shall be designated under the provision of Article 5 of the Law for Establishment of the Savings with Premiums and be exempted from stamp duties.

**Ministry of International Trade and Industry Notification No. 209**

November 2, 1950

The Ministry of International Trade and Industry Notification No. 32 of April, 1949 (Matters concerning the form of certificate to be carried by an official of the Ministry of Commerce and Industry when he makes question, inspection, detention, visitation, research or seizure in order to investi-

gate the cases violating the Alcohol Monopoly Law or the Ordinance issued thereunder) shall be partially amended as follows and the same shall apply on and after December 1, 1950:

Minister of International Trade and Industry  
YOKO● Shigemi

The form shall be amended as follows:  
Form: Size of blank form shall be Japanese standard B8 (64 mm x 91 mm)  
Face

Photograph to be affixed	
No.	Regional Bureau of International Trade and Industry Name..... Date of birth.....
Identification Card Alcohol Monopoly Official Ministry of International Trade and Industry	
Delivered....., 19...	(effective 1 year) Chief, Regional Bureau of International Trade and Industry (Seal)

Back

An official who carries this Identification Card with him is empowered to question, inspect, detain, raid, search or attach concerning a violation affair of Alcohol Monopoly Law or the Ordinance issued under the same Law, based on the Anti-National Tax Evasion Law applied mutatis mutandis in accordance with the provisions of Article 40 of Article Monopoly Law.

Note: Official seals to be affixed on the surfaces of Identification Card and photograph.

**Ministry of Postal Services Notification No. 347**

November 2, 1950

The following partial amendments shall be made to the Ministry of Postal Services Notification No. 269 of August, 1950 (Subject: the names of the countries to which the express regular mails shall be addressed.):

Minister of Postal Services  
TAMURA Bunkichi

The following one item shall be added next to Item "Hungary":

India

Item "Transjordan" shall be deleted.  
The following one item shall be added next to Item "Italy":

Jordan

The indication in Column (3), Item "Norway," shall read "See remarks."

The following one item shall be added next to Item "Cyrenaica":

Eritrea

In "Remarks", Item 2 shall be amended as Item 3 and the following one item shall be added next to Item 1:

2. The names of post offices of Norway which handle the express regular mails are as follows:

- |                 |                 |
|-----------------|-----------------|
| Ålesund         | Alta            |
| Åndalsnes       | Arendal         |
| Asker           | Askim           |
| Bergen          | Bodø            |
| Brevik          | Bryne           |
| Brønnøysund     | Drammen         |
| Drøbak          | Egersund        |
| Eidsvoll        | Elverum         |
| Farsund         | Fauske          |
| Finnsnes        | Flekkefjord     |
| Florø           | Fredrikstad     |
| Förde           | Geilo           |
| Gjøvik          | Grimstad        |
| Halden          | Hamar           |
| Hammerfest      | Harstad         |
| Haugesund       | Holmestrand     |
| Hønefoss        | Honningsvåg     |
| Horten          | Høyanger        |
| Kabelvåg        | Kirkenes        |
| Kongsberg       | Kongsvinger     |
| Kopervik        | Kragerø         |
| Kristiansand S. | Kristiansund N. |
| Langesund       | Larvik          |
| Levanger        | Lillehammer     |
| Lillesand       | Lilleström      |
| Laerdal         | Lödingen        |
| Måløy           | Mandal          |
| Melbu           | Mo              |
| Molde           | Mosjøen         |
| Moss            | Myßen           |
| Namsos          | Narvik          |
| Nesbyen         | Nordfjordeid    |
| Notodden        | Odda            |
| Orkanger        | Oslo            |
| Porsgrunn       | Rena            |
| Risør           | Rjukan          |

- |              |              |
|--------------|--------------|
| Röros        | Rörvik       |
| Sandefjord   | Sandnes      |
| Sandnessjøen | Sandvika     |
| Sarpsborg    | Sauda        |
| Skarnes      | Ski          |
| Skien        | Skudeneshavn |
| Sortland     | Stabekk      |
| Stavanger    | Stavern      |
| Steinkjer    | Stokmarknes  |
| Stord        | Strømmen     |
| Sulitjelma   | Svolvaer     |
| Tönsberg     | Tromsö       |
| Trondheim    | Tvedestrand  |
| Tynset       | Ulefoss      |
| Vadsö        | Vardö        |
| Volda        | Voss         |

**Ministry of Postal Services Notification No. 348**

November 2, 1950

In accordance with the provision of Article 3 of the Mail Regulation (Ministry of Communications Ordinance No. 34 of 1947), the following shall be added to "a fixed period is provided" in the Ministry of Communications Notification No. 1400 of July, 1931 (the matters concerning the use of date-stamp combined with designs and characters):

Minister of Postal Services  
TAMURA Bunkichi

Aomori-ken  
Hachinoe  
Post Office



From  
October 20  
to 29, 1950

Yamagata-ken  
Kaminoyama  
Post Office



From  
November 7  
to 13, 1950

Hiroshima-ken  
Fukuyama  
Post Office



From  
October 20  
to 22, 1950

Hyogo-ken  
Kobe Central  
Post Office  
Osada  
Post Office  
Nada  
Post Office  
Suma  
Post Office  
Tarumi  
Post Office  
Mikage  
Post Office



Names of  
Post Office  
shall bear  
"Kobe".  
From  
October 21,  
to 27, 1950

Osaka-Fu  
Ikeda  
Post Office



From  
October 21  
to 27, 1950

Aichi-ken  
Toyokawa  
Post Office



From  
October 21  
to 25, 1950

Aichi-ken  
Toyokawa  
Post Office



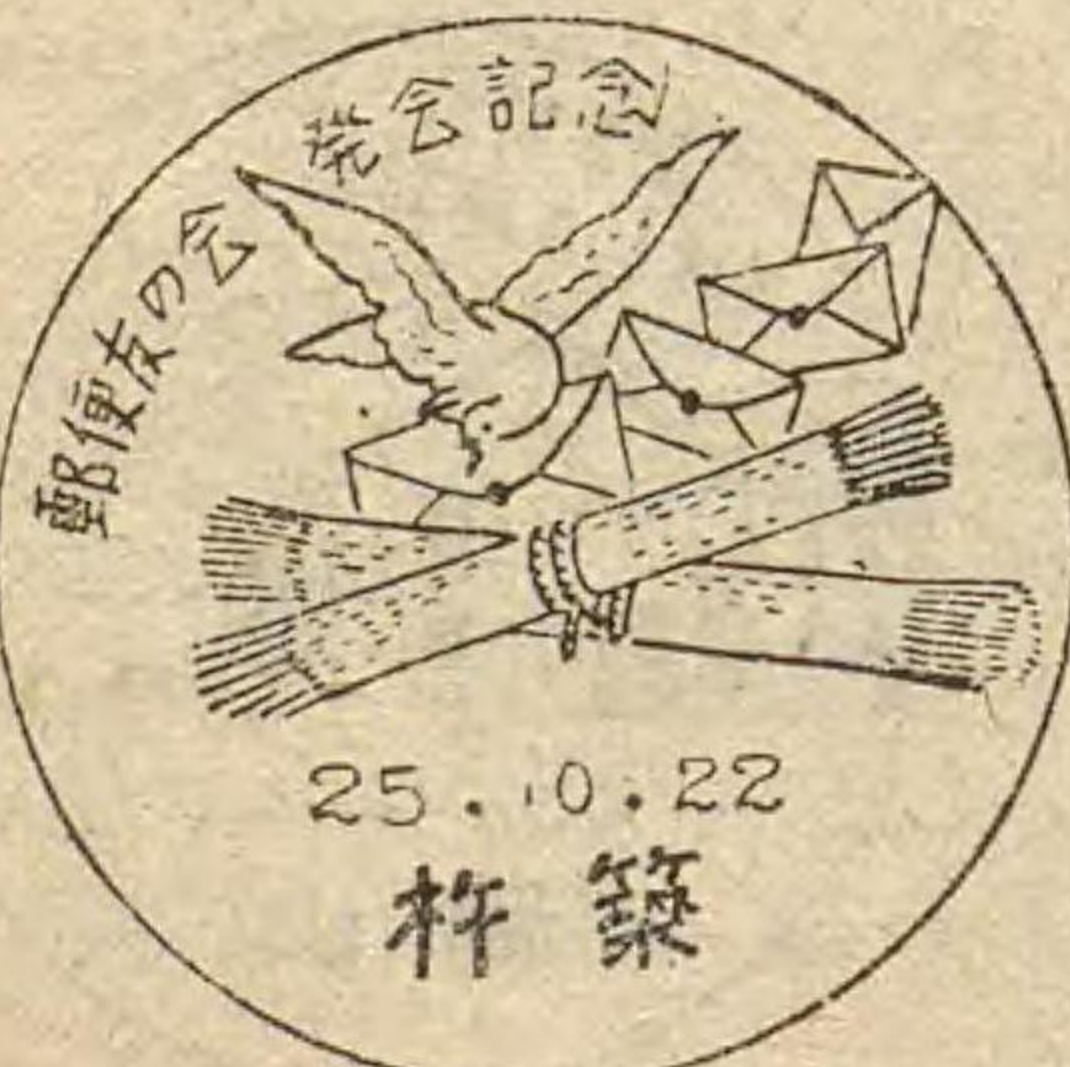
From  
October 21  
to 23, 1950

Kyoto-Fu  
Higashi-  
maizuru  
Post Office  
Nishi-maizuru  
Post Office



Names of  
Post Office  
shall be used  
separately.  
From  
October 22  
to 25, 1950

Oita-ken  
Kizuki  
Post Office



From  
October 22  
to 28, 1950

Tottori-ken  
Kurayoshi  
Post Office



From  
October 25  
to 30, 1950

Aichi-ken  
Nagoya-naka  
Post Office



From  
October 27  
to Novem-  
ber 2, 1950

Kochi-ken  
Suzaki  
Post Office



From  
October 28  
to Novem-  
ber 2, 1950

Nara-ken  
Kashiwara  
Post Office



From  
October 28  
to 31, 1950

Kyoto-Fu  
Uzumasa  
Post Office  
Saga  
Post Office



Names of  
Post Office  
shall be used  
separately.  
From  
November 3  
to 19, 1950

Aichi-ken  
Kamagori  
Post Office



From  
October 29  
to Novem-  
ber 5, 1950

Ministry of Telecommunications  
Notification No. 246

November 2, 1950

The following post office was opened telephone call service as from October 21, 1950:

Minister of Telecommunica-  
tions

Name	Location
TAMURA Bunkichi	
Fukuhara Post Office	Sakuyama-cho, Nasu-gun, Tochigi-ken

Ministry of Construction Notification  
No. 1147

November 2, 1950

In accordance with Article 2 of the Torrential Improvement Law, the tracts of land requiring torrent preventing works are hereby designated as follows:

Minister of Construction  
MASUDA Kaneshichi

Saitama-ken  
Chichibu-gun

The Kawarazawa River

All the plots of No. 175 to No. 178, No. 190, No. 191, No. 194 to No. 198, Aza Nishi-kaji: the entire area of the river-bed land owned by the Government between the line connected the upstream boundary of No. 242-1, Aza Ofuru, No. 1225, Aza Hara and the line connected the downstream boundary of No. 139, Aza Hinata, No. 1395, Aza Higashi-hara, Oaza Kawarazawa, Mitagawa-mura.

The Hikagesawa

All the plots of No. 3947, No. 4101-ro, Aza Fujisan; the area within the line connected the signal poles A, B, C, D, E, F, G, H, I, J between the line connected the upstream boundary of No. 3945, No. 4101-i, Aza Fujisan and the line connected the downstream boundary of No. 1359, Aza Hikage, No. 4106-ro, Aza Fujisan; the entire area of the river-bed land owned by the Government between the line connected the signal pole E within No. 1359, Aza Hikage, the signal pole J within No. 4106-ro, Aza Higashihara and the line connected the downstream boundary of No. 1337, Aza Hikage, No. 1365, Aza Higashihara, Oaza Kawarazawa, Mitagawa-mura.

Ministry of Construction Notification  
No. 1148

November 2, 1950

In accordance with Article 2 of the Torrential Improvement Law, the tracts of land requiring torrent preventing works are hereby designated as follows; and the works shall be executed thereat in and after this fiscal year in accordance with Article 6 of the Same Law:

Minister of Construction  
MASUDA Kaneshichi

Tochigi-ken

The Kobayaku River

All the plots of No. 3352-2, Aza Nanukakura, No. 3353, No. 3354-3, Aza Dashidaira; out of No. 3352-1, Aza Nanukakura, No. 3355, Aza Dashidaira; the area of 200 meters width from the central line of river; the entire area of the river-bed land owned by the Government between the line prolonged from the upstream boundary of No. 3353, Aza Dashidaira to the opposite bank and the line connected the downstream boundary of No. 3357, Aza Oizawa, No. 3352-2, Aza Nanukakura, Oaza Seo, Imaichi-machi, Kami-tsuga-gun.

Exception; the land of road.

Ministry of Construction Notification  
No. 1149

November 2, 1950

In accordance with Article 2 of the Torrential Improvement Law, the tracts of land requiring torrent preventing works and those where certain actions shall be prohibited or restricted are hereby designated as follows:

Minister of Construction  
MASUDA Kaneshichi

Nagano-ken

"Area required for facilities"

The Susobana River

All the plots of No. 6770, Aza Shimobayashi, Nos. 9376, 9696, No. 9391, Aza Kawaura; the entire area of the river-bed land owned by the Government between the line connected the upstream boundary of No. 9633, Aza Kawaura, No. 6795, Aza Shimobayashi and the line connected the downstream boundary of No. 6793, Aza Shimobayashi, No. 9344, Aza Kawaura, Oaza Tojihara, Shikarami-mura, Kami-minochi-gun.

The Dojiri River

All the plots of No. 3851-2, No. 3852-2, Aza Ootsuki, Oaza Hitaka, Sakae-mura, No. 25-1, Aza Joshita, Oaza Kusakano, Hisato-mura; the entire area of the river-bed land owned by the Government between the line prolonged from the downstream boundary of No. 3853, Aza Otsuki, Oaza Hitaka, Sakae-mura to the opposite bank and the line connected the downstream boundary of No. 3847-1, Aza Otsuki, Oaza Hitaka, Sakae-mura, the upstream boundary of No. 24-1, Aza Joshita, Oaza Kusakano, Hisato-mura.

The Tsutsumiiridani River

Out of No. 6833, No. 6824, No. 6793-ro, No. 6768, Aza Nakajima, the area of 8 meters width from the boundary line (national land.....private land); all the plots of No. 6760-i, Aza Chigojwa and No. 7848-ro, Aza Mizuide; the entire area of the river-bed land owned by the Government between the



line prolonged from the upstream boundary of No. 7549-i, Aza Kiwadeshimizu to the opposite bank and the line prolonged from the downstream boundary of No. 6786, Aza Mizuide, Oaza Nakagumi, Soehi-mura, Chiisagata-gun to the opposite bank.

#### The Mazawa River

Out of No. 2610-ro, Oaza Naozaka, Kawano-mura, the area of 20 meters width from the boundary line (national land.....private land); all the plots of No. 7324-2, Oaza Yadashi, Ikuda-mura; the entire area of the river-bed land owned by the Government between the line connected the upstream boundary of No. 7274-i-78, Oaza Kagikake, Ikuda-mura, No. 7623-276, Oaza Oiriyama, Kawano-mura, and the line connected the downstream boundary of No. 7570, Oaza Tadashi, Kawano-mura, No. 7351, Oaza Yadashi, Ikuda-mura, Shimo-ina-gun.

#### The Manjuzawa

All the plots of No. 4143, Aza Koshin, No. 4452, Aza Sotetsumi; the entire area of the river-bed land owned by the Government between the line prolonged from the upstream boundary of No. 4486, Aza Ohashita to the opposite bank and the line connected the downstream boundary of No. 3972, Aza Teizawa, No. 3923-ro, Aza Ienomae, Yasaka-mura, Kita-azumi-gun.

"Area prohibited or restricted"

#### The Susobana River

The area of 20 meters width from the boundary line (national land.....private land) of river on each bank of right and left in the range of section between the line connected the upstream boundary of No. 6751, Aza Shimobayashi, No. 9633, Aza Kawaura, and the line connected the downstream boundary of No. 5344, Aza Kawaura, No. 6793, Aza Shimobayashi, Oaza Tochiyama, Shigarami-mura, Kami-minochi-gun.

Exception; the area required for facilities and the land of road.

#### The Dojiri River

The area of 20 meters width from the boundary line (national land.....private land) of river on each bank of right and left in the range of section between the line connected the upstream boundary of No. 3853-i, Aza Otsuki, Oaza Hitaka, Sakae-mura, No. 29, Aza Joshita, Oaza Kusakano, Hisato-mura and the line connected the downstream boundary of No. 24-1, Aza Joshita, Oaza Kusakano, Hisato-mura, No. 3847-1, Aza Otsuki, Hitaka, Sakae-mura, Kami-minochi-gun.

Exception; the area required for facilities, the house lot and the land of road.

#### The Tsutsumiridani River

The area of 8 meters width from the boundary line (national land.....private land) of river on each bank of right and left in the range of section

between the line connected the upstream boundary of No. 7549-i, Aza Kiwadeshimizu, No. 6952, Aza Nakajima and the line connected the downstream boundary of No. 6751, Aza Chigoiva, No. 6786, Aza Mizuide, Oaza Nakagumi, Soehi-mura, Chiisagata-gun.

Exception; the area required for facilities, the house lot and the land of road.

#### The Mazawa River

The area of 20 meters width from the boundary line (national land..... private land) of river on each bank of right and left in the range of section between the line connected the upstream boundary of No. 7274-i-78, Oaza Kagikake, Ikuda-mura, No. 7623-276, Oaza Oiriyama, Kawano-mura and the line connected the downstream boundary of No. 7351, Oaza Yadashi, Ikuda-mura, No. 7570, Oaza Tadashi, Kawano-mura, Shimo-ina-gun.

Exception; the area required for facilities and the land of road.

#### The Manjuzawa

All the plots of No. 3929-ro, Aza Ienomae, No. 3971, No. 3973-ro, No. 3972, No. 3970-ro, No. 3970-3, No. 3967-2, No. 3966, Aza Teizawa, No. 4378-ro, No. 4379-i, No. 4379-ro, Aza Arashi, No. 4036, Aza Gobo, No. 3960, No. 3962, No. 3963, No. 3964, No. 4399, Aza Tezawairi, No. 4356, No. 4359, Aza Sugakubo-shita, No. 4399-i, No. 4434-i, No. 4434-ro, Aza Sakuranoki, No. 4116-i, No. 4160, Aza Gobo, No. 4430 to No. 4432, Aza Kubo, No. 4138, No. 4139, Aza Yamakami, No. 4436, Aza One, No. 4437-i, No. 4438-i, No. 4439, Aza Shitatsumi, No. 4340, Aza Ogitaira, No. 4443, No. 4144-1, Aza Koshin, No. 4145-ro, No. 4145, Aza Taira, No. 4146-i, Aza Yako, No. 4456, Aza Watatsumi, No. 4458, No. 4459, No. 4464-i, No. 4464-ro, No. 4484, No. 4485, Aza Yoshihara, No. 4155-ro, No. 4162, No. 4155-i, Aza Ienoshita, No. 4162, Aza Ienoue, No. 4486, Aza Ohashita, Yasaka-mura, Kita-azumi-gun.

### Ministry of Construction Notification

No. 1150

November 2, 1950

In accordance with Article 2 of the Torrential Improvement Law, the tracts of land requiring torrent preventing works are hereby designated as follows:

Minister of Construction  
MASUDA Kaneshichi

Aichi-ken

#### The Suna River

The entire area of the river-bed land owned by the Government between the line prolonged from the upstream boundary of No. 7-14, Aza Ibaragi-hazama to the opposite bank and the line prolonged from the downstream boundary of No. 79-

Aza Kitsuneyama to the opposite bank and between the line prolonged from the upstream boundary of No. 78, Aza Kitsuneyama to the opposite bank and the Aza boundary line of Aza Haneyama and Aza Kitaguchi, Oaza Yokone, Obu-machi, Chita-gun.

### Ministry of Construction Notification

No. 1151

November 2, 1950

In accordance with Article 2 of the Torrential Improvement Law, the tracts of land requiring torrent preventing works are hereby designated as follows:

Minister of Construction  
MASUDA Kaneshichi

Aichi-ken

#### The Inotani River

All the plots of No. 17, No. 45, No. 47, No. 48, No. 48-1, No. 48-2, No. 51 to No. 59, Aza Ohazama, No. 1-71, No. 1-152, No. 1-198, No. 1-199, No. 1-308, No. 1-309, No. 1-316, No. 1-349, No. 1-350, No. 1-674, No. 1-675, No. 1-676, Aza Mikuriyama; the entire area of the river-bed land owned by the Government between the line prolonged from the upstream boundary of No. 45, Aza Ohazama to the opposite bank and the Prefectural Road (Yokosuga-Gamagori line); between the line prolonged from the upstream boundary of No. 1-198, Aza Mikuriyama to the opposite bank and the main stream; the land of road between the line prolonged from the upstream boundary of No. 48-1, Aza Ohazama to the opposite bank and the line prolonged from the downstream boundary of No. 57, Aza Ohazama to the opposite bank; between the line prolonged from the upstream boundary of No. 17-1, Aza Ohazama to the opposite bank and the line prolonged from the downstream boundary of No. 17, Aza Ohazama, Oaza Miyahazama, Yokosuka-mura, Hazugun to the opposite bank.

#### The Onogaya River

All the plots of No. 1 to No. 5, No. 8, No. 9, No. 9-1, No. 10, No. 10-1, No. 12, No. 13, Aza Kakehashi, No. 31, No. 48 to No. 51, No. 53-1, Aza Kurumagi, No. 1-46, Aza Higashi-okuyama; the entire area of the river-bed land owned by the Government between the confluence of the Onogaya River right branch valley and the line prolonged from the downstream boundary of No. 31, Aza Kurumagi, Oaza Nishi-hazu, Hazu-machi, Hazu-gun to the opposite bank; the land of road which faced to this river (Onogaya River).

#### The Iino River (branch valley)

All the plots of No. 487, No. 488-3, Aza Kami-yashiki and the entire area of the river-bed land owned by the Government which faced to No. 487, Aza Kami-yashiki; the land of road which lie between in No. 448-3, Aza Kami-yashiki, Oaza Ori-daira, Fujioka-mura, Nishi-kamo-gun.

## INSTRUCTIONS

### Tax Administration Agency Instructions No. 2

November 2, 1950

A part of the Regulation on the Certificates Carried with the Personnel Investigators of the Tax Administration Agency (Tax Administration Agency Instructions No. 1 of 1950) shall be amended as follows:

Director of Tax Administration  
Agency

TAKAHASHI Mamoru

In Article 5 "the Chief of Personnel Investigators' Room" shall be amended as "the Chief of Personnel Section, General Affairs Division."

#### Supplementary Provision:

This Instructions shall come into force as from November 2, 1950 and apply as from October 20, 1950.

## IMPERIAL HOUSE MATTERS

### Their Majesties' Return

T.M. The Emperor and Empress returned to the Imperial Palace on the 29th October at 16:48, after completing Their tour in Aichi Prefecture to attend the autumnal meeting of the 5th National Athletic Meet and to inspect social welfare and other establishments.

## GOVERNMENT MATTERS

### MINISTRY OF INTERNATIONAL TRADE AND INDUSTRY

#### Japanese Industrial Standards

"JES" listed with the number of the Japanese Industrial Standards in the main part of the main column of the Official Gazette bearing the following dates shall be amended as "JIS" as from November 12, 1950:

December 19, 1949.

December 20, 1949.

January 16, 1950.

January 17, 1950.

January 18, 1950.

January 19, 1950.

## PUBLIC NOTICE

### COMPANIES AND OTHERS

#### Notice re Dissolution

October 31, 1950

Notice is hereby given that the undermentioned company was dissolved on October 18, 1950, in

accordance with the decision made at the stockholders' general meeting. Accordingly, the creditors to this company who fail to report their claims within two months from the day of publication of this notice shall be excluded from the liquidation.

Tokuyama Shihan K.K.  
Liquidator: Keicho Nagano  
2453, Oaza Tokuyama, Tokuyama-shi,  
Yamaguchi-ken

**Notice re Exclusion from Liquidation  
(2nd Notice)**

October 30, 1950

Notice is hereby given that the undermentioned company was dissolved on July 15, 1950, in accordance with the decision made at the stockholders' general meeting. Accordingly, the creditors to this company are requested to report their claims within two months from the day of publication of this notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

Tokyo Tsukiji Shokuhin K.K.  
Liquidator: Sadaichi Suzuki

**Notice re Dissolution (3rd Notice)**

October 28, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the stockholders' general meeting held on the same day. Accordingly, the creditors to this company are requested to report their claims within two months from the day of publication of this notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

Nishio Rinsan K.K.  
Liquidators: Kazuo Nishio  
Eiji Yagi  
599-2, Oaza Higashi, Oishi-mura,  
Kurita-gun, Shiga-ken

**Notice re Dissolution (3rd Notice)**

October 28, 1950

Notice is hereby given that the undermentioned shrine was dissolved on October 14, 1950, in accordance with the decision made at the meeting of representations. Accordingly, the creditors to this shrine are requested to report their claims within two months from the day following publication of the first notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

Munetada Shrine  
Liquidator: Bunjiro Toda  
55, Oaza Kami-nakano, Ima-mura,  
Mitsu-gun, Okayama-ken

**Notice re Dissolution (3rd Notice)**

October 28, 1950

Notice is hereby given in accordance with the provision of the Commercial Code that the undermentioned company was dissolved on October 15, 1950, in accordance with the decision made at the stockholders' special general meeting held on the same day. Accordingly, the creditors to this company are requested to report their claims within two months from the day following publication of this notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

K.K. Doshin-Kai  
Liquidator: Ikuzo Kuramochi  
1, 2-chome, Koishikawa-machi,  
Bunkyo-ku, Tokyo

**Notice re Dissolution (3rd Notice)**

October 14, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the stockholders' special general meeting. Accordingly, in case the creditors to this company fail to report their claims within two months from the day following publication of the first notice, their claims shall be excluded from the liquidation.

K.K. Ehime Bunka Shuppan-sha  
Liquidator: Kohei Kikuchi  
81, Chifune-cho, Matsuyama-shi

**Notice re Dissolution (3rd Notice)**

October 12, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the stockholders' general meeting. Accordingly, in case the creditors to this company fail to report their claims within two months from the day of publication of the first notice, their claims shall be excluded from the liquidation.

Dai-ichi Yayoi Mishin Kogyo K.K.  
Liquidator: Ichio Yamada  
11, 1-chome, Kano Teppo-cho, Gifu-shi

**Notice re Dissolution (3rd Notice)**

October 28, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the stockholders' general meeting. Accordingly, the creditors to this company are requested to report their claims within two months from the day following publication of the first notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

Nihon Seiko K.K.  
Liquidator: Masakichi Asai  
1155, Karasue, Takada-machi, Yoro-gun,  
Gifu-ken

**Notice re Dissolution (2nd Notice)**

October 25, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the members' general meeting. Accordingly, in case the creditors to this company fail to report their claims within two months from the day following publication of this notice, their claims shall be excluded from the liquidation.

Yugen Kaisha Fujiya Menko  
Liquidator: Riichi Suzuki  
32, Aza Nagaregawa, Hanada-machi,  
Toyohashi-shi

**Notice re Dissolution (2nd Notice)**

October 31, 1950

Notice is hereby given that the undermentioned company was dissolved on October 10, 1950, in accordance with the decision made at the stockholders' general meeting held on the same day. Accordingly, the creditors to this company are requested to report their claims within two months from the day of publication of this notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

Nihon Koso Kogyo K.K.  
Liquidator: Chuzo Hirozumi  
1180, Imazato-cho, Joto-ku, Osaka

**Notice re Making A Protest against  
Capital Reduction**

November 2, 1950

Notice is hereby given that at the stockholders' special general meeting of the undermentioned company held on October 26, 1950, it was decided that the total amount of the capital of ¥2,299,500 should be reduced to ¥950,000.

Any creditor who has objection to the aforesaid decision is requested to notify the company to that

effect within two months from the day of publication of this notice.

Daito Kako K.K.  
5, 1-chome, Heiwa-dori, Gifu-shi

**Notice re Dissolution of Joint-stock  
Company (1st Notice)**

October 1, 1950

Notice is hereby given that the undermentioned company was dissolved on September 30, 1950, in accordance with the decision made at the stockholders' general meeting. Accordingly, the creditors to this company are requested to report their claims within two months from the day of publication of the first notice.

Failing any claim to be submitted within the aforesaid period, it shall be excluded from the liquidation.

K.K. Kosei-sha  
Liquidator: Tominosuke Kimata  
657, Ogiya-machi, Oike-agaru, Sakai-  
machi-dori, Nakakyo-ku, Kyoto

**Notice re Dissolution (1st Notice)**

October 25, 1950

Notice is hereby given that the undermentioned company was dissolved on October 15, 1950, in accordance with the decision made at the stockholders' general meeting. Accordingly, the creditors to this company are requested to report their claims to the liquidation office within 60 days from the day of publication of the first notice.

In case of failure to do so within the aforesaid period, their claims shall be excluded from the liquidation.

Toyo Kogyo Shoji K.K.  
Liquidation Office: c/o K.K. Darunaya,  
168-26, Sakae-kami-machi, Fukui-shi  
Liquidator: Kenjiro Ito

**Notice re Capital Reduction**

October 31, 1950

Notice is hereby given that at the stockholders' general meeting of the undermentioned company held on October 31, 1950, it was decided that the amount of the capital of ¥2,000,000 should be reduced to ¥1,500,000.

Any person who has objection to the aforesaid capital reduction is requested to notify the company to that effect within two months from the day following publication of this notice.

Koyo Kaiun K.K.  
Representative Director:  
Hikoichiro Miyakawa  
440, Namamugi-machi, Tsurumi-ku,  
Yokohama-shi

**Notice re Correction**

November 2, 1950

Notice is hereby given that in the Notice re

Capital Reduction based on the decision made at the stockholders' general meeting on July 10, 1950, inserted in the Official Gazette No. 7051, dated on July 14, 1950, "Head office: 25-1, 1-chome, Iidamachi, Chiyoda-ku" shall be amended as "5-1, 2-chome, Nihombashi Hon-cho, Chuo-ku".

Kaikon Engyo K.K.  
5-1, 2-chome, Nihombashi Hon-cho,  
Chuo-ku

**Notice re Cancellation of Resolutions  
at Stockholders' General Meeting**

October 5, 1950

Notice is hereby given in accordance with the provisions of the Commercial Code that against the resolutions reached at the 8th stockholders' ordinary general meeting of the undermentioned company, an action of cancellation of resolutions at the stockholders' general meeting (WA) No. 128 of 1950 of the Nagano Local Court has been brought to Matsumoto Branch Office of the said Court by Mr. Seiichi Momose and other nine persons.

Fukyu-sha Kogyo K.K.  
President & Representative Director:  
Munetada Koiwai  
581-1, Oaza Chikuma, Matsumoto-shi

**Notice re Capital Reduction**

October 28, 1950

To: Creditors;

Notice is hereby given that at the stockholders' special general meeting held on October 20, 1950, the following bills were recognized and adopted without any amendment.

Those who have objection against them are requested to report to that effect to the company within two months from the day of publication of this notice.

"Home" Shokuhin Kogyo K.K.  
President & Director:  
Etsuzo Kinoshita  
250, 1-chome, Kami-takata, Nakano-ku,  
Tokyo

Bills

1. In Article 4 of the articles of incorporation, "the total amount of the capital of this company shall be ¥2,000,000", shall read "the total amount of the capital of this company shall be ¥1,900,000".
2. In Article 6 of the articles of incorporation, "the number of stocks of the company shall be 40,000 stocks" shall read "the number of stocks of the company shall be 38,000 stocks".

**Notice re Capital Reduction and Presentation  
of Stock Certificates**

November 2, 1950

Notice is hereby given that at the stockholders' special general meeting of the undermentioned com-

pany held on October 1, 1950, it was decided that the amount of the capital of ¥2,000,000 should be reduced to ¥1,500,000, by the method that 4 fully paid-up fifty yen old stocks should be merged into 3 fully paid-up fifty yen new stocks.

Accordingly, any creditor who has objection to the aforesaid decision is requested to notify to that effect within two months from the day of publication of this notice. And any person who holds the stocks is requested to present his stocks to this company within three months.

Kanae Sangyo K.K.  
71, Senju Kawahara-machi, Adachi-ku,  
Tokyo

**Public Notice of Application for the Approval  
of the Liquidation Program**

October 28, 1950

In accordance with the provisions of Article 18 of Cabinet Order concerning the Liquidation of Property in Japan of Companies with Head Office in Areas Formerly Occupied by Japan (Cabinet Order No. 291 of 1949), Public Notice is hereby given that the undermentioned companies have applied for the approval of the Liquidation Program prescribed in said Cabinet Order.

Special Liquidators:

Keinoshin Watanabe and others

1. The liquidation plan and the documents prescribed in the provisions of Article 16 of Cabinet Order of the undermentioned companies are provided at Taiwan Tsushin Kogyo K.K. (Keinoshin Watanabe) c/o Kaigai Jigyo Sengo Taisaku Chuo Kyogi-kai, Kyosai Bldg., No. 10, 1-chome, Fujimicho, Chiyoda-ku, Tokyo.
2. The said program and documents of the undermentioned companies are provided at each business office of the company.

K.K. Fukudai Koshi (Special Liquidator "the same shall apply hereinafter" Ichisho Sasada), K.K. Mintaru Byoin (Torao Takahashi), Toyo Kokuen Kogyo Kofun Yugen Koshi, Toyo Tabako Kofun Yugen Koshi, Toa Koku Kogyo K.K. (Special Liquidator for the above is Shojiro Yatsui), Arikawa Sangyo K.K. (Tsunezo Arikawa).

**Notice re Completion of Execution of  
Approved Adjustment Plan**

November 2, 1950

Notice is hereby given in accordance with the provisions of Article 41 paragraph 1 of the Enterprise Reconstruction and Reorganization Law that the execution of the approved adjustment plan of the undermentioned company was entirely completed on October 25, 1950.

K.K. Muda Chukosho  
425, 1-chome, Gotanda, Shinagawa-ku,  
Tokyo