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Excerpt from the Official Gazette dated 9th of May 5th year of Showa (1930). pp. 187, 212, 213.

Stenographic record No. 11 of proceedings in the House of Representatives in the 58th Session of the Imperial Diet.

Session opened at 1:20 p.m. on the 8th (Thursday) of May 5th year of Showa (1930).

(Mr. MAEDA Unosuke climbs the platform)

MAEDA, Unosuke:

"Gentlemen, I shall now state, the reason for the introduction of the Shipping Guild Law Bill, as I am one of the proposers of the bill. There is no doubt that the shipping business in the maritime country of Japan has made rapid progress following the outbreak of the European War, and contributed much not only to the development of trade at home and abroad but also to the international trade loans. When we survey, however, the present condition of our shipping interests that has seen a rise and fall after the War (TN: probably World War I), the shipping agencies are now in a very difficult plight, a matter of great concern for the future of our shipping business. It is of utmost importance as well as a knotty problem, this problem of how this plight of our shipping

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business which is the nucleus of the maritime country of Japan, is to be solved. The loan of capital at low-interest to the shipping agencies, which is now advocated in some quarters, may really be one of the counter-measures to solve the problem. As another measure, however, I want to introduce the Shipping Guild Law Bill. For a long time in our shipping circles, there has been an organization known by the name of the Japan Ship-Owners Association, but the leading steamship companies such as the Nippon Yusen Kaisha and the Osaka Shosen Kaisha have not joined it. Furthermore the ship-owners that have joined, may secede from it at will. It is clearly a fact that this association was not able to unify the shipping circles adequately because of their interests being complicated and at variance with one another. It is now necessary therefore to gain unification through the establishment of a compulsory guild, not only for the development of our maritime traffic, but also for the future of our shipping interests. This is indeed the reason for the introduction of this bill. On the one hand, the shipping agencies have already made public their plan, being cognizant of the necessity of such a compulsory guild, and on the other, the Government authorities, too, we hear, are preparing such a bill to submit to the Diet, keenly feeling its importance. The matter is so pressing that we have now come to introduce this bill at this time. I wish to explain this

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more fully, but as the time is limited, I shall condense it.

In short, this bill aims at giving the guild compulsory power, to get all shipping agencies to join it . However, there may be some who are planning to utilize a low-interest loan, or prevent the lowering of freightage, through the enactment of this law, but such is not the reason for the introduction of this bill; it is to realize common interest of the shipping agencies, that is, to increase their welfare by the rationalization of the shipping circles, and not to envisage such special interest as alleged by the foregoing. Such being the case, I earnestly hope that this bill will receive your approval and be enacted as soon as possible."