Jiro Kita and 5 Others). (No. 457)

1. Main Points and Object of the Petition:

Although the trackage was removed during the war the gradual restoration of railroad service is fortimately effected along the Satsunuma Line, Hokkaido. The line between the Numata Station and the Urausu Station, however, is left dissected as during the war. The consequence is that the transportation of goods in that locality is done by automobiles under Government or private management or by the sledges drawn by horses. Therefore, the Petition asks for the revival of railroad service for the welfare of the people concerned of that district and as an artery of exploitation of the said district.

2. Reasons for Adoption of the Petition:

Recognizing an early revival of the service for the exploitation of natural resources and the convenience of the people in that district, after careful consideration of the questions of materials and budget, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Expediting the Railroad Building between Kisennuma and Maetanichi by Way of Tsutani and the Shitsu River, and the Opening of Bus Transportation between Takata Town and Ishinomaki under Government Management (Petitioners: Mr. Toyokichi Kida Kisennuma Town, Motoyoshi County, Miyagi Prefecture and 4978 Others) (Introduced by Mr. Kokichi Tsunoda and 6 Others) (No. 462)

1. Main Points and Object of the Petition:

As one of the three greatest fishing places of the world, the Sanriku district has an untold amount of catches and is also rich with forest and mine resources. Moreover, the seacoasts of the district have an adequate value as the city of a national park. Qwing to the inconvenience of communication, however, the developments of that locality are delayed. Under these circumstances, the Petition points out the necessity of building a railroad line from Kisennuma to Maekokuchi by way of Tsutani and the Shitsu River, but as its preceeding measure it asks for expediting the opening of the transportation between Takata Town to Ishinomaki of the Iwate Prefecture.

2. Reasons for Adoption of the Petition:

Recognizing a necessity of guaranteeing and enforcing the land transportation in that district by considering as soon as possible the construction of railroad between those places mentioned in the Petition after the inquiry into materials and budget required, and by examining the execution of automobile service under Government management after the inquiry into the conditions of roads, materials and budget needed, with a view to exploit the natural resources along the railroad line, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Expediting the Electrification between Takasaki and Yokokawa (Petitioners: Hiroichi, Kojima, Head of Takasaki City and 19 Others) (Introduced by Mr. Ryuta Komine and 1 Other) (No. 465).

1. Main Points and Object of the Petition:

After the completion of the Joetsu Railroad Line, the Takasaki-Yokokawa line becomes a complete branch line. The consequence will be not only the inconvenience to the people of those localities but also a great hinderance to the exploitation of resources along the railroad line. Therefore, the Petition asks for expediting an early electrification of the line of those places mentioned.

2. Reasons for Adoption of the Petition:

Recognizing, in view of the enforcement of transportation power and the coal situation of the country, that it is appropriate to consider the electrification of the line mentioned in the Petition which is an important district line of the Shinetsu Line, by making an inquiry into electric resources, materials and budget with a view to effect the coal-saving and the rationalization of national management of railroads, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Execution of Reconstruction of the Kita-Fukuoka Station (Petitioners: Mr. Kabanosuke Kohouchi and 23 Others) (Introduced by Takeo Yamamoto.) (No. 468)

1. Main Points and Object of the Petition:

The Kita-Fukuoka Station of the Ninohe County of Iwate Prefecture was reduced to ashes owing to the fire of March 3, 1947. The town and vilages' people concerned are experiencing a great deal of inconvenience. The Petition asks for the reconstruction of the said station completed before the snowfall season of this year sets in.

2. Reasons for Adoption of the Petition:

Recognizing the necessity of an early execution of this reconstruction work, after considering the questions of materials and budget with a view to effect the convenience of the travelling public, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Expediting the Electrification of the Line between Matsudo and Taira (Petitioner: Mr. Hichihei Kikuta, President of the Ibaraki Prefecture Legislature) (Introduced by Mr. Jusaku Kikuchi) (No. 472)

1. Main Points and Object of the Petition:

The northern district of the Ibaraki Prefecture with the coal producing fields of Joban, has the grain producing plains of Ibaragi

together with a long line of seacoasts from which fishes and other abundant sea-products are brought ashore. An increase of satisfactory transportation in the locality is very much hoped for. The Petition asks, therefore, priority is to be given for expediting the electrification of the line between Matsudo and Taira along the Joban Line.

2. Reason for Adoption of the Petition:

Owing to the fact that the Joban Line is an important main railroad line necessary for communication and in view of an increase in the power of transportation and the coal situation in our country, this Committee recognized it appropriate to consider the electrification after investigating the origin of electricity, the materials and the budget with a view to saving coal and to effect a rationalization of the railroads under national management. The present Petition was decided to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Building a Railroad between Naoetsu City and Muika Town (Petitioners: Mr. Soichiro Yanagi, Head of Matsushiro Village, Higashi-kubiki County, Niigata Prefecture and 22 Others) (Introduced by Mr. Toichiro Tsukata and 3 Others.) (No. 483)

1. Main Points and Object of the Petition:

The railroad, which connects the Joetsu Line, after passing through Yatsuka Village, Matsushiro Village of Higashi-Kubiki County and Sente Town and Toka Town of Nakaionuma County, starting from the Naoetsu Station on the Shinetsu Line, should be constructed for the exploitation of rich resources along the line and for the convenience of transportation and communication.

2. Reasons for Adoption of the Petition:

Recognizing it appropriate to study the construction of railroad running through those places mentioned in the Petition for the exploitation of natural resources and for the convenience of communication, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Opening of Bus Transportation between Imaizumi and Ei under Government Management (Petitioners: Mr. Nariyoshi Sakaki, Head of Ei Village, Ibusuki County, Kagoshima Prefecture and 13 Others) (Introduced by Mr. Eikichi Kamibayashi) (No. 494.)

1. Main Points and Object of the Petition:

Between the Imaizumi Station of the Ibusuki County of the Kagoshima Prefecture and the Ei Village of the same county there exists the prefectural road. But as there is no other transportation facilities at all, a great difficulty is experienced in the transportation of travellers and commodities. Further, in that neighborhood there is a place designated as a cite of the National Park. Therefore, the Petition points out that it will be a killing of two birds with one stone, if the bus transportation between those two points mentioned above is put in operation.

2. Reasons for Adoption of the Petition:

Recognizing appropriate the consideration of executing an automobile transportation between the afore-mentioned places under Government management after weighing the questions of the conditions of roads, materials and budget with a view to effect the convenience of passenger transportation, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Extension to Hitora Port of the Takata-Onno Line under Government Management (Petitioners: Mr. Kiichiro Kumagai, Head of Hirota Village, Kisen County, Iwate Prefecture and 9 Others) (Introduced Mr. Saiki Ozawa) (No. 496)

1. Main Points and Object of the Petition:

One of the most important fishing villages, the Hirota Village of the Kisen County, of Iwate Prefecture is a busy place. The degree of utilizing the communication facilities has increased in recent years because of the attendance to schools, the visits to the hospital with such public establishments the village is provided and the sight-seeing of its neighborhood which is abound in scenic beauty. Under these circumstances, the Petition asks for the transfer of the starting point of the Takata-Tono Line at Takata Town to Hitora Port with an extension of line of transportation.

2. Reason for Adoption of the Petition:

Recognizing it appropriate to study the operation of an automobile transportation under Government management after weighing the questions of materials and budget required for this purpose for the sake of convenience of communication in that locality, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Disposal of the Old Toyokawa and the Horaiji Railroad Lines (Petitioner: Mr. Kinnosuke Kanno, No. 1, 1-chome, Kasajima-machi, Nakamura-ku, Nagoya City) (Introduced by Mr. Den Takase) (No. 508)

1. Main Points and Object of the Petition:

The old Toyokawa Railroad Line connecting Toyohashi and Oumi of the Aichi Prefecture and the Horai Railroad Line connecting Aumi and Mikawa awase of the same Prefecture were forcefully bought up for the purpose of war. After the termination of the war, however, it is not necessary that they should remain under Government managements. Moreover, these two lines have a close

relation in fostering the Taguchi Railroad. Therefore, the Petition asks for the disposition of these two lines by the Government.

2. Reasons for Adoption of the Petition:

Each of the railroad referred to in the Petition has already been discharging its important mission of transportation by effecting the united management as one of the chains of the national railroads for several years. With regard to the disposition of these lines it is considered necessary to make an investigation alongside with the whole question of the national railroad net from the view-point of the security and re-vitalization of transportation power with due regards to the political and economic situation after the termination of war. The Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Early Electrization of the Railway between Matsudo and Abiko (Petitioners: Ryotaro Nakayama headman of Kashiwa-machi Higashi Katsushika-gun, Chiba Prefecture, and 19 other) (Introduced by Miss Tenkoko Matsutani) (No. 536)

1. Main Points and object of the Petition:

Almost all the lines within the distanee of about 50 kilometers from Tokyo as a center are electrized, except the Joban line which has been electrized only as far as Matsudo. The area along the Joban line which has been little damaged by the war is increasing in number of population daily on account of the people coming to settle there driven by the conditions of acute shortage of food and dwellings elsewhere. Especially since the Tobu Electric railway car was electrized from Kashiwa as a starting point outward, those who utilize the line has suddenly been increased, in consequence of which a devilish traffic congestion has occurred.

It is, therefore, requested that the electrization of the railway would at once be promoted.

2. Reasons for Adoption of the Petition:

Deeming it necessary that the electrization should be considered as soon as possible, as the area of the Joban line as petitioned is an important part of it near the suburbs of Tokyo which are especially in acute demand of transportation, taking into account, at the same time, the question of power resources, materials and expenditures, in order to save coal as well as to accomplish rationalization of the operation of government's railway, with a view to strengthening the transportation in our country, the Committee has decided that the Petition shall be referred to and adopted in the session of the House.

Further, it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of Kohin South Line to Shimo Horonai (Petitioners: Tomonosuke Mikuni, headman of Otake-mura, Monbetsu-gun, Hokkaido) (Introduced by Mr. Yoshishige Iida and another member) (No. 538)

1. Main Points and object of the Petition:

The Kohin line which runs from Kobe station on the Nayori line, Hokkaido to Hama Tonbetsu station on the Kitami line is open to passengers traffic up to Otake station. It is requested that the Kohin line south of Otake station would be extended up to Shimo Horonai, subvillage of Otake-mura, as a first term work of construction of the uncompleted line, with a view to the development of abundant resources in marine, agricultural and forestry products and in view of the importance, as a fishery place, of Shimo Horonai, subvillage of Otake-mura.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that the extension of the railway as petitioned should be considered with a view to the development of resources, taking into account, at the same time, the question of materials and expenditures, the Committee has decided that the Petition shall be referred to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Reception of Cargoes at a Temporary Station of Sakaeoka (Petitioners: Tomonosuke Mikuni, headman of Otake-mura, Monbetsu-gun, Hokkaido) (Introduced by Mr. Yoshishige Iida and another member) (No 539)

1. Main Points and Object of the Petition:

A temporary station Sakae Oka which was established between Sawaki and Otake on the Kohin South line has recently become very busy in-loading and unloading fertilizers, following the increase in the number of settlers, in consequence of which present lack in regulations for handling cargoes is causing a great obstacle to the progress of cultivation in the districts. It is, therefore, requested that reception of cargoes would be begun by the temporary station of Sakaeoka for the sake of the development of cultivating enterprises.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that the opening of business in handling cargoes at the station should be considered with a view to the development of the district, taking into account, at the same time, the question of materials and expenditures, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Raising Yachinaka Signal Place to the Position of a General Station (Petitioners: Naosuke Tadano, headman of Numabe, Ende-gun, Miyagi Prefecture and 3 others.) (Introduced by Mr. Naosaburo Tadano) (No. 541)

1. Main Points and Object of the Petition:

The signal place of Yachinaka on the Tohoku main line is very important in point of man and material transportation, so it is requested that it would be raised to a general station.

2. Reasons for adoption of the Petition:

Deeming it appropriate that the question of raising the said signal place to a general station should be studied after investigating the actual conditions with a view to the promotion of facilities for the local inhabitants, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Concessions for Purchase of Yamate Line of the Old Nankai Railway (Petitioners: Shigeru Yoshimura, President of Nankai Electric Railway Company, Ltd.; No. 12, Rokuban-cho, Nanba Shinchi, Minami-ku, Osaka City) (Introduced by Mr. Yasohachi Hosokawa) (No. 551)

1. Main Points and Object of the Petition:

Yamate Line of the old Nankai Railway was purchased by the Government as a measure for war-time transportation. The objective of war-time transportation by the railway having ceased to exist now at the end of the war, the line should be operated as a local railway, which the inhabitants in the areas along the line who utilize it also expect to be realized. It is, therefore, requested that the said railway line would be permitted to be bought by the Company.

2. Reasons for Adoption of the Petition:

Whereas the line as petitioned has accomplished the results of joint operation as an integral part of the government's railway for several years and is still fulfilling the important duties in transportation, the Committee, deeming it appropriate that the question of its sale should be studied with reference to the whole system of government's railway in the light of securing and strengthening transportation power, bearing in mind the postwar political and economic conditions, has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Lifting of Wartime Control on Small Transportation Enterprises and Establishment of a New System concerning Them (Petitioners: Koemon Inoue, No. 5. Takahama-cho, Shiba, Minato-ku, Tokyo Metropolis and 16 others) (Introduced by Mr. Tatsuo Yanami) (No. 552)

1. Main Points and Object of the Petition:

The Government promulgated during the war the Land Transportation Control Ordinance which was aimed at forcibly incorporating all small Transportation enterprises in the principal cities of the country in one corporation, Nippon Tsuun Co., Ltd. (Japan Transportation Co.). It is requested that the present system of one shop at one station should be abolished and a plural system of small transportation enterprises at each station should, instead, be adopted, and that coordination between the small transportation enterprises and those of freight transportation, simplification of statute of control on small transportation enterprises and rationalization of the management of their enterprises would be carried into effect with a view to stabilization of the people's livelihood and restoration of peacetime industry in post-war time.

2. Reasons for Adoption of the Petition:

Deeming it necessary that establishment of a new rule for reorganization of small transportation enterprises should be considered with a view to safeguarding the public welfare and the sound development of the enterprises in conformity with the new situation after the war, and that the question as to the disposal of Nippon Tsuun Company, Ltd. also might well be considered at the same time, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Operation of Government's Motor Car Traffic between Kawatana and Arita. ((Petitioners: Ikutaro Nakao, headman of Kawatana-machi, Higashi Hikine-gun, Nagasaki Prefecture, and 6 others.) (Introduced by Mr. Tokutaro Kitamura.) (No. 556)

1. Main Points and Object of the Petition:

The Petition for operation of Government's motor bus traffic between Kawatana station and Arita station, Nagasaki Prefecture, was adopted in the 91st Session of the Diet, so it is requested that it would be immediately put in practice with a view to promotion of important industry in the district such as the production of china and earthen ware for export and of fuel timber.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that transportation by motor car in the district should be aimed to be secured and strengthened by such measures as contemplate the realization of Government's motor car traffic, after investigating the actual conditions and considering the relations with the existing enterprises, taking into account, at the same time, the question of materials and expenditures, with a view to the development of local industry, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Promotion of Reconstruction of Omuta Station. (Petitioners: Chuzo Tanaka Mayor of Omuta.) (Introduced by Mr. Koga, Kitaro and three others.) (No. 557)

1. Main Points and Object of the Petition:

Omura City is not only an mining city including Miike coal field, but is also an industrial one which

produces various important commodities out of coal as materials. But Omuta station which serves to transport these products or takes employes to the production plants was burnt due to war disasters. It is, therefore, requested that its early reconstruction would be realized.

2. Reasons for Adoption of the Petition:

Deeming it necessary, that in view of the importance of Omura station, its reconstruction should be early carried into execution, taking into consideration the materials and the amount of expenditures needed for it, the Committee has decided that the Petition shall be referred to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Operation of Government's Bus Traffic from Ashiyori to Lake Side Akan. (Petitioners: Yamagishi Ishimatsu, Aza Ashiyori, Ashiyori-mura, Ashiyori-gun, Hokkaido, and 605 others.) (Introduced by Mr. Mikiji Mori.) (No. 564)

1. Main Points and Object of the Petition:

If Government's bus traffic be operated from Ashiyori station on the Amibashiri main line as a starting point to through Aza, Naka Ashiyori, Ashiyori-mura, Rawan and Mo-Ashiyori to the lake side of Akan, it would not only be convenient for inhabitants in the district, but also would greatly contribute to the development of farm lands, industry and transportation, and to introduction to tourists of the Area of National Park Akan. It is, therefore, requested that Government's bus traffic be immediately operated between the said area.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that the Government's bus traffic should be opened with a view to the development of local industry, due regard being paid to the road conditions and the materials and the amount of expenditures needed for it, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition shall be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of the South Line of Okohama up to Shimo-Horonai. (Petitioner: Takeichi Takeo, No. Migi 6, 7-chome, Shichijo-dori, Asahikawa City, Hokkaido.) (Introduced by Mr. Kotaro Banto.) (No. 576)

1. Main Points and Object of the Petition:

The Okohama Line in Hokkaido projected to start from Ogobe station on the Nayoro Line to Hamatonbetsu Station on the Kitami Line is open for traffic only between Okotsube and Oumu Stations. In order to exploit the natural resources such as abundant marine, agricultural and forest products along the coast and also in view of the important nature of Shimohoronai, Oumu Village as a fishing place, it is desired that the extension work of the South Line of Okohama up to Shimo-Horonai of Oumu Village would be carried into practice as the first period work upon the unfinished part of the Okohama Line.

2. Reasons for Adoption of the Petition:

Recognizing that it is proper to consider the exension of railway up to the proposed place in view of the exploitation of natural resources, by taking into consideration of materials and Government financial situation, my Committee has decided that the present Petition be referred to the House for adopion. Further it is deemed proper that this Petition be forwarded, when adopted by the House, to the Cabinet.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Petition for Commencement of Bus Service Under National Management between Miyazaki and Kobayashi via Aya-machi. (Petitioners: Torao Kawagoe, Mayor of Honjo-machi, Higashimorokata-gun, Miyazaki-ken, and 143 others.) (Introduced by Mr. Sadaaki Oshikawa.) (No. 581)

1. Main Points and Object of the Petition:

Higashimorokata-gun, Miyazaki Prefecture is still left without any railway, either of the State or of a private company, which is causing considerable inconvenience to several thousands of peoples, including students and salaried or waged persons. At present business are running between Miyazaki and Ayama-chi under the management of a private bus service company. On account of poor management, however, buses in order are very few. It is desired, therefore, that bus service under national management be quickly commenced between Miyazaki and Kobayashi via Aya-machi.

2. Reason for Adoption of the Petition:

In order to increase the availability of the local means of traffic and communication, it is deemed proper that bus service be commenced under the management of the Ministry of Transportation in consideration of the condition of roads, the possible relations between the Government bus service and the private bus service now in operation, as well as in keeping with the availability of materials and expenditure, so that the transportation capacity of the local bus service may be maintained and increased. This Commitee, therefore, has decided that the present petition be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Causing Tokaido Line Trains and Yokosuka Line Electric Trains to Stop at Kawasaki Station and for Speedy Reconstruction of Kawasaki Station Building. (Petitioners: Yasuji Takasu, No. 125, Kaizuka, Kawasaki City.) (Introduced by Mr. Sakichi Shirai.) (No 585.)

1. Main Points and Object of the Petition:

Kawasaki City is an important industrial City of this country, and the number of passengers getting on and off the trains at Kawasaki Station is in excess of 108,000 a day, causing great confusion during the rush hours in the morning and the evening. Nevertheless, the station has only one bridge above the tracks for use by the immense army of passengers crossing over the track, giving indescribable trouble and difficulty to the passensegrs. The bridge above the track, moreover, is almost rotten, and once it gives way under the weight of the immense army of passengers, there will be heavy casualties. It is desired, therefore, that trains on the Tokaido Line and the electric trains on the Yokosuka Line be caused ot stop at Kawasaki Station, and the building of the station be quickly reconstructed.

2. Reasons for Adoption of the Petition:

In consideration of the importance of Kawasaki City as an industrial city and the quick increase of pasengers getting on and off at said place, it is deemed proper that the Tokaido railway trains and the Yokosuka Line electric trains be caused to stop at Kawasaki Station, while having the building of the said station reconstructed wit hthe least possible delay in accordance with the availability of materials and expenditures. This Committee, therefore, has decided that the present petition be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present petition, when adopted by the House be forwarded to the Cabinet.

Lated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Electrization of the Yamada Line. (Petitioners: Shinichi Kikuchi, Mayor of Miyako City and 105 Others.) (Introduced by Mr. Takeo Yamamoto and Two Others.) (No. 591.)

1. Main Points and Object of the Petition:

Starting at Morioka on the Tohoku Main Line, the Yamada Line runs to the coast of Sanriku district having many important places along the line. The line, however, runs over steep ground, forming sharp curves at different places. Therefore, the line has small capacity of transportation, causing freights to accumulate at every station on the line, and rendering the industrial development of those districts very difficult. It is, therefore, desired that the electrization of the line be executed immediately in order to increase the transportation capacity of the line.

2. Reason for Adoption of the Present Petition:

The Yamada Line is of great importance relative to the industrial development of the Sanriku district. The capacity of transportation of this line, however, is very small because it runs over a mountainous district with sharp curves at many places. In order to increase its capacity of transportation, and to economize the consumption of coal to meet the urgent need of our country, as well as for rationalization of the government railways, it is deemed proper that the electrization of this line be executed at an early possible date in accordance with the availability of electric resources, materials, and expenditure. This Committee, therefore, has decided that the present Petition be deliberated and adopted at a meeting of this House. Further, it is deemed proper that this petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Acquistion of Ex-Cement Industry Railway Line Through Disposal Thereof. (Petitioner: Takakichi Aso, No. 1877, Yugeta, Tagawa City, Fukuoka-ken.) (Introduced by Mr. Tatsuo Nagao.) (No. 55954.)

1. Main Points and Object of the Petition:

The Gotoji Line connecting Kiko of Fukuoka-ken with Akasaka of the same prefecture, the Itoda Line connecting Kanada of Fukuoka-ken with Miyadoko of the same prefecture, and the Akasaka Line of the ex-Cement Industry Railway Line connecting Akasaka of Fukuoka-ken with Akasaka Coal Mine of the same prefecture were purchased by the Government during the late war. The termination of War has rendered it no longer necessary for the Government to hold those lines in its possession. For the development of cement inconstructed, as well as for the purdustry, for which the said line was pose of facilitating the local traffic and communication on which depends the development of local industries, it is desired that the abovementioned railway line be sold to private organization concerned.

2. Reason for Adoption of the Petition:

The railway line in question for several years past is making a splendid record as a part of the state-owned railways. The sale thereof to private organizations concerned is a mateer to be decided upon in consideration of the post-war political situation in the country as well as of the possible result of its sale to private organizations as viewed from the standpoint of the desirable increase of its capacity of transportation. Another matter to be taken into account in this connection is whether or not it is advisable to retain the line as a part of the state-owned railways net. After considering all matters concerned, this Committee has decided that the present petition should be deliberated and adopted at a meeting of the House. Further it is deemed when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Installation of Railways between Ogata and Nagai. (Petitioner: Takao Furahara, Headman of Kamiogata-mura, Ono-gun, Oita-ken, and Another.) (Introduced by Mr. Yoshikuni Kanamitsu. (No. 603.)

1. Main Points and Object of the Petition:

Ono-gun, Oita-ken, having a rich resources of a large variety of natural wealth, including lumber, charcoal, manganese, marble, limestone, tin ore, silica, gold ore, and tungsten, may be compared to a treasure house. The district, however, is without adequate means of traffic and transportation, which is greatly hindering the transportation of various materials mentioned above and checking the development of the district in question. It is desired, therefore, that a railway be quickly installed between Ogata Station on the Ho-hi Line and Huga-nagai Station on the Nippo Line.

2. Reason for Adoption of the Petition:

t is deemed proper that installation of railway covering the section involved in the present petition be duly considered in accordance with the actual condition of the section involved in the present petition, so that development of material resources be facilitated. This Committee, therefore, has decided that the present petition be deliverated and adopted at a meeting of the House Further it

is deemed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Freight Transportation Service at Shimizugawa Station. (Petitioners: Shigeru Funahashi, Headman of Higashi-Hiranai-mura, Higashi-Tsugaru-gun, Aomori-ken, and Four Others.) (Introduced by Mr. Iwao Yamazaki.) (No. 604.)

1. Main Points and Object of the Petition:

Shimizugawa Station of Higashi-Hiranai - mura, Higashi - Tsugaru-gun, Aomori-ken, is located in the center of the village, being surrounded by the village office, agricultural association, fishery association, post-office, agricultural association, post-office, salt manufactory, distribution office of the food stuff corporation, agricultural warehouse and other public organs. The station forms the collecting and distributing center of the goods produced or consumed in the district. For the development of local industries as well as for the stabilization of the people's living, it is desired that freight transportation service be started by Shimizu Station.

2. Reason for Adoption of the Petition:

For the development of local industries, it is deemed proper that handling of freights by Shimizu Station be started in accordance with the actual condition of the district in view.

The Committee, therefore, has decided that the present petition be deliberated and adopted at a meeting of the House. Further it is deemed proper that the petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Commencement of Bus Service between Ono and Hachinohe Under National Management (Petitioner: Kichizo Noda, Headman of Ono-mura, Kokonoye-gun, Iwate-ken and Four Others.) (Introduced by Mr. Iwao Yamazaki.) (No. 605)

1. Main Points and Objects of the Petition:

Interexchange of materials and goods between several villages and towns along the prefectural road running from Hachinoye City of Aomori-ken to Onomura, Kokonoye-gun, Iwate-ken, and the eastern part of Kokonoye-gun, Iwate-ken, has regained its former activities after the termination of the late war. Meantime, Hachinoye City has a bright future as a free port of trade. It is, therefore, desirable that bus service be started under national management between Ono-mura and Hachinoye City via Shimamori-mura, Kaijo-mura, Korekawa-mura, and Odate-mura.

2. Reason for Adoption of the Petition:

In order to facilitate the transportation of materials and goods, it is deemed proper that measures to maintain and increase the capacity of transportation by motor-cars, such as the commencement of bus service under national management, be taken at an early date in consideration of the condition of the roads and the possible change in the relations between the government bus service and the private one in existence, as well as in accordance with the availability of materials and expenditure. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of the House. Further, it is deemed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Petition for Establishment of a Railway Station at Sugaya of Takine-machi. (Petitioner: Muneaki Gunji, Chairman of the Petitioning Committee for the Establishment of Sugaya Station at Takine-machi, Tamura-gun, Fukushima-ken, and Seven Others.) (Introduced by Mr. Kokichi Hara.) (No. 608)

1. Main Points and Object of the Petition:

It is desired that a railway station be quickly established at Sugaya, Takine-machi, Tamura-gun, Fukushima-ken, which stands just midway between Kamimata Station on the Eastern Line of Banetsu and Oshiro Station on the said line, because the establishment of Sugaya Station has been postponed only on account of the late war.

2. Reason for Adoption of the Petition:

In order to promote the interest of the local people, it is deemed proper that a railway station be quickly established at the point mentioned in the present petition in accordance with the availability of materials and expenditure. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of the House. Further, it is deemed proper that the petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Electrization of Railway Transportation between Yatsushiro and Hayato. (Petitioner: Masaki Koide, Mayor of Hitoyoshi.) (Introduced by Mr. Kazumi Fukunaga.) (No. 610)

1. Main Points and Object of the Petition:

The spacious area of land traversed by the Hisatsu Line branching off at Yatsushiro on the Kagoshima trunk line forms a rich wooded zone, producing immense quantities of forestry products. The Hisatsu Railway Line is the only means of traffic and transportation connecting Kumamoto, Kagoshima, and Miyazaki with various places where the products of those three places are required for consumption. The electrization of the Hiastsu Line will contribute to the development of industries in Kumamoto, Kagoshima, and Miyazaki Prefectures. It is, therefore, desired that the railway transportation between Yatsushiro and Hayato be quickly realized.

2. Reason for Adoption of the Petition:

The Hisatsu Line is an important railway line in South Kyushu running over a steep region with many tunnels. In order to increase the transport capacity of the line, and economize the consumption of coal and nationalize the management of the state-owned railways in accordance with the present circumstances in the country, it is deemed proper that the said line be electrized at an early date in keeping with the availability of electric resources, materials, and expenditure. This Committee, therefore, has decided that the present petition be deliberated and adoptted at a meeting of the House. Further it is deemed proper that this petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Speedy Construction of a Railway Line between Futamata and Sakuma. (Petitioner: Keizo Sakata, Mayor of Hamamatsu, and Three Others.) (Introduced by Mr. Yutaro Takeyama and Another.) (No. 629.)

1. Main Points and Object of the Petition:

The projected installation of the railway line between Futamata, Iwata-gun, Shizuoka-ken and Sakuma-mura of Iwata-gun was to be started in the fiscal year 1945-46 for completion in the fiscal year 1948-49. On account of the short supply of materials and labor during the late war and the post-war circumstances of this country, the work of construction is unyet started. In view of the necessity to develop the industrial resources in the region along the projected railway line, which when completed will run through the Central Japan, it is desired that the railway line in question should be quickly completed.

2. Reason for Adoption of the Petition:

For the adjustment of the railway lines and the development of forestry and mineral resources in the region in question, it is deemed proper that the construction of the railway line over the section mentioned in the present petition should be executed without undue delay in consideration of the availability of materials and expenditure. This Committee, therefore, has decided that the present petition be deliberated and adopted at a meeting of this House. Further it is demed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated, Dec. 8, 1947
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on the Petition for the Opening of the Government Bus Services, Two lines from Matsumoto, Two Lines from Akeshina and One Line between Yamakiyoji and Ueda. (Petitioner: Kazu Ikegami, Head of Nakagawate-mura, Higashi-Chikuma-gun, Nagano-ken, and 8 others.) (Introduced by Mr. Kineshichi Masuda.) (No. 637.)

1. Main Points and Object of the Petition:

In order to eliminate the extreme inconvenience felt by the local inhabitants and also to develop the local industry, to promote its culture as well as to surmount the current food crisis, it is petitioned that the opening of the Governmental bus services; (1) between Matsumoto City and Nagano City; (2) between Matsumoto City and Ueda City; (3) between Akeshina and Omachi; (4) between Akeshina and Ueda City; (5) between Yamakiyoji and Ueda City respectively.

2. Reasons for Adoption of the Petitoin:

The proposed lines are very important from the standpoint of local traffic net and recognizing that it is proper to strengthen and preserve the automobile transport power in the localities concerned in order to develop the local industry, although the operation of Governmental bus services should be enforced by taking into consideration of the relations with the existing private enterprises and the condition of materials and budgetary estimates, etc. My committee decided that the present petition be brought before the House for adoption. Further it is deemed proper that the petition should be forwarded, when adopted by the House, to the Cabinet.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus Service between Nara and Ueno. (Petitioners: Yoshiharu Nagi, Headman of Oyagyu-mura, Soekami-gun, Nara Prefecture, and other 4 persons.) (Introduced by Mr. Masao Maeda.) (No. 664.)

1. Main Points and Object of the Petition:

The Iga basin is wide and fertile and is the granary of the Keihan district, and further, the intermediate district between Ueno and Nara City is blessed with fuel and myriads tons of sub-coal deposit, but the local traffic only depends on the Kansai line and automobiles.

Therefore, in order to stimulate the local industries; it is petitioned that a national bus service be opened from Nara to Iga-Ueno-Shi, Mie Prefecture, through Higashisato, Sagawa, Oyagyu, Yagyu, Tsukigase-mura, Soekami-gun, and Kasagi on the Kansai line as a sightseeing line connecting such noted places as Iga-Ueno, Tsukigase, Yagyu, Kasagi and Nara.

2. Reasons for Adoption of the Petition:

For the purpose of improvement of passenger and freight transportations, it is deemed proper to reinforce and maintain the local automobile traffic capacity by carrying out national bus service, after taking into consideration the road conditions, effects on the existing private traffic enterprises, materials, and Government estimates.

Therefore, the committee has decided to submit the present petition to a meeting at the House for adoption.

Further, it is deemed proper that the present petition should be forwarded to the Cabinet upon its adoption.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus and Steamship Services in and around the Nishi-Sonoki Peninsula. (Petitioners: Hiroshi Ohashi, Mayor of Nagasaki City and 33 other persons.) (Introduced by Mr. Eisaku Honda and 1 other person.) (No. 665.)

1. Main Points and Object of the Petition:

The land and maritime communications of Nishi-Sonoki peninsula, Nagasaki Prefecture, have been discussed for years in the Diet and the prefectural assembly, but question has not yet been settled. Consequently, the roads in the peninsula have been utterly devastated, and the local people are eager desiring the completion of the roads.

Therefore, it is applied to realize

1) the completion of the repair and betterment of the roads in Nishi-Sonoki peninsula:
2) the opening of a national bus operation in the above area:
3) the transference of the steamship service along the coast of Omura bay to the national management and the completion of a route connecting ships and vehicles between Omura-shi, Sasebo-shi and Nagasaki-shi.

2. Reasons for Adoption of the Petition:

In order to develop the local industries, it is deemed proper to complete and strengthen the maritime transportation capacity by backing up and reinforcing the private enterprises on the coasting service, and at the same time, by maintaining and reinforcing the automobile traffic capacity through the realiation of a national bus service, after reflecting upon the road conditions, effects on the existing private traffic enterprises, materials and Government estimates.

Therefore, the Committee has decided to submit the present petition to a meeting at the House for adoption.

Further, it is deemed proper that the present Petition should be forwarded to the Cabinet upon its adoption.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Support of State Subvention to Repair-Works of Damaged Ugo Railway. (Petitioners: Ichiro Sasaki, Headman of Yokote-machi, Hirashiwa-gun, Akita Prefecture, and 120 other persons.) (Introduced by Mr. Kyutaro Nemoto.) (No. 666.)

1. Main Points and Object of the Petition:

The Ugo Railway Company with Yokota-machi, a southern points of Akita Prefecture as its track starting-point, had been operating the Yusho line since and had rendered great service to the local people as an traffic artery of South Akita Prefecture, but owing to the great floods during July and August of 1947, the track was washed away or collapsed and it suffered so great damage that a mere private railway company cannot expect the completion of the repairs by itself. Therefore, it is petitioned that State subvention be rendered to the above railway company as to the repair works, in view of the public utility and interests of a railway enterprise.

2. Reasons for Adoption of the Petition:

Taking into consideration of the importance of the railway and the degree of the suffered damages; it is admitted necessary to deliberate on an adequate measure to accelerate the repair works. Therefore, the Committee has decided to present the petition to a meeting at the House for adoption.

Further, it is deemed proper that the present Petition be forwarded to the Cabinet when be adopted by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus Service between Kuji and Hakusen and between Kuji and Tamanowaki. (Petitioners: Saichiro Iwaki, Headman of Osanai-mura, Kunohe-gun, Iwata Prefecture, and 2 other persons.) (Introduced by Mr. Takeo Yamamoto.) (No. 667.)

1. Main Points and Object of the Petition:

The whole distance between Hakusan, Osanei-mura, Kunohe-gun, Iwtae Prefecture and Kuji-machi is about 4 kilo and the district has a large population with middle, primary schools, mining offices in addition to Government and public offices, The distance between the port of Kuji, Tamanowaki, and Kuji is about 3 kilo, along which there are many houses, Government and public offices. Further, charcoal, sleepers, minerals, fire-clay and acid white mould are forwarded from the port of Kuji, and moreover, there are the electro-salt manufactory of the Tohoku Marine Industrial Company and a hundred and scores other salt works in Tamanowaki which is a distributing centre of fishery products.

Therefore, in order to develop the district, it is petitioned that these two routes of national bus be opened.

2. Reasons for Adoption of the Petition:

In order to promote the local traffic convenience, it is deemed proper that the desired national bus lines be promptly opened after reflecting upon the effects on the existing national bus lines with Kuji-machi as the center.

Therefore, the Committee has decided to submit the present petition to a meeting at the House for adoption.

Further, it is deemed proper that the present Petition be forwarded to the Cabinet when be adopted by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Strengthening of Transportation of Congested Freight of Lignite. (Petitioner: Kinemon Suzuki, President of the North Eastern Lignite Miners Federation, Mitsubishi Building, Higashi Ichibancho, Sendai.) (Introduced by Mr. Ichiro Shoji.) (No. 672.)

1. Main Points and Object of the Petition:

The increased production and transportation of lignite is a matter indispensable to reconstructing our country's industry. Its freight congested at present in various prefectures in North East reaches over 145,000 tons, with every tendency for increase. Should the matter be left alone, the entire mines in the North-Eastern districts of our country would be forced to curtail the activities well-nigh plunging themselves into the state of self-destruction. It is, therefore, petitioned to expedite the transportation of congested freight of lignite as soon as possible.

2. Reasons for Adoption of the Petition:

Considering the importance of lignite transportation, and recognizing the necessity of adopting proper measures to strengthen its transportation capacity, the Committee has decided to accept the Petition and to submit the same to the decision of the House. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Speedy Construction of Railways between Kadodate and Anai Station. (Petitioners: Kumazo Fujiwara, Mayor of Kadodate Cho, Akita Prefecture and 39 others.) (Introduced by Mr. Ryutaro Nemoto.) (No. 473.)

1. Main Points and Object of the Petition:

The line from Kadodate, Ikubo Inner line to Anai, Anai line belongs to unfinished section. The construction was started in 1938 covering a distance of 16 k.m. from Kamiyo village to Hinoki-nai village via Saimyo Village, but the work was suspended, leaving the line only to lay rails upon.

Should this railway be completed, forming connection with the O-u trunk line at Takasu Station, the service between Ueno and Aomori would be shortened by over two hours. Besides it will contribute a great deal to the development of forestry and mining industries and to the educational facilities of several tens of thousands of school children. It is, therefore, petitioned that the railways between both stations be speedily completed.

2. Reasons for Adoption of the Petition:

Recognizing the necessity of considering the building of railway between the sections as appealed for together with the materials and the Budget for the purpose of developing the natural resources along the line, the Committee has decided to accept the Petition and to submit the same to the decision of the House. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Permitting the Truck Service to Stevedores along the Coast. (Petitioners: Saburo Tazawa and 27 others, No. 1, 2 chome, Shibaura, Minato-ku, Tokyo-to.) (Introduced by Mr. Tatsuo Yanami.) (No. 715)

1. Main Points and Object of the Petition:

At present, the stevedores along the coast were depriyed of all the trucks in their possession under the war time control except those for their own use, and they were all taken up by the Truck Transportation Co. This gave rise to the deterioration of goods transportation.

It is, therefore, petitioned that the bus service right be recognized to the holders of truck transportation business right during the wartime and also to the holders of trucks for their own business as well as to those who are desirous of holding trucks to carry on their consistent business.

2. Reasons for Adoption of the Petition:

Considering the importance of the coastal stevedores work, and in order to ensure its smooth management, the rationality of considering the grant of permit for bus transportation business to the interest of coastal stevedores is recognized so that the Committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Lowering of the Railway Fares for the Students of the Middle School under the New Educational System. (Petitioner Mr. Jiro Sugimoto, Principal of the Yamada Middle School located in Waki-gun, Okayama Prefecture.) (Introduced by Mr. Fusata Nishiyama.) (No. 719)

1. Main Points and Object of the Petition:

On account of extremely hard financial circumstances, under which the middle school under the new educational system has seen its start, there are increasing burdens on local finance and on the resources of the parents of the students. Moreover, it often happens that the students have to utilize the railway in order to attend school according to local conditions, which fact tends to add further burdens on the part of the parents. Such being the situation, it is proposed that consideration be given toward the lowering of the railway fares for the students receiving compulsory education.

2. Reasons for Adoption of the Petition:

Recognizing that the problem of lowering the railway fares for the students attending the middle school under the new educational system, who utilize the railway service, deserves special consideration in view of the fact that the said school comes under the category of compulsory education, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Opening of a Station at Numama in Yokosuka City. (Petitioners: Mr. Hiroshi Maejima, c/o the Numama Hall, Yokosuka City, and 18 others.) (Introduced by Mr. Tozaburo Kogure and one other member.) (No. 727.)

1. Main Points and Object of the Petition:

The section between Zushi and Taura on the Yokosuka Line covers perhaps the longest distance between any two stations on the same line, and lying halfway between the two stations is the Numama area of Yokosuka City, from where there is the good distance of four kilometers either to Zushi on the Shosen Line or to Taura. Also at Ikeko of the same area are found some facilities for the Allied forces, with the result that the workers there as well as the local residents are experiencing extreme inconvenience due to the lack of proper means of conveyance. Such being the situation it is proposed that a station be opened at the Numama area of Yokosuka City.

2. Reasons for Adoption of the Petition:

Recognizing that due consideration should be given for the opening of a station as proposed in the present Petition, taking into account actual local conditions as well as materials and an estimate budget required so as to facilitate the benefit of local citizens it has been decided by the Committee to refer the same to a meeting of the House for adoption. Further it is deemed proper that the Petition be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Opening of Government Truck Service between Johana and Nishi - Akao. (Petitioners: Naoji Amatomi, Mayor Johana-machi, Higashi-Tonami-gun, Toyama-ken, and 45 others.) (Introduced by Mr. Naoji Tachibana and one other.) (No. 738.)

1. Main Point and Object of Petition:

The region of Gokayama, Higashi-Tonami-gun, Toyama-ken, is in a great forestal zone and abounds in industrial materials and other products, but due to lack of transportation facilities, it is feared the rich resources are not being fully utilized. It is, therefore, desired that the Government truck service be opened between Johana and

Nishi-Akao to facilitate the transport of these materials.

2. Reason for Decision on Petition:

With a view to facilitating the exploration of forestal resources, Committee deems it proper that the measures be taken to increase the automobile-transportation capacity in this locality, by opening the Government automobile service, taking into consideration the position of the existing private interests and also necessary budgetary measures and materials. It has, therefore, decided to commend the petition to the House's adoption. It is also considered proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Raise of the Status of Furutsu Signal Station to an Ordinary Railroad Station. (Petitioner: Shigeo Kawate, Headman, Kanatsu-mura, Kambara-gun, Niigata-ken.) (Introduced by Mr. Tadahiro Takaoka.) (No. 741)

1. Main Point and Object of Petition:

Kanatsu-mura, Kambara-gun, Niigata-ken, is a center of petroleum industry, and considerable volumes of commodities are carried to and from the village; the passenger traffic is no less heavy. However, the village is some distance away from railroad stations and lacked adequate transportation facilities. Recently a signal station was set up in this village about the midway between the two railroad stations of Niizu and Yashiroda. It is, therefore, desired that in this opportunity, the Government should go a step further and raise the status of the said signal station to an ordinary railroad station.

2. Reason for Decision on Petition:

In view of the fact that the said region covered petroleum industries, and with a view to facilitating the transportation of commodities as well as passenger traffic, Committee deems it necessary to raise the status of the said signal station to an ordinary railroad station at an early opportunity, and has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Construction of Railroads between Hasaku and Himi. (Petitioners: Hiromatsu Kan, Mayor, Hasaku-machi, Hasaku-gun, Ishikawa-ken, and 9 others.) (Introduced by Mr. Naoji Tachibana and 2 others.) (No. 744)

1. Main point and Object of Petition:

A close connection if effected between Hasaku-machi, center of the movement of local products situated in the midmost part of Noto Peninsula, and Himi-machi, a fishing port facing Arisumi area of Toyama Bay which is accredited for the richest catch of fish in the Japan sea coast and noted for the mass production of processed marine products, will greatly contribute to the elevation of local culture and industrial development. The opening of Nanao line, Hokuriku main line and Himi line brought about a marked decrease in the volume of trade carried on between these two towns, and a project of constructing Uhi line which would connect them was decided on but not yet carried out. It is true that there are Hokuriku Railroads and a Private bus service operated between these two towns, but due to various defective factors, they are inadequate to meet the requirements of inhabitants. It is, therefore, desired that the Government would promptly construct railways between the said two towns.

2. Reason for Decision on Petition:

With a view to facilitating the development of the transportation system and of forestal resources, Committee deems it proper that the project of constructing railroad over the section mentioned in the petition be taken up for consideration, with due consideration on the necessary budgetary measures and material. It has, therefore, decided to commend the petition to the House's adoption. It is, also deemed proper that the Petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Extention of Wakae Main Line to Kanaihara. (Petitioners: Iwataro Iwane, Mayor, Kinomoto-machi, Ika-gun, Shiga-ken, and 3 others.) (Introduced by Mr. Kotaro Mori.) (No. 756)

1. Main Point and Object of Petition:

The two villages of Takatoki and Sugino, Ika-gun, Shiga-ken, are 1 to 5 miles distant from Kinomoto Railroad Station, and in the absence of any means of transportation for general public, people are subjected to an indescribable inconvenience having to journey by

cart or waggon or by taking irregular truck service. At Tsuchikura, the northernmost part of community of the area, there is the Tsuchikura Mining Station of the Japan Nitrogenous Mining Development Company, which recently resumed activity, and there is a growing demand for adequate transportation facilities. It is, therefore, desired that the Wakagi Main Line be extended to Kanaihara.

2. Reason for Decision on Petition:

With a view to facilitating the local transportation, Committee deems it proper that consideration be given to the project of extending the Wakae Main Line after investigating the actual conditions. It has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Extention of the Government Electric tram Line to Odawara. (Petitioners: Kenkichi Sato, No. 138, 1-chome, Saiwai-machi, Odawara-shi, and 3 others.) (Introduced by Mr. Yuji Suzuki.) (No. 758)

1. Main Point and Object of Petition:

Odawara-shi has been steadily expanding as a part of the outer zone of the Metropolis, and with a grand stadium shortly to be re-erected, the city is promised a bright future as the seat of physical culture. With health and amusement resort of Hakone in its background, the city expects heavier traffic and increased number of visitors, especially foreign tourists. It is, therefore, desired that the Government tram Line be extended to Odawara.

2. Reason for Decision on Petition:

In view of the recent trend in traffic and with a view to increasing the transportation capacity over the section of Tokyo to Odawara, Committee deems it necessary that consideration be given to the project of extending the electric tram service to Odawara, with due consideration given to the necessary budgetary measures and material. It has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Opening of Railway Station at Tsunemura. (Petitioners: Manjiro Unno, Tsuno-machi, Koyu-gun, Miyazaki-ken, and 29 others.) (Introduced by Mr. Minato Katashima.) (No. 763)

1. Main Point and Object of Petition:

The inhabitants of Tsuno-machi, Koyu-gun, Miyazaki-ken, which is lying in the middle of Tsuno Railroad Station and Mimitsu Station, are subjected to great inconveniences because of the long distance to these stations. Moreover, the steep road leading to the railroad stations brings up the cartage for forestal and marine products shipped from the village, resulting in the higher production cost and consequently impediment on production. It is, therefore, desired that a railroad station be opened at Yamasue, Oaza-Kawakita, Tsuno-machi.

2. Reason for Decision on Petition :

With a view to facilitating the transportation of local products, Committee deems it proper that consideration be given to the project of opening a railroad station at the spot mentioned in the petition, after investigating the actual condition, and has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Reconstruction of Railways between Horyuji Station and Hirabata Station of the Japan Railroad Co. Line. (Petitioners: Heiichiro Tatsumi, Ikaruga-machi, Ikoma-gun, Nara-ken, and 2 others.) (Introduced by Mr. Yasohachi Hosokawa.) (No. 766)

1. Main Point and Object of Petition:

The railroad line which connected Horyuji Station of the Kansai Main Line with Hirobata Station of the Japan Railroad Co., Ltd. contributed much to the politics, economy, industry, education culture, etc., of the communities of the district, but during the war, the tracks were removed. It is, therefore, desired that the Government would promptly reconstruct this important railroad line needed for the nation's recovery.

2. Reason for Decision of Petition:

In view of the importance of this railroad line, Committee deems it proper that measures be taken to revive promptly the said line with considerations on the needed material, and has, therefore decided to commend the petition to the House's adoption. It is also considered proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for the Reviving the Operation of Direct Trains between Tokyo and Toba. (Petitioner: Zennosuke Kitaoka, Mayor, Uji-Yamadashi.) (Introduced by Mr. Enkichi Ishiwara.) (No. 770)

1. Main Point and Object of Petition:

Due to circumstances, the operation of direct trains between Tokyo and Toba has been suspended since during the war. The southern part of Miye-ken is known as a watery kingdom because of its rich fishing ground, and its Ise-shima Park with the pearl farm of the world-wide fame is also noted for scenic beauty, and marine products and is attracting an increasing number of foreign visitors. It is, therefore, desired that the Government would revive the operation of direct trains over the aforesaid section.

2. Reason for Decision on Petition:

As regard the resumption of the operation of direct trains over the section mentioned in the petition, the Committee deems it proper that the project be given consideration with thought on the coal situation, and, therefore, has decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Opening Government Bus Service be-

tween Kawanoe and Osugi. (Petitioner: Toyohiko Saka, Kawanoe-machi, Uma-gun, Ehime-ken.) (Introduced by Mr. Akira Umakoshi.) (No. 790)

1. Main Point and Object of Petition:

The roadline leading from Kawanoe-machi, Uma-gun, hime-ken, to Osugi-mura, Nagaoka-mura, Kochi-ken, makes the shortest route connecting the two Prefectures of Ehime and Kochi, and to meet the requirements of increasing volume of passengers and freight carried over this route a temporary bus service has been opened by the Government over the Kawane-Shingu section of this route. The further section of the road being expected to be completed shortly, it is desired that the Government bus service be opened over the entire section of this roadline.

2. Reason for Decision on Petition:

With a view to giving system to local communication routes and also to facilitate the transportation of passenger and freight, committee deems it proper that consideration be given to the project of opening Government bus service, with thought on the necessary appropriation in budget and materals, on the completion of the road construction. It has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Inauguration of a State-managed Bus Service between Himeji City and Magazato via Shingu and Yamazaki and four other Petitions (Petitioner: Shoji Murakami, Headman of Yamazaki-cho, Shisogun, Hyogo Prefecture and 188 others) (Introduced by Mr. Morio Sasaki) (No. 791)

1. Main Points and Object of the Petition:

Notwithstanding the fact that Shiso-gun, Hyogo Prefecture, is one of the biggest counties of the country with a dense population. it has not received a bit of fayor in the form of Government railway service, thereby causing heavy inconvenience to the residents. This state of affairs has also greatly hampered the shipment of rich local forestry resources as well as the transportation of incoming cocoons and various materials. Such being the situation it is proposed that a State-managed bus service be inaugurated as an indispensible means of communication from Himeji City to Magazato via Shingu and Yamazaki.

2. Reasons for Adoption of the Petition:

In order to facilitate the development of local means of communicaas well as local forestry resources, it is desired that due consideration be given to assuring necessary transport facilities through the proposed operation of the above-mentioned bus service under the management of the Ministry of Transportation, while taking into account the position of local civilian transport operators and such conditions as material and an estimate budget. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Building of a Railway between Kawanoe and Ikeda (Petitioner: Toyohiko Saka, Headman of Kawanoe-machi, Uma-gun, Ehime Prefecture) (Introduced by Mr. Akira Magoshi and eight other members) (No. 793)

1. Main Points and Object of the Petition:

Despite the fact that the railway building plan between Kawanoe-machi, Uma-gun, Ehime Prefecture, and Ikeda-machi, Miyoshi-gun, Tokushima Prefecture has long been a pending project, it has not yet been materialized because of the war. However, with the passenger and freight traffic between nearby prefectures becoming heavier ever since the end of the war, the local residents desire eagerly to see the project realized. Accordingly it is proposed that the said railway be promptly built.

2. Reasons for Adoption of the Petition.

With the desire that due consideration be given to the materialization of the above-mentioned railway building project as proposed in this Petition, while taking into account such conditions as materials and an estimate budget so as to facilitate the development of local resources, it has been decided by the Committee to refer the same to a meeting of the House for adoption. Further it is deemed proper that the House.

Dated Ced. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Building of a Tram-car between Kumamoto City to Omuda City via Yamaga (Petitioner: Taro Kuboki, of Izumo-cho, Omuda City, Fukuoka Prefecture and three others) (Introduced by Mr. Matahachi Miyamura) (No. 798)

1. Main Points and Object of the Petition:

Kumamoto City is a center of polities, education and culture in Kumamoto Prefecture, Yamagacho of the same Prefecture is a famous hot-spring resort and a center of agriculture; and Omuda City of Fukuoka Prefecture is a center of the coalmining and other industries. Thus it is proposed that a tram-car be built between Kumamoto City to Omuda City via Yamaga so as to promote rural culture, accelerate an electrification project in agrarian villages and facilitate food production expansion and the development of local light industries.

2. Reasons for Adoption of the Petition:

Deeming it proper to give due consideration to the proposed tram-car construction project by making a survey of actual conditions so as to facilitate local development, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki
Chairman, Transportation Committee.

Report on Petition concerning the Inauguration of a State-managed Bus Service between Kuji and Iwaizumi (Petitioner Gyobun Yamauchi, Headman of Kuji-machi, Kokonohe-gun, Iwate Prefecture, and nine others) (Introduced by Mr. Kinjiro Ishikawa) (No. 800)

1. Main Points and Object of the Petition:

On the section between Kuji Station located in Kokonohe-gun, Iwate Prefecture, and Iwaizumi via Nagauchi-mura and Yamane-mura of the same county and Yasuie-mura, Shimoheii-gun, runs a prefetcural highway, on which the outgoing freight traffic is considerably heavy. Notwithstanding this, there are now operating on this route a small number of trucks, with which it is imposible to expect a smooth clearance of commodities. Accordingly it is proposed that a State-managed bus serivce be inaugurated on this route.

2. Reasons for Adoption of the Petition:

In order to facilitate the shipment of local commodities, it is desired that due consideration be given to assuring requisite transport facilities through the proposed operation of the above referred bus service under the management of the Ministry of Transportation, while taking into account the position of local civilan transport operators and such conditions as materials and an estimate budget. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Inauguration of a State-Managed Truck Service between Shimoro and Iida (Petitioner: Shinroku Yoshimura, Headman of Sakashita-cho, Ena-gun, Gifu Prefecture, and 17 others) (Introduced by Mr. Kyoichi Ito) (No. 804.)

1. Main Points and Object of the Petition:

The highway which runs from Shimoro Station on the Takayama Line to Iida Sation on the Iida Line via Sakashita Station on the Chuo Line is the shortest route which connects "Back" Japan and the Hokuriku district with the Tokai district including Shizuoka Prefecture. Notwithstanding this, the traffic volume on this route is very small, and especially due to the scantiness of available trucks, the shipment of commodities has not recently been progressing a bit smoothly. Worse still, while reconstruction materials are urgently required for the rebuilding of Iida City, which was burnt down by the big conflaration earlier this year, there have been held up in the roadside towns and villages huge quantities of timber, firewood and charcoal awaiting clearance. and charcoal awiting clearance. Such being the circumstances, it is proposed that a State-managed truck service be inaugurated on the above-mentioned section.

2. Reasons for Adoption of the Petition:

In order to facilitate the devolpment of local forestry resources it is desired that due consideration be given to assuring proper transport facilities through the proposed operation of the above-mentioned truck service under the management of the Ministry of Transportation, while taking into account the position of local civilian transport operators and such conditions as materials and an estimate budget. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon is adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Materialization of Electrification of the Section between Numazu and Hamamatsu on the Tokaido Line (Petitioner: Hitoshi Yamakawa, at No. 38. Otte-cho, Shizuoka Prefecture) (Introduced by Mr. Hiroshi Kanda and 11 other Members) (No. 807)

1. Main Points and Object of the Petition.

The section between Numazu and Hamamatsu on the Tokaido, Line is a vitally important section of that line, and so, its electrification will, it is believed, not only make up for the lack of transportation power within Shizuoka Prefecture but also contribute to the promotion of local tourist industry as well as local development. Moreover, it is confidently expected that the said electrification project will greatly facilitate the introduction of western culture into Japan and vice versa and the reconstruction of the national land, while rendering a great deal for adjustment of the present more or less unbalanced transportation situation within the prefecture in which the east-bound traffic is far surpassing the westbound traffic in volume. Such being the circumstances, it is proposed that electrification of the above-mentioned section be materialized.

2. Reasons for Adoption of the Petition:

In view of the fact that the section between Numazu and Hamamatsu, electrification of which is proposed in this Petition, is one of the vital sections on the Tokaido Line with a heavy traffic volume, it is desired, for the purpose of assuring greater transportation volume, and in the light of the nation's present coal situation, that due consideration be given to the speedy carrying out of the said project, while taking into account various conditions such as electric power source, materials and an estimated budget so as to bring about greater saving of coal and the rationalization of management of the State railways. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabine upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Reopening of the Arima Line between Mita and Arima (Petitioner: Juzaburo Nakao, Headman of Yamaguchi-mura, Arima-gun, Hyogo Prefecture, and 15 others) (Introduced by Mr. Etsuji Goto) (No. 809)

1. Main Points and Object of the Petition:

The abolition of the Arima Line which connects Arima-cho with Mita Station, which is a main station on the Fukuchiyama Line has not only caused much inconvenience to the people residing along the railway line but also made difficult the clearance of local timber, gravel, bamboo products and other important commodities as well as the stocking of raw materials. This being the situation, it is proposed that the said railway be re-opened.

2. Reasons for Adoption of the Petition:

Deeming it appropriate to give

due consideration to the re-opening of the above-mentioned railway, while taking into account such conditions as materials and an estimate budget so as to facilitate the passenger and freight traffic, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Building of a Railway between Usafu and Mikage (Petitioner: Hoshihiko Kano, Headman of Mikage-mura, Kasai-gun, Hokkaido, and one other) (Introduced by Mr. Mikiji Mori) (No. 814)

1. Main Points and Object of the Petition:

Although construction works of the Hentominai Line, which runs through the three regions of Tanshin, Hidaka and Tokachi, Hokkaido, have been under way ever since 1937 starting from the western section of the line located in Usafu-mura, Yufutsu-gun, no such works have as yet been set about from the eastern section which starts from Mikage-mura, Kasai-gun. Accordingly it is proposed that the latter-mentioned project be carried out immediately so as to complete the projected railway between Usafu and Mikage.

2. Reasons for Adoption of the Petition:

Deeming it appropriate to give due consideration to the building of the above-mentioned railway as soon as possible, while taking into account such conditions as materials and an estimate budget so as to facilitate the development of local means of communication and local industries, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki
Chairman, Transportation Committee.

Report on Petition concerning the Materialization of Through Traffic on the Shikoku Loop Railway and the Inauguration of a State-managed Plying Service between Kyushu and Shikoku (Petitioner: Fukuroku Kunimatsu, Mayor of Uwajima) (Introduced by Mr. Shokichi Itani and two other Members) (No. 816)

1. Main Points and Object of the Petition:

In the south-western regions of Ehime Prefecture and the western regions of Kochi Prefecture are found the richest potential natural resources in Shikoku, and especially in the waters off Minami Uwa-gun and Kita Uwa-gun, Ehime Prefecture and off the south-western regions of Kochi Prefecture, which is claimed to be one of the country's three richest fishing-grounds, are caught fish reaching more than ¥300,000,000 annually, while in the mountain regions lying over the boundary between the two Prefectures are produced 60,000,000 bales of charcoal and 5,000,000 koku of raw timber every year. However, only 10 per cent or so of the above figures can be cleared due to the lack of means of communication. Such being the situation, it is proposed that uncompleted section for the length of 80 kilometers on the Shikoku Loop Line be speedily completed so that through traffic can be realized, and that a State-managed plying service between Kyushu and Shikoku as well as a new sea route from Uwajima-City to Beppu via Yawatahama and Oita be inaugurated respectively.

2. Reasons for Adoption of the Petition:

In view of the fact that the Shikoku Loop Line is a major important line indispensable for facilitating the development of local traffic and the exploitation of potential natural resources, it is desired that due consideration be given to complete speedily that line, while taking into account such conditions as materials and an estimate budget. At the same time, since the proposed Kyushu-Shikoku plying route is also a vital route for facilitating the sea traffic and the development of local industries, it is held appropriate that attention should be paid to the urgent necessity of reconstructing local harbors and inaugurating the above-mentioned State-managed plying service between Shikoku and Kyushu, while taking into account such conditions as materials and an estimate budget so as to bring about greater traffic volume. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of th House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the Huose.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Construction of a Boat-Train at Aburatsu Port (Petitioner: Kumaji Kumamoto, Headman of Aburatsu-cho, Minami Naka-gun, Miyazaki Prefecture, and four others) (Introduced by Mr. Hiroshi Kanda and two other members) (No. 820)

the Petition:

1. Main Points and Object of

Being a good natural harbor as well as a commercial and fishing port in south Kyushu, the position of Aburatsu Port located in Minami Naka-gun, Miyazaki Prefecture, is steadily gaining importance. But due to the lack of proper transportation facilities at this port, clearance of commodities through there has been much hampered . Accordingly it is proposed that boat train facilities be speedily constructed at this port.

2. Reasons for Adoption of the Petition:

Deeming it proper that due consideration be given to the construction of a boat-train at Aburatsu Porty by making a survey of actual conditions in the light of its vital position as a commercial and fishing port in south Kyushu, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki
Chairman, Transportation Committee.

Report on Petition concerning the Construction of Freight Lines between the Sasajima Station and Nagoya Port. (Petitioner; Tsunejiro Miwa, President of Nagoya Chamber of Commerce.) (Introduced by Mr. Kanichi Tsuji) (No. 836)

1. Main Points and Object of the Petition:

The importance of Nagoya harbor as an import port has been greatly increased since the close of the war, the reclaimed lands

No. 1 and No. 2 are exclusively adapted to handling sundry goods, not suitable for loading and unloading coal and rock phosphate: Besides great inconvenience is felt in handling other cargoes. The reclaimed land No. 10 was laid out as a pier for coal and other goods, and ships of ten thousand ton class may be brought alongside the pier, but it can not be utilized from want of port railway lines. It is, therefore, desired for doubling the stevedore capacity of the port to build special freight lines from the Sasajima Station to the reclaimed land No. 10, Nagoya harbor via the vicinity of Yata.

2. Reasons for Adoption of the Petitoin:

Considering the importance of Nagoya Port, and provided the question of materials and appropriation be taken into consideration the Committee recognizing the necessity of building the freight lines, as soon as possible has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Opening of the Government Bus Traffic between Anabuki and Shirachi. (Petitioners: Kentaro Fujimoto, Mayor of Mino, Miyoshi Country, Tokushima Prefecture and one other.) (Introduced by Mr. Seiichi Okada and four others.) (No. 845)

1. Main Points and Object of the Petition:

The road along the Northern bank from the Anabuki Station reaching Shirachi, Samechi village, Miyoshi county via the Anabuki bridge, running westward along Wakimachi-Kawanoe line, prefectural road is one of the most important trunk road, but so far it has not been much blessed with communication and transportation facilities. Slight floods cut off the connection with the Tokushima line on the opposite bank. As a matter of fact, along the line there stand various Government offices. schools, banks and the area is rich in agricultural and forestry products. It is, therefore, desired to start the Government bus traffic along the aforementioned road.

2. Reasons for Adoption of the Petition:

For lending facilities to local transportation and communication and provided that careful consideration be made about the relation existing with those engaged in the similar business among the people at present and also about the items relating to the materials and appropriations for running government bus service, the necessity of such service as petitioned for in order to secure and strengthen automobile service in the district has been recognized by the Committee who has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Opening of the Government Bus Service between Himeji City to Magarizato via Shingu and Yamazaki and Five other Items. (Petitioners: Zenro Kobayashi, Head of Tomizu Villages, Shiso county, Hyogo Prefecture and 180 others.) (Introduced by Mr. Morio Sasaki.) (No. 860)

1. Main Points and Object of the Petition:

Shiso county, Hyogo Prefecture is one of the largest counties throughout Japan, and it is most densely populated, but they have not be able to bask in the blessings brought by the Government railways. Not only the people suffer great inconvenience, the transportation of rich forestry resources of the county, and conveyance of raw silk cacoons and other materials are seriously handicapped. It is. therefore, desired to start the Government bus traffic as transportation organs between Himeji City to Magarisato via Shingu and Yamazaki.

2. Reasons for Adoption of the Petition:

For the purpose of developing local communication and transportation system and that of forestry product resources along the line, and provided that careful consideration be made about the relation existing with those engaged in the similar business among the people at present and also about the matters relating to the materials and appropriations for running government bus service, the necessity of such service as petitioned for in order to secure and strengthen automobile service in the district has been recognized by the Committee who has decided to accept the Petition and to submit the same to the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Establishment of a Station in Nagata-ku, Kobe City. (Petitioner: Shigeyoshi Tanaka, the Chairman of the Committee for Expending the New Establishment of Nagata Station on the Government Line, c/o Kobe High Technical School, Nagata-cho, Nagata-ku, Kobe City.) (Introduced by Mr. Morio Sasaki) (No. 898)

1. Main Points and Object of the Petition:

Nagata-ku, in Kobe City, had occupied the most important industrial and economic position in Kobe City even before the war, escaping as it did war damages, it is needless to say that the area plays the most important role in reconstruction of Kobe City: while there exist as means of communication facilities Government lines, Sanyo line and municipal electric lines, the Government line has no station in this area and Sanyo line has little utility value, lowering the degree of efficiency all around. It is, therefore, desired to build a station in Nagata-ku.

2. Reasons for Adoption of the Petition:

Considering the industrial and economic importance of Nagata-ku, Committee has recognized the rationality of considering the establishment of a station in the said district, and decided to accept the Petitoin and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,

Chairman of the Transportation Committee.

Report on Petition concerning the Construction of Railway between Momonokawa and Hiki. (Petitioners: Ninjiro Shimizu, Mayor of Karatsu City and 11 others.) (Introduced by Mr. Mataichi Nakamura and one other.) (No. 903)

1. Main Points and Object of the Petition:

The line between Momonokawa station, Saga Prefecture, to Hiki station, Nagasaki Prefecture is the shortest cut to Nagasaki and greatest in importance. Moreover, along the line, there exist a large number of coal mines: there are also the national hospital and newly opened up districts. The district is rich in hot-springs, comprising porcelain production, tea manufacturing and important areas for various products. And again, the area along the line is fraught with value as sight seeing districts for foreigners. Should the line be opened up, it would prove to be the short cut in reality connecting Moji and Nagasaki. The distance between Karatsu and Nagasaki will be shortened thereby, affording great facilities for passenger, freight traffic, transportation and other industrial activities. It is, therefore, desired that the construction of railways in the area be expedited, and by way of initial step, the present Government bus service between Hiki and Takeo be extended to Momonokawa station.

2. Reasons for Adoption of the Petition:

With regard to the extension of the Government automobile line, it is considered appropriate to strengthen the traffic capacity by aiding and fostering those of the people who are already engaged in the similar business. Therefore, the committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Raising of the Status of the Shibutami Signal Station to that of a Station. (Petitioners: Chiyoji Kudo, Head of Shibutami Village, Iwate County, Iwate Prefecture, and two others.) (Introduced by Mr. Takeo Yamamoto.) (No. 924)

1. Main Points and Object of the Petition:

A major part of Shibutami Village, and a part of Tamayama and Takizawa Villages, Iwate County, Iwate Prefecture, lying between Koma station and Takizawa station in the Northeastern Trunk line in the middle of a distance of 9 k.m are far from either one of the stations. The area has a rich prospect for fishery and forestry development and dire need for conveyance of articles of necessity, but a great inconvenience is felt, and the situation is greatly intensified on account of increase of passengers who attend to their daily work in Morioka or by the increase of those engaged development work of the districts. It is, therefore, desired that the Shibutami signal station in Jinba, Shimota, a section of Shibutami village occupying the middle of hte afore-mentioned stations be raised to the status of a regular station.

2. Reasons for Adoption of the Petition:

Recognizing the reasonableness of raising the status of the signal station to that of a regular station for the convenience of the local people, the Committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Expediting the Opening of the Through Traffic, in the Oito Line. (Petitioners: Shin Kamijo and four others, Niimura, Chikuma County, Nagano Prefecture.) (Introduced by Mr. Kineshichi Masuda.) (No. 931)

1. Main Points and Object of the Petition:

The opening of the through traffic in Oito line is in the Budget of Transportation Ministry for the present fiscal year, but the work has not been started yet. The unopened section is only 17 k.m. where tunnel is completed, bridge guarders are finished, and the laying down of railways is waiting the opening of the through traffic in this line connecting Japan on both sides facing the Pacific Ocean and the Sea of Japan at the shortest distance. It is most important for passenger and freight transportation, the development of forestry resources along the line and also in respect of sight-seeing industry. It is, therefore, desired that the through traffic of the line be expedited.

2. Reasons for Adoption of the Petition:

Recognizing the necessity of speedy opening of the through traffic of the line petitioned for from the viewpoint of transportation and communication system and of opening up the natural resources, provided that the matters of materials and appropriations are taken into full consideration, the Committee has decided to accept the Petition and to submit the same to the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning Electrification of the Lines between Kofu and Shiojiri, Shiojiri and Nagoya, and Shiojiri and Nagano. (Petitioners: Makoto Kamijo and 4 others, Niimura, Higashichikuma County, Nagano Prefecture.) (Introduced by Mr. Kineshichi Masuda.) (No. 939)

1. Main Points and Object of the Petition:

The lines between Kofu and Shiojiri, Shiojiri and Nagoya of the Chuo trunk line and those between Shiojiri and Nagano of the Shinonoi Line lying in well-known mountain districts with sharp acclivity and declivity, involving a large volume of coal consumption. From the following viewpoints, it is desired that the aforesaid three lines be electrified as soon as possible:

(1) For economy of coal.

(2) To make good the deficiency of traffic capacity caused by the depreciation of the quality of coal.

(3) Because of the existence of a large number of tunnels which give rise to frequent cases of suffocation within the tunnels.

(4) As a link of adding facilities to sight seeing.

2. Reasons for Adoption of the Petition:

The railway lines mentioned in the Petition are very important ones in this country. Lying as they do in mountainous districts with speedy acclivity and declivity and a large number of tunnels, it is necessary to consider the strengthening of traffic capacity, economy of coal in the light of coal situation of the country and rationalization of the Government-managed railways; provided the thorough consideration to the electric power resources, materials and appropriations is given, we feel that there is a necessity for the electrification of these lines as soon as possible. Therefore, the Committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition is forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Construction of Railways between Yamagata and Tsuruoka. (Petitioners: Jitsu Matsuda, and 75 others, No. 888, Sazawa, a Section of Sazawa Town, Nishi-Murayama County, Yamagata Prefecture.) (Introduced by Mr. Tosuke Matsura.) (No. 941)

1. Main Points and Object of the Petition:

Petition for construction of railways connecting Yamagata and Tsuruoka was accepted in the session of the Diet last year. The line via Sawa town, Hongo village, Shichiken village and Oisawa village, Nishi-Murayama County is free from difficult engineering work and expenses therein involved are not very large, but it helps the development of forestry industry. Therefore, it is desired that this railway be constructed as soon as possible, and the abovementioned course be chosen in constructing the railway.

2. Reasons for Adoption of the Petition:

Recognizing the rationality of considering the railway construction petitioned for upon investigation of the actual conditions for development of local resources, the Committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning Compensation Against Damages done to Yashima Railway. (Petitioners: Risaburo Takaku and 5 others, No. 105, Shin-Yashiki, Kawanishi, a Section of Nishitakizawa Village, Yuri County, Akita Prefecture.) (Introduced by Mr. Seiji Murakami and one other.) (No. 950)

1. Main Points and Object of the Petition:

Yashima railway Co., Ltd. was founded in 1921 by purchasing the Railway Construction Right with a view to developing the rich natural resources at the foot of Mt. Torimi, Yuri County, Akita Prefecture, and about 70% of the engineering work was completed. At the time, Government adopting the plan for the development of North East districts of Japan announced the construction of the Government line in parallel with, contiguous to and intersecting the company's line to reach the same destination meandering its ways. Hence, it became impossible to carry on the business for the company which is now about to be liquidated by bankruptcy process. It is, therefore, desired that a proper amount of compensation against damages be considered.

2. Reasons for Adoption of the Petition:

Recognizing the propriety of considering adequate measures for Yajima railway, the Committee has decided to accept the Petition and to submit the same to the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Opening of National Bus Operation between Ichinoe and Iwaizumi. (Petitioners: Hideo Nozato, headman of Ninohe-machi, Ichinoe-gun, Iwate Prefecture, and 8 persons.) (Introduced by Mr. Takeo Yamamoto.) (No. 955)

1. Main Points and Object of Petition:

The line connecting Ichinoe-machi, Ninae-gun, Iwate Prefecture, and Iwaizumi-machi, Shimohei-gun, the same prefecture, has an important bearing upon development of culture of the inhabitants of the town and villages along the line, or this economy especially that of the local forests and mineral and other abundant resources, but the traffic machinery thereof is in a much regretful condition. Therefore, it is requested to open a national bus operation between these towns, and, at the same time install necessary equipments for the operation in Ichinoe-machi.

2. Reasons for Adoption of the Petition:

In order to develop the resources along the line, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it necessary to reinforce the automobile traffic capacity in the district by opening a national bus line as soon as possible. Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Promoting Arayasaki Station to Ordinary Station. (Petitioners: Kisaburo Ota, headman of Masusawa-mura, Kamihei-gun, Iwate Prefecture, and another person.) (Introduced by Mr. Takeo Yamamoto.) (No. 956)

1. Main Points and Object of Petition:

Arayasaki, Masusawa-mura, Kamihei-gun, Iwate Prefecture, is a station only for passengers on the Kamaishi-nishi line, but, owing to the recent ticket-control, the season-ticket holders alone can now take the train to the great inconvenience of the villagers.

Notwithstanding, the average passengers a day at the station amount to 260. Further, there is a bundless treasury of limestone in the vicinity, and the station is also thought to be an adequate spot for handling freights. Therefore, it is requested to promote the passenger station to an ordinary one.

2. Reasons for Adoption of the Petition:

In order to accelerate the com-

modiousness of the local people, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it proper to promote the above station to an ordinary station. Further, it is deemed that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Accelerating Extension Work of Railway Gauge between Kashiwagidaira and Tono. (Petitioners: Sakae Miura, headman of Tono-Machi, Kamihei-gun, Iwate Prefecture, and 10 persons) (Introduced by Mr. Takeo Yamamoto.) (No. 957)

1. Main Point and Object of Petition:

The Kamaishi-Nishi-line, Iwate Prefecture, was purchased by the Government in 1936 and its gauge between Hanamaki and Kashiwagidaira was made as wide as that of the Tohoku-Main-line, but the eastern part from Kashiwagidaira is of narrow gauge still now, and consequently, all the freights are obliged to be transshipped at the above station, involving wasting of time and inconvenience. Further, Tonogo-mura, Kamihei-gun is the supply-base of timber, faggot and charcoal for the Tokyo-Yokohama area, but because of the above cause, these important materials are exposed to rough weather. Therefore, it is requested to widen the railway gauge between Kashiwagidaira and Tono.

2. Reasons for Adoption of the Petition:

Reflecting upon the importance of the Kamaishi-line, my committee has decided to submit the present petition to a meeting at the House for adoption and admitting it necessary to carry out promptly the above work after a survey of materials and the Government financial situation.

Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Reinforcement of National Bus Service between Nokata and Fukuma. (Petitioners: Masaji Ando, No. 815, Taira, Naka-mura, Kurate-gun, Fukuoka Prefecture, and 4 persons.) (Introduced by Mr. Fusataro Fuchigami.) (No. 965.)

1. Main Points and Object of the Petition:

The National bus line running through Kurate-gun, Fukuoka Prefecture, from Nokata station to Fukuma station, Munakata-gun, is the unique traffic line of the district, but its present condition is miserable, therefore, the local people are suffering inconveniences beyond description. For this reason it is asked to reinforce the traffic capacity of the above line in order to break such a traffic bottle-neck.

2. Reason for Adoption of the Petition:

In order to enhance, the convenience of the local people, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it necessary to strenghen the traffic capactiy after a survey of cars and materials available. Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of Joya Line to Mito. (Petitioners: Hichihei Kikuda, Chairman of Ibaragi Prefectural Assembly.) (Introduced by Mr. Shingoro Hanashi.) (No. 972.)

1. Main Points and Object of the Petition:

Ishizuka-machi, Higashi Ibaragi-gun, Ibaragi Prefecture and other 10 towns and villages in the vicinity are surrounded by a plain with a well-delevoped road-condition, but, in forwarding timbers and various materials produced abundantly in the north western district on the opposite bank of the Nakagawa, the people along the line are suffering disadvantages and inconveniences beyond description because of the limited traffic power of the ill-equipped Ibaragi line, despite its traffic volume would be otherwise enormous with Mito City near-by. Fortunately, the national bus service is being operated between Mogi-Machi, Tochigi Prefecture and Gozenyama in the same District, so it is desired that the Joya-line be extended up Mito.

2. Reasons for Adoption of the Petition:

In order to enhance the convenience of the local people, and the traffic facilities for the products in the vicinity, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it proper to maintain and strengthen the local traffic power by extending the above national bus line, by taking into account relations with other communication facilities and weighing materials and Government estimates available. Further, it is deemed proper that the present petition be forwarded to the cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus service in Mito-Hasaki and Kashima-Sahara Sections. (Petitioner: Shinchihei Kikude, Chairmon of Ibaragi Prefecture Assembly.) (Introduced by Mr. Shingoro Hanashi.) (No. 957.)

1. Main Points and Object of the Petition:

Both, Kashima and Namekata District, Ibaragi Prefecture, are vast, plain, oblong valleys surrounded by the Pacific Ocean, Kasumigaura, Kitaura, Namisaka and the River Tone, and abound in marine and agricultural products, but the local communications depend upon, only, the Kashima Sangu Railway and a civil bus route, and the local people are suffering much disadvantages and inconveniences. Therefore, the petitioner asks the Government to open promptly two national bus routes, one from Mito to Hasaki via Isohama, Hokota, Kashima-machi and Ikisu-mura, the other from Kashima to Sahara-machi, Chiba Prefecture via Itako-machi, and Ushibori, Kasumi-mura Namekata-gun.

2. Reason for Adoption of the Petition:

In order to accelerate the local traffic activities, my committee decided to submit the present petition to a meeting at the House, for adoption, admitting it proper to reinforce and maintain the local automobile traffic capacity by opening the said two national bus services taking into consideration relations with the existing communication facilities and the condition of supply of materials and Government finances.

Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus Service between Gifu and Neo. (Petitioners: Sakitoyo Higashi, Mayor of Gifu-City and 8 persons.) (Introduced by Mr. Banboku Ono.) (No. 978.)

1. Main Points and Object of the Petition:

The communication between Gifu-City and Neo-mura via Kitakata-machi, Motosu-gun, is busy from of old, but the civil bus route was abolished during the war. Repatriates, war sufferers and refugees have since removed into the towsn and villages along the line and there is increased business timber, fagot and charcoal, but the traffic is carried on by a single private bus route connecting Gifu and an end of Motosu-gun.

Therefore, it is petitioned for operation of a national bus service along the said line.

2. Reasons for Adoption of the Petition:

In order to stimulate the local traffic conveniences, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it proper to reinforce and maintain the local automobile traffic capacity by opening the national bus service.

Further, it is deemed proper that the present petition be forwarded to the cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening of National Bus Service in Tateoka-Sagae, Sagae-Arato, Kamimachi-Yachi Sections. (Petitioner: Yoichiro Ui of Yachimachi, Nishimurayama-gun, Yamagata-ken, and 22 others.) (Introduced by Mr. Yasumasa Zushi and other.) (No. 983)

1. Main Points and Object of the Petition:

The bus-lines in Tateoka-Arato and Kamimachi-Yachi sections (Yamagata Prefecture) are at present under the management of the Yamagata Traffic Company Ltd. and the Yamagata First Truck Company Ltd. But owing to the irregular operatio nof both lines, the local people are suffering a terrible disadvantages and inconveniences, and moreover, a railway is expected to be laid between Tateoka and Arato. Therefore. prior to the construction of the above railway the Government is asked to open national bus lines in Tateoka-Sagae, Sagae-Arato, Kamimachi-Yachi sections.

2. Reasons for Adoption of the Petition:

Prior to the railway construction, in order to stimulate the local traffic activities, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it necessary to reinforce and maintain the automobile traffic power by opening the said national bus service as soon as possible after studying the actual condition regarding supply of materials and Government finances. Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Railway Construction in Tateoka-Sagae, Aterazawa-Arato and Yachi-Kamimachi Sections. (Petitioner: Yaichiro Ui. Yachimachi, Nishi-murayama-gun, Yamagata Prefecture, and 22 others.) (Introduced by Mr. Yasumasa Zushi and another member.) (No. 984)

1. Main Points and Object of the Petition:

The region along Tateoka-Sagae and Aterazawa-Arato lines (Yamagata Prefecture) are blessed with rich forestal and mineral resources and are famous for their rice and other agricultural products. Especially, the district along the Aterazawa-Arato line has fit places for large water-power plants while there are vast plains suitable for plantation along the Tateoka-Sagae line, and both lines make important traffic routes. Furthermore, the importance of the Kamimachi-Yachi line has recently increased with the set-up of a great military base of the Allied Army in Kamimachi. Therefore, it is petitioned for construction of the said railway.

2. Reasons for Adoption of the Petition:

In order to develop the natural resources, my committee has decided to submit the present petition to a meeting at the House and to adopt it, admitting it proper to deliberate on the desired railway construction with adjustment of materials and after a survey of the situation concerning Government finances.

Further it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of the Hakujo Line to Hatodani. (Petitioners: Heisei Nodani, Headman of Shirakawa-mura, Ono-gun, Gifu Prefecture, and 47 persons.) (Introduced by Mr. Toraichi Tamura and another member.) (No. 992)

1. Main Points and Object of the Petition:

The locality between Makido station of Hakujo national bus line and Hatodani, Shirakawa-mura, Ono-gun, Gifu Prefecture has boundless timber resources and rich hydraulic power potentials' to say nothing of such a sight seeing place as Shosenkyo along the line, so the reinforcement of the said traffic line is thought as a pressing necessity. Therefore, the petitioners seek for prompt extension of the Hakujo-line up to Hatodani.

2. Reasons for Adoption of the Petition:

In order to develop the timber resources, my committee has decided to submit the present petition to a meeting at the House for adoption, admitting it necessary to consider compliance to the request as soon as materials and finances permit.

Further, it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Operating Government Bus Service between Nomura-machi and Ouchi Station. (Petitioners: Hyakuzo Watanabe, Head of Nomura-machi, Higashi-uwa-.

gun, Ehime Prefecture, and five others.) (Introduced by Mr. Masakichi Itani and two others.) (No. 998)

1. Main Points and Object of the Petition:

The route from Nomura-machi, Higashi-uwa-gun, Ehime Prefecture, to Ouchi station of the Government railways is the shortest course among the traffic route connecting Uwajima and Matsuyama cities, and is in the middle of the route via Osu, Torikubi, Sakaishi, Hiyoshi, and Deme and the other via Osu, Unomachi and Yoshida by way of the Yiyo-Sanuki line. The demand of the local people was so great that a road was constructed and a private bus service was operated until it was suspended owing to the war. The area along this route abounds in forest products which are not yet utilized. It is requested to open Government bus service on this route.

2. Reasons for Adoption of the Petition:

In order to insure and strengthen motor transportation facilities for the development of forest resources in this district, it was found appropriate to consider the advisability of operating Government bus service after investigation of actual situation and taking into consideration condition of roads and the existing private interests as well as materials and costs involved. The Committee, therefore, decided to recommend the House to adopt the petition. Further it was deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Raising the States of Sugita Signal Station to Ordinary Station. (Petitioner: Naoji Sato, Head of Sugita-mura, Adachi-gun, Fukushima Prefecture.) (Introduced by Mr. Ichiro Ohuchi.) (No. 1003.)

1. Main Points and Object of the Petition:

Traffic around villages near Sugita signal-station between Nihonmatsu and Honmiya stations on the Tohoku main line is very congested these days. Factories were constructed in this district and transportation of goods is active. Passengers to Fukushima, Koriyama and other places are increasing and they are very much inconvenienced because they are unable to get on or off trains. It is requested to raise the status of the signal-station to that of ordinary station for the development of this district.

2. Reasons for Adoption of the Petition:

It was found necessary to riase the status of the said signal station as soon as possible in order to facilitate the transportation of passengers and goods. The Committee, therefore, decided to recommend the House to adopt the petition. Further it was deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Operating Government Bus Service between Nihonmatsu and Namie. (Petitioners: Ichiro Yusa, Head of Nihonmatsu-machi, Adachi-gun Fukushima Prefecture, and 13 others.) (Introduced by Mr. Ichiro Ohuchi.) (No. 1004.)

1. Main Points and Object of the Petition:

The route from Nihonmatsu station on the Tohoku main line to Namie station on the Joban line via Sakashita-mura, Ohira-mura, Kohama-machi, Shinden-mura, Asahi-mura and Yamamotoya-mura in Adachi-gun, Fukushima Prefecture is an important traffic route in the Prefecture. As nearly all the transportation facilities ceased operation by the readjustment of enterprises at the beginning of the war, the transportation of agricultural and forest products noted in the Prefecture is being greatly hampered, to say nothing of inconvenience of the inhabitants. It is requested to operate Government bus service on the route.

2. Reasons for Adoption of the Petition:

In order to insure and strengthen mortor transportation facilities in this district for the transportation for agricultural and forest products, it was found appropriate to consider the advisability of operating Government bus service taking into consideration the existing private interests and the materials and costs involved. The Committee therefore, decided to recommend the House to adopt the petition. It is further deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki
Chairman, Transportation Committee.

Report on Petition for extending Joya Bus Line to Mito (Petitioners: Tsukasanosuke Setani, Head of Ishizuka-machi, Higashi-ibaragi-gun, Ibaragi Prefecture, and 79 others) (Introduced by Mr. Shingoro Hanashi) (No. 1008)

1. Main Points and Object of the Petition:

Georgaphical features around Ishizuka-machi, Higashi-ibaragi-gun, Ibaragi Prefecture, and several other towns and villages are flat, and these communities are well connected by roads. They are on the roads transporting timber and other products abundantly yielded from the district northwest of the other side of the Naka River, and the volume of transportation is very large as they are situated near Mito City. At present, however, they are only served by ill-equipped Ibaragi railways and the inconvenience suffered by the inhabitants are almost beyond description. Fortunately, as a Government bus service is operated between Mogimachi, Tochigi Prefecture, and Omaeyama in this Prefecture, it is requested to extend the bus service to Mito.

2. Reasons for Adoption of the Petition:

In order to insure and strengthen transportation facilities in this district for the benefit of the transportation of local products and for the inhabitants, it was found appropriate to consider the advisability of extending the Government bus service after taking into consideration the relation with other means of transportation and the materials and costs involved. The Committee therefore decided to recommend the House to adopt the petition.

Furthr it was deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Operating Government Bus Services Between Mito and Namizaki and Between Kashima and Sawara (Petitioners: Tomisaburo Hashimoto, Head of Itako-machi, Namekata-gun, Ibaragi Prefecture, and 16 others) (Introduced by Mr. Shingoro Hanashi.) (No. 1009)

1. Main Points and Object of the Petition:

Kashima-gun and Namekata-gun, Ibaragi Prefecture, are large flat land encircled by the Pacific Ocean on one hand and Kasumigaura, Kitaura, Namisaka and the River Tone on the other. They abound in aquatic and agricultural products, but they are badly served by transportation facilities, which consist of the Kashima Sangu Railways and a privately operated bus service. The inhabitants are therefore very inconvenienced.

It is requested to operate as soon as possible Government Bus services on the route from Mito to Namizaki via Isohama-machi, Hokota-machi, Kashima-machi and Ikisu-machi, and on the route from Kashima to Sawara, Chiba Prefecture, via Itako-machi, Kasumi-mura and Ushibori.

2. Reasons for Adoption of the Petition:

In order to insure and strengthen transportation facilities in this district for the benefit of local inhabitants, it was found appropriate to consider the advisability of operating Government bus service after taking into consideration the relations with the existing transportation facilities and the materials and costs involved. The Committee therefore decided to recommend the House to adopt the Petition.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Extending Fukushima-Namie Bus Line to Nihonmatsu (Petitioners: Ichiro Yusa, Head of Nihonmatsu-machi, Adachi-gun, Fukushima Prefecture, and 8 others) (Introduced by Mr. Ichiro Ohuchi) (No. 1012)

1. Main Points and Object of the Petition:

Eastern part of Adachi-gun, Fukushima Prefecture is noted as silk producing district. The inhabitants are hard-working farmers and their record of rice delivery is exemplary. This district is especially abounds in silica and other mineral resourses as well as forest products. But they are virtually untapped owing to the lack of means of transportation. It is requested to extend the Government bus service from Kawamata, an important junction on the Fukushima-Namie line, to Nihonmatsu.

2. Reason for Adoption of the Petition:

In order to insure and strengthen transportation facilities in this district for the benefit of transporting local agricultural and forest products, it was found appropriate to consider the advisability of extending the subject bus line after taking into consideration the relation with the existing private enterprisers and the materials and costs involved. The Committee therefore decided to recommend the Houses to adopt the petition.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for Constructing Railways Between Imaichi and Tajima (Petitioners Yasumasa Kumagai, Head of Imaichi-machi, Kamitsuga-gun, Tochigi Prefecture, and 17 others) (Introduced by Mr. Den Takase and 3 others) (No. 1015)

1. Main Points and Object of the Petition:

The railway between Imaichi-machi, Tochigi Prefecture, and Tajima-machi, Fukushima Prefecture, is a line connecting Southern Japan and Northern Japan, and, if constructed, it would facilitate development of abundant forest resources in Aizu and Miyorikuri-yama district, and transportation of charcoals produced locally and rice produced in Niigata and Tohoku districts. As the line would run across scenic, hot-spring district in the Nikko National Park, it would contribute to tourist trade in Japan. The construction of this line was approved some time ago, but owing to the war it has not been materialized. It is requested to construct the line as soon as possible.

2. Reasons for Adoption of the Petition:

It was found appropriate to consider the advisability of constructing railway line in the district concerned as soon as possible, if the materials and costs involved would permit such project, in order to develop local industries. The Committee decided to recommend the House to adopt the petition.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Operating Government Bus Service Between Mito and Namizaki and Between Kashima and Sawara (Petitioners: Hideo Kawakami, Head of Isehama-machi, Higashi-Ibaragi-gun, Ibaragi Prefecture, and 149 others) (Introduced by Mr. Shingaro Hanashi) (No. 1016)

The same as Petition No. 892.

Report on Petition for Operating Government Bus Service Between Hiyoshi and Susaki. (Petitioners: Mr. Kunijiro Nishiuchi, Head of Susaki-machi, Takaoka-gun, Kochi Prefecture, and 5 others.) (Introduced by Mr. Masakichi Itani and 4 others.) (No. 1012)

1. Main Points and Object of the Petition:

Prefectural road, Uwajima-Susaki route, is the shortest cut from south Iyo to Kochi City. At present, privately operated bus service is running between Susaki and Yusuhara on this route. Owing to the frequent break-down of buses, travel of general public and public officials and communications are badly affected. In order to transport forest and other products stockpiled along the route, and to develop culture, it is requested to operate Government bus service between Hiyoshimura, Ehime Prefecture, and Susaki-machi, Kochi Prefecture.

2. Reasons for Adoption of the Petition:

In order to facilitate transportation of forest products along the route and to benefit the local inhabitants, it was found appropriate to consider the advisability of operating Government bus service after taking into consideration the relation with the existing private enterprisers and the materials and costs involved. The Committee, therefore, decided to recommend the House to adopt the petition.

Further it is deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Granting Free Pass to Prefectural Assemblymen on Railways in their Jurisdiction. (Petitioner: Shutaro Bando, Chairman of the Hokkaido Assembly.) (Introduced by Mr. Katsujiro Nagai and One Other) (No. 1041)

1. Main Points and Object of the Petitoin:

At present Prefectural Assemblies are busily engaged in study and research of foodstuff and fuel conditions, transportation of building materials, reclamation projects. development of Hokkaido, operation of administration etc. In order to facilitate the development of local autonomy, it is requested to grant free passes to the Prefectural Assemblymen on the railways in their jurisdiction.

2. Reasons for Adoption of the Petitoin:

It was found appropriate to consider some measures to facilitate railway travel of Prefectural Assemblymen discharging their duties, and the Committee decided to recommend the House to adopt the petitoin.

Further it is deemed proper to forward it to the Cabinet after its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening Government Bus Service Between Ego and Usunoura. (Petitioner: Mr. Tokuji Yoshimura, Chief of Shikamachi Town, Kitamatsuura-gun, Nagasaki-ken and Seven Others.) (Introduced by Mr. Tokutaro Kitamura and Two Others.) (No. 1043)

1. Main Points and Object of the Petition:

Shika-machi, and Kosasa-machi, Kitamatsuura-gun, Nagasaki-ken have both the leading fishing grounds in the prefecture. Furthermore as they are bituminous coal producing districts indispensable to iron-manufacturing, the number of employes in coal industries and their families living there is 20,226, in addition to many students who receive a middle school education. However, under the existing transportation facilities, even local industrial development is hard to realize. Hence the petition pleads for the opening of a State-managed bus service from Ego station to Usunoura station through Shikamachi and Kosasa and also for the enforcement of repair works of a special road for this purpose.

2. Reason for Adoption of the Petition:

In order to promote local transportation facilities, investigations should be made into actual conditions on the spot and after due consideration to the conditoins of roads and the possible effects upon the existing bus service under private management, study should be made on the proposed enterprise of bus service, naturally counting materials and budgets in this connection. Recognizing that local transportation power should be increased, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the Petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening a Government Bus Service between Himeji and Wakasakura. (Petitioner: Mr. Tokushiro Kishihara, Yamazaki-machi, Shiso-gun, Hyogo-ken.) (Introduced by Mr. Tsukasa Ogami.) (No. 1050)

1. Main Points and Object of the Petitoin:

Shiso province of Hyogo Prefecture has 65,000 chobu of forests in its total area of 46 square ri and produces timber of 800,000 cubic feet annually. There is also great timberland of the Ministry of Agriculture and Forestry, but at present as transportation facilities, there are only seventy trucks in operation under the management of the Shiso Truck Company and a bus service run under private management, in addition to private trucks operated by the producers in spite of deficits, thus hampering the transportation of forest products and local cultural development. Hence the petition pleads for opening a Government bus service from Himeji-shi to Wakazakura-machi through Harima and Shingu taking advantage of the opportunity of sale of trucks by the Occupation Army.

2. Reason for Adoption of the Petition:

The road in question is an important Sanyo and Sanin districts. In order to develop forest resources, the proposed bus service should be carried out promptly, after due consideration given to the conditions of roads and the existing private bus service. Recognizing that local transportation power should be increased, the Committee decided that the petition should be referred to a meeting of the House for adoption.

Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee,

Report on Petition ffor Accelerating the Electrification Program of the Railway between Kofu and Shiojiri, between Shiojiri and Nagoya, and between Shiojiri and Nagano. (Petitioner: Mr. Masaki Aoki, Head of Shimosuwa Town, Suwa-gun, Nagano-ken and Six Others.) (Introduced by Mr. Koshihichi Masuda.) (No. 1052)

1. Main Points and Object of the Petition:

Those parts of the Chuo Line between Kofu and Shiojiri, between Shiojiri and Nagoya and the part of the Shionoi Line between Shiojiri and Nagona are marked by one of the sharpest gradients in our country. From the viewpoint of economizing the consumption of coal, and of making up the insufficiency of transportation power due to low-grade coal, and also from the viewpoints of the prevention of tunnel accidents such as suffocation and of promotion of tourist industry, the proposed petition pleads for the earliest possible electrification of the above three parts of the said Lines.

2. Reason for Adoption of the Petition:

As the lines in question are all important ones marked by sharp gradients and numerous tunnels in a mountainous district, their electrification is of urgent necessity in order to save the consumption of coal and to increase transportation power. The Committee, therefore, decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the Petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of Ube-East Line to the Area of Miyano in Yamaguchi-shi. (Petitioners: Sakusuke Nakayama, No. 2364 Kami Unorei, Yamaguchi-ken, and one other.) (Introduced by Mr. Katsuichi Nakajima and 2 others.) (No. 1055.)

1. Main Point and Object of Petition:

The Ube-East line which runs through Ube-shi, Yamaguchi-shi and other places is intended exclusively for electric cars, and with the growth of Yamaguchi-shi, the workers, students and local inhabitants utilizing this line have been increasing in number. It is, therefore, desired that the line be promptly extended to the midway point between Miyano stop and Niho stop of Yamaguchi line, and at the same time an intermediate stop be opened between each of the existing stops over the section Ogori to Niho of Yamaguchi line.

2. Reason for Decision of Petition:

In view of the existing condition of transportation, Committee deems it necessary that proper measures be taken to facilitate the communication in this locality after investigating the actual condition, and has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated, December, 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Electrification of Hisatsu Railway Line. (Petitioners: Saburo Sakurai, Governor Kumamoto-ken, and 78 others.) (Introduced by Mr. An Yoshida and 9 others.) (No. 1056)

1. Main Point and Object of Petition:

Hisatsu Railroad line branching off from Yatsushiro Station of Kagoshima Main Line to reach Haito, Kagoshima ken, is the sole means of the industrial transportation, which, passing through important zone of forestal products. connect Kumamoto, Kagoshima and Miyazaki with market cities. Running over the shortest cut, the line makes one of the trunk lines of Southern Kyushu, but its sharp grade,—the line is one of the sharpest graded lines in Japan—makes greater consumption of coal unavoidable, and its tunnels numbering over fifty makes the journey detrimental to health. These circumstances are impeding the development of the area covered by the line, despite its congenial climatic conditions. It is, therefore, desired that the electrification of the said line be carried out.

2. Reason for Decision on Petition:

In view of the existing situation with coal, and with a view to increasing the transportation capacity and the rationalization of the operation of the Government Railways, the Committee deems it proper that consideration be given to the electrification of the Hisatsu line, which is one of the most important line in Southern Kyushu, and covers a special section obstructed by tunnels and sharp grades, with due regards to the source of electric power and material. It has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Restoration of the Jomo Electric Sekiguchi, Mayor, Maebashi-Car Line. (Petitioners: Shikoshi, and 9 others.) (Introduced by Mr. Kyobei Suzuki and one other.) (No. 1060.)

1. Main Point and Object of Petition:

The Jomo Electric Car line has been playing an important role in developing industries and elevating culture in Gumma-ken, and the local inhabitants depended on this line for their economic activities and their daily trip to and from the place of work or school. In September last year, however, a typhoon and flood swept away bridges on the Arato River and the Kasukawa River breaking culverts and washed away the ground from the said tracks tearing them in pieces. It is, therefore, desired that measures be taken to restore the said line providing for necessary funds and materials.

2. Reason for Decision on Petition:

In view of the importance of the said line and the degree of the damages done, the Committee deems it necessary that measure be taken to restore it promptly, and has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speedy Construction of Railroad between Ito and Shimoda. (Petitioners: Manzo Kada, Chairman, Town and Village Association of Kamo-gun, Shidzuoka-ken, and one other.) (Introduced by Mr. Yuji Komatsu.) (No. 1061.)

1. Main Point and Object of Petition:

The construction of railway between Ito, Shidzuoka-ken and Shimoda has been planned for and preliminary surveys have been made on several different occasions, but the project was held in abeyance during the war. The said line, however, will play a most important role not only in facilitating the transportation but in developing the industries in this area which is expected to make an excellent tourist resort as a national park. It is, therefore, desire that the said line be promptly constructed.

2. Reason for Decision on Petition:

With a view to facilitating the development of local industries, etc., the Committee deems it proper that consideration be given to the project of constructing railroad between the section mentioned in the petition with due regard to materials and budgetary measures, and has, therefore decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speedy Completion of Oita Line. (Petitioners: Isoichi Misawa, Mayor, Shiojiri-machi, Higashi-

Chikuma-gun, Nagano-kan, and one other.) (Introduced by Kineshichi Masuda.) (No. 1065)

1. Main Point and Object of Petition:

An appropriation has been made in this year's Budget of the Transportation Ministry for the completion of Oita Line, but the work has not been started yet. The unfinished section of the line is only 17 kilometers in length; tunnels have been bored through and the bases of bridges have been laid; only rails are to be laid to complete the work. The line, on its completion, will link the Pacific seaboard of Japan to the Japan sea coast via the shortest route and its expected to play an important role in facilitating the movement of freight and passengers and in exploring forestal and mineral resources of the area along the line, as well as in promoting tourist industry. It is, therefore, desired that the said line be promptly brought to completion.

2. Reason for Decision on Petition:

With a view to systematizing the transportation routes and to facilitating the development of resources, the Committee deems it necessary that measures be taken to complete the construction of the line under petition with due regards to materials and budgetary measures. It was, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Electrification of Sanin Line. (Petitioner: Hachio Minami, Vice-Governor, Tottori-ken.) (Introduced by Juo Hori.) (No. 1072.)

1. Main Point and Object of Petition:

Tottori-ken has been making efforts to promote tourist industries with its scenic beauty, noted attractions, historic sites and hot-springs as its background, and also to advance local industries by making the best use of its rich resources. But the tunnels which are many on Sanin Line are impeding the development of tourist and other local industries making the train journey highly unpleasant to passengers. It is, therefore, desired that electrification of the Sanin Line be promptly carried out.

2. Reason for Decision on Petition:

With a view to increasing the transportation capacity of Sanin Line, an important trunk line with many tunnels, and in order to save on coal in view of the existing situation, and further to rationalize the operation of the Government Railways, the Committee deems it proper that measures be taken to electrify the said line with due consideration on the source of power, the necessary budgetary measures and material. It has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Extension of Train Operation of Joso Railroads to Matsudo Station. (Petitioner: Takeo Terakado, Mayor, Suikaido-machi, Yuki-gun, Ibaragi-ken.) (Introduced by Mr. Jusaku Kikuchi.) (No. 1075.)

1. Main Point and Object of Petition:

Since the close of the war, the traffic between the Joso line area and Tokyo has been steadily increasing, and the congestion at Torite Station of Joban line where connection is made to Joso line is almost undescribable and at times proved fatal, taking toll of human lives. It is, therefore, desired that the operation of the train starting from Shimodate Station of the said Railroads be extended to Matsudo Station on electrified section of the Joban line.

2. Reason for Decision on Petition:

Committee deems it necessary that proper measures be considered to alleviate the conjection of passenger traffic, and has, therefore, decided to commend the petition to the House's adoption. It is also deemed proper that the petition be forwarded to the Cabinet on its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Electrization of Railway Lines Between Jin-machi and Yonezawa and Between Sendai and Yamagata (Petitioner: Michio Murayama and Three Others) (Introduced by Mr. Saburo Unno) (No. 1,081)

1. Main Points and Object of the Petition:

If electrification be completed of the railway between Jin-machi on the Ou Trunk Line and Yonezawa, the transport capacity between Fukushima and Yonezawa, where electrification is already completed, will be considerably increased, while the length of the transport line from Shinjo and any place north of Shinjo to the Metropolis will be reduced by about 95 kilometers. Again, if electrification be completed of the railway line between Sendai on the Senzan Line and Yamagata, we may increase the transport capacity between Yamagata Prefecture, as a rice growing center, and the Metropolis because we may save much time which is being required at present in changing the locomotives at either Sendai or Yamagata. In other words, the electrification of the railway lines over the two sections stated above will accelerate the interchange of necessary materials between different places in the adjoining district, and facilitate the development of material resources and increase the productive power in the said district. It is desired, therefore, the electrification of the railway lines over the two sections in question be quickly executed.

2. Reason for Adoption of the Petition:

The sections stated in the present petition is an important section on the Ou Trunk Line. In order to increase the transport capacity and economize the consumption of coal in consideration of the present circumstances concerning the supply and demand of coal in our country and thereby effect the rationalization of the management of the state owned railways, it is deemed proper that the electrification of the railway lines over those sections be graduall electrified in consideration of the availability of electric resources, materials and expenditure. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present Petition, when adopted by this House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speedy Installation of a Railway Line between Aomori and Kanita (Petitioner: Mr. Senosuke Yamaguchi, Headman of Okudamura, Higashi Tsugaru-gun, Aomori-ken) (Introduced by Mr. Iwao Yamazaki) (No. 1,090)

1. Main Points and Object of the Petition:

The construction of the railway line between Aomori and Kanita on the Loop Line of Tsugaru was completed in 1943. All arrangements for running the trains on the said section, however, were suddenly removed in 1944 just before the commencement of its operation. A little later on, the construction of the railway line in question was resumed, but with no satisfactory result, and there is no knowing when it may be completed. The completion of the railway line over the said section, however, has great bearings on the transportation and communication in Tsugaru Peninsula. It is, therefore, desired that the restoration of the railway line over the section in question should be completed in the fiscal year 1947-48.

2. Reason for Adoption of the Petition:

For promotion of local facilities of traffic and communication, it is deemed proper that the railway line in question should be quickly completed in accordance with the availability of materials and expenditure.

This Committee, therefore, has decided that the present petition be deliberated and adopted at a meeting of the Petition: Further it is deemed proper that the present petition, when adopted by this House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Commencement of Bus Service Under National Management. (Petitioner: Kofu Ariga, Mayor of Yaotsu-machi, Kamo-gun, Gifu-ken) and 1,909 others) (Introduced by Mr. Yoshiro Ando) (No. 1.121)

1. Main Points and Object of the Petition:

The Kamo District extended from Yaotsu-machi of East Mino Province to Unuma in the upper reaches of the Kiso River is practically isolated from all modern means of communication. The hinterland of the said district, however, is a big treasure house full of natural products, including lumber, ores, and various farm products, which are giving rise to the development of various industries concerned. It is, therefore, desired that service under national management be commenced between Yaotsu Unuma.

2. Reason for Adoption of the Petition:

For the development of local industries, it is deemed proper that measures to maintain and increase the automobile transport capacity in the said district, including the commencement of bus service under the management of the transportation Ministry, be taken in consideration of the possible relations between the national bus service to be started, or any means to be taken for the purpose mentioned above, and the interest of the existing private bus service companies, as well as in keeping with the availability of the materials and expenditure. This Committee has decided that the present petition be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Commencement of National Bus Service between Ota to Mizunami Via Mikasa, and Tokitsu (Petitioner: Tokusaburo Chiku, Mayor of Mikasa-machi, Kanigun, Gifu-ken and 947 Others) (Introduced by Mr. Yoshiro Ando) (No. 1,122).

1. Main Points and Object of the Petition:

The route running from Ota-machi, Kamo-gun, Gifu-ken, to Mizunami-machi, Tokitsu-gun, via Mikasa-machi, Kanigun, and Tokutsu-machi, Tokitsu-gun, via Mikasa-machi, Kanigun, and Tokutsu-machi, Toki-gun is known from old days as the Nakasendo (or Central Route). The district in question is an important coal mining area, besides being known as a producing center of lumber, fire-wood, charcoal, and china ware. There are in the district many government and public offices, schools, and many scenic spots and places of historical interest. The district, however is wanting in any up-to-date means of communication. It is, therefore, desired that bus service under the national management be commenced over the route mentioned above.

2. Reason for Adoption of the Petition:

For the development of local industries, it is deemed proper that measures be taken to maintain and increase the automobile transport capacity in the said district, including the commencement of national bus service, in consideration of the possible relations between the government bus service to be commenced and the interests of the private bus service companies in existence, as well as in accordance with the availability of materials and expenditure. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present petition, when adopted by the House, should be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Commencement of Bus Service Under National Management Between Yanai and Iwakuni (Petitioner: Gen-ichi Nakamoto and Eight Others) (Introduced by Mr. Michisuke Morita and Two Others) (No. 1,128)

1. Main Points and Object of the Petition:

The district along the route running from Yanai Station on the Sanyo Trunk Line to Kuge Station on the Iwatoku Line via Irikumura and Sofu-mura, and extended therefrom as far as Iwakuni Station via Minami-kawachi-mura, Kita-kawachi-mura, and Fujikawa-mura may be compared to a big treasure house, because it produced substantial quantities of rice, wheat and lumber. In consideration of these circumstances and taking into account the fact that Iwakuni Port has been designated as an open port, it is desirable that bus service be quickly commenced on the said route which is made of an excellent road with a width of six meters.

2. Reason for Adoption of the Petition:

For the development of local industries, it is deemed proper that adequate measures, such as the commencement of bus service under the management of the Transportation Ministry, be taken to maintain and increase the automobile transport capacity in consideration of the possible relations between the national bus service to be started and the bus service now being operated by private companies as well as in keeping with the availability of materials and expenditures. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of the House. Further it is deemed proper that the present petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Installation of a Railway Line between Yamakita and Fuji-Yoshida (Petitioners: Tamegoro Hara, at No. 54, Hanzawa, Ninami-Ashigara-machi, Ashigarakami-gun, Kanagawa-ken, and 57 Others) (Introduced by Mr. Choji Takahashi and Two Others) (No. 1,141)

1. Main Points and Object of the Petition:

The installation of the railway line stated above will greatly facilitate the traffic and communication between the two prefectures of Kanagawa and Yamanashi, and promote the development of forestry resources and hasten up the improvement of the land, while making easier the transportation of the products of the area involved. Moreover, it will accelerate the development of the tourists industry, because the area in question belongs to Mt. Fuji National Park. All things considered, it may be said that the installation will facilitate Japan's economic rehabilitation in a measure. It is, therefore, desirable that the railway line between Yamakita Station on the Gotenba Line and Fuji-Yoshida Station of the Fuji-Sanroku (Foot of Mt. Fuji) Railway be quickly installed.

2. Reason for Adoption of the Petition:

For the development of local industries, it is deemed proper that the railway line over the section in question be quickly installed after investigating the actual circumstances of the area concerned. This Committee therefore, has decided that the present petition be deliberated and adopted at a meeting of the House. Further it is deemed proper that the petition, when adopted by the House, be forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Having Electric Works of the Government Railways to Private Electric Companies at Large (Petitioner: Yasuyemon Oku of the Government Railways Electric Works Cooperative Association and Nine Others) (Introduced by Mr. Einosuke Mayeda and Two Others) (No, 1,146)

1. Main Points and Object of the Petition:

The electric works of the Government railways were, during the late war, placed under the monopoly of the Railways Electric Industry Co., Ltd., and ever since remain under the monopoly of the said company. This is considerably injuring the interest of private electric industry companies at large, while giving to the abuse of national expenditure. The maintenance of such irregular system as stated above will inflict heavy losses not only on the electric industry companies at large, but also on the citizens in general. It is, therefore, desired that the electric works of the Government Railways be open to all private electric companies.

2. Reason for Adoption of the Petition:

In consideration of the Present circumstances, it is deemed proper that the electric works of the Government Railways be opened to all private electric industry companies. This Committee, therefore, has decided that the present petition should be deliberated and adopted at a meeting of this House. Further it is deemed proper that the present petition, when adopted by this House, he forwarded to the Cabinet.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Inauguration of a State-managed Bus Service between Oki and Toyokoro. (Petitioners: Mr. Gisuke Sato, of Toyokoro-mura, Nakagawa-gun, Hokkaido, and one other.) (Introduced by Mr. Sadasuke Takakura.) (No. 1,176)

1. Main Points and Object of the Petition:

The route running from Toyokoro-mura, Nagakawa-gun, Hokkaido, to Oki-mura, Hiroo-gun, constitutes a major trunk line, which covers the three "treasure houses" of the South Tokachi district, namely, Toyokoro-mura, Otsu-mura and Oki-mura and which directly connects those three villages with Hiroo, the leading port in the whole Tokachi district. Therefore, the full development of this rich Tokachi district is made possible only when the above-referred trunk route is utilized by means of bus service, and pending the operation of this transport means as it is now, it is impossible to expect the full utilization of those bountiful production resources lying unexploited over the entire regions along its route. Accordingly, it is proposed that a State-managed bus service be inaugurated promptly on this route.

2. Reasons for Adoption of the Petition:

Recognizing it proper to give due consideration toward carrying out the above-mentioned bus service under the management of the Ministry of Transportation, taking into account such matters as road conditions, materials and an estimate budget required so as to facilitate the development of the South Tokachi district, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Railway Construction between Naganobara and Tsumakoi. (Petitioners: Jitaro Kuroiwa; Headman of Tsumakoi-mura, Azuma-gun, Gumma Prefecture.) (Introduced by Mr. Yasuhiro Nagasone and another member.) (No. 118)

1. Main Points and Object of the Petition:

South Azuma-gun, Gumma Prefecture annually produce a few million tons of timber, mineral and agricultural products. And timber, fuel and highland vegetables are produced annually 30,000, 20,000 and 30,000 tons respectively at Naganobara-machi, Tsumakoi-mura, and Kusatsu-mura in the same Gun.

These products are forwarded via Naganobara station by the Sokei Tram-car Railway and the National Bus, but the traffic capacity of the Sokei Line is very low with the result that, even goods from the neighbourhood are piled up at the stations on the line. As for the national bus, the cars are worn out and the roads rough and it's traffic capacity is poor.

Therefore, it is applied that railway be quickly constructed between Naganobara station and Tsumakoi-mura.

2. Reason for Adoption of the Petition:

In order to promote traffic facilities for timber and minerals along the line, it is admitted proper to consider on the railway construction between the above-mentioned points. Therefore, the Committee has decided to submit the present petition to a meeting at the House for adoption.

Further, it is deemed proper that the petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for opening National Bus Service between Takarabe and Furue. (Petitioner: Masanori Yano, Iwakawa-machi, Soo-gun, Kagoshima Prefecture.) (Introduced by Mr. Iku Maeda.) (No. 1,210)

1. Main Points and Object of the Petition:

Soo-gun, Kagoshima Prefecture has a vast arable land and many forests with abundant natural products and is a great treasure house in Southern Japan, but owing to the defective traffic, development thereof is not fully attained. Therefore, it is petitioned that a national bus service be opened along the shortest distance connecting Takarabe, Sueyoshi, Iwakawa and Shikaya, which form a great vertical artery in the central part of Osumi Peninsula.

2. Reason for Adoption of the Petition:

For the purpose of developing the industries in Osumi district, it is admitted proper to maintain and strengthen the local automobile traffic capacity by taking into consideration the road condition, materials and the Budget.

Therefore, the Committee has decided to submit the present petition to a meeting at the House for adoption.

Further, it is deemed proper that the petition be forwarded to the Cabinet when be adopted by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on the Petition Concerning the Transfer of the Ex-Miyagi Prefecture Electric Railway. (Petitioner: Umezo Nakamura, President of the Miyagi Electric Railway Co., Ltd., No. 25, Akibori-cho, Sendai City.) (Introduced by Mr. Ichiro Shoji.) (No. 1,215)

1. Main Points and Object of the Petition:

The Ex-Miyagi Electric Railway was bought up by the Government as a war-time measure for transportation during the war and since then it has been operated by the Government under the designation of State Railway, Sendai Line. Since the original purpose to operate it under the Government management has ceased to exist on account of the termination of war, it is deemed appropriate to place it under the private management so as to enable it to operate the said railway as a local private railway in conformity with the actual situation of that locality. Accordingly, it is therefore, petitioned that the Ex-Miyagi Electric Railway be transferred to the Private enterprizers as desired by the inhabitants along the said railway line.

2. Reasons for Adopion of the Petition:

The railway in question has successfully achieved an anticipated result as a segment of the State Railway for several years, and is still contributing much to the transportation of our country. Accordingly, it is deemed appropriate that the proposed transfer of the said railway be studied in accordance with the over all planning of the State Railway as a whole, from the viewpoint of the increased transportation capacity, weighing the political and economic situations of the post war days. Therefore, the Committee has decided to adopt the petition and submit the same to the decision of the House.

Further it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition Concerning the Expediting of the Electrification of the Railway between Chiba and Naruto. (Petitioners: Go Nose Higashikane-machi, Sambu-gun, Chiba-ken and 12 others.) (No. 1,218)

1. Main Points and Object of the Petition:

As Boso area including the Kujukuri plain where the spacious farming fields and large fishing grounds are found, is adjacent to the Metropolis and is not only forming a source of supply of the agricultural and aquatic products to it, but is blessed with many sight seeing spots enjoying a mild climate, so many important satelite cities and towns have developed in that area along with the gradual increase of population. So far as the transportation facilities are concerned, however, the area in question is far left behind the time, except the Railway line between Ochanomizu and Chiba which has been already electrified. Such being the case, the abundant natural resources as well as the favorable geographical benefits are as yet to be utilized. It is, therefore, petitioned that the railway between Chiba and Naruto via Oami be immediately electrified.

2. Reasons for Adoption of the Petition:

In view of the actual situation of the transportation in the area in question, and of the urgent need of the increased transportation capacity and the situation of our coal production, it is deemed proper that the railway in question should be electrified in order to economize the consumption of coal and realize the rationalization of States Railway management, by taking the relevant problems such as electric power capacity, materials available and the Budget esti-

mates into consideration. Therefore, the Committee has decided to adopt the petition and submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Establishment of a Station at Hanami, Higashikawate-mura. (Petitioner: Tojiro Uchikawa, Headman of Higashikawate-mura, Higashichikuma-gun, Nagano Prefecture.) (Introduced by Mr. Kineshichi Masuda.) (No. 1,220)

1. Main Points and Object of the Petition:

Hanami, Higashikawate Village, Higashichikuma County, Nagano Prefecture is situated at half of 9.7 kilometers between Akishina and Nishijo Stations of the Shinoi Line. The daily utilizers of railway there where 6 villages and 40 tribes are concerned, must walk 2 or 3 ri to get a station. Moreover, they feel great inconvenience in conveying of charcoal, firewood, coal, wheat, cereals, raw cocoon and other various materials from there. It is, therefore, petitioned that a station should be established at the said place as soon as possible.

2. Reason for Adoption of the Petition:

Recognizing it proper to take a step to establish a station at the proposed place with good reference to the geographical investigation in order to facilitate the transportation of passengers and freights, the Committee has decided to adopt the Petition and to submit the same to the decision of the House.

Dated Dec. 8, 1947.

Reported by,

Chairman of the Transportation Committee.

Report on Petition for the Establishment of a Railway Station at Yayoi, Mikasa-machi. (Petitioner: Sohichi Sato, Aza Mikasa-machi, Sorachi-gun, Hokkaido.) (Introduced by Mr. Haruo Okada) (No. 1,231)

1. Main Points and Object of the Petition:

Aza-yayoi, Mikasa-town, Sorachi-county, Hokkaido, is a great town, which has made a development, with Yayoi Mine as its center; being situated between Ikushunbetsu Station and Karamatsu Station, its inhabitants numbering 10,000 are in utter distress due to the traffic condition. Moreover, their difficulties have become more intense as a result of the fire of Ikushunbetsu this year. It is, therefore, petitioned that a station should be established at Yayoi as soon as possible.

2. Reason for the Adoption of the Petition:

Recognizing it proper to consider establishment of a station at the said place with the view to promote the good of the provincial people, the Committee has decided to accept the Petition and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for operation of Government's bus traffic between Sawara and Yamakura (Petitioners: Ishige, Isao, Yamakura-mura, Katori-gun, Chiba Prefecture, and 19 others.) (Introduced by Mr. Ryutaro, Terajima.) (No. 1,242)

1. Main points and object of the Petition:

Bus traffic between Sawara and Naruto, Chiba Prefecture was opened in March, 1947, from Sawara to Tako, owing to the earnest endeavor and cooperation of the authorities concerned and the people in 8 the district concerned. At that time, a branch line connecting Kuriminamoto, Yamakura and Tokiwa with the main traffic line was contemplated as an accessory enterprise, but remained unrealized. It is, therefore, requested that a Government's bus traffic line be immediately opened between Yamakura to Sawara.

2. Reasons for adoption of the Petition:

Deeming it appropriate that the operation of Government's bus traffic should be considered as early as possible with a view to promotion of transportation facility in the district, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Promotion of the Opening of the Whole Line of Kamaishi to Passenger's Traffic. (Petitioner: Sawada, Gonzaemon, Mayor of Kamaishi City, and 7,500 others.) (Introduced by Mr. Kenjiro, Shige, and 7 other members.) (No. 1,246)

1. Main points and object of the Petition:

The west branch line which goes from Hanamaki on the Tohoku main line to Kashiwagihira and the east branch line which goes from Rikuchu-Ohashi to Kamaishi has already been opened, but an intervening line which connects the east with the west line is still unfinished. The part of the line from Kashiwakihira to Tono is, however, almost finished in primary engineering work and it will be completed only by laying down of rail. It is, therefore, a line between Tono and Ohashi that is still really unfinished. Generally speaking, this line which connects the central part of the prefecture and the coastal area will greatly contribute to the smooth circulation of land and marine products and to the economical and cultural development of the district. It is, therefore, requested that the whole line would immediately be opened to traffic.

2. Reasons for adoption of the Petition:

Deeming it necessary that it should be realized as soon as possible, in view of the importance of the line in point of local development such as the smooth circulation of land and marine products, due regard being paid to the materials and the amount of expenditures needed for it, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Operation of Bus Traffic by the Government between Inukai and Saeki Station. (Petitioners: Yano, Tatsuo, Mayor of Saeki City, and 10 others.) (Introduced by Mr. Tokio Umebayashi.) (No. 1,250)

1. Main points and object of the Petition:

The road about 50 kilometers distant between Inukai station on the Hohi line, Oita Prefecture, and Saeki station on the Nippo line is designated as part of the State Road No. 36, and the traffic on it is easy by any type of cars. There is only one privately managed bus company which operates a car once a day for passenger's traffic between the area about 20 kilometers distant from Inukai station to Kawanobori-mura, Ono-gun. Moreover, owing to frequent damages, suspension of the bus traffic is prolonged more than a month which causes a great inconvenience to the inhabitants along the area. It is, therefore, requested that bus traffic would be early operated by the Government between Inukai and Saeki Station.

2. Reasons for adoption of the Petition:

Deeming it appropriate that transportation by motor-car in the district should be secured and strengthened by studying the operation of motor-car traffic by the Government with a view to promotion of local transportation facilities, due regarded being paid to the relations with the existing private enterprises and the materials and appropriations necessary for its operation, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Construction of Railway between Tomamae and Takinoue. (Petitioners: Nakaya, Kinjiro, headman of Shibetsu, Kamikawa-gun, Hokkaido and 9 others.) (Introduced by Mr. Kotaro Banto.) (No. 1,259)

1. Main points and object of the Petition:

The railway which traverses Hokkaido from east to west sea, starting from Shibetsu station, Teshio-kuni, as a central point, and going westward through Onnebetsu-mura, Kawakami-gun and Soeushinai, Horokanai-mura, Ishikari-kuni to Tomamae station, Tomamae-gun, and going eastward through Kami Shibetsu-mura, Kamikawa-gun and passing Takinoue Station, Monbetsu-gun, as far as Kami-Nagisa-suberi station and Nagisa-suberi station, the construction of that railway and its completion will be very important for the development of great forests as large as hundred and several ten thousand Chobu along the line, vast farm-lands and fishery grounds as well as for the transportation of their produce and abundant supply of mineral and aquatic products. It is, therefore, requested that the early construction of the railway be carried out.

2. Reasons for adoption of the Petition:

Deeming it appropriate that it should be considered with a view to local development, taking into account the materials and the amount of expenditures needed for it, the Committee has decided that the Petition shall be submitted to and adopted in the session of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Promotion of Higashi Shiojiri Signal Station to a General Station (Petitioner: Ajisawa, Isoichi, headman of Shiojiri-machi, Higashi Chikuma-gun, Nagano Prefecture, and 7 others.) (Introduced by Mr. Kogoshichi Masuda.) (No. 1,260)

1. Main Points and Object of the Petition:

There are many production plants scattered around the signal station of Higashi Shiojiri on the Central Line of the railway, and there are, besides the employes who travel daily to the factories, many other people who go to school at Shiojiri and Matsumoto. The present situation is that they have to go on foot or ride on trucks as far as Shiojiri which is about 5 kilometers distant. It is, therefore, requested that the said signal station be raised to the position of a general station.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that it should be considered with a view to promotion of local transportation facilities, the Committee has decided that the Petition shall be submitted to and adopted in the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,

Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening the Whole line of Oito to Traffic. (Petitioners: Furuya, Masanori, Chairman of the Chamber of Commerce and Industry, Shiojiri-machi, Higashi Chikuma-gun, Nagano Prefecture, and 6 others.) (Introduced by Mr. Kogoshichi, Masuda.) (No. 1261)

1. Main Points and Object of the Petition:

Although appropriations for opening the whole line of Oito to traffic are estimated in the budget of 1947 of the Ministry of Transportation, the work on it is not still under way. The part of line which is closed to traffic is only 17 kilometers long. Moreover, the tunnel has already been opened and the bridges have been finished in construction.

2. It is all ready for laying down of rail. Generally speaking, the line which connects the outer Japan with the inner one at the shortest distance, is, if completed, important from the view point of facilitating passengers' and commodity transportation and the development of the mineral and forestry resources along the line as well as a tourist business. It is, therefore, seen that the opening of the whole line to traffic would be promoted.

2. Reasons for Adoption of the Petition:

Deeming it neeessary that it should be carried out with a view to facilitating transportation and to the development of resources, taking into account the materials and the amount of expenditures needed for it, the Committee has decided that the Petition shall be submitted to and adopted in the House. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Construction of Railway between Mizunami and Fukazawa. (Petitioners Osaki, Masutaro, Branch Office of the Tokai Lignite Distribution Corporation, Public Distribution Corporation, Asahi-machi, Tajimi City and 4 others.) (Introduced by Mr. Shunichi Hasegawa.) (No. 1263)

1. Main Points and Object of the Petition:

The area from Mizunami station on the Central Railway line, Gifu Prefecture, to Fukazawa, Hiyoshi-mura, Doki-gun, is rich in resource of lignite, and if transportation equipment and technical skill in mining be improved, it could produce double the present amount of 100,000 tons, monthly The condition of transportation which is being carried on only by trucks and carts is so restricted in capacity that the development of the resources can hardly be expected. It is, therefore, requested that the railway be constructed between the said area with a view to transportation of lignite and the development of mineral and forestry resources.

2. Reasons for Adoption of the Petition:

Deeming it appropriate that transportation by land in the district should be strengthened by studying, at the same time, the construction of railway between the area as petitioned, after investigating the actual conditions, with a view to transportation of lignite and the development of mineral and forestry resources, the Committee has decided that the Petition shall be submitted to and adopted in the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speeding up the Completion of the Kamaishi Railway Line. (Petitioned by Junpei Murakami, President of Prefectural Assembly of Iwate-ken.) (Introduced by Mr .Kenjiro Shiga and seven others.) (No. 1270)

1. Main Points and Object of the Petition:

The western section between Hanakami on the Tohoku trunk line and Kashiwagidaira and the eastern section between Ohashi, Rikuchi to Kamaishi are open to traffic. The line between Kashiwagidaira and Ohashi station is not opened. From Kashiwagidaira to Tono, the earth work has been completed and rails are to be laid down. After all, the line between Tono and Ohashi is still incomplete. As this line connects the hinterland with the coast, it contributes very much for the interchange of land and sea products and for the development of economics and culture. On that account it is requested to speed up the completion of the whole line.

2. Reasons for Adoption of the Petition:

Seeing the importance of the Kamaishi line in interchange of land and sea products and in development of localities on the line, the Committee finds it necessary to open the whole line as soon as possible taking materials, the budget, etc. into consideration and has decided that it should be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Raising of Status of Ozawa Temporary Station. (Petitioned by Shoji Abe, Oaza Ozawa, Ishiuchi-mura, Minami-Uonuma-gun, Niigata-ken.) (Introduced by Mr. Eiichi Kamiyama.) (No. 1285)

1. Main Points and Object of the Petition:

The neighboring area of Ishiuchi-mura, Minami Uonuma-gun, Niigata-ken is densely populated and Ishiuchi-mura forms a center of the collection and distribution of farm products in this district. This is the reason why Ozawa temporary station was established. Lately development is so remarkable that the station is unable to meet the requirement of the inhabitants. So the people are trying to get the station raised to an ordinary station without success. Thus the raising of the status of the station is requested.

2. Reasons for Adoption of the Petition.

Finding it necessary to raise the temporary station in question to an ordinary station for the facility of people and transportation of goods, the Committee has decided that the Petition be adopted by the House.

Further it is deemed proper to forward it to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report and Petition for the Sale of the Toyama Port Line. (Petitioned by Muneyoshi Saeki, President and Director of the Toyama Local Railway Co. (Introduce by Mr. Kyo-Kyosaku Kaji) (No. 1305)

1. Main Points and Object of the Petition:

The Toyama Port Line is a local railway developed by private operation and was nationalized during the war. Now that conditions have changed since the war, a unified operation throughout the country will bring evil effect on the development of local industry. In order to avoid evil effect and to make good its original mission, it is requested to put the railway to sale to the original operators.

2. Reasons for Adoption of the Petition:

The line in the Petition has done good service and has effected organic operation as a segment of the national railway. For its sale, the Committee finds it necessary to study political and economic after-war condition, and security and increase of traffic capacity, viewing the national railway system as a whole, and has decided that the Petition be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon his adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speeding up the Completion of the Oito Line and other Matter (Petitioned by Ko Tanaka, Headman of Toyoshima-cho, Minami Azumi-gun, Nagano-ken, and nineteen others) (Introduced by Mr. Kineshichi Masuda) (No. 1314)

1. Main Points and Object of the Petition:

Concerning the completion of the Oito line, the expenditure is appropriated in the Budget of the Transportation Ministry for this fiscal year but the work has not yet been started. But the unopened line is only 17 kilometers, the tunnels are open, and bridge supports are completed only waiting the rails to be laid down. As this line connects the front Japan with the back Japan within the shortest distance, gives facilities to passengers and is important for sightseeing the exploitation of forest resources along the line, the speeding up of the completion of the line is requested.

2. Reasons for adoption of the Petition:

For the completion of transportation system and exploitation of resources, the Committee, taking materials, the budget, etc. into consideration, finds it necessary to complete this line as soon as possible and has decided that the Petition be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Speeding up of Electric Operation of the Lines between Kofu and Shiojiri, Shiojiri and Nagoya, and Shiojiri and Nagano, and another matter. (Petitioned by Isoichi Ajisawa of Shiojiri-cho, Higashi-Chikuma-gun, Nagano-ken, and sixteen others) (Introduced by Mr. Kineshichi Masuda) (No. 1315)

1. Main Points and Object of the Petition:

The lines between Kofu and Shiojiri, Shioriji and Nagoya and Shiojiri and Nagano have a number of well-known steep inclinations and use a large amount of coal. In order to save coal, to make up lack of traffic capacity, to avoid accidents in tunnels and to give facility to sight-seeing, it is requested to open electric operation on these lines as soon as possible.

2. Reasons for Adoption of the Petition:

The lines in the Petition are all important and there are numbers of tunnels and steep inclinations. For the purpose of increasing traffic capacity, saving of coal which is now in great request and rationalizing national railway operation, the Committee, taking consideration to electric power, materials, the budget, etc. finds it necessary to consider electric operation of the lines as soon as possible and has decided that the Petition be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Establishing a Station at Masunaga, Arao City (Petitioned by Minoru Ikegami, a member of Arao City Assembly and three others) (Introduced by Mr. Itsuki Teramoto and anothers) (No. 1329)

1. Main Points and Object of the Petition:

In Arao, a new City, there are the Mitsui Mining Co. and other companies and factories and numbers of people in the south and south-east of the city are engaged in many factories in Omuda City which stands close by Arao. As these people have to walk about two ri every day, they have to take mental and physical trouble. Besides, on the site of the former Tokyo Second Arsenal, which is key to the future development of the city, some planning must be made. On that account, the establishment of a station at Masunaga is requested.

2. Reasons for Adoption of the Petition:

For the convenience of the people in the city mentioned, the Committee finds it appropriate to consider establishment of a station in the Petition upon investigation of actual condition, and has decided that the Petition be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition for the Construction of Railway between Usafu and Mikage Petitioned by Ayao Kumagai, Mayor of Muroran and another) (Introduced by Mr. Hiroshi Yamanaka and three others) (No. 1334)

1. Main Points and Object of the Petition:

On the Hebunai line which connects Iburi, Hitaka and Tokachi provinces in Hokkaido, the construction of railway was started in Hokkaido in 1937 at the west end, Usafu-mura, Yubarai-gun and the work is under way. But at the east end, Mikage-mura, Kawanishi-gun, no work has been started. On that account, it is requested that construction be started at the east end and the railway between Usafu and Mikage be completed.

2. Reasons for Adoption of the Petition:

For completion of communications system and development of local industry, the Committee finds it necessary to consider the construction of railway as soon as possible taking materials the budget, etc. into consideration, and has decided that the Petition be adopted by the House.

Further it is deemed proper that the Petition be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Raising of Objection to Changing the Name of Ajiro Station. (Petitioner: Chosaku Kukogasa, Headman of Ajiro-cho, Takata-gun, Shizuoka Prefecture, and 33 others) (Introduced by Mr. Umeichi Adachi) (No. 1339)

1. Main Points and Object of the Petition:

Ajiro Station on the Ito Line, which lies on the border between Atami City and Ajiro-cho, Takata-gun, Shizuoka, Prefecture, and at the back of which lies the fishing port of Ajiro, one of the nation's leading fishing ports, was so named to the actual convenience of local citizens who utilize the station and has been known by that traditional name for more than ten years, which has a certain touch of familiarity. Notwithstanding this, the Station has recently been renamed Minami Atami Station out of the motive to make this a sightseeing city simply for publicity's sake, but this, of course, is an attempt, which accompanies a useless waste of materials, and which seem entirely at variance with the actual local conditions. Such being the situation, it is proposed that the old

familiar name of Ajiro Station be retained.

2. Reasons for Adoption of the Petition:

Deeming it proper to retain the name of Ajiro Station judging from the its origin and an adverse effect which the renaming of the station is likely to have on its utilizers, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption.

Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Inauguration of a State-managed Bus Service between Mizusawa and Hanaizumi and between Takata and Hateyama (Petitioner: Moto Shimoiizaka, Headman of Mizusawa-cho, Isawa-gun, Iwate Prefecture, and 23 others) (Introduced by Mr. Saburo Asari and three other members) (No. 1350)

1. Main Points and Object of the Petition:

The entire regions along the route running from Mizusawa-cho, Isawa-gun, Iwate Prefecture to Hanaizumi-cho via Anetai, Kuroishi, Takazu, Sarusawa, Shibutami, Erisawa, Iwashimizu, Chikuma, Yasawa, Fujisawa, Kiumi, Hikata and Oimatsu, and along the route running from Takata-cho, Kisen-gun, to Itsukushi-cho via Kisen, Yasaku, Ohara, Shibukawa, Maikawa, Mataki, Ichinosetami, Erisawa, Nagasaka, Matsuki and Yamame, produce large quantities of various commodities. On the other hand, the ferry-boat service plying between Ichinoseki and Morioka is the sole means of communications available today —a cause which is hampering the clearance of commodities and economic and cultural progress. This being the situation, it is desired that a State-managed bus service be inaugurated on those two routes.

2. Reasons for Adoption of the Petition:

In order to facilitate the development of local industries, it is desired that due consideration be given to assuring greater traffic volume in those regions through the proposed operation of the above-mentioned bus service under the management of the Ministry of Transportation while taking into account the position of local transport operators and such matters as road conditions, materials and an estimate budget. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption.

Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated, Dec. 3, 1947.
Reported by,
Kiyoshi Masaki,
Chairman, Transportation Committee.

Report on Petition concerning the Building of a Railway between Nakagome and Takasaki. (Petitioner Hajime Kobayashi, Headman of Nakakome-cho Minami Sakuma-gun, Nagano Prefecture, and 31 others) (Introduced by Mr. Ichitaro Ide and two other Members) (No. 1361)

1. Main Points and Object of the Petition:

With the ruling gradient of the trying Usui Tunnel being one in 15, the Shinetsu Line is not suitable to the busy traffic as it is today. Especially the tunnel itself has so periously got decayed that it is in a very dangerous situation. In contrast to this, the route which connects Nakagome Station of Nagano Prefecture with Takasaki Station via the Uchiyama Pass and the entire regions along which are rich in forestry resources to say nothing of cocoon production and full of ideal hiking courses, is the sole short-cut connecting Sakuma-gun of Nagano Prefecture with Gumma Prefecture. Such being the situation, it is proposed that a railway be laid between Nakagome and Takasaki, with a view to facilitating the clearance of over-freight at Usui and the transportation of local products.

2. Reasons for Adoption of the Petition:

Deeming it proper to give due consideration to the materialization of the proposed railway building project as well as to the improvement of the tracks on the Shinetsu Line so as to break the traffic bottleneck over the Usui Pass and facilitate the clearance of local commodtiies, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption.

Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Construction of a Railway between Kushiro and Kitamiau (Petitioner, Kohei Sakuma, Mayor of Kushiro, and five others) (Introduced by Mr. Goichi Ito and four other Members) (No. 1368)

1. Main Points and Object of the Petition:

Construction of a railway from Kushiro Port, Hokkaido to Kitamiau via Lake Akan, is of profound significance in many respects, for it would help contribute to the development of local economy, a partial solution of Japan's over-population, the shipment abroad of her agricultural resources and the clearance of imports through the expected reopening of her foreign trade. All towns and villages along the proposed line have so far been devoid of all means of communication, with abundant local resources exploited just to such an extent as to meet the requirements of local people; they have been isolated from the benefit of cultural and sanitary facilities, with the result that their zeal and aspirations to work have markedly diminished; and all this has eventually made it difficult for the native people as well as the settlers to settle down there. Such being the state of affairs, it is proposed that the above-referred railway be speedily laid.

2. Reasons for Adoption of the Petition:

It is desired that due consideration be given to the carrying out of the above-referred railway building project as proposed in the present Petition, while taking into account such conditions as an estimate budget and materials so as to facilitate the exploitation of local resources. With this consideration it has been decided by the Committee to refer the Petition a meeting of the House for adoption.

Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 7, 1947.
Reported by,
Kiyoshi Masaki,

Chairman of the Transportation Committee.

Report on Petition concerning the Inauguration of a State-managed Bus Service between Maezawa and Takata. (Petitioners: Katsuichi Nagai, Headman of Maezawa-mura, Isawa-gun, Iwate Prefecture, and 22 others.) (Introduced by Mr. Saburo Asari.) (No. 1,386.)

1. Main Points and Object of the Petition:

There is a conspicuous difference in the mode of living between the people of Iwate Prefecture residing along the Tohoku Line and those residing on the seacoast. Adjustment of this difference, if realized, will no doubt contribute a great deal toward the elevation of political and cultural standards of the people of the country, but the only solution would be the perfection of a local traffic network connecting one with the other. In this connection priority be placed on the route between Maezawa and Takata, which is the shortest route between the two regions and which is bound to become the most important trunk line with which to clear limitless marine products and rich agricultural products, besides being an ideal sight-seeing route. Accordingly it is proposed that a State-managed bus service be inaugurated on the above-mentioned route.

2. Reasons for Adoption of the Petition:

In order to facilitate the development of local industries it is desired that due consideration be given toward assuring greater local traffic volume through the proposed operation of the above-referred bus service under the management of the Ministry of Transportation, while taking into account the position of local civilian transport operators and such matters as road conditions, materials and an estimate budget. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption.

Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 7, 1947.
Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Opening of a Sation at Shimokawahata, Nakagawa-mura. (Petitioners: Yoshikazu Kodo, Headman of Jimmyo-cho, Imadate-gun, Fukui Prefecture, and one other.) (Introduced by Mr. Shinzo Tsubokawa and one other Member.) (No. 1,386).

1. Main Points and Object of the Petition:

Although petition was already filled in 1935 for the opening of a gasoline-car station at Shimokawahata, Nakagawa-mura, Imadate-gun, Fukui Prefecture, which is half-way between Sabae Station and Odoro Station on the Hokuriku Line, the project has been abandoned until now becouse of the circumstances of the times. However, with the recent introduction of a town system in Jimmyo-mura, the position of Shimokawahata has gained much importance from the standpoint of traffic. Accordingly, it is proposed that a station be opened at the place where the track maintenance office is now located so as to facilitate the development of the nearby five towns and villages.

2. Reasons for Adoption of the Petition:

Recognizing the appropriateness of giving the consideration to the opening of a station at the proposed place so as to bring about local development, it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyosih Masaki,
Chairman of the Transportation Committee.

Report on Petition concerning the Strengthening of Timber Transportation. (Petitioners: Masami Tozawa, at No. 205, Toka-machi, Shinjo-cho, Mogami-gun, Yamagata Prefecture, and two others.) (Introduced by Mr. Yasumasa Zushi and two other Members.) (No. 1,392.)

1. Main Points and Object of the Petition:

With lumbering as its representative industry, Mogami-gun of Yagamata Prefecture, has strived, with substantial results obtained thus far, toward the production of lumber for war-damage rehabilitation purposes and for use by the Allied forces and, more recently, for flood-damage reconstruction purposes. However, due to the flood disaster and other unfavorable conditions, the local transport capacity has of late markedly decreased, with the result that the management of the lumbering industry has become very difficult owing to the irredeemability of its funds. This being the situation, it is proposed that a proper transport program which can keep pace with the production volume such, for instance, as the operation of a special traffic service for the clearance of lumber be carefully planned and put into effect.

2. Reasons for Adoption of the Petition:

In view of the significance of facilitating the transportation of lumber, it is desired that proper steps be considered for ensuring greater transport capacity therefore. With this consideration it has been decided by the Committee to refer the present Petition to a meeting of the House for adoption. Further it is deemed proper that the same be submitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.
Reported by,
Kiyosih Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Enforcement of Electrification and Improvement Works of Yamada Line. (Presented by Shinichi Kikuchi, Mayor of Miyako City.) (Introduced by Mr. Sanro Asari.) (No. 1397.)

1. Main Points and Object of the Petition:

Yamada line is a key line starting at Morioka and reaching the Sanriku coast, having an important role to play for the development of local tourist industry and rich resources and also for the exploration of the Sanriku fishing grounds. But marked by sharp gradients and curves in many places, its transportation power is negligible due to the inferior technique in track construction. In addition, due to a chain of tunnels, the smoke filling the cars is injurious to health. Hence the petition pleads for the electrification and the improvement works of the said line with a view to increasing its transportation power.

2. Reason for Adoption of the Petition:

Yamada line is an important line for the development of Sanriku districts. As it is marked by

sharp gradients and curves, its earliest possible electrification is required from the viewpoints of economy of coal and rationalization of our railway enterprise, especially in view of our present coal conditions. The committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyosih Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Construction of a Railway between Aomori and Miume. (Presented by Minoru Yokoyama, Mayor of Aomori City.) (Introduced by Mr. Iwao Yamazaki and Another.) (No. 1410)

1. Main Points and Object of the Petition:

Aomori Prefecture is called a prefecture of forest and is second to none in forest industry. In particular, its forest of paper mulberry is one of the three big in our country, but due to poor transportation facilities, these abundant materials are stockpiled at the mountains. The same is the case with local acquatic products and processed forest products. Hence the petition pleads for the construction of a circuit railway round Tsugaru peninsula from Aomori city to Miuma in Higashitsugaru-gun.

2. Reason for Adoption of the Petition:

Recognizing that the proposed construction of a railway is required from the viewpoints of development of forest products and promotion of local transportation facilities, the Committee decided that the petition should be referred to a meeting of the House for Adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening a Government Bus Service between Ishimaki and Okatsu. (Presented by Tetsuo Hatakenaka, Head of Okawa-mura Momoo-gun, Miyagi-ken and Seven Others.) (Introduced by Mr. Yasukichi Uchiumi.) (No. 1435.)

1. Main Points and Object of the Petition:

Ishinomaki City is a local political, administrative, economic and cultural center. But at present there are no transportation facilities for local inhabitants who are daily going in and out of the city in large numbers. Hence the petition pleads for opening a Government bus service between Ishinomaki and Okatsu.

2. Reason for Adoption of the Petition:

In order to promote local transportation facilities, a study should be made on the proposed enforcement of a Government bus service, taking into consideration the conditions of roads and the possible effects upon the existing private enterprise with special reference to materials and expenditures. Recognizing that the proposal is reasonable, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening a Government Bus Service between Tomioka and Hiratani, and between Tomioka and Asehi. (Presented by Masao Inoue, Naga-gun, Tokushima-ken and 156 Others.) (Introduced by Mr. Seiichi and Four Others.) (No. 1470)

1. Main Points and Object of the Petition:

A study on the transportation conditions in Naka-gun, Tokushima-ken reveals that as Muki Line runs through the eastern part of the province along the coast, the development of local economy and culture is confined to the neighborhood along the said Line, and not to mention the inconvenience of commutors and local inhabitants who live at a distance from stations, the development of forest products whcih are abundantly found in Kito-mura, Kaibe-gun has made little progress for this reason. Hence the petition pleads for opening a Government bus service along the road from Tomioka to Hiratani and the road from Tomioka and Asehi through Oono-mura.

2. Reason for Adoption of the Petition:

In order to promote local transportation facilities, a study should be made on the proposed enforcement of a Government bus service, taking into consideration the conditions of roads and the possible effects upon the existing private enterprise with special reference to materials and expenditures. Recognizing that the proposal is reasonable, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for Opening a Government Bus Service between Ishikawa and Toyoma. (Presented by Hayashi Higuchi, Head of Konahama Town, Ishiki-gun, Fukushima-ken and Two Others.) (Introduced by Mr. Senhichiro Ozawa and Another.) (No. 1441)

1. Main Points and Object of the Petition:

The operation of a Government bus service was expected to be enforced between Ishikawa and Yumoto, Ishiki-gun, Fukushima-ken, but Konahama, Ena and Toyoma, east of Yumoto, are the leading fishing grounds in the prefecture and in particular, Konahama port is arranged as a commercial port. Under such circumstances, the volume of transportation between the above towns is steadily increasing. On the other hand, as transportation facilities, there are only a private bus service and railway in operation at present, which can not meet the demand of local transportation. Hence the petition pleads for the extension of the above line as far as Toyoma through Konahama and Ena.

2. Reason for Adoption of the Petition:

In order to promote local transportation facilities, a study should be made on the proposed enforcement of a Government bus service, taking into consideration the conditions of roads and the possible effects upon the existing private enterprise with special reference to materials and expenditures. Recognizing that the proposal is reasonable, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Establishment of a Station between Ogawago and Kawamae Stations. (Presented by Mankichi Yoshida, Head of Akai-mura, Iwashiro-gun, Fukushima-ken, and Eight Others.) (Introduced by Mr. Akira Saito and Another.) (No. 1485)

1. Main Points and Object of the Petition:

The proposed establishment of a station is necessary from the view-points of distance and local cultural development. Hence the petition pleads for accelerating the establishment of Egota station between the above two stations.

2 Reason for Adoption of Petition:

In order to promote transportation facilities for local inhabitants, a study should be made on the proposed establishment of a new station, counting geographical conditions. Recognizing that the proposal is reasonable, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Establishment of a Meteorological Station in Iwauchi-machi. (Presented by Takeo Shimizu, Head of Iwauchi Town, Iwauchi-gun, Hokkaido and Another.) (Introduced by Mr. Saburo Shiikuma.) (No. 1504)

1. Main Points and Object of the Petition:

Iwauchi-machi, Iwauchi-gun, Hokkaido is situated midway between Kamii promontory and Benkei promontory which are both marked by unusually changeful currents and climate. Medium and small-sized vessels operating in the neighboring seas have no means of predicting a sudden change of climate. Local farmers are also suffering from lack of a weather forecasting organ. Hence the petition pleads for the earliest possible establishment of a weather bureau in the said town.

2. Reason for Adoption of the Petition:

Recognizing that a special consideration should be paid to the proposed establishment of a weather station in the town, in view of its geographical conditions, the Committee decided that the petition should be referred to a meeting of the House for adoption. Further it is deemed proper that the present petition be transmitted to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Opening of Bus Transportation between Uonaribashi and Nomura under Government Management and Other matters. (Petitioners: Mr. Fumijiro Seike and 7 Others.) (Introduced by Mr. Masakichi Itani and 2 Others.) (No. 1510)

1. Main Points and Object of the Petition:

Devoid of the benefits of communication facilities, the Uonari Village of the Higashi-Uwa County of the Aichi Prefecture has many difficulties both in its connection with the various points of east and west in addition to Nomura Town, Uwa Town and Hachimanhama, and in the promotion of revival of culture, communication and industry. Therefore, the Petition asks that an immediate opening of bus transportation with Uonaribashi as its starting point to Nomura Town under Government management, and that upon its realization a service station shall be established in the center of Uonari Village to accommodate for those people who avail themselves of the transportation. Also, it asks for the opening of a schedule automobile communication from Uonaribashi which connects the Unomachi Line.

2. Reasons for Adoption of the Petition:

It is recognized proper to consider the realization of Government-managed automobile traffic and to map out the security and re-vitalization of automobile transportation power in the said locality after due regards to the actual situation, the road conditions and the relations between the private operators already in existence with the new proposed line for the sake of the convenience of communication in the locality. The Committee decided that the present Petition was to be adopted by the meeting of the House. Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Kiyoshi Masaki,
Chairman of the Transportation Committee.

Report on Petition for the Disposition of the Site of the Old First Naval Ammunition Depot Situated at Funaoka Town. (Petitioners: Mr .Sada Kobayashi, Head of Funabashi Town, Shibata County, Miyagi Prefecture and 2 others.) (Introduced by Mr. Ichiro Shoji.) (No. 20)

1. Main Points and Object of the Petition:

The greater part of cultivated lands and forests in the vicinity of the Funabashi Town of the Shibata County in the Miyagi Prefecture were bought up by the Government as the site of the First Naval Ammunition Depot in 1938. The result has brought about the difficulty felt by the inhabitants of the town, because of a remarkable decline in the yields of charcoal and agricultural products. The petition asks for an immediate disposition of the site left unproductively at present.

2. Reasons for Adoption of the Petition:

In order to secure the life of the nationals it is an urgent necessity to increase the production of charcoal and foodstuffs. It is recognized that the site of the old First Naval Ammunition Depot at Funaoka Town which has been left improductively since the termination of war should be disposed of, as the purport of the present Petition claims. Therefore, the Committee decided that the present Petition was to be adopted by the meeting of the House. Moreover, it was considered appropriate that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for the Rationalization of House-rents. (Petitioner: Mr. Kojiro Nishida, Director-President, Asahi-

kawa Marine Products Processing Company Limited, No. 7, left, 155 chome, Miyashitadori, Asahikawa City.) (Introduced by Mr. Kotaro Banto.) (No. 120)

1. Main Points and Object of the Petition:

Both the expenses of building new houses and the sole prices of the houses already built are above 100 times as much as the costs at their lowest levels. However, the house-rents went up not more than about twice as much as the former rentals. This state of the conditions is most irrational and the lenders have suffered a great economic pressure. Therefore, the Petition asks for an immediate rationalization of the house-rents.

2. Reasons for Adoption of the Petition:

It is aimed to rectify the present loss of balance between the construction expenses of new houses and the sale prices of houses already in existence, and the house rents. Recognizing that the present Petition was a proper one, the Committee decided that it was to be adopted by the meeting of the House. Further, it is deemed appropriate that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated, Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Comittee.

Report on Petition for the Establishment of Revenue Office in the Ibusuki County of the Kagoshima Prefecture. (Petitioners: Mr. Torakuma Hamada, Head of Imaizumi Village, Ibusuki County, Kagoshima Prefecture.) (Introduced My Mr. Eikichi Kamihayashiyama.) (No. 143.)

1. Main Points and Object of the Petition:

With its population computated at 150,000, the Ibusuki County of the Kagoshima Prefecture is in the jurisdiction of the Chiran Revenue Office. The people of the towns and villages of the Ibusuki County have continually undergone much difficulty in paying their revenues owing to the lack of transportation facilities to Chiran Town. Again, there has been a frequent occurrence of injustice in the levy of taxation, because of an inadequate knowledge on the part of the officials of the said revenue office in the situation of the Ibusuki County. Under these circumstance, the Petition asks for an immediate establishment of a new revenue office in the County.

2. Reasons for Adoption of the Petition:

The payment of taxation is one of the very grave question in the Japanese finance at present. The purport of the present Petition for establishing a new revenue office in the Ibusuki County of the Kagoshima Prefecture to rectify the injustice suffered by the people in the course of paying their taxation owing to the inconvenience of communication and the insufficient knowledge of the situation in the County, should be considered appropriate. Therefore, the Committee decided that the present Petition was to be adopted by the meeting of the House.

Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House,

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for the Reduction of Rate of Commodity Tax on Musical Instruments and Phonographs. (Petitioners: Mr. Kaichi Kawakami, Chairman of the Federation of the National Musical Instruments Associations and another one member.) (Introduced by Mr. Ryuemon Waseda.) (No. 224.)

1. Main Points and Object of the Petition:

At present, musical instruments and phonograph records are levied 80% at varolem, while the completed phonographs 100%. However, musical instruments, phonographs and the like are the articles for the healthy amusement and for the culture of sentiments. As such, they are indispensable for the cultural life. Owing to the levy of high-rated taxation, they are beyond the reach of the mass of the people with the consequence of difficulty in the management of business. Thus, a great hindrance is experienced in an export industry. Hence, the reduction of the tax-rate in operation to 20% according to the Petition:

2. Reasons for Adoption of the Petition:

Musical instruments, phonographs and the like are considered to be the instruments both of healthy amusements and culture of sentiments, which contribute greatly to the fostering of a cultural state. Recognizing the necessity in reducing the rate of the commodtiy tax levied on these instruments, the Committee decided that the present Petiion was to be adopted by the meeting of the House. Further, it was deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for the Disposition of the Uomidake District which was the site of the Former Ibusuki Naval Air-Corp. (Petitioners: Mr. Norimasa Yoshimitsu, Head of Unomidake Town, Ibusuki County, Kagoshima Prefecture and 110 Others.) (Introduced by Mr. Tomoharu Inoue.) (No. 240) and the same (Petitioner: Mr. Kigoro Arima, Chairman of the Agricultural Association of the Ibusuki Town, Ibusuki County, Kagoshima Prefecture.) (Introduced by Mr. Eikichi Kambayashiyama.) (No. 559).

1. Main Points and Object of the Petition:

The Uomidake District, the former site of the Ibusuki Naval Air Corp, was owned by the people of this town, particularly by the villagers of Okake and Tarabe. However, this track of land was purchased by the former Navy Department in 1942 and remained down to the present. The question of whether or not the acquisition of property right of the said land not only has given a great hindrance to the life of the people concerned but also threatened their life because of its use by each of the schools as an experimental land and by the advent of the enterprising companies. Therefore, the Petition asks for the disposition of that land to its former owners.

2. Reasons for Adoption of the Petition:

The question of whether or not the acquisition of property right of the land which has remained as was purchased by the former Navy Department during the war has given a great hindrance to the life of those people concerned. Recognizing appropriate the purport of the Petition of disposing this former site of the Ibusuki Naval Air Corp, the Committee decided that it was to be adopted by the meeting of the House. Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for the Deduction of Rate of the Commodity Tax on Clocks and the Like. (Petioner: Mr. Masaji Hattori, Managing Director, the Japan Clock Manufacturing Association.) (Introduced by Mr. Isamu Akamatsu.) (No. 308.)

1. Main Points and Object of the Petition:

A clock is a necessary article of the first significance. As important export articles, a substantial amount export contracts of clocks have been made to. Despite this fact, the high-rate tax levied on them hinders the re-building of the enterprise and put the management of enterprise and the program of the medium and small enterprise in danger. It does not necessarily mean, however, that the reduction in taxes brings about the reduction of the taxes as a whole. Therefore, the Petition claims the reduction of commodity taxes levied on clocks and the like.

2. Reasons for Adoption of the Petition:

Recognizing that it is necessary to reduce the commodity taxes on clocks and the like, which have become the hindrance to their export owing to the high-rate of taxes, the Committee decided that the present Petition was to be adopted by the meeting of the House. Further, it is deemed proper that the present Petition is to be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for Reducing the Commodity Tax on Sewing Machines and Needless. (Petitioner, Masajiro Taketani) (Introduced by Mr. Isamu Akamatsu.) (No. 309.)

1. Main Points and Object of the Petition:

Whereas sewing machines are export articles themselves; whereas sewing machines are playing an important role in the export industry, indispensable to the production of hosiery, piece-goods and other miscellaneous goods for export; whereas sewing machines are indispensable to general households for tailoring and repairing purposes; whereas sewing machines are in active demand for occupational purposes; whereas the demand for sewing machines is remarkably restricted by their high rate of commodity tax; and whereas a reduction in the commodity tax would not lead to a decrease in the government revenue from the tax, it is petitioned, therefore, that the commodity tax on sewing machines and needles be reduced.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed necessary to effect the petitioned reduction in the tax, judging by the active demand for sewing machines and needles. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition for Revising the Tobacco Ration System (Petition: Hisayoshi Mizoguchi Inoguchi-mura Aki-gun, Kochi Prefecture) (Introduced by Mr. Hasuki Satake) (No. 390)

1. Main Points and Object of the Petition:

Whereas tobaccos are rationed to all males equally with a quarter of the male rations being allocated to females, irrespective of whether they are smokers or not, since May this year, as the result of the revision of the Tobacco Ration Sytem; and whereas non-smokers are putting their rationed tobaccos in blackmarket channels at about 10 times the official prices, it is petitioned, therefore, that tobaccos be rationed equally to the smokers only, regardless of sex.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as the petition has been deemed reasonable. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura
Chairman, Finance and Banking Committee.

Report on Petition for Subsidizing the Rehabilitation of Hiroshima and Nagasaki cities. (Petitioners, Hiroshi Ohashi, Mayor of Nagasaki City and another) (Introduced by Mr. Tokutaro Kitamura an 7 others) (No. 767.)

1. Main Points and Object of the Petition:

Whereas the Cities of Hiroshima and Nagasaki were war-damaged in a unique way; whereas the two cities are on the fair way to reconstruction as cultural towns, which stand for lasting world peace; whereas a petition was adopted by last year's Diet that that special financial aid be granted to those two cities; whereas no action has been taken for the purpose; and whereas the two cities are not excluded from the application of the present Non-War-Sufferes Tax, it is petitioned, therefore, that a special subsidy be granted for the rehabilitation of the two ctities.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed improper to impose the Non-War-Sufferers Tax on the two cities, which suffered the most appalling war ravages, as on the other towns.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Reported by,
Dated Dec. 8, 1947.
Tokutaro Kitamura,
Chairman, Finance and Banking Committee

Report on Petition for Permission for Brewing Shochu. (Petitioner: Kozo Shioya, Sinzaiyanaka-machi, Noda-ku, Kobe City) (Introduced by Kataro Ise) (No. 1042)

1. Main Points and Object of the Petition:

Whereas life and wine are inseparably connected with each other; whereas brewing of sake or rice wine has been extremely restricted since the war, whereas illicit brewers of moonshine have made their appearance in various parts of the country, using large quantities of rice for their brewing; whereas sake-brewers have an easy access to their raw material rice; and whereas sake easily goes bad, it is petitioned, therefore, that the sake-brewers be

legally made to deliver all their sake-lees for allocation to shochu-distillers and that ditsilling of shochu be permitted as shochu does not go bad, while there are many people who prefer shochu to sake.

2. Reasons for Adoption of the Petitoin:

It has decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed generally proper open the way for distilling of shochu by allocating sake-lees to shochu distillers, because it is extremely difficult under the prevailing food situation to make sake or rice-wine the only alcoholic liquor in this country, though alcoholic liquor is very useful in helping one recover from his fatigue as well as in conducing to production increase. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for setting up a credit institution for the people. (Petitioners, Isamu Abe, Tokyo and 2 others) (Introduced by Akitake Kawai) (No. 1,045.)

1. Main Points and Object of the Petition:

Whereas it is vitally necessary that a people's credit institution should be set up for the sake of rehabilitation of medium and small industrialists and tradesmen, repatriates and the needy people in general, it is petitioned, therefore, that a people's credit institution be set up along the following lines: (1) medium and small enterprises be vigorously financed to help them develop; (2) the credit institution to be set up with government fund; (3) the institution to be managed democratically by an operation committee on which the institution and its beneficiaries to be represented; and (4) the institution and beneficiary groups to be organized and systematized.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed necessary to set up a people's credit institution for the sake of the needy medium and small industrialists and tradesmen and repatriates. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Reducing, Remitting or Postponing the Payment of Taxes on the Suspended Restaurants and Eating Houses. (Petitioner: Chiken Koshirai, Tokyo Metropolis) (Introduced by Mr. Ichiro Shoji) (No. 1161)

1. Main Points and Object of the Petition:

Whereas the Government measure, just promulgated, suspending restaurants and eating houses have made restaurant and eating house keepers pay heavy sacrifices, thereby giving rise to various serious social problems, it is petitioned, therefore, that the taxes on the suspended restaurants and eating houses be reduced or remitted or their payments be postponed, in consideration for their keeper's actual circumstances.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed reasonable to reduce, or remit the taxes on the suspended restaurants and eating houses or postpone their payment. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Setting up Tohoku Securities Exchange in Sendai City. (Petitioners, Eiichi Yoshida and another) (Introduced by Mr. Ichiro Shoji) (No. 1162.)

1. Main Points and Object of the Petition:

Whereas it is necessary to raise funds in plenty quickly for the development of the Tohoku district, which has come to occupy an important position in Japan's post-war economy; and where as it is vitally necessary that the masses should have an easy access to securities in general, it is petitioned, therefore, that the Tohoku Securities Exchange be set up at Sendai, the center of the Tohoku district.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as it has been deemed necessary to set up a securities exchange in Sendai City, the heart of the Tohoku district for the purpose of facilitation it to raise funds for the development of the Tohoku district on the one hand and on the other for democratizing securities. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Permission to Purchase the Site and Building of the Nagoya Branch of the Taxation Institute of the Finance Ministry. (Petitioner: Head of Imaise town, Aichi Pref.) (Introduced by Mr. Kinsho Kono) (No. 1164.)

1. Main Points and Object of the Petition:

Whereas Imaise Town, Nakajima-gun, Aichi Prefecture stands in need of a separate school building to inaugurate the new middle school system in accordance with the 6-3 system; and whereas its financial condition does not permit the town to build a new school, it is petitioned, therefore, that the site and building of the Nagoya branch of the Taxation Institute of the Finance Ministry which is reported to be removed at another place in the near future be sold to the town.

2. Reasons for Adoption of the Petition:

It has been decided to adopt the present Petition after referring it to a plenary session of the House, as the Petition has been deemed proper on the whole in view of the importance of the 6-3 new educational system as well as in consideration for the said town's financial condition. Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition concerning Rationing "Sake" Draff and

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Other Matters. (Petitioners: Takeichiro Matsumoto and 3 Others, Torii, a section of Nankai City.) (InItroduced by Mr. Shinichi Matsumoto.) (No. 1,288), Do. (Petitioner: Masaharu Tsuchiya, Osato Village, Kitasaku County, Nagano Prefecture.) (Introduced by Mr. Kotaro Ise.) (No. 1,289), Do. (Petitioners: Yosuke Sakata and 9 others, Niire, a Section in Bofu City.) (No. 1,400), Do. and 1 other item. (Petitioners: Seikei Tai and 12 others, Morimatsu, the suburban section of Matsuyama City.) (Introduced by Mr. Kotaro Ise.) (No. 1,401). Do. (Petitioners: Tamio Kishida and 18 others, Dempo-cho, Nishi Yodogawa-ku, Osaka City.) (Introduced by Mr. Jitsuro Mizuno.) (No. 1,402)

1. Main Points and Object of the Petition:

Amidst the food stuffs crises, rice is used to make "sake"; such is necessary for maintenance of the technique of "sake" brewery and for financial reasources, and also for the fact that the prohibition of the use of "sake" and liquors will necessarily exert unfavorable influence upon productive industry. Then, there arises naturally the problem of "sake" draff. It is best adopted to manufacturing distilled spirits. What would be the ideal of rationing "sake" draff? In the first place, the amount of draff obtainable in the hands of "sake" brewers shall be estimated and allocation shall be made by the Ministry of Finance, the Bureau of Financil Affairs and Local Taxation Offices who after ascertaining the amount, rationing shall be preferrentially made to those who specialize in the industry, and it is desired that one central revised price shall be fixed.

2. Reasons for Adoption of the Petition:

Recognizing that what asked for is the most appropriate method of dealing with "sake" draff, the Committee has decided to accept the Pettiion and to submit the same to the decision of the House.

Further it is deemed proper that the present Petition be forwarded to the Cabinet upon its adoption by the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition concerning the Social Work Community Chest. (Petitioner: Nozomu Nakagawa, Chairman of Nippon Social Work Association.) (Introduced by Mrs. Michiko Yamazaki.) (No. 1,223)

1. Main Points and Object of the Petition:

Those who come under the application of the Livelihood Protection Law in our country after the termination of the war run up to 2,650,000, and those who fall under the Child Welfare Law number several hundred thousands. The repletion of groups of private social work is a matter of supreme importance at present. However, these groups find great difficulty in management owing to war damages, high prices of commodities, difficulties of securing goods and to the mounting up of various other expenses. To find an opening from this state of affairs, the movement for Social Work Community Chest has been started throughout the whole country.

It is therefore desired that the best measures be taken concerning the following matters which have important bearing upon the success or failure of the movement:

1. To be allowed to hold charity performance (free of taxes).
2. The Temporary Funds Adjustment Law shall be revised so as to permit the issuance of lottery tickets.
3. The Inheritance Taxation Law shall be revised in such a way that individuals and legal persons shall be exempted from the tax when they subscribe to the Community Chest.

2. Reasons for Adoption of the Petition:

Recognizing that the Petition is substantially reasonable as a measure of stimulating the work of the Social Work Community Chest, the Committee has decided to accept it subject to the decision of the House.

Dated Dec. 2, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition concerning the Abolition of Goods Taxes Imposed on Sanitary Combs. (Petitioner: Kumaji Yamaguchi, Kamihinobe, a Section in Kita Nobesho Village, Taka County, Hyogo Prefecture.) (Introduced by Mrs. Michi Kawasaki and one Ohters.) (No. 1,415.)

1. Main Points and Object of the Petition:

The purport of levying goods taxes upon combs used for personal ornament seems to lie in the fact that the combs are all regarded as an article of luxury, but the combs made by the Federation of Japan Bamboo Sanitary Combs Manufacturers' Associations fall under the category of sanitation combs when their use is investigated. They should not be regarded as an article of personal ornament. It is, therefore, desired that the sanitary combs be exempted from taxable articles.

2. Reasons for Adoption of the Petition:

Considering the use of sanitary combs which are articles of daily necessity for women from sanitation point of view, the Committee recognizes the rationality of abolishing the goods tax on sanitary combs, and has decided to accept the Petition subject to the decision of the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition concerning the Creation of Reparation Taxes. (Petitioner: Konoshin Kuramochi, a company clerk, No. 1,081, Wada Honcho, Suginami-ku, Tokyo-to.) (Introduced by Mr. Kotaro Bando.) (No. 8.)

1. Main Points and Object of the Petition:

The Japanese should begin to be more economical with a view to reconstruction of the country, and it is desired that Reparation Taxes be created lasting until the day when the reconstruction is completed, and the proceeds of taxes be appropriated as a part of reparation.

2. Reasons for Giving the Decision upon the Petition:

Considering that the Petition required further careful consideration and study both in plans and execution, the Committee has decided not to accept it and submit the same to the decision of the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman, Finance and Banking Committee.

Report on Petition concerning the Imposition of the Non-War-Damaged - House Taxes upon Those Exempted from Proper Taxes. (Petitioner: Kojiro Nishida, President of the Asahigawa Fishery Food Pro-

ducts Processing Co. Ltd. No. 7 (left), 15 chome, Miyashita-dori, Asahigawa.) (Introduced by Mr. Kotaro Bando.) (No. 121.)

1. Main Points and Object of the Petition:

In case of imposing the Non-War-Damaged-House Tax, it is not fair as it will eventuate as imposition of double tax if it is indiscriminately imposed non-property tax payers and property tax payers. It is, therefore, decided that the said tax be imposed upon those who are not property tax payers.

2. Reasons for Giving Decision upon the Petition:

Considering that the Petition requires further careful investigation and study both as regard to plans and their execution, the Committee has decided not to accept it, and to submit the same to the decision of the House.

Dated Dec. 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Abolishing Manufacturing Tax on Seal-engraving Business (Petitioner: Yozo Takakubo, President of the Seal-engravers Association, 2-4, Jimbo-cho, Kanda, Chiyoda-ku, Tokyo). (Introduced by Mr. Ryuta Komine). (No. 155)

1. Main Points and Object of the Petition:

By virtue of the Law concerning taxation system revision, enacted by the last session, and the executive order of August 30, 1946, the performance tax was entirely abolished. But, seal-engraving is still subject to tax, on the ground that it is a manufacturing business. Seal-engraving is to engrave on sealing materials manufactured by their makers and it is a technical and processing action, like printing of printers and absolutely not a manufacturing business. It is requested to abolish the tax.

2. Reasons for Disapproval of the Petition:

As the project and concrete plan of the petition was deemed to require further careful consideration, the Committee decided to recommend the House to disapprove it.

Dated December 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Abolishing Electricity Tax (Petitioners: Eiyichi Ohnishi, 1-1, Kishikawa, Bunkyo-ku, Tokyo.) (Introduced by Mr. Einosuke Maeda) (No. 162.)

1. Main Points and Object of the Petition:

Electricity is absolute necessity for people's daily life. At the same time, it is a basic industry directly connected with national economy. Tax on electricity therefore not only increases burden of the masses but also deters reconstruction of Japanese economy. It is requested to abolish it.

2. Reasons for Disapproval of the Petition:

As the project and concrete plan of the petition was deemed to require further careful consideration, the Committee decided to recommend the House to disapprove it.

Dated December 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Sale of Buildings and Land of former Kasumigaura Naval Air Unit. (Petitioners: Shoichi Kusakabe, Head of Ami-machi, Inashiki-gun Ibaragi Prefecture, and 1908 others) (Introduced by Mr. Shingoro Hanashi) (No. 636)

1. Main Points and Object of the Petition:

It was decided to establish a branch of Mito Judicial Office and a middle school run by the town under new school system at Ami machi, Inashiki-gun, Ibaragi Prefecture. As the impoverished town finance can not afford them, it is requested to sell the buildings and land of former Kasumigaura Naval Air Unit, which is in the centre of the area and easy of access, for this purpose.

2. Reasons for Disapproval of the Petition:

As the project and concrete plan of the petition was deemed to require further careful consideration, the Committee decided to recommend the House to disapprove it.

Dated December 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Reduction of Sales tax on Lacquerware (Petitioner: Shinji Matsumoto, 31, Sannomachi Ommachi, Wakamatsu-shi) (Introduced by Mr. Kokichi Hara) (No. 1025)

1. Main Points and Object of the Petition:

Sales tax of 50 per cent of the actual sale price on lacquerware is too exacting and manufactures in Wakamatsu-shi, who are solely engaged in making such wares, are on the verge of losing their business. Hitherto tax was estimated from official price and reported price and the business could pay. At present, owing to enormous rise in the costs of materials, labor and transportation, the wares must be sold at considerable high price. If the tax of 50 per cent is imposed in addition to the high price, the business would go slump and be unable to carry on. It is hoped that the tax would be entirely abolished. In the meantime, it is requested either to raise the exemption point to ¥300 or reduce the rate of tax to 20 per cent.

2. Reasons for Disapproval of the Petition:

As the project and concrete plan of the petition was deemed to require further careful consideration, the Committee decided to recommend the House to disapprove it.

Dated December 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

Report on Petition for Abolishing 100 per cent Admission Tax on Art Exhibition (Petitioners: Tetsuo Hashimoto, Business Division, Mainichi Shimbun-sha, Yurakucho, Chiyoda-ku Tokyo) (Introduced by Mr. Satoichiro Suzuki and 2 others) (No. 130)

The Committee decided to permit the withdrawal of the petition.

Dated December 8, 1947.

Reported by,
Tokutaro Kitamura,
Chairman of the Finance and Banking Committee.

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