court of Ogaki. (Petitioners: Hajime Kawai, Mayor of Ogaki City, and 7 others.) (Introducer: Mr. Ryozo Kato) (No. 310.)

Ogaki Branch Office of Gifu District Court is 'B' Class Branch Office in rank, so it has no jurisdiction over appellant cases.

All the appeals arising from the first instances dealt with by the Summary Courts come under the jurisdiction of Gifu District Court. However, the number of cases accepted by Ogaki Branch Office occupies a top position among those coming under the jurisdiction of Nagoya High Court. Accordingly, it requires labor and time more than is necessary in order to transmit papers or to deliver defendants, which delays trials and fails in protection of human rights.

It is, therefore, requested that Ogaki Branch Office will immediately be promoted to 'A' Class Branch Offices.

Dated May 16, 1949.

Report on the Petition for the Relief of the Sufferers of the Gun-powder Explosion in the Maruyama Tunnel. (Petitioner: Tomekichi Eda, c/o No. 98, Kawasaki, Kawasaki-machi, Fukuoka-ken.) (Introducer: Mr. Tomekichi Eda) (No. 753)

The big explosion of the exmilitary gun-powder deposited in the Maruyama Tunnel at Futamata, Ochiai, Soeda-machi, Tagawa-gun, Fukuoka on November 12, 1945 at its disposition by combustion with the attendance of the town authorities etc. caused big damages including 262 casualties, 102 houses buried or destroyed and damaged ricefields, farm-lands and forests amounting 147 tan of area. The Petition is to apply for the investigation of the actual damage and the prompt compensation for the sufferers.

Dated May 16, 1949.

Report on the Petition for the Institution of a Special Law concerning the Bringing of an Action for Recognition. (Petitioner: Sadazo Furuyama, No. 41, 2 chome, Naka-machi, Urawa City, Saitama Prefecture.) (Introducer: Mr. Yoshihide Kojima.) (No. 1443).

With regard to the regulation in the provision clause of the Civil Law, Article 787 concerning the month of starting the calculation of term for bringing an action for forceful recognition, there are many instances in which the filing of an action for recognition is impossible due to the lapse of time in such cases as the death took place in war and hinderances occurred preventing a child, any of its lineal decendants or the legal representative of any of them from knowing the fact of death. Therefore, the Petition asks for an institution of the law for a special case with a view to protect the fundamental human right of the bereaved family.

Dated May 16, 1949.

Report on the Petition for the Establishment of Summary Court and Procurator's Office at Koyama Town. (Petitioners: Hideo Takahashi, Mayor of Koyama Town, Tochigi Prefecture, and 56 others.) (Introducers: Mr. Hisao Kodaira and 6 others.) (No. 1494).

Three towns and nine villages in the eastern section of Shimotsuga County of Tochigi Prefecture with Koyama Town as their center have the population over 211,000. The condition of the occurrences of criminal over 211,000. The condition of the occurrences of criminal cases for the year of 1949 reached 3,168 cases of both judicial and economic offenses. For the disposal of these cases a close liaison is necessary between the court and the Procurator's Office. In this Shimotsuga County which has a wide area, however, it is only Tochigi City that is equipped with these two offices. As a consequence, the inhabitants of this country suffer greatly both in time and economy. Therefore the Petition asks for the establishment of the Summary Court and the Procurator's Office at Koyama Town.

Dated May 16, 1949.

Report on the Petition for the Abolition of Law concerning the Responsibility for the Accidental Fire. (Petitioner: Shinji Somiya, c/o No. 1851, Sugamo 7-chome, Toshima-ku, Tokyo.) (Introduced by Mr. Shozo Sase.) (No. 739)

Under the existing law concerning the responsibility for the accidental fire, one who caused an accidental fire is not to be responsible for it unless it was caused intentionally or by grave negligence. The legal reason for mitigating the responsibility for accidental fire derived from the time-honored legal usage not to blame one for an accidental fire. It was provided so with a view to avoid an unfair result that only those who are capable to bear responsibility are made responsible which those who have no ability are not blamed for it. It is, however, improper to force endurance to those who suffered damages by the accidental fire and such a provision would weaken the sense of people for it. Thus, the Petition is to apply for the abolition of the law concerning it and the establishment of the provision to accuse for an accidental fire on the ground of the theory of illegal action.

Report on the Petition concerning Indemnification for Damage due to Lack of Staple Food Rations. (Petitioners: Yasuo Takano, No. 1,555, Horinouchi-cho, Adachi-ku, Tokyo.) (Introducer: Mr. Shigeo Kamiyama.) (No. 897).

The absence of staple food rations for 20 days extending from. August to September, 1927, due to the incompetent food policy of the Government, plunged the general citizens into considerable debt for procuring necessary foods, which has since affected their domestic economy up till now. Under the circumstances, it is petitioned that the Government will properly indemnify for the damages on its responsibility.

Dated May 22, 1949.

Report on the Petition for Investigation of Truth about the Ill Treatment by the Judicial Procurators. (Petitioner: Shimpei Kosuga, No. 829, Shinjuku, Kokinu Village, Kita-soma County, Ibaraki Prefecture.) (Introducer: Mr. Susumu Kamimura.) (No. 1558).

Shimpei Kosuga, No. 829, Shinjiku, Kokinu Village, Kitasoma County, Ibaraki Prefecture was one of the few large goat ranch owners in the Prefecture in 1940. Owing to the illegal actions of Arasaburo Nomoto, however, the herd of his goats decreased to a few over ten heads in 1946. Consequently, Kosuga took legal proceedings against Nomoto at the Ryugasaki Local Court. Without demanding a testimony from Kosuga the Court did not prosecute Nomoto. Being dissatisfied, Kosuga made his complaint to the Procurator's Office of the Mito District Court. Here again, he was given the same judgement. Further, Kosuga brought his complaint to the Highest Procurators Board where he was adjudicated to abandon his complaint as a dismissal case. Such a unilateral investigation and a mistaken treatment will disgrace the prestige of the judicial procuration and threaten the life of the people of the country. Therefore, the Petition asks for the execution of clarification of truth about the case.

Dated May 22, 1949.

Report on the Petition asking for the Establishment of Asahigawa Local Court Branch in Mombetsu-machi. (Petitioners: Shimpei Onishi, Head of Mombetsu-machi, Mombetsu County, Hokkaido and 5 others.) (Introducer: Mr. Tetsuzo Matsuda.) (No. 1765).

The Summary Court in Mombetsu and Tokaru having jurisdiction in Mombetsu County, Hokkaido since its establishment finds cases brought before it and handled ever increasing. The cases under the jurisdiction of the Branch Court require interested parties to present themselves either at Kitami branch or Nayori branch which causes great inconvenience and disadvantage in respect of time and economy, thereby greatly affecting local industries. It is therefore petitioned to establish the Asahi-gawa Court in Mombetsu-machi located in the center of town and village section of the county so as to secure smooth working of judiciary affairs.

Dated May, 22, 1949.

Report on the Petition Protesting the Establishment of the Kanto Medically Treated Youth Protection Institute in Fuchu. (Petitioners: Morizo Moriya, Mayor of Fuchu, Kita-Tama County, Tokyo-to.) (Introducer: Mr. Chojiro Kuriyama.) (No. 1836)

Establishment of the Kanto Medically Treated Youths Protection Institute by purchasing the former Tokai Science Technical School located in Fuchu, Kita-Tama County, Tokyo-to exert beneful influence upon the entire zone in the vicinity of the town which is mapped as school districts. We are therefore opposed to the establishment of the aforementioned institute.

Dated May 22, 1949.

Forieng Affairs Committee.

Report on the Petition for Speedy Repatriation of the yet-undemobilized persons from the Soviet Territories. (Petitioner: Yayokichi Mukuho, Oaza-Mikimura, Oe-mura, Yoichi-gun, Shiribeshi Province, Hokkaido.) (Introducer: Mr. Masanobu Ogawara.) (No. 205)

The Diet is petitioned to see to it that every step be taken to have the yet-undemobilized persons in the Soviet territories returned home with compassion on the sincere concern of their families over their fate.

Dated April 27, 1947

Report on the Petition regarding disposal of the money borrowed by Japan's diplomatic organs abroad. (Petitioner: Shinrokuro Hozumi, Chairman of the National Federation of the Japanese Repatriates' Bodies.) (Introducer: Mr. Tokuro Adachi.) (No. 536)

The fund for the relief of the sufferers abroad and the money borrowed by the Japanese diplomatic organs abroad after the termination of war, on account of their nature, must belong to the administrative expenses. In the second session of the Diet, it was formally confirmed that those loans must be repayed from the National Treasure. Those loans, however, still stand unsettled much to the regret of all parties concerned. It is, therefore, desired that required procedure be quickly followed for confirmation of the Government's obligation regarding the settlement of the loans covering the relief fund and the money borrowed by the Japanese diplomatic organs abroad as stated above, so that those loans be quickly paid back, and that an amount required for the settlement of those loans be incorporated in the national budget for the fiscal year 1949-50.

Dated May 11, 1949.

Report on the Petition for speedy repatriation of the Japanese detained in Northern Korea. (Petitioner: Takeo Tanaka, C/O Down Association, Marunouchi, 17-6, Chiyoda-ku, Tokyo.) (Introducer: Mr. Saburo Asari.) (No. 620)

Special consideration is requested in favor of the repatriation of those who are still detained in Northern Korea, in view of the hardship suffered by those detainees whose repatriation is considered to be very difficult.

Dated May 11, 1949.

Report on the Petition for Acceleration of the Withdrawal of Japanese People from Broad. (Petitioner: Mr. Yoshiko Suzuki of the Working Women's Association.) (Introducer: (Introducer: Mr. Yoshikazu Matsumoto) (No. 1001)

When the petitioner considers the feeling of those who are worrying themselves about the fate of their intimate relations still being retained somewhere in the U.S.S.R. or in the regions now under the control of the Chinese Communist Army, she finds it almost intolerable to leave matters alone. It is desired, therefore, that prompt measures be taken to hasten up the withdrawal of those fellow countrymen from the foreign regions stated above.

Dated May 11, 1949.

Report on Petition concerning the Promotion of Repatriation of the Japanese from Abroad. (Petitioners: Koichi Takata, Mizu Town, Shimo-Tsuga County, Tochigi Prefecture and 454 Others.) (Introducer: Mr. Hisao Kodaira.) (No. 1495)

The brethren who haven't repatriated at present are

youngmen and the pillows of the State, constituting the pivotal factor of the reconstruction of our country. Therefore, the Petition asks for the adoption of special measure for promoting the repariation of these brethren from abroad; for the exemption of these repatriates from taxation, for giving them a priority in the introduction to their professions.

Dated May 11, 1949.

Finance Committee.

Report on the Petition for the Increase in Tobacco Farming Areas in Miyazaki Prefecture. (Petitioner: Zenpei Kai, Chairman of the Miyazaki Prefectural Assembly.) (Introduced by Mr. Yoshimitsu Kawano, and 5 others.) (No. 11)

Miyazaki Prefecture is favored with natural good condition for cultivating yellow colored tobacco plants which are raised nearly all over the prefecture. Compared with the fields of other crops, the tobacco plantation occupies only 1.7 per cent, much less than the tobacco area in Kagoshima Prefecture which is one of the best tobacco producing prefecturers and has the same natural good conditions as this prefecture. Accordingly it is requested to increase tobacco farming area in Miyazaki Prefecture.

Dated April 16, 1949

Report on the Petition concerning Designation of Matsuyama Port as an Open Trading Port. (Petitioner: Masaichi Yasui, Mayor of Matsuyama.) (Introduced by Mr. Yoshio Kawabata.) (No. 55)

Before the War, with a large industrial zone around, Matsuyama Port in Ehime-Prefecture exported fiber goods, timbers, canned goods, fruits, dried bonitoes etc. but as it was not an open trading port, the people sustained much disadvantage and inconvenience through carriage and other conditions. But the Government seeing the importance of the port, is carrying out, as a direct Transportation Ministry work, the extension of the inner harbor as well as the repairing of the outer harbor. It is expected that when the work is completed, vessels over ten thousand tonnage will be freely accommodated and amount of freight handled in the port will suddenly increase. Hence as the Port is expected to play an important part as the central market of the prefecture and to increase the imports and exports with the development of surrounding large and small industries, it is requested to designate it as an open trading port as soon as possible.

Dated April 16, 1949

Report on the Petition concerning the Commodity Tax on Tobacco Pipes. (Petitioners: Tokichi Namba, Chief Manager of the Tobacco Pipe Industrial Association at Tsubame-town, Nishi-Kambara-county, Niigata-Prefecture, and two others.) (Introduced by Mr. Juichiro Tsukada.) (No. 60)

Tobacco-pipe makers are very much pressed through the rise of prices of materials, tighteness of money market, pressure of taxes and the rise of wages, so that they have had to raise the prices of manufactured goods and it is very hard for them to bear the commodity tax on a piece of goods whose cost is over ten years. Besides comparing today's prices with those prevailed at the time when the exemption point was first established, it is a matter of course that the exemption point be raised. Accordingly it is requested to raise the exemption point of the commodity tax on tobacco pipes to thirty yen a piece.

Dated April 16, 1949

Report on the Petition concerning re-establishment of the Takata Branch Office of the Takasaki Local Monopoly Bureau. (Petitioner: Takeo Seki, Mayor of Takasaki-City.) (Introduced by Mr. Juichiro Tsukada.) (No. 94)

Takata-city is the center of politics, economy and culture of three Joetsu districts. In 1944, the Takata Branch Office of the Takasaki Local Monopoly Bureau was abolished, but people are inconvenienced in distribution of tobacco and control of farm-land. Especially at heavy snowfalls, much hindrance is experienced in transportation and communications. Hence it is requested to reinstitute that branch office as soon as possible.

Dated April 16, 1949

Report on the Petition concerning Reduction of Consumption Tax on Silk and Rayon Textile Goods. (Petitioner: Kahachiro Kishi, No. 4, 2-chome, Nihonbashi, Chuo-ward, Tokyo-metropolis.) (Introduced by Mr. Yoshinosuke Takagi, and 9 others.) (No. 95)

The consumption tax on silk and rayon textile goods is raised to 40 per cent and the official prices of these goods are high. Thus though they are necessary goods for life, the demand on them has suddenly decreased. The producers, and wholesale and retail-dealers of these goods are at a loss with increasing stock-piles and are so pressed with capital that are present they have to sell at a discount of twenty or thirty per cent off official prices. Accordingly it is requested to reduce the consumption tax on silk and rayon textile goods to ten per cent as in the case of staple fibre goods.

Dated April 16, 1949

Report on the Petition concerning Reduction of Commodity Tax on fire-works. (Petitioner: Yoshio Hatsuo, Directing Manager of the Japan Fire-work Industry Association in the Ogawa-machi Building, No. 3, Ogawamachi, Kanda, Chiyoda-ward, Tokyo-metropolis.) (Introduced by Mr. Atsuyasu Fukuda.) (No. 104)

As fire-works and toy fireworks are under the tax rate category of No. 36 hei-species in Class No. 1 in the commodity tax law, purchasing power of people has very much been reduced to the great blow on the enterprisers concerned. Hence it is requested to change the rate for fire-works and toy fire-works to No. 63 tei-species and to set up an exemption point as forty yen a piece.

Dated April 16, 1949

Report on the Petition concerning Reduction of the Commodity Tax on Toilet Goods. (Petitioners: Noboru Matsumoto, No. 3, Nishi - 1 - chome, Gina, Chuo-Ward, Tokyo-Metropolis, and 24 others.) (Introduced by Mr. Juichiro Tsukada, and 1 other.) (No. 109)

The prevailing commodity tax law imposes tax on toilet goods in three different rates of 80%, 50% and 30. Such high rate tax on the masses is a measure contrary to the stability of people's life and producers have to bear the incidence of tax instead of shouldering it on consumers. Thus if matter stands as it is, producers will not be able to keep on their business. Besides, different rates of tax on different species of goods will result in breaking uniformity of handling. Accordingly it is requested to reduce 80 and 50 per cent rate to 30 per cent and exempt tax from 30 per cent taxed goods.

Dated April 16, 1949

Report on the Petition concerning Abolition of Commodity Tax on Tea. (Petitioneers: Fumio Hiraoka, 1-2, Hamamatsucho, Shiba, Minato-Ward, Tokyo-Metropolis, and 2 others.) (Introduced by Mr. Sei Miyahata.) (No. 115)

The production of tea takes about four months from May to August but its export and consumption continue all the year round. Thus in the period of production, there occurs surplus of supply and the commodity tax devolves upon producers to a great impediment of production. Accordingly it is requested to abolish the commodity tax on tea as soon as possible.

Dated April 16, 1949

Report on the Petition for Mitigation of Commodity Tax on Children's vehicles. (Petitioners: Tonen Watanabe, c/o Fujitake Industrial Co., Ltd., No. 8, 3-chome, Nihonbashidori, Chuo-Ward, Tokyo-Metropolis, and 1 other.) (Introduced by Mr. Isamu Fukui.) (No. 135)

Whereas children's vehicles are daily necessaries for children as well as for minor conveyance at home, the rate of tax and its exemption point are highly unreasonable. It is, therefore, desired that in view of their special nature, the exemption point of the commodity tax thereon be raised to ¥3,000 and its rate be reduced to 10 per cent, inserting an item specially for "children's vehicle" in the tariff for commodity tax.

Dated April 16, 1949

Report on the Petition for Abolition of Commodity Tax on Razors. (Petitioners: Fusataro Ito, Chairman, the Cutlery and Tools Industry Co-operative Association of Tokyo, and 5 others.) (Introduced by Mr. Kimiyoshi Amano.) (No. 136)

During the war the razors were classified as either personal belongings or toilet articles and taxed as luxury-item goods, and this practice which is still continued is driving the business people concerned to the extreme hardship. Razors, however, are daily essentials for our health, and it is obvious that they are no luxury goods. Hair-clippers and barber's scissors which are used for the same purposes as razors are not taxed. On the other hand razors constitute an important export item. It is, therefore, desired that the commodity tax on razors be abolished.

Dated April 16, 1949

Report on the Petition for Amendment of the Undemobilized Persons' Compensation Law. (Petitioners: Ko Takahashi, c/o Tochigi State Hospital, Tamatsuri, Utsunomiya-City.) (Introduced by Mr. Kyoji Funada.) (No. 147), and on 4 other petitions of the same purport as above.

The Undemobilized Persons Compensation Law has undergone a revision but in view of the fact that the majority of these persons now being hospitalized still require medical attention for some considerable time to come. It is, therefore, desired that the said to recuperate with easy mind.

Dated May 23, 1949

Report on the Petition for Punctual Payment of Government Subsidies. (Petitioner: Wasaburo Sato, Mayor of Utsunomiya-City.) (Introduced by Mr. Koiichi Yamaguchi and 3 others.) (No. 152)

All project subsidized by the State naturally call for speedy execution and involves huge expenditures. Payment of the subsidies are, however, so much in arrear that municipality have to defray large amount of money to meet the payments in the interim period before the subsidies are received, which circumstance is placing additional strain on the impoverished local finance. It is, therefore, desired that the payment of subsidies be made punctually on time.

Dated May 23, 1949

Report on the Petition for Designation of Port of Waga as an Open Port. (Petitioners: Seiichi Kobayashi, Mayor, Matsue-City and 1 other.) (Introduced by Mr. Takeo Ohashi.) (No. 178)

Port Kaga, an excellent natural harbor in Yatsuka-County, Shimane-Prefecture, is a center of marine transportation of the Prefecture with considerable number of ships visiting it, and the goods exported and imported through this port reach an immense volume. The port also has a bright prospect as a future base of trade with Korea and Manchuria. It is, therefore, desired that the said port be designated as an open port.

Dated May 23, 1949

Report on the Petition for the re-institution of the Usuda Tax Station. (Petitioners: Hachiro Kawamura, Headman of Usuda-Town, Saku - County, Nagano-Prefecture and nineteen others.) (Introduced by Mr. Ichitaro Ide, and 1 other person.) (No. 37)

The Usuda Tax Station at Minami-saku-County, Nagano-Prefecture was incorporated in the Iwamurata Tax Station as a result of the administration adjustment in 1909. But since the War, taxation business has increased and become complicated. Consequently business efficiency has fallen and the people in the neighbourhood of Usuda-Town are very much inconvenienced through waste of

time and expense. Hence it is requested to reinstitute the Usuda Tax Station.

Dated April 16, 1949

Report on the Petition concerning Reduction of the Commodity Tax on silver-gilt table utensils. (Petitioners: Juichiro Nakano, Chairman of Chamber of Commerce and Industry of Tsubame-Town, Nishi-Kambara-County, Niigata-Prefecture, and 2 others.) (Introduced by Mr. Juichiro Tsukada.) (No. 61)

The production of table utensils at Tsubame-Town, Niigata-Prefecture occupies ninety-five per cent of its whole production of the country. The silver-gilt on spoons, forks etc. has been studied from various points and the cost has been much reduced so that the products of this town have increased their value in quality and hygienic availability. But as the commodity tax of 50 per cent has been imposed on the goods, the manufacturers are very much pressed. Accordingly, it is requested that the following clause be added to added to (c) Paragraph 44 in Series No. 1 of the Commodity Tax Law. "The tax is exempted for silver gilt table utensils which are less than thirty yen a piece and for goods above that amount twenty per cent tax is imposed."

Dated April 16, 1949

Report on the Petition for Exemption of Dried Laver from the Commodity Tax. (Petitioner: Sanshu Tokushisa, President of the Nation-Wide Dried Laver's Increased Production Association at No. 20, Kaigandori, 1-Chome, Shiba, Minato-Ward, Tokyo-Metropolis.) (Introduced by Mr. Isamu Tada.) (No. 231), and on six other petitions for the same purpose as above.

The "nori" (laver) fishery is an important, pivotal industry for many of our seaboard villages; but they now suffer from heavy burdens, not only the excessive income tax and enterprise tax but also the commodity tax being imposed on the nori-producers. The last named tax is levied on them at such an exorbitant rate as 20 per cent of the total value of production, not alowing any reduction therefrom of the enterprise expenses which generally momunts to 60 per cent of the gross receipts of the laver industry. On the other hand, financing facilities and also supply of materials to it are extremely limited while import of Korea laver is menacing its development. Our laver fishery is consequently the verge of self ruin. The petitioner, therefore, requests that the laver be exempted from the commodity tax in order to enable the fishing villages concerned to stand back on their own feet again.

Dated May 23, 1949.

Report on the Petition for Reduction of Commodity Tax on Toys. (Petitioner: Shintaro Kanamori, Chairman, Japan Toy Association, No. 1, 1-chome, Bakurocho, Nihonbashi, Chuo-Ward, Tokyo.) (Introduced by Mr. Kimiyoshi Amano.) (No. 232)

Whereas at present toys are not only indispensable for bringing up children but they bear a weighty mission as export items, the present 50% commodity tax falls too heavy on the shoulders of the thin dealers, and encourages the practice of tax evasion among them, dulls their will for production and ultimately obstruct the promotion of this branch of industries for export. It is, therefore, desired that the commodity tax on toys, dolls battle-doors and similar items be reduced to 20%, and the exemption point be raised from present ¥40 to ¥100.

Dated May 23, 1949.

Report on the Petition for Abolition of Commodity Tax on Sport-goods. (Petitioner: Shigeo Matsui, Chairman, Federation of Sport-good Trade Association of Japan.) (Introduced by Mr. Kotaro Mori.) (No. 236)

Inasmuch as commodity tax is primarily designed to serve the wartime purposes of suppressing production of non-essentials and taxing luxury items, the present high rate of tax which reaches 50% is highly unreasonable. On the other hand tax is now being paid on only 20% of the products in demand. It is, therefore, desired that the commodity tax on sport-goods be abolished.

Dated May 23, 1949.

Report on the Petition for Setting Incidence of Tax on Sport-Goods. (Petitioner: Shigeo Matsui, Chairman, Federation of Sport-good Trade Associations of Japan.) (Introduced by Mr. Kotaro Mori.) (No. 237)

Despite the wide range of prices quoted for each variety of sport-goods ranging from quality goods to common specimen for the masses, a 50% tax is imposed uniformly on all of them, which fact sends up their prices, places heavier burdens on customers and impedes the development of sports. Especially, absence of the incidence of tax on sport-goods upsets the balance of burdens. It is, therefore, desired that the incidence of the said tax be set promptly.

Dated May 23, 1949.

Report on the Petition for Exemption of School Children's Water Colors from Commodity Tax. (Petitioner: Hikasaburo Sugata, Chairman, Colors and Crayon Association, Motoamicho, Nihonbashi, Chuo-Ward, Tokyo.) (Introduced by Mr. Noriyoshi Miyake.) (No. 245)

The cost of school requirements comes up to a considerable amount and proves quite a heavy burden to the parents of school children. In order, therefore, to ease the burden and thereby contribute toward the art education of the nation, the petitioner desires that the school children's water colors be exempted from the imposition of commodity tax.

Dated May 23, 1949.

Report on the Petition for Exemption of Spectacle Rims from Commodity Tax. (Petitioner: Kikujiro Kimura, Chairman, Federation of Spectacles Industry Associations of Japan, No. 7, Showamachi, Fukui-City, Fukui-Prefecture.) (Introduced by Mr. Shinzo Tsubokawa.) (No. 246)

It is a serious question for rebuilding of Japan that increasingly greater number of

people, especially young generations, are demanding spectacles because of impaired eyesight. Under these circumstances, lenses are exempted from taxation in view of needs for them in Japan, and it is unreasonable that spectacle-rims alone which are closely related to them should be imposed a commodity tax of 30%. With the aim in view of preserving the eye-sight of the people intact, the petitioner desires that spectacle rims be exempted from imposition of commodity tax treating them as medical implement.

Dated May 23, 1949.

Report on the Petition for Relief of Manufacturers of Self-Supply Salt. (Petitioner: Genzaburo Okuyama, Chairman, Salt-Manufacturers' Association of Chugoku District, 2-chome, Minamimachi Hiroshima-City.) (Introduced by Mr. Hisao Yamamoto.) (No. 271)

Manufacture of salt for self-supply was started with Government encouragement and heavy subsidy granted on it, but the subsidy has since been curtailed by the frequent changes in the Government policy, and with capitals locked up the manufacturers are now in the tight strait and are thinking of closing down. It is, therefore, desired that the Government would raise the amount of compensation and allocate necessary materials to them in order to relieve their difficulties, taking at the same time due relief measures in respect to closing plants.

Dated May 23, 1949.

Report on the Petition for Reduction in the Consumption Tax on Silk and Artificial Silk Fabrics. (Petitioner: Michisuke Sugi, President of the Association of Businessmen Trading in Silk and Raw Silk Fabrics for Home Consumption, at Horidome, Nihonbashi, Chuo-Ward, Tokyo-to.) (Introduced by Mr. Ryuemon Waseda.) (No. 279), and on 1 other petition carrying a similar request.

The consumption tax on silk and artificial silk fabrics having been raised to the rate of 20%, their official prices have become so much higher than before, with the result that although they are necessaries of life in Japan, yet the demand for them have seen perceptible dwindling, causing rapid increases in the stocks both of their producers and retail dealers. They thus suffer from the fatal shortage of their operating funds and are actually being compelled to dispose of their goods at prices twenty to thirty per cent lower than the official prices. On these grounds, the petitioners ask for a ten per cent reduction in the consumption tax in favor of the silk and artificial silk fabrics, and hope that this will be effected promptly.

Dated May 23, 1949.

Report on the Petition for Exemption Point to be Established for Commodity Tax on Mirrors. (Petitioner: Tatsunosuke Kawaguchi, Chairman, All-Japan Mirror Industry Association.) (Introduced by Mr. Tadao Asaka.) (No. 282)

Mirrors, along with houses are factors of our habitation and our daily necessities. However, they are treated as luxury items and no exemption-point is fixed for their tax, and the entire amount of such tax which should have been a consumer tax is borne by the manufacturers. Besides 20% tax is levied on plate glass from which mirrors are made; and added to it there are transaction tax and income tax to be paid. This means that they are taxed four-or-five-fold. Thus the whole system is full of contradictions. It is, therefore, desired that the commodity tax on mirrors be reduced and the exemption point of such tax be set at about ¥200.

Dated May 23, 1949.

Report on the Petition concerning early designation of Port Aburaku as an open port. (Petitioners: Yahei Ishii, Chairman of the town and village assemblies, Minaminaka-County, Miyazaki Prefecture, and 14 others.) (Introduced by Mr. Fuhazo Tanaka and 5 others.) (No. 305), and on 1 other petition of the same purport as above.

The port of Aburatsu, Minaminaka-Country, Miyazaki Prefecture, is now under repair, and, if completed, it will certainly be increased in importance as a center of industrial development in the southern part of the Prefecture. It is, therefore, requested that the port will immediately be designated as an open port.

Dated May 23, 1949.

Report on the Petition concerning lowering of consumption taxes on woolen fabrics. (Petitioners: Otoo Konishi, Chairman of the Federation of Japan Woolen Industry Associations, No. 6180, Yokose-Village, Chichibu-County, Saitama Prefecture, and 3 others.) (Introduced by Mr. Hiroji Asami, and 3 others.) (No. 321)

Woolen fabrics are, besides the materials for industrial use, the necessaries of life essential as clothing for the use of miners and agricultural, forestry and fishery village people, for whom they are not luxuries. Nevertheless, 40% ad valorem consumption taxes are being imposed on woolen fabrics, discouraging the will to increased production and stimulating the illegal and black-market deal. It is, therefore, necessary that the rate of the taxes shall be lowered so as to make it equal to that of the taxes on cotton and staple fibre piece-goods.

Dated May 23, 1949

Report on the Petition concerning grant of the ground and the buildings where the old Oyama War Horses Stable Akagi Branch Office stood. (Petitioners: Hisayoshi Miyoshi, headman of Akagi-Town, Tohaku-County, Tottori Prefecture, and 16 Mr. Naomichi Inada.) (No. 342)

The old ground where there was Oyama war horses stable Akagi branch office was dedicated to military use in 1898 and has an area of several thousand Chobu which still remains a grass-land. As it is a great loss to the country, under the existing conditions short of food to leave it uncultivated, it is desirable that the ground and its buildings shall be granted gratuitously.

Dated May 23, 1949.

Report on the Petition concerning the lowering of commodity taxes on radio

receivers and similar goods. (Petitioners: Buko Watanabe, Chairman of the Federation of Japan Radio Communications Industry Associations, and 2 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 352)

At present, radio appliances are not only necessaries of life increasing in importance daily, but also things essential for promotion of industry and school education. Moreover, they are suitable for export articles. The continual maintenance of 30% ad valorem rate of commodity taxes on radio receivers and similar goods, in contrast to the lowering the wide margin of that on sewing machines, camera and similar articles, is unreasonable. It is, therefore, requested that the rate will be reduced to the minimum, from the standpoint of popularization of radio broadcasting and advancement of the economic and cultural interest of the people.

Dated May 23, 1949

Report on the Petition concerning an increase in the amount of mutual benefit allowances for the retiring Government Railway employees. (Petitioner: Yoshio Morimoto, Chairman of the Society for the Retired Government Railway Employees, No. 11, Shimo Kurumazakamachi, Daito-Ward, Tokyo-Metropolis.) (Introduced by Mr. Fuhazo Tanaka.) (No. 395)

Those who have retired from a long and continuous service in the Government Railway are ensured for their future living by means of mutual benefit allowances. Whereas the pension and the retirement and accident allowances have gradually been increased in amount, the mutual benefit allowances alone are left as they old, so that they can not help to sustain the livelihood under the present economic conditions. It is, therefore, desirable that the amount of the mutual benefit allowances shall be increased in order to help rehabilitate the retired employees.

Dated May 23, 1949.

Report on the Petition concerning establishment of a Revenue Office at Sashiki-Town. (Petitioners: Iwao Yamamoto, Mayor of Sashiki-Town, Ashikita-County, Kagoshima Prefecture.) (Introduced by Mr. Kazuomi Fukunaga.) (No. 406)

The district of Ashikita County, Kagoshima Prefecture, is situated in a mountainous region and has a small arable land, the farmers in which are for the most part small. Consequently, the local people live in poverty whose tax paying ability is very low, There are many cases of delay in tax payment due to the lack of understanding of such local economic conditions. There is no revenue office in the district. It is said that the Government is going to establish one at Mizumata-Town situated in the farthest southern part of the district, but a proper operation of taxation affairs within the district can hardly be expected thereby. It is hoped, therefore, that it will be established at Sashiki-Town which is the center of local administration.

Dated May 23, 1949

Report on the Petition concerning reform in taxation system on agricultural income. (Petitioners: Shuichi Yamamoto, No. 182, Obara-Village, Oaza Ogawade, Koga-County, Shiga Prefecture, and 5 others.) (Introduced by Mr. Ko Imai.) (No. 418)

The existing taxes on agricultural income are extremely unfair on account of a course method of examination of the amount of income per acreage. It is, therefore, necessary that fair taxation system shall be established by fixing the standards for measuring the amount of income by means of dividing the order of the cities, towns and villages of the whole country into several ten classes, after completing study on various conditions, the income returning system which requires a complex and multiple description of figures be reformed, a new system of paying in kind for tenant fees be instituted with a view to saving small holders from falling into impoverished farmers, taxes on tenancy be imposed on the rice and wheat paid as tenant fees, and the tenant fees payment system be abolished.

Dated May 23, 1949

Report on the Petition concerning establishment of a revenue office at Shirobe-Town. (Petitioners: Katsuji Kikuchi, Headman of Shirobe-Town, Minamiuwa-County, Ehime Prefecture, and another.) (Introduced by Mr. Eikichi Takahashi and 6 others.) (No 422)

Shirobe-Town, Minamiuma-County, Ehime Prefecture is the center of judicial, economical, financial and transportation activities in the district. Yet, there is no revenue office in the district, which, in addition to inconveniences owing to the lack of adequate transportation system, causes a great hindrance in collection and payment of taxes. It is, therefore, requested that a revenue office will be established in Shirobe-Town which is adapted fully for the purpose from geographical and other points of view.

Dated May 23, 1949

Report on the Petition concerning Exemption of the Transaction Tax on Medicines. (Petitioners: Saburo Shionogi, President of the Federation of Japan Pharmaceutical Organizations, and 3 others.) (Introduced by Mr. Toichiro Tsukata and 1 other.) (No. 519), and on 4 other petitions of the same purport as above.

Medicines and hygienic materials and other pharmaceutical things are indispensible to the national sanitation and treatment, and so imposition of the transaction tax upon them is very regrettable. Accordingly, this Petition proposes that in consideration of the particularity of retailers of drugs, they be exempted from the said tax.

Dated May 23, 1949

Report on the Petition for the Financing of Minor Enterprises operated by the Repatriates. (Petitioner: Shinrokuro Hozumi, Chairman of the National Federation of the Repatriate's Group.) (Introduced by Mr. Atsuro Adachi.) (No. 542)

There are not a few repatriates with excellent ability and experience who are purplexed at the way of financing as they have no property and credit in addition to the present day shortage of job. Though they are provided with the system to loan funds necessary to conduct their business to the maximum limit of ¥7,000, it cannot keep the business running. Such being the case, the Petition is to apply for the expansion of the system to furnish the repatriates with funds for their running of minor enterprises and for the special consideration for the repatriates in the operation of the National Banking Public Corporation which is to be established in the near future.

Dated May 23, 1949

Report on the Petition for Financing Coast-wise Fishing Industry. (Petitioner: Koichiro Hayashi, Chairman of the Western Japan Acquatic Industrial Promotion Associaton, No. 37, Ujinamachi Hiroshima-City.) (Introduced by Mr. Enkichi, Ishiwara.) (No. 550)

In view of the recent acute financial conditions in fishing industry, which are checking increased production, it is petitioned that such measures as the enforcement of the bill system for fishing industry be carried out promptly with a view to providing it with sufficient funds.

Dated May 23, 1949

Report on the Petition for Partial Revision of the Textile Goods Consumption Tax Law. (Petitioners: Shuichi Arisawa, 5-chome, Omachi, Takada-City and 44 Others.) (Introduced by Mr. Juichiro Tsukada). (No. 551)

Cotton tapes for insulating electricity are subject to consumption taxes, in spite of the exemption of sleeves for a similar purpose from taxation. Although those of less than one centimetre wide are exempted from taxes, it is impossible to cut these tapes from their very nature and due to the different width of one tan, the procedures for payment of taxes are very complicated. Hence the proposed petition for exemption of tapes of less than ten centimetres wide from taxation by revising Article 3 of the Textile Goods Consumption Law with a view to carrying out the distribution in a more satisfactory manner.

Dated May 23, 1949

Report on the Petition concerning exemption of Transaction taxes for the laundry men. (Petitioner: Hoyuki Takahashi, Chairman of the Directors of the Cleaning Business Association of Japan.) (Introduced by Mr. Noriyoshi Miyake.) (No. 552)

Laundry business, different from other commercial enterprises in general, is concerned with public health and carried on at a low profit which is compatible with the public interest. It is, therefore, requested that will be exempted from transaction taxes.

Dated May 23, 1949

Report on the Petition concerning lowering of textile goods consumption tax. (Petitioners: Kaname Ozawa, representative of Chichibu textile goods enterprises, Aza Omiya, Chichibu-Town, Chichibu-County, Saitama-Prefecture and three hundred and fifty others.) (Introduced by Mr. Hiroji Asami. (No. 593)

It is said that the amount of the textile goods consumption tax on the Chichibu textile enterprisers at Chichibu-County, Saitama Prefecture is decided at ¥20,000,000, but the enterprisers of this place have no capacity to bear the imposition and are quite at a loss. Accordingly it is requested to lower the textile goods consumption tax on the enterprisers at Chichibu.

Dated May 23, 1949

Report on the Petition concerning reduction of tax on people living in snow-ridden areas. (Petitioners: Takichi Sato, Shimo-Shimmei-cho, Shingo-City, Yamagata Prefecture and 274 others.) (Introduced by Mr. Yasumasa Zushi.) (No. 594)

As people in snow damaged areas are compelled to live in snow at least four or five months, damage, direct and indirect, amounts tens of thousands of yen for a family at the lowest. With consideration to this fact, it is requested to reduce tax on people who live in snow ridden areas.

Dated May 23, 1949

Report on the Petition concerning exemption of the transaction tax on important farming materials. (Petitioner: Shotaro Sato, Chairman of the Japan Agricultural Implements Improvement Association.) (Introduced by Mr. Yoichi Kawaguchi.) (No. 595), and on 4 other petitions of the same purport as above.

Forming implements, rubber wares for the use of farming implements and farming chemicals are important materials indispensable for farm production. But, when the transaction tax is imposed on these goods, the incidence of farmers will increase and the delivery of materials will be delayed due to complicated tax collection measures, resulting in hindering increased food production. Consequently it is requested to exempt the transaction tax on these materials.

Dated May 23, 1949.

Report on the Petition for the Reduction of Sales Tax on Black Tea. (Petitioner: Keiji Yuhara, Managing Director of the Japan Black Tea Co. Ltd and three others.) (Introduced by Mr. Yasushi Miyahata.) (No. 627)

The black tea is a domestic product and one of the staple export goods which has larger market than the green tea, not to mention that it is a necessity of the people at home in the present days. So, it is to impede the spread of taking powdered food and the enlargement of market aboard and suppress the progress of cultural life of the nation to impose sales tax on it treating it as a luxurious article like coffee and cocoa. Thus, the Petition is to apply for the reduction of sales tax on the black tea to the same rate as for the green tea.

Dated May 23, 1949

Report on the Petition for the Loan of Vocational Fund to the Repatriated. (Petitioners: Shinrokuro Hozumi, Chairman of the National Federation of the Groups of the Repatriated, c/o No. 1 Tsukiji 3-chome,

Chuo-Ward, Tokyo.) (Introducer: Mr. Tokuro Adachi.) (No. 628)

Though the financing system of vocational fund to the re-repatriated is a positive measures for the rehabilitation of the repatriated, it is delaying the rehabilitation of the repatriated owing to the lack of smooth and appropriate operation taking too much time in lending at the too low limit of loan of ¥7,000. Such being the case, the Petition is to apply for the appropriation of ¥1,750,000,000 to the loan of vocational fund in the fund in the Budget for 1949 fixing its goal on scientific grounds, the increase of its unit of loan drastically, the supply of working fund and the establishment of the National Financing Public Corporation.

Dated May 23, 1949.

Report on the Petition for the Reduction and Remission of Tax to be imposed upon Judicial Persons and Individuals who suffered from the Great Earthquake in Fukui Prefecture. (Petitioners: Yoshitaka Kubo, Harue-Town, Sakae-County, Fukui-Prefecture and one other.) (Introduced by Mr. Shinzo Tsuboi, and three others.) (No. 631), and on another petition of the same purport as above.

With regard to the reduction and remission of taxes for the sufferers of the great earthquake, June, 1948 in Fukui Prefecture, the Law for the Reduction, Remission and Grace of Tax in Case of Disaster was applied. But, it is not appropriate to treat such as big earthquake which caused innumerable damages in the same manner as common disasters. Thus, the Petition is to apply for the prolongation of the term of application of the Law for five more years since 1948 in case of private enterprice and, for the treatment of the deficit due to the earthquake as such in case where it could not be redeemed within the next year and its balance was transferred into the next year and so forth until the deficit was completely redeemed, and for the valuation of matters at the re-acquisition price instead of acquisition price in the estimation by taxation authorities of damages due to the earthquake.

Dated May 23, 1949.

Report on the Petition for the Improvement of Financing Minor Enterprises. (Petitioner: Masataka Toyoda, Chairman of the Minor Enterprises Federation of Japan.) (Introduced by Mr. Ryuemon Waseda.) (No. 659)

Despite the important position of minor enterprises in the formation of our industry, lack of recognition of its position is often seen especially in financing which places emphasis on major and basic industries, almost neglecting minor enterprises making a big obstacles to the industrial recovery. Thus, the Petition is to apply for the correction of the defects with the practice of the Nine-Points Economic Rehabilitation Program and the settlement of the single exchange rate, the continuance and expansion of the financial agency system for minor enterprises in the Rehabilitation Financing Bank and the reinforcement of the Central Fund of Commercial Cooperatives as the financing organ solely for minor enterprises.

Dated May 23, 1949.

Report on the Petition for the Reduction of Sales Tax on Millet-jelly. (Petitioner: Risaburo Kishimoto, President of the Millet-jelly Industry Association, c/o No. 1, Kayabacho 2-chome, Nihonbashi, Chuo-Ward, Tokyo.) (Introduced by Mr. Tsukasa Okami.)

Owing to the advance in price of starch and heavy sales tax, the black-market price of millet-jelly is underquoting the official one and various kinds of sweets made of it are overflowing the market encouraging the production of black-market millet-jelly. This means an inevitable waste of such staple foods as sweet potatoes, rice, starch etc. as these are used for making millet-jelly. Thus, the Petition is to apply for the reduction of sales tax on it by half of the current rate in order to expel such evils.

Dated May 23, 1949.

Report on Petition for the Taxation Reform. (Petitioners: Sankichi Matsuzaki, c/o No. 1342, Kamiya-Town 2-chome, Kita-Ward, Tokyo and 29 others.) (Introduced by Mr. Haruo Okada.) (No. 667), and on 7 other petitions of the same purport as above.

The Petition is to apply for fair and adequate taxation according personnel situations of tax-payers and drastic raising of the limit of primary exemption and dependents' exemption.

Dated May 23, 1949.

Report on the Petition for the Exemption of Transaction Tax on Fullery. (Petitioner: Tomojiro Tada, Chief Director of Japan Washing and Dyeing Association.) (Introduced by Mr. Eisaku Sato and I other.) (No. 671)

The Petition is to apply for the exemption of transaction tax on the Japanese cloths fullers as they are the same with barbers if considered from the stand point of public hygiene and their business is on so small scale that it is to be included in those which are not operated as in substantial business at provided in the Transaction Tax Law.

Dated May 23, 1949.

Report on the Petition for the Exemption of Transaction Tax on the 'Konro', a small Kitchen-range. (Petitioner: Ichiro Okutani, President of the Hekinan City Assembly, Aichi Prefecture.) (Introduced by Mr. Kohei Kimura.) (No. 726)

In the course of transactions from producer to retailer of the 'konro', a small Japanese kitchen range indispensable in the Japanese family life in general, transaction taxes are imposed several times on it virtually the burden of the people in general. Thus, the Petition is to apply for the abolition of the tax on it.

Dated May 23, 1949

Report on the Petition for the Exemption of Transaction Tax on the Night-soil Collecting Association in Niigata City. (Petitioner: Suekichi Nakano, President of the Night-soil Collecting Association, Niigata-City, and 1 other.) (Introduced by Mr. Hiroshi Matsuki.) (No. 750)

The Night-soil Collecting Association in Niigata City is doing its business ostensively under a contract with the municipal authorities. The night-soil collection is, properly speaking, to be done by the municipal itself, though it is substituted by the association in the City, for the sake of financial convenience and the efficiency. Thus, it is essentially one of the public utility works for the maintenance of good condition of public health and cannot be recognized as a normal selling business of manure in the present day of chemical manure. As the night-soil has no other market value than manure, the association has no business income other than the subsidy given by the City which is spent out by buying tools. It cannot be recognized as a normal contracting business as its right for the use of night-soil is not yet established. In addition to that, it is unfair that night-soil men in other places than Niigata City within the Prefecture are exempted from the transaction tax. Such being the case, the Petition is to apply for the exemption of transaction tax on the association in Niigata City.

Dated May 23, 1949

Report on the Petition for the Abolition of Transaction Tax on the bakery on consignment. (Petitioner: Kiyoshi Mizukawa, President of the National Bakery Association.) (Introduced by Mr. Muneaki Hasekura.) (No. 794)

Despite the provision of the Foodstuff Control Law to exempt the processing of staple foods from the transaction tax, it is imposed on the processing business except those done by the Government or the Foodstuff Corporation as a transaction under contract, causing much disadvantage and inconvenience to the consumer in general and on the business of the bakery. Thus, the Petition is to apply for the abolition of transaction tax on the bakery on consignment.

Dated May 23, 1949

Report on the Petition concerning Establishment of Proper Computation Standards of the Disbursements, etc. from the National Treasury for Prefectures. (Petitioner: Zempei Kai, Chairman of the Miyazaki Prefectural Assembly.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 812)

In regard to the computation of the disbursement, etc. from the National Treasury for prefectures, their distribution among prefectures has hitherto been carried out, in accordance with the informal regulations of each Ministry concerned, merely on the basis of the number of municipalities possessed by them, except in the case where the standard of computation is fixed by law.

However, this existing system is extremely disadvantageous for Miyazaki Prefecture, despite its area, population and number of houses far exceeding the national average, is smaller in the number of municipalities. In view of this system which does not very often cope with actual conditions, it is petitioned that in the computation of the disbursement from the National Treasury for prefectures, the computation standards be improved properly, by taking into account the special conditions of the prefecture concerned.

Dated May 23, 1949.

Report on the Petition concerning Alleviation of the Forestry Income Tax. (Petitioners: Kiyoshi Shimizu, No. 10, 3-chome, Asahicho, Abeno Ward, Osaka City, and 5 others.) (Introduced by Mr. Masao Maeda.) (No. 832)

Although on the occasion of the recent revision of the taxation system 5/10 of the forestry income was determined as the tax amount, the forestry income is in nature the crop reaped only once in many years from the forest. For this reason, under the existing heavy tax no forestry industry can afford to bear the much risen expenses for afforestation, the nurturing and supervision of forests, etc. Consequently, this situation leads to extreme economic difficulties in the management of forestry, to the detriment of the preservation of land and the stability of the people's living. Under the circumstances, it is petitioned that in the assessment of the forestry income tax, expenses necessary for the reproduction of income and those for afforestation on the site of felled trees be excluded as necessary expenditures.

Dated May 23, 1949

Report on the Petition concerning Alleviation of the Commodity Tax on Marble. (Petitioner: Ryokichi Yabashi, President of the Yabashi Marble Firm, Akasaka Town, Fuwa County, Gifu Prefecture.) (Introduced by Mr. Kaichi Muto.) (No. 833)

As a luxury item, a 50% commodity tax is now imposed upon marble, but owing to the lowered commodity tax on tiles which form its competitive articles, marble dealers are now driven on the brink of bankruptcy. Essentially, marble is diverse in kind and moreover, it should be included among luxury items but regarded as practical construction materials. Yet, a high commodity tax is unreasonbly imposed irrespectively on all kinds of marble. Under the circumstances, it is petitioned that the commodity tax on marble be alleviated and in case this is difficult, measures be taken to alter the interpretion of marble in connection with taxation.

Dated May 23, 1949.

Report on the Petition for Alleviation of the Commodity Tax on Gramophones and Records. (Petitioner: Yoichi Muto, President of the Japanese Gramophone and Record Association.) (Introduced by Mr. Yasu Miyabata.) (No. 893)

Gramophones and records are not luxury items but now essentially for popular amusement; they are also valuable as educational materials and claim importance as export goods. However, at present a high commodity tax is imposed upon them, greatly obstructing their business. Under the circumstances, it is petitioned that the present commodity tax on them be alleviated.

Dated May 23, 1949.

Report on the Petition for Alleviation of the Labored Income Tax, etc. (Petitioners: Ichiji Tanaka, Takasago Town, Kako County, Hyogo Prefecture, and 2,570 others.) (Introduced by Mr. Kenjin Matsuzawa.) (No. 894), and on 1 other petition of the same purport as above.

Government and public employees under the soaring prices are now experiencing that their living is so extremely destitute as they find much difficulties in executing of their liability to taxation and conducting satisfactorily their duty. Under the circumstances, it is petitioned that for relieving them of this difficult situation, the labored income tax and other popular taxes be alleviated in a great measure, while taxes being thoroughgoingly imposed upon the blackmarket profiteers.

Dated May 23, 1949.

Report on the Petition for Opposition to Popular Taxation. (Petitioners: Sozaburo Nakaya, No. 9341, Kiga Section, Hotei Town, Niwa County, Aichi Prefecture and 1,528 Others.) (Introduced by Mr. Isamu Akamatsu.) (No. 895)

The tax as the principal source of revenue should essentially be a direct tax, while indirect and consumption taxes are in nature those imposed on the masses. These taxes are imposed at the sacrifice of the working people and in the interests of the capitalists. Therefore, it is petitioned that measures be taken for imposing the income tax on a high progressive scale.

Dated May 23, 1949.

Report on the Petition for Abolition of the Commodity Tax on Margarine. (Petitioners: Masao Hoshino, President of the Japan Margarine Industry Association, 3, Nihonbashidori 2, Chuo Ward, Tokyo Metropolis, and 10 others.) (Introduced by Mr. Ryoji Inoue and 1 other.) (No. 981)

It is extremely unreasonable that margarine which has great importance in the dietary life of our people and constitutes one of the substitutes for staple foods, is regarded as a luxury and placed under the commodity tax which is 20 per cent of its producer price. In view of the shortage of fat, it is petitioned that measures be taken for the abolition of the commodity tax and the encouragement of its manufacture and the propagation of margarine.

Dated May 23, 1949.

Report on the Petition for Alleviation of the Commodity Tax on Lacquerwares. (Petitioners: Masataro Nishi, c/o Kato Bldg., 2, Nihonbashidori, 2, Chuo Ward, Tokyo, and 7 others) (Introduced by Mr. Kiroku Kanke.) (No. 993)

In spite of the fact that lacquerware are daily necessities of the people and also important export goods, the existing commodity tax imposed upon them too heavy to encourage their production. Under the circumstances, it is petitioned that the commodity tax on them be alleviated.

Dated May 23, 1949.

Report on the Petition for Reduction of Sales Tax on ice-boxes. (Petitioners: Kozaburo Yamada, President of the Ice-Chest Dealers' Association, No. 10, Nishikatamachi, Komagome, Bunkyo-Ward, Tokyo.) (Introduced by Mr. Hitoshi Takahashi.) (No. 1014)

At present a sale-tax of 50 per cent is imposed on any ice-box. Dealers in perishable provisions are requested by virtue of law to provide themselves with ice-boxes. Moreover, ice-boxes are essential for promotion of national health and sanitation. It is desired, therefore, that ice-boxes larger than 60 cubic-feet each be exempted from any tax, while the tax on smaller ice-boxes be reduced to 20 per cent.

Dated May 23, 1949.

Report on the Petition for Establishment of a Branch office of the National Banking Public Corporation at Matsuyama City. (Petitioners: Shigeyuki Kuwako, Uwajima Branch of the Association for Revival of Ehime Prefecture People Back from Abroad, Marunouchi, Uwajima City.) (Introduced by Mr. Iwataro Yakushijin.) (No. 1015)

Relative to the National Banking Corporation whose establishment is expected to be realized in the near future, it is desired that a branch office be established at Matsuyama City, Ehime Prefecture, in consideration of geographical and other facilities which the city enjoys.

Dated May 23, 1949.

Report on the Petition Concerning Collection of Taxes from Middle and Small Enterprisers. (Petitioner: Mr. Teiji Takemura, President of the Tokyo Light Metal Works.) (Introduced by Mr. Shoichi Kasuga, and one other.) (No. 1038)

At present, Middle and small enterprisers are greatly suffering from want to fund and materials. Moreover, collection of bills is almost impossible, and if collected, they are paid in promissory notes in most cases. Those enterprisers, therefore, are in extreme distress. It is desired, therefore that for the relief of those middle and small enterprisers a special measure be taken authorizing them to purchase staple food on credit, providing for postponement of seizure of their workshops against their taxes in arrear, and allowing their taxes to be paid in promissory notes.

Dated May 23, 1949.

Report on the Petition Concerning the Taxes to be paid by Members of the Democratic Commerce and Industry Association of Konosu-Town. (Petitioners: Yoshitaro Iiyama, President of the Democratic Commerce and Industry Association of Konosu Town of Saitama Prefecture.) (Introduced by Mr. Yoshimichi Watanabe and three others.) (No. 1039)

The members of the Democratic Commerce and Industry Association of Saitama Prefecture and experiencing difficulty to keep themselves afloat above the line of the starvation due to the remarkable decrease in the purchasing power of the citizens of Konosu Town. Moreover, on account of heavy taxes and donations expected of them, they are on the brink of bankruptcy. Relative to the payment of the income tax imposed on them against their income for the fiscal year 1948-49, they are requesting the re-examination of the authorities formally notifying the authorities of their inability to accept the amounts of tax decided on by the revenue officers only in accordance with their own judgment. Nevertheless, some of them have had their property attached, or have been ordered to pay the overdue interest and additional tax as calculated in accordance with the amount of the tax tentatively determined by the revenue authorities. The payment of such interest and additional tax is impossible under such circumstances as stated above, because they are paying the tax proper by borrowing money and selling furniture and household goods. Thus, they are not in a position to bear any heavier tax. In fact, many of them are obliged to close shops on account of the heavy tax imposed on them. It is desired, therefore, that they should be exempted from the payment of the arrears and additional tax, seizure of their properties should be suspended while the cases in view are under examination, the income tax for the fiscal year 1949 should be reduced and the transaction tax should be abolished.

Dated May 23, 1949.

Reported on the Petition for Reduction of the Commodity Tax on Electric Flarion. (Petitioner: Sutekichi Shimaoka, Director in Chief of the Electric Heater Industry Co-operative Association of Tokyo.) (Introduced by Mr. Kimiyoshi Amano and 1 other.) (No. 1041.)

The commodity tax of 50 per cent imposed on electric flarions, which are indisposable for our daily life, is unjustifiably heavy. On account of the high tax, the price of the electric flarions is rendered too high for most people to pay, with the natural result that population thereof is considerably retarded. It is, therefore, desired that the commodity tax on the electric flarion should be either abolished or reduce to 10 per cent at the highest.

Dated May 23, 1949.

Report on the Petition for Reduction of the Commodity Tax on Headgear. (Petitioner: Yoshibumi Masumi, Chairman of the Japanese Headgear Liaison Council, No. 2, Edobashi 2-chome, Chuo-Ward, Tokyo.) (Introduced by Mr. Toichi Tsukada.) (No. 1064)

The head-gear manufacturers of Japan are now concentrating their efforts on the increase of the export. They have already exported over ¥100,000,000 worth of caps and various kinds of hats. At present, every cap priced at ¥370 or more a piece and every hat of ¥300 or more a piece are liable to commodity tax of 30 per cent. Thus every cap and hat are taxed twice, once when in the raw material and once as manufactured goods. Owing to the decrease in the purchasing power among the customers and the tightness of money market, the manufacturers of hats and caps in this country are now compelled to sell and manufacture the head-gear at a loss. Consequently, the export of the hats and caps from this country has become dull owing to the deterioration of quality. Under such circumstances, our exporters and manufacturers of head-gear are without an earnest wish to pay their tax. It is desired, therefore, that the commodity tax on head-gear should reduced to 20 per cent per hat or cap of ¥500 or more.

Dated May 23, 1949.

Report on the Petition for an Exemption Point to be Established Relative to the Commodity Tax on Japanese Fans. (Petitioner: Fusajiro Sakata, Director in Chief of the Cooperative Association of the Makers of Fans and Round Fans in Kyoto.) (Introduced by Mr. Kokichi Tsunoda, and 1 other.) (No. 1116)

Fans and round fans are among the daily necessities indispensable to the Japanese people in the hot season, both of them having been in used from old days. It is desired, therefore, that an exemption point should be established relative to the commodity tax on the fans, and that the point should be fixed at ¥40.00 a piece.

Dated May 23, 1949.

Report on the Petition for Adjustment of Commodity Tax on Calendars, Fans and Round Fans. (Petitioner: Toyosaburo Ishibashi, Director in Chief of the Commercial and Industrial Cooperative Association of the Fan and Round Fan Dealers of Tokyo.) (Introduced by Mr. Kokichi Tsunoda and 1 other.) (No. 1119)

Fans and round fans are among the daily necessity of the masses of people during the hot season. They may find their market abroad in the future. Their production at present, however, is considerably hindered on account of the commodity tax of a high rate. It is desired, therefore, that such articles as fans and round fans which are necessary to the masses of people in their daily life should be exempted from any commodity tax. It is also desired that calendars should be classified as a kind of publications, while exemption points should be established in favor of round fans and ordinary fans at ¥20 and ¥40 a piece respectively.

Dated May 23, 1949.

Report on the Petition for the Establishment of a Revenue Office in Hanno Town, Iruma County, Saitama Prefecture. (Petitioners: Toku Masujima, Headman of Hanno Town, Iruma County, Saitama Prefecture, and 1 other.) (Introduced by Mr. Rokuroji Yamaguchi, and another.) (No. 1161)

Hanno Town, Iruma County, Saitama Prefecture, is still left without a revenue office, the tax-payers being required to visit the Kawagoe Revenue Office covering a distance of 20 kilometers one way. The inhabitants of Han-

no, therefore, are compelled to spend a lot of their time in paying their taxes or in visiting other Government and public offices in connection with taxpayment. The loss and inconvenience is too much to bear. Besides, it goes without saying that without a revenue office in the town, complete collection of taxes will be very difficult. It is desired, therefore, that a revenue office should be quickly established in the town.

Dated May 23, 1949.

Report on the Petition for Reduction of the Consumption Tax the Hard and Bast Fiber Fabrics. (Petitioners: Goro Nishikawa, No. 7, Nihonbashi-Tori 1-chome, Chuo-Ward, Tokyo, and 7 others.) (Introduced by Mr. Isaburo Kawara.) (No. 1165)

Hard and Bast Fiber fabrics are now liable to a high consumption tax as luxuries in this country. The hard and bast fiber fabrics now produced for home consumption are low class fabrics made of yarns blended with cotton or staple fiber. Cotton or staple fiber textiles, however, are liable to a consumption tax of 10 per cent of its cost of production, whereas hard and bast fiber fabrics are subject to a consumption tax of 40 per cent. This is unreasonable. It is desired, therefore, that the consumption tax on all fabrics of hard and bast fibers to 10 per cent in keeping with the purchasing power of the people at present, so that the lowest supply of clothing for the public may be secured.

Dated May 23, 1949.

Report on the Petition for Revision of Commodities Tax upon the Safes. (Petitioners: Seiichi Kumadaira, President of the Kumadaira Company, Ltd. and 9 others.) (Introduced by Mr. Hisao Yamamoto.) (No. 1254), and on 1 other petition of the same purport as above.

In view of the fact that the safes are not luxuries but necessaries in an economic life, both private and public and its importance has recently increased due to the frequent occurrence of fires and increase of currency and moreover they are very promising as goods for export, it is petitioned that the present rate of commodities taxes of fifty per cent be reduced to twenty per cent.

Dated May 23, 1949.

Report on the Petition for Increase of the Area under Tobacco in Kagoshima Prefecture. (Proposed by Kan Hori, Chief of Sueyoshi Town, Kagoshima Prefecture and 16 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1298)

In view of the fact that Seo County is producing good results as a producing place of tobacco and has a space for further cultivation, it is petitioned that the present area for cultivation of tobacco be enlarged.

Dated May 23, 1949.

Report on the Petition for Abolition of the Tax upon the Capital Gains of Shares. (Petitioner: Eijiro Tamatsuka, Chairman of the Board of Directors of the Tokyo Securities Business Association.) (Introduced by Mr. Ryuta Komine.) (No. 1303)

Our national economic reconstruction requires the popularization of shares through the mobilization of funds in the hands of the masses; but at present in addition to the taxes upon the transfer and dividents, the capital gains taxes are imposed upon the shares. Not only it is technically difficult to catch capital gains in a fair manner but an application for capital gains is needed, thus running counter to the principle for maintenance of the secrecy of investors and so their will to invest is decreased, making the procurement of capital unsatisfatcory. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for the Decrease of Taxes Levied on the Farmers. (Petitioners: Kotaro Mochida and 3,382 others.) (Introduced by Mr. Sakae Kimura). (No. 1392)

As the excessive taxes levied on the farmers greatly hinders the expansion of agricultural productions and the uplifting of the farmers' life, the Petition asks for the adoption of the following measures: (1) Repeal of the income tax on labor; (2) Scaling-up of the basic amount of exemption; (3) Exemption of tax on the holding rice; (4) Abolition of the sales tax, the enterprise tax and the indirect taxation on the masses and (5) A complete collection of the evasion of taxes.

Dated May 23, 1949.

Report on the Petition for the Repeal of Commodity Tax Levied on Shimizu Porcelains. (Petitioners: Tamejiro Kitamura, the Kyoto Chinaware and Porcelain Industry Cooperative Association and 68 others.) (Introduced by Mr. Zentaro Taniguchi and 1 other.) (No. 1399)

The Shimizu Porcelains as the famed products of Kyoto are the highclass articles catering to a special class of people. Because of the low exemption point of commodity tax and moreover due to the bad business, the commodity tax is paid by the producers who are on the very verge of ruination. Therefore, the Petition asks either for the repeal or the decrease of the commodity tax levied on the Shimizu porcelains.

Dated May 23, 1949.

Report on the Petition for the Decrease of Commodity Tax Levied on Chinawares and Porcelains. (Petitioner: Koji Fujioka, Managing Director, the Kyoto Chinaware and Porcelain Industry Cooperative Association.) (Introduced by Mr. Zentaro Taniguchi and 1 other.) (No. 1400)

According to the commodity tax now in force the chinawares and porcelains used for the dinning table are charged the high rate of tax of 30 per cent on the articles valued over ¥35 and 50 per cent on all the high class articles. Owing to the hardship in securing the fund and the great pressure of various taxes the producers find themselves in difficulty in paying their taxes at present. Particularly, the products of Kyoto are the high class articles manufactured with the traditional technique. Consequently, these articles have little chance of tax exemption with a very unfavorable position in the market. Therefore, the Petition asks for the cutting down of the tax rate to two thirds by repealing the exemption point or the raise of the exemption point by five times also with the instalment payment of the said tax executed.

Dated May 23, 1949.

Report on the Petition for the Permission of Financing the Farmland Securities. (Petitioner: Sadaichi Shioda, No. 130, Shoankita-machi, Suginami-Ward, Tokyo.) (Introduced by Mr. Eiichi Sakata.) (No. 1406)

There is no way opened for financing on the security of farmland securities at present. However, since the said securities as a rule is not forbidden from its circulation, the Petition asks that the permission of financing on the said securities at least equivalent to the amount of what the purchasing farmer paid in advance will be given and, moreover, a due consideration will be paid to the interest rate now in force so that it can adjust itself to the change of economic situation.

Dated May 23, 1949.

Report on the Petition for the Exemption of Income Tax Levied on the Income from Medical Examination of Social Insurance of the Practicing Doctors. (Petitioners: Daiju Kitabayashi, President of the Nara City Doctors Association.) (Introduced by Mr. Masao Maeda.) (No. 14.23), and on 1 other petition of the same purport as above.

The monthly average of the social insurance medical treatment expenses of the doctor is not more than ¥3,000 to 4,000. Despite the fact that the doctors, unlike the public medical places, render their services to the call of sudden illness at night, they do not receive any financial aid at all. On the contrary, they are on the verge of ruination, because a heavy income tax is levied on them. Therefore, the Petition asks for the exemption of income tax levied on the income from medical treatment of social insurance.

Dated May 23, 1949.

Report on the Petition for the Repeal of Tax Levied on the Prize Money of Horse Race under Government Management. (Petitioners: Keiji Hatayama, No. 44, Minamisenzoku-machi, Ota Ward, Tokyo and 92 others.) (Introduced by Mr. Shigeru Tobishima.) (No. 1428)

Since 1948, the prize-money earned by the horse owner in the race under the national management has become an object of taxation and the surplus money after the reduction of various expenses is added as a temporary income to the total income of an individual to be taffled. This tax reduces the desire for possession of race-horses and the result will be a decrease in the number of horses participation races. This fact, it is expected, creates a great hinderance in holding horse-race meeting with the consequence of exercising no small influence on the national treasury. Therefore, the Petition asks for the repeal of tax on the prize-money of horse-race conducted under the national management.

Dated May 23, 1949.

Report on the Petition for Alleviated of Taxes Levied on Medical Profession. (Petitioner: Akira Takahashi, Chairman of the Japan Medical Profession Association, No. 5, 2-chome, Surugadai, Kanda, Chiyoda Ward, Tokyo.) (Introduced by Mr. Naomichi Inada.) (No. 1439)

Recently, the tax-rate levied on Medical Profession has become remarkably high with the consequence of the life of physicians being threatened and with the frequent occurrence of those who transfer their profession to another or leave their business entirely. If this heavy tax-burden is transferred to the patients in general, there will be an apprehension that a great influence will be exercised upon the preservation of health and sanitation among the people. Further, the medical profession from its public nature has been placed under various restrictions, differing from any other business in general. Therefore, the Petition asks for the alleviation of income tax of the physician and the repeal of special tax.

Dated May 23, 1949.

Report on the Petition concerning the Exemption of House-tax, etc. Levied on the Factory Designated for Reparation. (Petitioners: Michihiko Sadano, Managing Director, the Japan Iron Construction Industry Company and 16 others.) (Introduced by Mr. Yoshiteru Kogane.) (No. 1440)

When the land and building of one's possession constitute the integrity and control of articles designated for reparation, land-tax and house-tax are levied for the reason that he has the right of possession of the land and building. In view of the actual condition of his right of utility accompanying his possession being remarkably curtailed, however, tax on the factory designated for reparation should rather be borne by the people. It should naturally be defrayed, it is believed, by the national budget as a part of control expenditure. Therefore, the Petition asks for the exemption of house-tax, etc.

Dated May 23, 1949.

Report on the Petition for the Lowering of Rate of Commodity-tax and the Exemption Point of Tax Levied on Fur and Fur-manufactured goods. (Petitioner: Michisuke Hayakawa, No. 2, 2-chome, Yoshinomachi, Asakusa, Daito Ward, Tokyo.) (Introduced by Mr. Kimiyoshi Amano.) (No. 1441)

There is little amount of fur goods failing to pass the examination for export which should be disposed of in the country. Since a high tax-rate is levied on these articles at present, the fur-dealers have the accumulation of articles on their hand with the result of the tightening up of their finance. This again lead to the difficulty in the purchase of export articles, thereby, causing the depression in the business of fur-dealers. Therefore, with a view to have the revival of fur export and the utilization of fur at home, the petition asks for the lowering of the tax-rate on fur-manufactured articles and for the institution of exemption point of the low-class articles.

Dated May 23, 1949.

Report on the Petition concerning the Exemption of Tax Levied on the Repatriates and the Families Whose Heads are Absent. (Petitioners: Suematsu Higashi, No. 3712, Rokuromi, Yokkaichi City and 12 Others.) (Introduced by Mr. Masuo Yamate.) (No. 1466)

Families of repatriates or non-repatriates are struggling the extreme hardship of life and exerting themselves most arduously for their welfare by conquering their spiritual agencies. Left unchecked to their present fate, however, they cannot maintain their living. Their lot is in such a sad plight that they either take the wicked road or choose their death. Therefore, the Petition asks for the adoption of a measure of exempting the tax levied on the repatriates and the non-repatriates.

Dated May 23, 1949.

Report on the Petition concerning the Counter-Policy toward the Manufacture of Salt by Electricity. (Petitioners: Chuichiro Oakawa, Managing Director and President of the Japan Salt Manufacturing Company and 1 others.) (Introduced by Mr. Ryutaro Nemoto.) (No. 1479)

Out of 1,600,000 tons of the demand of salt in our country, the amount of 1,000,000 tons is table salt and the rest is industrial salt. Consequently, the present establishments for salt manufacturing are all required from the demand and supply relationship of salt. In view of the present condition of coal and electricity, however, it is difficult to operate all the present establishments for the enterprise. Under these circumstances, the Government, in its execution of adjustment of salt manufacturing business in 1949, decided to preserve only the effective factories. The remaining factories do not receive electricity with the consequence of the electric salt manufacturers, standing on the last stage of their management. Therefore, as a measure towards the excellent electric salt manufacturers, the Petition asks for the supply of electric power of 3,000 hour operation annually at minimum, and in case it is difficult to have the security of forementioned electric power, the price of indemnity now in force should be raised accordingly, and again for the exercise of good offices by the Government so that the electric salt manufacturers can get the financing from the finance machinery or from the Monopoly Corporation.

Report on the Petition concerning the Decrease of Income Tax of the Widow. (Petitioners: Mitsuko Endo, Representative of the Violet Society, Omiya, Miyazaki City, Miyazaki Prefecture and 191 others.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 1515)

Unlike a man, a widow is inferior physically and intellectually. Despite this fact, the same amount of tax is levied on a widow as on a man by a method of taxation on rough estimate viewed from the situation of various professions, however, it does not hold good that the income of a wife who has her husband still living is smaller than that of a widow. Therefore, the Petition asks that, upon an investigation is made into the actual conditions of a widow and after a consideration is paid to the difference between the income tax of a wife who has her husband and that of a widow, the income tax of a widow should be decreased in comparison to that of a man.

Dated May 23, 1949.

Report on the Petition on Making Farmers' Tax Fair and Appropriate. (Petitioner: Sakuo Ueda, No. 402, Takashima-machi, Shimabara City, Nagasaki Prefecture.) (Introduced by Mr. Masaichi Miyake.) (No. 1566)

In order to make the farmer's tax fair and appropriate, the Petition asks for the execution of the following items: (1) On levying tax, a due respect should be paid to the farmer's statement and a recognition of the collective bargaining by their representatives should be made; (2) Along with the changes in commodity price, the basic exemption and the maintenance exemption should be raised; (3) The prize money for rice-delivery should not be taxed.

Dated May 23, 1949.

Report on the Petition concerning the Licence System of the Investigator of Lands and Houses. (Petitioners: Tachio Akabane, No. 51, Asama, Hongo Village, Higashi-Chikuma County, Nagano Prefecture and 5 others.) (Introduced by Mr. Tokuya Furihata.) (No. 1571)

Commissioned by the city, town or village, the land and house investigator supplements the incomplete statement of the owner of land and house and makes investigations and adjustments in order to clarify the basis of taxation by investigating the changes of cadastre and house registry. Because there was no ordinance with regard to the said investigator instituted, however, the various hinderances have taken place. There are an enormous number of cases in which no statement and adjustment of changes has been made. Consequently, the national enterprises such as the adequate grasp of the standard of taxation, the allotment of delivery, the distribution, the agricultural land reform, etc. are obstructed. Therefore, the Petition asks for the adoption of a legislative measure which grants the qualification upon the special expert as the said investigator under the licence system.

Dated May 23, 1949.

Report on the Petition of the Establishment of the Taxation Office in Aichi County. (Petitioner: Kenichi Kojima, Representatives of the Aichi County Town and Village Conference, Tomoai, Togo Village, Aichi County, Aichi Prefecture.) (Introduced by Mr. Ryuemon Waseda.) (No. 1589)

The Aichi County of the Aichi Prefecture belongs to the jurisdiction of the Tatsuta Taxation Office of the Nagoya City with a great deal of inconvenience owing to geographic and business conditions. Therefore, the Petition asks

for an establishment of a taxation office in the said county for facilitating the payment of taxes.

Dated May 23, 1949.

Report on the Petition of the Establishment of a Taxation Office in Nishikasugai County. (Petitioner: Shigetaka Inoue, Chairman of Mayors' Association of Towns and Villages in Nishikasugai County of Aichi Prefecture. (Introduced by Mr. Ryuemon Waseda.) (No. 1590)

The purport of this petition is to establish a new taxation office in Nishikasugai County or to change the jurisdiction of its taxation office to that of Kamaki Taxation Office for facilitating the payment of taxes, because Nishikasugai County now belongs to the jurisdiction of the West Taxation Office in Aichi City with a great deal of inconvenience due to geographic and business conditions.

Dated May 23, 1949.

Report on the Petition for the Compensation Price of Salt, etc. to be raised. (Petitioner: Tokumatsu Ban, Chairman of the Salt Business Association of Hazu County, Yoshida Town, Aichi Prefecture.) (Introduced by Mr. Noriyoshi Miyake.) (No. 1609)

The Government purchase of salt was resumed from January of 1949. But as the compensation price of salt in case of using substitute fuel was not raised, the salters with open cauldrons are losing their hopes of continuation of the business. Such being the case, the petition asks the Government to take the following measures for the relief of them.

(1) To raise the compensation price to the extent they can maintain their business.

(2) To distribute coal of good quality to them.

(3) To utilize and improve idle facilities which have good equipments for salt manufacture.

Dated May 23, 1949.

Report on the Petition concerning Exemption of the Transaction Tax for Overland Transport Operators. (Petitioner: Eisuke Ueki, Chairman of the Board of Directors of the Small-scale Transport Business Association in Oita Prefecture, and 28 others.) (Introduced by Mr. Yoshikuni Kanematsu.) (No. 1632)

The actual business condition of small-scale overland transport operators throughout the country, who are engaged in cargo transportation, is such that their sole means of trade consists of, almost without exception, a coach and a head of cattle, they themselves becoming coachmen. The amount of their monthly income is, at most, less than ¥30,000, so that it is obvious that in the event of revision of the Transaction Tax, the traders will fall beyond the purview of the measure. In this consideration, the Government is hereby requested to effect exemption of the said Tax for them immediately.

Dated May 23, 1949.

Report on the Petition concerning Alleviation of Taxation on Dentists. (Petitioner: Uno Sato, President of the Japan Dentists' Association.) (Introduced by Mr. Shiro Hanamura.) (No. 1649)

With taxes on dentists mounting heavily of late, their livelihood is getting awfully insecure, with the result that many are changing occupations. Besides, if it should ensure that their heavy tax are to be borne partially by patients in the form of high treatment charges, it is much feared that it will surely have a vital bearing on the national health and hygiene. Accordingly, and also in view of the fact that because of the public nature of their business, dentists are placed, unlike other traders, under various restrictions, the Government is hereby requested to take such measures as the lessening of the income tax on them as well as total exemption of their special income tax.

Dated May 23, 1949.

Report on the Petition concerning the Reduction of Taxes on Ginseng for Medicinal Use. (Petitioners: Mohei Kobayashi and 476 others, Maruko Town, Ogata County, Nagano Prefecture.) (Introduced by Ichitaro Ide and 2 others.) (No. 1674)

Ginseng for medicinal use being a special product of our country is most promising as an article for export. However, income tax imposed upon its cultivators in Nagano Prefecture was decided upon altogether ignoring the circumstances which called for the necessity of much greater production cost as compared with other time honored crops, with result that the people giving up its planting. Furthermore in view of the fact that in all other prefectures, the reduction of the taxes or the imposition of taxes on the same rate as other crops in general are carried into effect, it is appealed that in Nagano Prefecture also, ginseng be taxed at the same rate as other crops.

Dated May 23, 1949.

Education Committee.

Report on the Petition concerning Aid to touring shows of Educational Cinematographs. (Petitioner: Tsurukichi Hino, Chief Manager of the Tokyo Cultural Cinematograph Association in the Chiyoda Life Building, No. 11, 2-chome, Kyobashi, Chuo-ku, Tokyo-to.) (Introducer: Mr. Ichimatsu Ishida.) (No. 19)

We believe that touring shows of educational cinematographs are doing great service for the promotion of children's culture in cities and country places. At present admission tax is imposed on educational cinema shows but it is irrational to make children who are under compulsory education objective of taxation. Accordingly, to improve educational cinematographs and increase educational effect on children, it is requested to totally exempt the admission tax on cinematograph shows, or, in case it is impossible, to raise the exemption point to ten yen, and to distribute at official prices cloth screens instead of paper screens which are liable to break.

Dated May 22, 1949.

Report on the Petition concerning the Increase in

State Aid to the building of School Houses for the Carrying out of the 6-3 system. (Petitioner: Tominosuke Kato, Chairman of the Yamagata Prefectural Assembly.) (Introducer: Mr. Yasumasa Zushi.) (No. 54)

To step up the carrying out of the 6-3 obligatory school system, school building establishment must go with the system, especially it is necessary in cold north-east districts. Hence it is requested to grant special state aid to building expenses of school houses, gymnasiums and other school buildings, paying considerations to special conditions of weather, communication, etc.

Dated May 22, 1949.

Report on the Petition concerning Sale of Experimental Forests belonging to the Kagoshima Agriculture and Forestry School. (Petitioner: Hikotaro Hirano, Headman of Ushinemura, Kimotsuki-gun, Kagoshima-ken.) (Introducer: Mr. Iku Maeda.) (No. 79)

Forests occupying a large part of Ushinemura, land under cultivation in the village is small. Most people of the village are engaged in making charcoal which they carry to Kagoshima and other places across the bay for their living. Since a large part of its forests was enclosed in the experimental grounds belonging to the Kagoshima Agriculture and Forestry School, the villagers have been hard up, especially after the war. Hence it is requested to sell the experimental forests to the village.

Dated May 22, 1949.

Report on the Petition concerning Amelioration of Burden of Obligatory Education Expense borne by Local Governments. (Petitioner: Zempei Kai, Chairman of the Miyagi Prefectural Assembly.) (Introducers: Mr. Yoshimitsu Kawano and 4 others.) (No. 87)

Miyazaki Prefecture with indispensable expense for the recovery of wind and flood damage and for the reconstruction of war damage, has to bear obligatory education expense with 42 per cent of prefectural revenue and it is feared it will greatly affect education activities here. Accordingly it is requested that the whole amount of education expense be paid by the national treasure. In case this is impossible, an education tax will be newly established to ameliorate the burden of local governments.

Dated May 22, 1949.

Report on the Petition concerning Aid to the Expense for Building New System Middle Schools. (Petitioners: Taro Yamashita, Chairman of Mayors' Conference in Yamaguchi-Ken, and other.) (Introducers: Hideo Sato, and one other.) (No. 106), and on 34 other Petitions of the same purport as above.

The building of new system middle schools is under way but the site so far built is only a third of what is required to be built. But the education estimate for the 1949 fiscal year has been cut on a large scale. Now in that case the new education system will be destroyed. Consequently it is requested to give state aid to the expense by building new system middle schools and to permit floatation of local public loans.

Dated May 22, 1949.

Report on the Petition concerning Securing of Budget for the Construction of New System Middle Schools. (Petitioner: Aikichi Nagura, Association of Headmasters of all Middle Schools in Japan, Hitotsubashi, Chiyoda-ku, Tokyo-to.) (Introducer: Mr. Mitsue Tsumuraya.) (No. 128)

It is said a great retrenchment is made to the Budget of the Education Ministry for 1949. In that case, the new middle school system, which is in course of establishment, will be broken up. On that account, it is requested to secure a minimum amount of budget for the establishment of the new middle school system.

Dated May 22, 1949.

Reported on the Petition for Establishment of Library of Historical Records. (Petitioners: Kantaro Nomura, Professor, Keio University, and Director of Socio-Economic Historical Society and 96 others.) (Introducers: Mr. Tatsuo Morito and 6 others.) (No. 173)

In the past history of our country was a "history of governors," and branches of industry, economy and social relations which had close bearings on people's life have been neglected in its study. Particularly studies about the people's living in modern times are utterly lacking. In future scholars on history should, therefore, direct their attention to positive study of private records, but these records and relevant data have been disposed of as wastepaper during and after the war, which circumstance is highly regrettable. It is, therefore, desired that a National Library of Historical Records be established in order to prevent dispersal of important private records of historical value.

Dated May 22, 1949.

Report on the Petition concerning Promotion of Education in Junior Secondary-Schools. (Petitioners: Haruichi Asano, Principal, Handa Junior Secondary School, and 10 others.) (Introducer: Mr. Tadao Asaka.) (No. 179)

In order to promote education in junior secondary schools the petitioners desire that the following measures be taken: (1) Number of teachers be so fixed that two teachers be assigned to every grade of classes, and that the number of students be limited to 40 for a class; (2) the Government Subsidy on the construction of school plants for the fiscal year 1949-50 be increased to 1.5 times the amount for the previous year; and (3) an increased subsidies be granted on the project for teachers' re-education and leaders' education.

Dated May 22, 1949.

Report on the Petition for Opening of an Organ for Comprehensive Research concerning Education of Young Generation. (Petitioners: Sukeyuki Uchimura, No. 304, 4-chome, Matsubara-machi, Setagaya-ku, Tokyo, and 13 others.) (Introducer: Mr. Kazumi Kobayashi.) (No. 212)

In view of the current condition of youths and children, it is essential for the rebuilding of a cultural state to formulate a basic policy for the guidance of younger generation based on a comprehensive, scientific research and carry out long range measures along the line of such policy. It is, however, to be regretted that no basic study to speak of has been made on their problems. It is, therefore, desired that an organ be promptly set up for a comprehensive study of the education of youths and children.

Report on the Petition concerning Educational Motion-Pictures. (Petitioner: Itaru Nii, President of Japan Educational Motion-Picture Association, 18, Shiba-Nishikubo-Sakuragawacho, Minatoku, Tokyo.) (Introduced by Mr. Kazumi Kobayashi.) (No. 213)

Travelling shows of educational motion-pictures contribute to the school-pupils' education. However taxes are at present levied on those shows. With a view to encouraging those shows, it is requested that entrance-taxes for those shows should be exempted and if exemption is not possible, tax-exemption should be lowered to Yen 10, and further cloth screens, instead of inflammable paper-screens, should be distributed at a reasonable price.

Dated May 22, 1949

Report on the Petition for Government Payment of the Entire Repair-Expenses of Nitta-zuka, a Historical site at Tomyo-ji-Nawate. (Petitioner: Jiro Anzai, Priest of Fujishima Shrine, Nishi-Fujishima-mura, Yoshida-gun, Fukui-ken.) (Introducer: Mr. Shinzo Tsubokawa.) (No. 214)

Nitta-zuka, a historic site at Tomyoji-Nawate of Nishi-Fujishima-mura, Yoshida-gun, Fukui-ken, was utterly ruined: as its building was destroyed and the stone-monument was overthrown by the earthquake which assaulted Hokuriku district in 1948, and what there remained of the destroyed building was washed away by the flood which broke through the levee of the Kuzuryu River in heavy rainfalls immediately following the earthquake. Its restoration will cost approximately ¥500,000, but the authorities of the Fujishima shrine has been impoverished by damages from the quake. It is, therefore, desired that the entire expenses needed for its restoration be defrayed out of the national treasury.

Dated May 22, 1949

Report on the Petition for Enforcement of a System of Examination to Determine Eligibility for Enrollment in New-system Universities.) (Petitioner: Kiyomasa Takizawa, No. 5,695, Okaya-shi.) (Introducer: Mr. Hyakuro Hayashi.) (No. 220)

Now that the freedom of learning is guaranteed to all, the petitioner desires that a system of examination be enforced whereby to determine the eligibility for enrollment in new-system universities, in favor of those aspirants other than graduates of high schools, in order to give a bright hope to the promising students who are executing studies overcoming all sort of difficulties.

Dated May 22, 1949

Report on the Petition for Government Subsidy on Preservation of the National Treasures and Special-Protection Buildings at Chusonji Temple. (Petitioners: Headman, Hiraizumimura, Nishi-Iwai-Gun, Iwate-ken, and 4 others.) (Introducers: Ichiro Nishibori. (Introducers: Mr. Saburo Asari and 4 others.) (No. 230)

The relics of Fujiwaras who prospered for three generations as the lord governors of Mutsu Province and concurrently the generals of the army with the seat of government at Hiraizumi.—their golden pavilion, temple-library, and over 3,000 items of buildings and art objects are all of a recognized cultural value. However, the temple, with its demesne bought up and the payment of subsidy suspended by the Government, now faces difficulties in its upkeep. Especially, tiles of the roofs of the golden pavillion and library are broken and roofs are decaying. It is, therefore, desired that a subsidy be granted so that the national treasures and the "special protection" buildings be repaired and preserved.

Dated May 22, 1949

Report on the Petition for Increased Government Subsidy on Part-time high schools. (Petitioners: Ichitaro Saki, Principal, Zentsuji High School of Kagawa-ken, and other.) (Introducer: Mr. Atsuo Hirakawa.) (No. 252)

The system of part-time course in high school education was introduced, on the principle of equal chance for education, for the benefit of the working masses who lacked such chances in the past, but the improverished local finance is unable to provide adequate fund to cover the facilities-expenses of part-time high schools, and the repletion of such facilities is being greatly impeded. It is, therefore, desired the Government subsidy be increased by a wide margin after investigating at the earliest date the actual condition.

Dated May 22, 1949

Report on the Petition for Promotion of Calligraphy in Education. (Petitioner: Keichu Toyomichi, No. 780, 4-chome, Nishi-Osaki, Shinagawa-ku Tokyo.) (Introducer: Mr. Noboru Mizutani) (No. 256), and on 3 other Petitions of the same purport as above.

With the introduction of the new educational system, calligraphy is banished from the curriculum of primary schools, but the practice in calligraphy executed with writing-brushes has a great merit in that it helps the physical development as well as the spiritual culture of school children, and moreover such practice in copying Oriental ideographs forms a foundation of artistic culture. The petitioner,

therefore, desires that the present system be promptly revised so as that training in the writing of these characters with writing-brushes may be given at the request of school children or their parents or according to the circumstances in various localities.

Dated May 22, 1949

Report on the Petition for Government Payment of the Entire Expenses for Complete Enforcement of 6-3 year Educational System, and for Increased Subsidy on Education. (Petitioner: Eitaro Shibuya, Chairman, Federation of P.T.A. of Miyazaki-ken.) (Introducer: Mr. Ichiro Shoji.) (No. 257), and on 2 other petitions of the same purport as above.

With the complete enforcement of the 6-3 year educational system in view, the petitioner desires that the Government would bear the entire expenses required therefore and take steps to increase by wide margin the budget-appropriation for education overcoming all difficulties.

Dated May 22, 1949.

Report on the Petition for Increased Appropriation for Education. (Petitioners: Kozaburo Ishii, Oaza-Ukigane, Iitoyo-mura, Tamura-gun, Fukushima-ken, and 13,800 others.) (Introducer: Mr. Mitsuye Tsumuraya.) (No. 267), and on another petition of the same purport.

The rebuilding of a cultural State depends solely on the promotion of education. However, only poor progress is made in the construction of school facilities and teachers' living are impoverished. The prevailing condition in educational circles thus runs counter to the nation's commitment. It is, therefore, desired that the budget-appropriation for education be increased by wide margin for the fiscal year 1949-50.

Dated May 22, 1949.

Report on the Petition for Increased Government Subsidy toward the Repair Expenses of the Grand Hall of Fuki Temple, a National Treasure. (Petitioner: Keiji Aragane, Chairman, Prefectural Assembly of Oita.) (Introducer: Mr. Setsu Nagata.) (No. 270)

Fuki Temple of Oita-ken, a national treasure, is a typical architectural work of Fujiwara period. Its buildings which suffered damages by the blast of bombs are now under repair, but due to rising prices the budget has run short. Now with "Kondo" (Gold Pavilion) of Horyuji Temple damaged through a fire, the preservation of the said national treasure has become an important problem, and the petitioner believes that the installation of fire prevention facilities, the measure for preservation of its mural painting and its infra-red ray photographing are among the measures needing the utmost urgency. It is, therefore, desired that a Government subsidy be granted on the project for repairing and preserving this national treasure in the fiscal year 1949-50.

Dated May 22, 1949.

Report on the Petition concerning subsidizing private educational institutions. (Petitioners: Kenitsu Ishida, No. 71, Ichichome, Godo Baba-machi, Sakyo-ku, Kyoto City, and 7 others.) (Introduced by Mr. Mitsue Tsumuraya.) (No. 287)

Pest-war education in Japan was re-started on the line of reconstructing the country as a democratic and cultural state. However, the management of private educational institutions has reached the climax of financial difficulties on account of sudden rise in commodity prices, compelling them to raise the educational fees several times, in consequence of which students' life has been much straitened and many of them have been forced to abandon their education. It is, therefore, necessary that exactions from the educational foundations shall be exempted and a finance bank for educational restoration established in order to provide loans to private institutions.

Dated May 22, 1949.

Report on the Petition concerning execution of moral education in new Japan. (Petitioners: Shoken Katakura, Headman of Ishimori-Machi, Tomai-Gun, Miyagi Prefecture) (Introduced by Mr. Yasukichi Utsumi.) (No. 293)

It is important, first of all, to complete and bring the perfection the state of spiritual culture of the people in order to establish our country as a peaceful and democratic state.

However, we can not but look at the present condition without anxiety, in which the moral consciousness of the people is low and their thought confused, owing to neglect of moral education. It is, therefore, requested that a new moral education in Japan will be carried into effect, in order to establish a truly peaceful and cultural state, by means of founding new Japanese moral standards and making them clear to all the people in the country and setting up national spirit educational institutions through the various parts of the country, appointing as their members men of character having a firm religious belief.

Dated May 22, 1949.

Report on the Petition concerning the increase of educational appropriations and the other case. (Petitioners: Miyoki Higuchi, Chairman of the Executive Committee of the Teachers' and Educational Personnel Union of Niigata Prefecture, Oaza Taya, Niitsu-machi, Nakakambara-gun, Niigata-Ken, and 18,000 others.) (Introduced by Mr. Shoichi Miyake and 14 others.) (No. 299)

It is said that the educational appropriation for the year of 1949 are incorporated in those for public projects and the sum has been reduced to a minimum. However, the year of 1949 is the one in which the complete enforcement of a new educational system shall be realized. It is necessary in this important year that the educational appropriations shall be increased by wide margin in order to construct secondary schools on a new basis increase the fixed number of teachers and strengthen and develop university education and private education, and that the opinion of the Teacher's and Educational Personnel Union shall be taken into consideration in drafting the laws concerning educational matters.

Dated May 22, 1949.

Report on the Petition concerning establishment of a branch building of the National Museum in Fukuoka City. (Petitioners: Katsuji Sugimoto, Governor of Fukuoka Prefecture, and 3 others.) (Introduced by Mr. Shichiro Matsumoto.) (No. 368)

It is reported that the Government, changing its former policy of centralization of culture and fine arts, is planning to build a branch building of the National Museum in various districts. Fukuoka City is a sole center of political, economical, industrial, academical and cultural activities in Kyushu and has the building formerly used as Budokuden which is quite fit for the purpose. It is, therefore, desirable that the branch building of the National Museum shall be established there.

Dated May 22, 1949.

Report on the Petition concerning the state subsidy for establishing institutions in which the repatriated children having no relatives shall be educated. (Petitioner: Ryoichi Imano, Headman of the Town, Ominato-machi, Shimokita-gun, Aomori-ken.) (Introduced by Mr. Iwao Yamazaki.) (No. 369)

It is very regrettable that the Government, whereas it bears the whole cost of measures for aiding the repatriates having no relatives to find the means of their own living, has paid no consideration to the expenditure for establishing educational institutions for repatriated children. It is, therefore, desirable that the whole amount of expenditures for it shall be borne by the Treasury.

Dated May 22, 1949.

Report on the Petition concerning the teaching of Japanese language in the new-system high schools. (Petitioners: Toyotaro Tomi, No. 441, Hiyoshi-machi, Minatokita-ku, Yokohama City, and 20 others.) (Introduced by Mr. Goichi Ito and one other.) (No. 371)

It is very regrettable that a measure lacking in caution has been taken for handling a curriculum of Japanese, especially of Chinese literature, in connection with the decision of the courses of the newly established high schools to be enforced from 1949. It is very regrettable that it is based on some preconceived opinion and can by no means said to be the right way of teaching Japanese. It is, therefore, requested that a measure will be taken in order that Chinese literature may be included as Japanese classics in the curriculum of Japanese which it is obligatory for the students to take.

Dated May 22, 1949.

Report on the Petition concerning distribution of screens to the associations which are engaged in exhibiting educational films. (Petitioner: Tsurukichi Hino, Directing Manager of Tokyo Cultural Educational Film Society.) (Introduced by Mr. Tatsuo Morito.) (No. 373)

It is believed that the exhibition of an education film by travelling through the country has much contributed to the advance of cultural standards for children in the cities and the country. Whereas it needs dark screens in view of the fact that a picture is shown in the daytime, they have not been sufficiently supplied. Consequently, the effect of the show has greatly been reduced. It is, therefore, requested that a dark screen of 6 by 9 feet for each set of machine will be distributed at the official price to the association which are engaged in exhibiting such educational films.

Dated May 22, 1949.

Report on the Petition concerning amendment to the Copyright Law. (Petitioner: Yoichi Muto, President of Japan Gramophone Records Association, No. 20, Tsukiji I-chome, Chuo-ku Tokyo-to.) (Introduced by Mr. Noboru Mizutani and one other.) (No. 405)

The existing Copyright Law has partially been amended several times since its enactment, yet, if compared with those of the foreign countries, it has many faults in text arrangement and phraseology and is lacking in important provisions. It is, therefore, necessary that amendment, especially in regard to music and phonogram, shall be made to the Law.

Dated May 22, 1949.

Report on the Petition concerning protection of inscriptions by Chushu Takata. (Petitioner: Banju Ide, No. 570, Kamiumamachi I-chome, Setagaya-ku, Tokyo-to.) (Introduced by Mr. Ichitaro Ide.) (No. 411)

The inscription marked on the back of the statue of the late Field Marshal Oyama which was erected in front of the old Army General Staff Office building in Tokyo was copied from the letters written by Chusu Takata. It was made so exquisitely that it was praised as one of the best ones in the Orient, rare among memory stone tablet, that have been found in China since ancient times. It is greatly to be regretted that the statue, after being removed, are at present, exposed to rain, and the least care is not paid to the inscription. It is, therefore, requested that adequate measures will be taken for protection of the inscription which is a world-famous masterpiece of fine arts.

Dated May 22, 1949.

Report on the Petition concerning establishment of the curriculum on Japanese music in the Art University. (Petitioners: Jokan Kinaya, No. 21, Gazenbo-machi, Azabu-ku, Tokyo-to, and 35 others.) (Introduced by Mr. Noboru Mizutani and one other.) (No. 412)

According to the plan for music teaching in the Art University prepared by and presented to the Ministry of Education by Tokyo Music School, Japanese Music is excluded from the courses of study in the University. The Japanese music course was newly established in Tokyo Music School in 1936, and, since its establishment, it has contributed to the development of Japanese music and to the maintenance of correct classical music. Consequently, its future development has been awaited with keen interest, and it is very regrettable that it has been excluded from the curriculums in the Art University. It is, therefore, requested that it shall be included in them for the benefit of Japanese music and culture.

Dated May 22, 1949.

Report on the Petition concerning enhancement of the morality of the nation. (Petitioners: Wako Hata, Chairman of the Conference of Tendai Sect in General Headquarters at Eizan, and 2 others.) (Introduced by Mr. Isaburo Kawahara.) (No. 417)

The moral of the people is degenerated and the fate of the nation in danger, when the country should be reconstructed as a highly civilized state. It is, therefore, desirable that a strong measure shall be taken for advancing the morality of the people.

Dated May 22, 1949.

Report on the Petition concerning securing appropriations for the complete execution of the 6-3 educational system. (Petitioners: Moichiro Fukuda, No. 1,843, Okura-machi, Setagayaku, Tokyo-to, and 2,650 others.) (Introduced by Mr. Eikichi Kambayashiyama.) (No. 424), and on 13 other petitions of the same purport as above.

It is requested that the appropriations for executing perfectly the 6-3 educational system will be estimated on the Budget for 1949.

Dated May 22, 1949.

Report on the Petition concerning the Granting of Subsidies for Encouragement of Horsemanship in Japan in anticipation of Her Participation into the Equestrian Contest at the next International Olympic Games. (Petitioner: Kosaku Shinoda, Fukuyoshi-cho, Akasaka, Minato-ku, Tokyo-to.) (Introduced by Mr. Kosaku Shinoda and 92 others.) (No. 442)

Japan's participation into the next Olympic Games will, if realized, be a matter of national felicitation in that it will give bright hopes to our sportsdom, help improve the physical standard of the people, cultivate a sound spirit among them and contribute a great deal towards the fostering of international friendship. But it is clear that horsemanship requires many a year of hard training, and much money is needed for the purchase of horses and the supply of their feeding-stuffs and. for their taming. With the military requirements for horses no longer necessary, either the State or civilian circles must take care of all this. But it is quite obvious that civilian circles are in no position to do such big undertakings. In fact, the Japan International Horsemanship Association, which was established for this very purpose, is on the verge of suspending all its activities because of great financial strains. Accordingly, it is proposed that some proper steps be taken for procuring a requisite fund so as to enable the Association to continue its important undertakings.

Dated May 22, 1949.

Report on the Petition concerning the Repairing of National Buildings at Nikko. (Petitioners: Sakyo Furukawa, Chief Priest of Toshogu Shrine, and 2 others.) (Introduced by Mr. Kyoji Funada.) (No. 464)

All major shrines which form the pivot of the Nikko national park are in a terrible condition. except Yomei Gate. with bridges, temples and buildings steadily decaying and their colors falling off. To reconstruct and repair them is impossible with their feeble financial state. Accordingly, it is proposed that repairing works be carried out without delay under the State treasury not only to keep national treasures in good care but also to invite foreign visitors.

Dated May 22, 1949.

Report on the Petition for the State Subsidies for the Educaiton of Repatriated Children with no relative from Saghalien in Hirose-mura. (Petitioners: Chokichi Shoji, Chief of Hirose-mura, Miyagi-ken and one other.) (Introduced by Mr. Ichiro Shoji and 2 others.) (No. 761)

Since the establishment of a camp for non-relative repatriates from Saghalien in October, 1948, the population of Hirose-mura, Miyagi-ken has rapidly increased naturally with the increase of primary school children. Thus, the primary school in the village has nearly one hundred children in every class-room. Considering the actual situation of the village being worried about the financial source for the expense of construction of a middle school under the new system of education, the full defrayment by the Treasury of the expenses to build an addition to the Hirose Primary school is desired by the Petition in order to complete the purport of primary school education.

Dated May 22, 1949

Report on the Petition for the Promotion of the Miyagi Prefectural Agricultural Dormitory House to the Status of Agricultural High School. (Petitioners: Heisuke Hayasaka, Chief of Kami-Kita-da-mura, Miyagi-ken and 11 others.) (Introduced by Mr. Ichiro Shoji and 2 others.) (No. 762)

The Prefectural Agricultural Dormitory House located in Hirosemura, Miyagi-ken is the sole important agency in the vicinity for the guidance of high plateau farming methods and dairy system. But, perfect education cannot be expected from it as it is not operated under the system of education. Thus, the petition is to apply for the promotion of it to the status of an attached school to a State-college or an agricultural high school with full equipment taking the special situation of the locality into consideration.

Dated May 22, 1949

Report on the Petition for the Establishment of a Qualification System of the Status of a High School Graduate under the New System of Education (Petitioners: Yoshio Kondo, Chief Director of the Japan Correspondence Education Association and four others.) (Introduced by Mr. Toranosuke Miura and one other.) (No. 800)

It is reported that the existing system of qualification of the status to enter college or of a graduate from business school would be abolished with the recent reform of educational system. But, the capacity of the high school under the new system of education is too small to receive

graduates from the compulsory education and, moreover, there are not a few men who taught themselves or were taught by the correspondence education system who could not finish the course of the new system high school due to various situations despite their ardent desire for learning. Such being the case, the Petition is to apply for a prompt establishment of the system of qualification of the status of a graduate from the high school under the new system with a view to give an equal chance for learning to these men.

Dated May 22, 1949

Report on the Petition for Allocation of Paper for Use of Publications Related with Tourist Industry. (Petitioners: Tsuneo Matsudaira, President of the All-Japan Tourist League, and 1 other.) (Introduced by Mr. Goro Okada.) (No. 816)

For the realization of the tourist policy of this country, it is essential to carry our tourist propaganda in and out of the country. But under the present situation that the paper necessary for the propaganda is regarded as of secondary importance and given only a small allocation, which is worst in the case of high-class paper for overseas propaganda, it is impossible to conduct the propaganda in any satisfactory way. Under the circumstances, it is petitioned that by establishing an independent framework for the allocation of paper for tourist publications of that for ordinary paper, proper kinds of paper be allocated to meet the requirements of tourist propaganda.

Dated May 22, 1949

Report on the Petition concerning Revision of the Law for Preservation of National Treasures. (Petitioners: Kaigyoku Okada, Director-General of the Society for Preservation of Old Culture and 3 others.) (Introduced by Mr. Mitsue Tsumuraya.) (No. 841)

In view of the urgent necessity of taking every possible measure for the preservation of cultural goods of this country, it is proposed that a sentiment of respecting national treasures is enhanced among the people and at the same time, democratic measures are taken for the simplication and perfection of administration or management of them. On the basis of this spirit, it is desired that the existing Law for Preservation of National Treasures be revised as follows:

(1) To clearly define national treasures, (2) to establish a special office directly attached to the Cabinet as a single administrative organ for management of national treasures, (3) to establish a National Treasure Management Committee in the special office, (4) total Government appropriations for the maintenance and preservation of national treasures, and (5) fire prevention measures taken for national treasure buildings.

Dated May 22, 1949

Report on the Petition for Opposition to the Reduction of Education Budget and Contributions to Schools. (Petitioners: Masaichi Saito, No. 19, 8-chome, Toshima, Kita-ku, Tokyo-to, and 365 others.) (Introduced by Mr. Shigeo Kamiyama.) (No. 906)

As a reduction of the educational budget greatly affects education, such as the compelled contributions to schools, the dismissal of school teachers, etc., it is opposed to this measure.

Dated May 22, 1949

Report on the Petition concerning Preservation of National Treasures. (Petitioner: Soji Nakano, Chairman of the Board of Education of Nara Prefecture.) (Introduced by Mr. Masao Maeda.) (No. 908)

It is a matter for profound regret that for lack of proper recognition and meager national subsidies, the national treasures and many other valuable cultural goods of this country are now left to devastation. On the occasion of the destruction of the Kondo of the Horyuji Temple by fire, it is petitioned that with a renewed recognition of the preservation of ancient cultural goods, the basic policy for reconstruction of the Horyuji Temple and rehabilitation of the destroyed cultural goods be established, while at the same time, an increase of national subsidy for the preservation of national treasures be realized together with other necessary measures taken.

Dated May 22, 1949

Report on the Petition concerning Preservation of national treasures and valuable artistic pieces in Fukuoka Prefecture. (Petitioner: Tokizo Ogata, Suwanomachi, Kurume City, Fukuoka Prefecture and two others.) (Introduced by Mr. Masako Fukuda.) (No. 966)

Lack of public understanding and subsidies is menacing our existing national treasures and many old artistic and cultural treasures. Taking a bitter lesson from the fire of "Horyuji," it is requested that increased state subsidies and other measures be arranged for preservation of those treasures.

Dated May 22, 1949

Report on the Petition for Payment of the Expenses of Korean People's School Education. (Petitioners: Mr. Kin Kun No. 471, Akazuka-machi, Itabashi-ku, Tokyo-to and two others.) (Introduced by Mr. Shoichi Kasuga, and 2 others.) (No. 1035)

By virtue of the Fundamental Law of Education, the Korean people residing in Japan are authorized to receive school education irrespective of the racial difference. And the Korean residents here in Japan are carrying out their duty to pay taxes and all other duties, as are imposed on all people living in this country, in accordance with the law. It is desired, therefore, that the school education expenses of the Korean residents here in this country should be defrayed out of the National Treasury.

Dated May 22, 1949

Report on the Petition to Have Calendar Classified as a Publication. (Petitioner: Mr. Shigeru Miya-

zaki, Director of New Japan Calendar Company, Ltd., Minami Kyuhoji-machi, Higashi-ku, Osaka City.) (Introduced by Mr. Kokichi Kakuta and one other.) (No. 1117)

As a result of the wartime measures for the control prices, calendars are treated up to the present as a kind of general commodities and is still liable to a commodity tax. Calendars, however, are a kind of publications. It is an important kind of publication whose compilation requires a knowledge of history and various rites and ceremonies relative to farming. It is desired, therefore, calendars should be classified hereafter as a kind of publication.

Dated May 22, 1949

Report on the Petition Concerning the Education, Etc. of the Koreans here. (Petitioner: Gen Yo-toku, No. 3, Maki-cho, 1-chome, Chuo-ku, Tokyo-to.) (Introduced by Mr. Takeo Konno and one other.) (No. 1136)

It is desired that the Japanese Government, showing deference to the autonomic right of the Koreans here in Japan relative to their own racial education, should carry out the following matters. (1) Enactment into a law of the payment of educational expenses to schools maintained by Koreans, and payment of entire school expenses from the Government, (2) Immediate acquittal of all Koreans imprisoned, relative to the Disturbance of April 24, 1948, concerning the question of the school education of the Korean residents here, (3) Withdrawal of the University Bill, non-reduction of educational budget, and complete execution of the 6-3 system of school education at the National expense.

Dated May 22, 1949

Report on the Petition for Partial Amendment of the Law Concerning Copyright. (Petitioners: Mr. Michio Moriya, No. 3, Iwamoto-cho, Kanda, Chiyoda-ku, Tokyo.) (Introduced by Mr. Tadao Asaka.) (No. 1143), and on another same petition.

The provisions about textbooks in the present Law Concerning Copyright, on account of their relations with various treaties and legislation of other countries, are injurious to the popularization and development of our national cultures. When our Copyright Law is to be amended, the provisions concerned should be amended as follows: "It is legitimate to make use of any passages quoted from the works of other persons within a justifiable scope as long as they are intended for the attainment of the purposes of any text-book for common education.

Dated May 22, 1949

Report on the Petition for a National Subsidy to be defrayed in favor of Private Schools and for Revival of the System for Giving Loans to Private Schools. (Petitioner: Mr. Akio Takei, Chief of the Central Executive Comittee of the Federation of the Self-Governing Societies of All Japanese Students, Tokyo University, Moto-fuji-cho, Bunkyo-ku, Tokyo.) (Introduced by Mr. Yoshimichi Watanabe and one other.) (No. 1172)

Owing to the steady rise in prices of commodities and increase in the expenses for the maintenance of required personnel, private schools are now experiencing great difficulty relative to management. The school fees, in the meantime, are already risen to the maximum point. If they are let alone, most of the private schools that have contributed to the education of our people in the past in accordance with their respective traditions will soon be compelled to close themselves. It is desired therefore measures should be revived to enable them to obtain loans of money required for their maintenance.

Date May 22, 1949

Report on the Petition for the Fixed Number of Teachers of the New System Middle School. (Petitioner: Chutaro Shibuya, President of the Yamagata Prefectural Middle Schools Association.) (Introduced by Mr. Yoshimichi Watanabe and one other.) (No. 1253)

It is matter for regret that the fixed number of teachers in the middle schools has been reduced. Hence it is petitioned that the standard of two teachers per class be realized and that the teachers of the schools for the handicapped and those who have been off duty due to illness be excluded from the above fixed number.

Dated May 22, 1949

Report on the Petition for the Government's Subsidy to the Expenses for Construction of Stadium in Nobeoka-shi. (Petitioner: Matajiro Nakata, Mayor of Nobeoka-shi.) (Introduced by Mr. Juen Sato and 4 others.) (No. 1316)

Miyazaki Prefecture which has one million population is provided with only one prefectural athletic ground; recently a plan for construction of a stadium in the wind belt of wood along the coast of Hamaburaku in Nobeoka-shi was worked out, but the needed expenses cannot be met by the municipal treasury. Hence the proposed petition.

Dated May 22, 1949

Report on the Petition concerning the Revival of Handicraft Education. (Petitioners: Shunsaku Noda, President, Handi-Craft Education Study Association, No. 369, Ikejiri, Setagaya-ku, Tokyo-to and 400 others.) (Introduced by Mr. Tamotsu Kaburagi.) (No. 1438)

Our country has been known over the world as the country of industrial crafts and arts. Handicrafts which played an important role first in the daily life of an individual and also in industry and foreign trade is in the present condition of depression to an extreme degree owing to the war. Therefore, with a view to have the realization of the existence of the country based on industrial crafts by further displaying this special technicality, the Petition asks for the adoption of a proper measure for a throughgoing handicrafts education in schools which constitutes its foundation, and for the fostering of handicrafts teachers alongside with that education.

Dated May 22, 1949

Report on the Petition for the Construction of International Cultural Building in Yamaguchi City. (Petitioner: Tastuo Tanaka, Chairman of the Xavier Relics Commendation Committee in the Yamaguchi Prefectural Office.) (Introduced by Mr. Shinkichi Ukeda.) (No. 1464)

It is common knowledge that the introduction of European civilization into our country began with Xavier's visit to Yamaguchi City. Since then the diffusion of Christian culture has been made into various places. This is the quadricentennial year and various plans have been made commemorating this event not only in Japan but also in the world. It is expected the groups of sightseeing and pilgrimage will visit the said place. As there is in contemplation the construction of an International Culture Building in the Kameyama Park at the cost of ¥6,000,000 for commemorating the work of the Saint and for furnishing the equipment for welcoming the pilgrims, the Petition asks for the subsidy for the National Treasury.

Dated May 22, 1949

Report on the Petition for Securement of Educational Budget (Petitioner: Mr. Tadao Shinohara, Member of the Teachers' Association of Ibaragi-ken), Nanyo-maru, Mito City) (Introduced by Mr. Mineo Ikeda.) (No. 1508.), and another Petition of the same purport as above.

Scanty educational budget is casting a dark shadow on the future of various policies aimed at the development of our national education, such as the Six-Three System of School Education, etc.

It is desired, therefore, that necessary measures should be taken immediately in order to secure a substantial increase of our educational budget.

Dated May 22, 1949

Report on the Petition concerning the Preservation and Protection of Cultural Properties. (Petitioner: Takeshi Ito, Chairman of the Central Committee, the Japan Film and Drama Workers' Association, c/o the Sanbetsu Building, No. 12, 1 chome, Shimbashi, Shiba, Minato-ku, Tokyo.) (Introduced by Mr. Kyoji Funda and 3 others.) (No. 1559)

When the Law for the Preservation of cultural properties is laid before the House this time, the Petition asks for the adoption of a special measure with regard to the following items: (1 To supply fund and materials along with the raising of the industrial order of the film and dramatic enterprise; (2) To exempt the admission tax to the news-film, education-film, etc. and also to adopt the protection policy; (3) The number of the committee men of the committee for drafting the Law of Preservation of Cultural Properties should not be limited and decided by the election and (4) In case the committee men are not selected by the public election, the opinions of the interested labor associations first and then the people's groups should be heard.

Dated May 22, 1949

Report on the Petition concerning the Assistance of News-Film and Education-Film Enterprise. (Petitioner: Ryuichi Kato, Managing Director, the Japan Film Company.) (Introduced by Mr. Hiroshi Kanda and one other.) (No. 1585)

It is deemed most important in our country which is to be restored to life as a culture state to have the diffusion of social education among the mass of people and of democratic education among the school children who shoulder the coming era. However, the news-film and the education-film which have a part of this enterprise as their mission are driven into a great dilemma due to the high rate of admission tax and the soaring of the price of materials. If this state of conditions is left unchanged, it appears that the existence of the enterprise will be out of the question. Therefore, the Petition asks for the adoption of an appropriate measure for assisting news-film and education film.

Dated May 22, 1949

Report on the Petition for Promoting the Female Technical School to the Status of University. (Petitioner: Tokizo Ogata, Suwamachi, Kurume-shi, and 2 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1754)

Through the promulgation of the New Constitution and inauguration of the New Education System, our woman now take part and have voice in various activities of life, but it is needless to say that our female education to cope with the situation is strikingly poor in comparison with the advanced nations of the world. Twenty five years have already passed since the founding of Fukuoka Female Technical School during which time the school fostered many a bright woman. It is, therefore, petitioned that the school both in its nature and history be promoted to the university status by April, 1950.

Dated May 22, 1949

Report on the Petition concerning the Extension of Equipment of the Fuji Hospital, a national establishment. (Petitioner: Tsurumatsu Komuro, Mayor of Fujimiya-shi, and 18 others.) (Introducer: Mr. Yasushi Miyahata.) (No. 2.)

The Fuji Hospital, a national establishment, at Kamiide-mura, Fuji-gun, Shizuoka-ken is playing an important part in the hygienics and the prevention and treatment of illness of people of Fujimiya-shi, eight villages and neighboring places. In order to meet the demand, it is necessary to have accommodation of about 250 beds, but the present equipment in its budget is only 70 beds and the establishment is unable to achieve its object adequately. Accordingly, it is requested to increase its budget and extend its equipment.

Dated May 12, 1949.

Report on the Petition concerning Reinforcement of Facilities of Miyakonojo Hospital under the State Management (Petitioner: Takeji Shingu, President of the Miyakonojo Municipal Council.) (Introducer: Mr. Mitsuo Setoyama.)(No. 446)

Because of its superior

medical skill and cheap medical charges, Miyakonojo Hospital under the State management offers a great deal of benefit to the local populace in general. However, it is a matter of regret that due to the fewness of doctors who are to look after a large number of patients and to the insufficiency and narrowness of facilities, the hospital is unable to bring its mission into full display. Accordingly, it is proposed that those facilities be expanded and reinforced for the fostering of public well-being in the interests of local people who have few other such facilities.

Dated May 12, 1949.

Report on the Petition for the Repletion and Expansion of the Konodai National Hospital. (Petitioner: Takejiro Ukitani, Mayor of Ichikawa City, Chiba-ken and 9 others.) (Introducer: Mr. Yutaro Shibuya.)(No. 751)

Though the Konodai National Hospital is the only one general national hospital throughout the country, it has only 600 available beds, being far short of patients on waiting lists. It is in such a condition that it cannot use its existing equipment to the full extent due to the ruined equipment and the shortage of staff. Such being the case, the Petition is to apply for some Budgetary measure for the repletion and expansion of the hospital and the filling-up of vacancies with a view to improve the National hygiene.

Dated May 12, 1949

Report on the Petition for Prompt Solution of a Scandal at the National Minato Hospital. (Petition: Chiyu Saito, President of the Japan Sanatorium Patients' Federation and Another.) (Introducer: Mr. Fumihisa Tashiro and 2 others.) (No. 1331.)

There is no knowing to what purpose about forty thousand yen of the foodstuffs expenditures for patients was used at the National Minato Hospital in 1947, causing a very poor supply of a daily ration to patients. As a result of investigations, it was found that only about thirty or forty per cent of the above expenditures were used for the prescribed purposes. In addition, many corruptions were revealed. Hence the petition for the following measures in order to produce a more rigorous discipline at that hospital:

(1) Immediate dismissal of those who are responsible for the above scandal; (2) Supply of the above misused expenditures; (3) All the expenses for the investigations due to the Hospital; (4) Democratization of hospital affairs.

Dated May 12, 1949.

Report on the Petition concerning establishment of a sanatorium in Yamagata City. (Petitioners: Jukitsu Suzuki, Mayor of Yamagata City and 2 others.) (Introducer: Mr. Takashi Ono.) (No. 354)

Those who die of tuberculosis reach 20% of the whole number of deaths in Yamagata Prefecture and those who die of pulmonary consumption occupy 80% of the number of deaths due to tuberculosis. There are, however, very few beds for invalids in the national sanatorium in the Prefecture, only 8 as compared to 67 for 100 invalids who die of tuberculosis in Ishikawa Prefecture. It is, therefore, requested that a national sanatorium will be established in Yamagata City, in order to prevent the spread of tuberculosis and maintain and improve the health of the people.

Dated May 12, 1949

Report on the Petition concerning the Service of National Hospital Nurses. (Petitioner: Misako Yanase, No. 514 Araicho, Nakano Ward, Tokyo.) (Introducer: Mr. Fumihisa Tashiro and 2 other petitions of the same purport as above.)

In view of the enforcement of the Labor Standards Law and the special character of the medical organs, the working hours of the nurses were revised into an 8-hour system in 3 shifts per day. However, no necessary personnel increase having been made, the nurses are obliged to engage in miscellaneous services, which redouble their proper service, this enforcing very cruel duty on them. Under the circumstances, it is petitioned that necessary personnel increase for perfectly operating the 3 shift service be realized and the proper service of the nurses separate from other works.

Dated May 12, 1949.

Report on the Petition concerning the Independence of the Takayamaso of the National Sanatorium. (Petitioner: Tsurumatsu Tsujimura, Head of the Takayamaso the National Sanatorium, Hon-machi, Takayama City, Gifu Prefecture.) (Introducer: Mr. Ruemon Okamura.) (No. 1568)

There have hitherto been few patients admitted to the Takayamaso which is a branch hospital of the National Sanatorium Hinoso. Although a branch hospital, it did not have any difficulty in the matters of its account, general affairs, etc. Thanks to the guidance and efforts on the part of the authorities and the Tokai branch office there have been the expansion and strengthening of equipment with the consequence of a phenomenal increase in the number of patients admitted to the hospital. As a consequence, a great deal of hindrance has taken place in its business and liaison with the main hospital. Therefore, the Petition asks for making the Takayama hospital as an independent sanatorium and the appointment of an accountant.

Dated May 12, 1949.

Report on the Petition concerning Increased Appropriations for National Sanatoriums. (Petitioner: Chiyu Saito, c/o Kiyose Hospital, Kiyose Village, Kitatama County, Tokyo.) (Introducer: Mr. Naotomo Maruyama.) (No. 992.)

As the board expenditure for the inmates of the National sanatorium remains so low as ¥50.20 per head per day, their economic burden is very heavy, especially those requiring a long term recuperation being brought to the brink of financial failure. As for pharmaceutical expenses, they are maintained at ¥8 per head per day, this compelling the inmates to undergo operations at their own expenses. Under there circumstances, it is petitioned that board, pharmaceutical, cultural, occupational treatment, and investigation expenditures in the National Sanatorium be increased.

Dated May 12, 1949.

Report on the Petition for the Government's Subsidy and Permission for Raising Loans for Enlargement of the Facilities of Kagawa Prefectural Hospital. (Petitioner: Keikichi Masuhara Kagawa Prefectural Governor.) (Introducer: Mr. Masako Fukuda.) (No. 1286)

Kagawa Prefectural Hospital which was transferred by the Nippon Medical Treatment Association is unsatisfactory in its equipment and in particular, the Central Hospital and Tsuda Hospital which are using emergency facilities built immediately after the war damages had been done or old buildings cannot display their facilities as medical treatment organs to the full. Although the plan for enlargement of the hospital facilities was worked out for 1949, yet its enforcement is expected to be difficult due to the acute financial conditions of the prefectural government. Hence the proposed petition.

Dated May 12, 1949.

Report on the Petition concerning Continuation of Business of Nursing Associations. (Petitioners: Sakiko Yamada, Chairman of the Izahaya Nurses Association, Hachiten-cho, Izahaya-shi, Nagasaki ken and another.) (Introducer: Mr. Chojiro Taguchi.) (No. 110.)

With the implementation of the Employment Stabilization law, nursing associations have been ordered to stop their business. As a result patients, even in urgent cases, cannot obtain nursing, causing great hindrance in the protection of life. Accordingly, considering importance of nursing association as accessory organs of medical treatment, it is requested to permit carrying out nursery business to those that have been engaged in the business for a period from eighteen to twenty years and to prohibit the business by associations that are engaged in the business by borrowing others' licenses or associations engaged in nursing as a side work of midwiferies.

Dated May 12, 1949.

Report on the Petition concerning Sanction to the Nurses' Association of Hyogo Prefecture and its Nurses' Dormitory. (Petitioners: Koharu Hirose and 3 others, Office for Establishment of the Nurses' Association of Hyogo Prefecture.) (Introducer: Mr. Kenzaburo Hara.) (No. 914)

In view of the situation that owing to the public employment security office replacing the system of sending out nurses by a nurses' agency, no small measure of inconvenience is being experienced by both nurses and the party in need of their service, it is planned to establish the Nurses' Association of Hyogo Prefecture and as part of its activities, a dormitory of nurses set out. It is petitioned, therefore, that their establishment be approved ond a national subsidization granted to them.

Dated May 12, 1949.

Report on the Petition concerning Taking Temporary Special Measures for the Examination for Licencing Health Preservation Women. (Petitioners: Shizuka Okubo, the Shinano Hygiene Association Hall, Tsumashina-cho, Naganoshi, and sixteen others.) (Introducer: Mr. Shozo Yoshida.) (No. 111), and 1 other petition of the same purport as above.

No. 4 of the Health Ministry Order provides that an applicant who wants to take the examination for licence of a health preservation woman must have completed over five months' training given by a prefecture governor. In this case there will be no applicants qualified to take that examination in 1949. It is a big question for preservation of health, for health preservation women are extremely in need now. Accordingly as far as the examination for the licence in the spring of 1949 is concerned, it is requested that applicants who have qualification hitherto admitted will be permitted to take the examination.

Dated May 12, 1949.

Report on the Petition concerning the withdrawal of the Order to Dissolve the Patients' Self-Governing Association. (Petitioner: Tomoo Saito, President of the Japan Sanatorium Patients' League, found in Kiyose Hospital, Kiyose-mura, Kitatama-gun, Tokyo-to.) Introducer: Md. Tenkoko Matsutani and 4 others.) (No. 451)

In view of the fact that Order No. 41 issued by the Japan Medical Organization, which ordered the Japan Sanatorium Patients' League to dissolve the Patients' Self-Governing Association at once, is contrary to the intention of Colonel Johnson, GHQ, SCAP, besides being unilateral in its action, it is proposed that, with due consideration given to the real purpose of the said Association, steps be taken to withdraw the order in question.

Dated May 12, 1949.

Report on the Petition concerning Protection of Extuberculosis' Patients. (Petitioner: Tomoo Saito, President of the Japan Sanatorium Patients' League, found in Kiyose Hospital, Kiyose-mura, Kitatama-gun, Tokyo-to.) (Introducer: Madam, Tenkoko Matsutani and 4 Others.) (No. 452)

What is the most urgent problem to all tuberculosis patients is the much desired establishment of an effective system for their protection after recovery so as to prevent a relapse of their disease as well as to ensure the effect of their treatment. Accordingly, it is hoped that a Patients' Welfare Law expected to be estblished soon will include provisions relative to protection of extuberculosis patients so that they can enjoy a minimum healthy and cultural standard of living.

Dated May 12, 1949.

Report on the Petition concerning qualifications for sitting for the qualifying examination of doctors & dentists repatriated from Korea. (Petitioners: Shokyu Taniguchi Hashizumura, Tohaku-gun, Tottori Prefecture, & 14 others) (Introducer: Mr. Katsutaro Kadowaki.) (No. 621)

The same examination qualifications are requested to be accorded to doctors & dentists repatriated from Korea as those for doctors & dentists from Manchuria.

Dated May 12, 1949.

Report on the Petition concerning granting a physician's licence to the graduates from Koa Medical School. (Petitioners: Kazu Katayama, and 2 others, No. 57, Minami-senzoku-machi, Otaku, Tokyo-to (Introducer: Mr. Buichi Oishi.) (No. 393)

Koa Igakukan was established in 1939, by the old Manchurian Government and the Ministry of Greater Asia with a view to training physicians for Manchuria. Those who graduated from the school were recognized by the Ministry of Education also to have the same qualifications as those who graduated from other medical high schools in Japan. Those who had graduated from the school returned to Japan, after the end of hostilities, and are engaged in medical practice. But, they are confronting not a few troubles on account of having no certificates of licence for practising issued by the Japanese Government, falling into a straitened economic condition. More over, they are going to be driven from the medical organizations, following the enforcement of the recent Medical Case. It is, therefore, requested that the said certificate of licence shall be granted also to the graduates from the above-mentioned school.

Dated May 12, 1949.

Report on the Petition concerning Execution of an Additional Examination for Judo Reducers. (Petitioners: Fukutaro Ouchi, No. 381, Onuki Town, Higashi-Ibaraki County, Ibaraki Prefecture, and 6 others.) (Introducer: Mr. Toshiro Tsukahara.) (No. 819)

On the occasion of the Examination for Judo Reducers conducted for 1948, there were many among those who are engaged in Judo reducing, who could not sit for it on account of limitations on the qualifications of examinees of their ignorance of this examination. In consideration of the destitution of these people who are experiencing much difficulties in living, it is petitioned that qualifications for the examination be executed for 1949.

Dated May 12, 1949.

Report on the Petition for Qualification Examinations to be held for Healers. (Petitioner: Koshin Mitsunori, Chief of Hida Branch of the Association of the Acupuncturists, Moxa-Doctors, and Massagists.) (Introducer: Mr. Riemon Okamura.) (No. 1122)

Most of the healers of different schools as at present are following the same methods as acupuncture, moxa cautery and massage. Therefore, they are apparently violating the law concerning the occupations of massagists, acupuncturists, and moxa-doctors. The authorities are giving licences for massagists, acupuncturists, and moxa-doctors after a training of only from one week to one month. This is seriously affecting the health of the people. It is, therefore, desired that official qualification examinations should be held regularly for applicants after the professions in question, and that any such healther, when he has done any act against the provisions of the law concerning the professions of massagists, acupuncturists, and moxa-doctors, should be immediately disqualified for the profession in accordance with the decision to be reached by the Advisory Committee of Massagists, Acupuncturists, and Moxadoctors by virtue of the right to be given to the Committee.

Dated May 12, 1949.

Report on the Petition for Partial Amendment to the Law for Business of Massage, Acupuncture, Moxibustion and Judo Orthopaedy. (Petitioner: Ryosaku Matsueda, All Japan Medical Technicians Cooperative Association. Room No. 406, Finance Building Bekkan. No. 2, 1-chome, Uchisaiwai-cho, Chiyoda-ku. Tokyo-to.) (Introducer: Mr. Ichiro Shoji and 4 others.) (No. 1288.), and on 1 other petition of the same purport as above.)

It is a matter for regret that according to Law No. 217, the businesses of medical technicians are closed after 1955 and no opening of new business is allowed in spite of their contribution to medical treatment. Hence the proposed petition.

Dated May 12, 1949.

Report on the Petition concerning the Bearing of Food Expenses of the War Wounded by the National Treasury. (Petitioners: Yoshio Ishida, Representative of the Self-Governing Body of Patients in the National Hospital of Kanazawa, and 551 others.) (Introducer: Mr. Ryoichi Oka.) (No. 534.)

Medical expenses of the war wounded are borne by the national treasury, but their food expenses are being paid, as before, by means of medical treatment tickets under the Livelihood Protection Law. However, in case the authorities of the home town of patients refuse to issue such tickets, they are often unable to settle hospital charges. This is a serious mental burden to all of them. Accordingly, it is proposed that food expenses be borne by the State, along with medical expenses, so as to do away with such inconvenience.

Dated May 12, 1949.

Report on the Petition for Rehabilitation of Homecoming People. (Petitioners: Sakuji Toda, Member of the Union of Repatriates from Soviet Zones, and 191 others.) (Introducer: Mr. Ryoichi Oka. (No. 182)

Handicapped by various adverse conditions, those returning home after temporary absence during the war are undergoing much difficulties in rehabilitating their living. However the principle for the equal share of the war-sacrifice should be carried through and these people be given jobs with due considerations to their social position and the merit in the past. It is, therefore, desired that steps be taken to enforce the legislation for exceptions to taxation in favor of these homecoming people, and provide them with extra rations as in the case

with repatriated persons; and that further steps be taken to guarantee as far as possible the livelihood of the families of yet-undemobilized persons and the war-dead.

Dated May 12, 1949.

Report on the Petition concerning preparations for receiving repatriates and relief for the bereaved families. (Petitioner: Tatsuo Shimizu, No. 1159, Ohara-machi, Meguro-ku, Tokyo-to.) (Introducer: Mr. Toshio Tachibana.) (No. 356.)

It is requested, prior to the reopening of repatriation in 1949 in the near future, that, in order to relieve the repatriates and the bereaved families, such measures will immediately, be taken as the amendment of the laws and simplification of the procedures concerned, assuring the repatriates return to their former occupations, providing for exceptional cases in taxation, urgent construction of houses, enactment of the peoples' Finance Bank and an increase in appropriations for special distribution commodities.

Dated May 12, 1949.

Report on the Petition for Enactment of Fundamental Law for Social Enterprises. (Petitioner: Nozomi Nakagawa, Chairman, Japan Social Enterprises Association.) (Introducers: Messrs. Kyohei Horikawa and 2 others.) (No. 264.)

Since the end of the war, legislations on social enterprises have been enacted independently for each of such enterprises to be enforced as special laws. Under such circumstances these laws for social enterprises are practically futile. It is, therefore, desired that a legislation worthy of the name of common laws which stands above these variegated special laws should be enacted to replace then.

Dated May 12, 1949.

Report on the Petition concerning Establishment of the Social Security System. (Petitioner: Tomoo Saito, No. 875, Wadahon-cho, Suginami Ward, Tokyo Metropolis.) (Introducer: Miss Tenkoko Matsutani.) (No. 818.)

In connection with the Bill for the Welfare of the Disabled which is now being drafted by the Government, the realization of this law is what is ardently desired by 2,000,000 disabled persons throughout the country. Under the situation that owing to the delaying realization of this system, some among them went to the extent of committing suicide, it is desired that this law be quickly put in operation. It is said that according to the present Bill, a free pass of the National Railways is redistributed only to such disabled persons as experience direct inconvenience in travelling. However, it is desired that in view of the unfairness of this system, it be given all disabled persons depending on the degree of disability as in the existing system.

Dated May 12, 1949.

Report on the Petition concerning Revision of the Livelihood Protection Law. (Petitioner: Chiyu Saito, President of the Japanese League of Sanatorium Inmates, Kiyose Village, Kitatama County, Tokyo.) (Introducer: Miss Tenkoko Matsutani) (No. 918)

In view of the existing Livehood Protection Law which has many defects in contents and management, it is petitioned that for full realization of its object, the Law be revised in regard to the following matters:

(1) Entire protection expenditures defrayed out of the National Treasury:

(2) Raising of the standard of the minimum living expense for protection, etc.

Dated May 12, 1949.

Report on the Petition concerning Partial Amendment of Consumers' Cooperative Associations Law. (Petitioners: Itsuo Fujita, No. 803, 3-chome, Minami-machi, Takada, Toshima-ku, Tokyo.) (Introducers: Mr. Kanehito Matsuzawa and 3 others.) (No. 1104.)

Consumers' Cooperative Associations Law is defective in various points. It is desired, therefore, that the Law should be partially amended as follows:

(1) The name of the Associations should be changed as the Daily Live Cooperative Associations Law;

(2) The members of the Associations should be authorized to give their support to any political party;

(3) All restrictions on the area to be placed under the control of the Federation of Daily Life Cooperative Associations should be removed;)

(4) Establishment of tax exemption point;

(5) Exemption of the Associations from the Law Prohibiting Private Monopolization:

(6) Procedure of registration as at present should be replaced by a system of Registration on Trust;

(7) Alleviation of Restrictions on the rate of dividends against amounts invested;

(8) Enactment of the Daily Life Cooperative Associations Central Bank Law.

Dated May 12, 1949.

Report on the Petition for Development of the Consumers' Livelihood Cooperative Association. (Petitioner: Shinrokuro Hozumi, Chairman of the All-Japan Repatriates' Federation.) (Introducer: Mr. Atsuro Adachi.) (No. 1302.)

The rationalization of consumers' livelihood and the adjustment of the structure of circulation is of vital importance to our national reconstruction, but all the measures so far taken by the Government for development of the consumers' livelihood coopetive association have lacked any protective measures for the right of business or for borrowing money, thereby restricting its activities to a considerably extent; in particular, repatriates are at a disadvantageous position as compared with old established businessmen in respect to funds and fields of activities, although they had organized a similar association by which to stand on their own feet in the realm of circulatory economy. Hence the proposed petition with special reference to the priority to be given to the right of distribution in case of registered distribution regardles of the

number of registered customers.
Dated May 12, 1949.

Report on the Petition concerning Stepping up of designation of Mt. Zao as a National Park. (Petitioners: Seishiro Sato, Headman of Miyamura, Karita-gun, Miyagi-ken, and five others.) (Introducer: Ishiro Shoji.) (No. 6), and on 1 other petition of the same purport as above.

Mt. Zao, a watershed in Ou district, bestriding Miyagi and Yamagata prefectures, has been held in reverence since olden times. At the foot of the mountain, these are well-known hot-springs here and there. Commanding an extensive view over the Pacific Ocean, Kinka-san, Shiogama, Matsushima etc, it is considered a sanctuary. On that account, it is requested to designate the mountain as a national park as soon as possible.
Dated May 12, 1949.

Report on the Petition concerning designation of the Myoko Plateau as a National Park. (Petitioner: Takeo Seki, Mayor of Takata-shi.) (Introducer, Mr. Juichiro Tsukada.) (No. 105.)

The Myoko Plateau is a big naturally formed park and one of the most beautiful and healthy places in the country, appealing to literally sentiment and aesthetic emotion. Hence in order to promote health of people and invite foreign tourists, it is requested to designate this area as a national park.
Dated May 12, 1949.

Report on the Petition for Designation of Juniko, (Area of Twelve Lakes) as a National Park. (Petitioner: Hansuzu Takeuchi, Japan Sight-seeing and Hot Spring Corporation, and 2 others.) (Introducer: Mr. Tadashichi Seido.) (No. 275.)

The area of Iwasaki-mura, Nishi-Tsugaru-gun - Hokkaido, with twelves lakes scattered among thick forests bordering Japan Sea, has been attracting many local people as well as the people of the concerned circles, as the superb mountain, lake, sea and river sceneries all around and its hot springs makes the whole area a magnificent park which we might commend to the world with pride. It is, therefore, desired, that the said area of twelve lakes be designated as a national park.
Dated May 12, 1949.

Report on the Petition concerning inclusion of Tokuyama Bay in the National Park Areas. (Petitioner: Toshichi Hasegawa, Mayor of Tokuyama, Yamaguchi Prefecture.) (Introducer: Mr. Shinkichi Uketa and 2 others.) (No. 315)

Tokuyama Bay, Yamaguchi Prefecture, is a spot rich in beautiful scenery, having in the neighborhood many natural endowments, historical places and ruins which may make it famous as a tourist scene in future. Moreover, a Government operated steamship line which links it with Oita Prefecture will be opened in the near future. It is, therefore, requested that the Bay will be included in the National Park Areas.
Dated 12, 1949.

Report on the Petition for Designation of the Three Mountains of Dewa" and the Coastal Zone of Shonai as a National Park. (Petitioners: Seizo Kato Mayor of Tsuruoka and Another.) (Introducer: Mr. Yoichiro Kanbayashi.) (No. 1088)

The Asahi Mountain Range, which is one of the prominent mountain ranges which run from the highest peak of Daiasahidake to Mt. Chokai, having Mt. Yudono, Mt. Gassan, and Mt. Haguro between them, is well known for the superb views of its snow gorges and mountain streams, as well as for the rare Alpine plants and famous shrines and temples that are found at different spots. The coast of Shonai is also famous for its superb view, a branch of the Dewa Mountain, approaching the coast, is producing many picturesque spots with rocks of attractive shapes. The seashore is right in fishing grounds and bathing places. It is desired, therefore, that the region including the "Three Mounts of Dewa" and the coast of Shonai should be designated as a National Park.
Dated May 12, 1949.

Report on the Petition for Designation of Okujima as a National Park. (Petitioners: Eiyu Tsukada, Chief of Kamioka-mura, Okujima, Kumage-gun Kagoshima-ken and 13 others.) (Introducer: Mr. Yosuke Iwakawa.) (No. 1287)

Okujima Island is blessed with one of the biggest forests in our country and the climate is mild throughout the year, in addition the scenery is extremely beautiful. Hence the proposed petition.
Dated May 12, 1949.

Report on the Petition for Designation of Okujima and Sakurajima Districts as a National Park. (Petitioner: Sanjiro Hatakenaka, Vice-President of the Federation of Municipal, Town and Village Assemblies in Kagoshima-ken.) (Introducer: Mr. Tokuji Tokonami.) (No. 1315.)

Okujima and Sakurajima situated at the southernmost part of our country are marked by a characteristic climate and are blessed with the beauty of forest and valley in Okujima, the magnificent scenery of mountains around the Miyanouradake the highest mountain in Kyushu, the wonderful sight of Jo-jima Island & other features such as submarine volcanoes & hot-springs. Hence the proposed petition.
Dated May 12, 1949.

Report on the Petition concerning Distribution of Materials for Diapers. (Petitioner: Sen Nagai, No. 3, 3-Chome, Honcho, Nihonbashi, Chuo-ku, Tokyo. (Introducer Miss Tsuruyo Kondo.) (No. 53)

Shortage of diapers which are absolutely necessary in the nursery is deeply felt in towns as well as in villages, to the crying grievance of mothers all over the country. To meet this necessity it is requested (1) the Government should distribute to each baby more than five pairs of diapers to 2,700,000 cases of birth a year, or if the stock is short, to take such measures as lending and so forth (2) the Children's Bureau, in the Welfare Ministry be given an allotment frame

of 1,000,000 pounds of cotton yarns as material for diapers or the Bureau should solve this question by availing itself of specialists' knowledge and the initiative and invention of people at large.
Dated May 12, 1949.

Report on the Petition concerning subsidizing Child Welfare Institutions. (Petitioner, Tatsuo Tanaka, Chairman of Yamaguchi Prefecture Social Welfare Society, in the Building of the Yamaguchi Prefecture Office.) (Introducer Mr. Ichiro Aoyagi.) (No. 327)

The idea of enhancing child's welfare has greatly been intensified since the enforcement of the Child's Welfare Law in Yamaguchi Prefecture, and the child's welfare institutions in the Prefecture are increasingly being established to reach the lowest standards in line with a powerful guiding assistance by the Government. But, there are a very few child's welfare establishments (especially children's playing grounds), and, as it is difficult for private associations to provide such establishments, it is requested that a system of state subsidy to child's Welfare institutions will be realized in order to enable them to settle the means to increase them early.
Dated May 12, 1949.

Report on the Petition concerning the Promotion of Educational Enterprise of Orphans and Wandering Children. (Petitioners: Yoshie Oishi, No. 447, Hama, Maizuru City and two others.) (Introducer: Mrs. Yoshie Oishi.) (No. 1421)

The Maizuru Resources Utilization Association has exercised its efforts for the harmonious development of educational enterprise of orphans and wandering children. Because of the fact that there was a sense of insecurity to rely upon exclusively on the sympathetic contribution of society and the subsidy of the National Treasury, the management of industrial enterprise attached to the Association was recently started with a view to give the interest thereof to a part of an educational enterprise fund. But the attempt is in a great difficulty because there has been the lack of distribution of materials. Therefore, the Petition asks for the measure to be adopted for the allotment of materials.
Dated May 12, 1949.

Report on the Petition for an Increase of the Establishment of the suckling Home and the Wet-Nurse Home. (Petitioners: Mrs. Shuko Yamamoto, No. 85, Sanjominami-cho, Ashiya City and 1167 others.) (Introducer: Mrs. Satoko Tokano.) (No. 1471)

With regard to an increase of the establishment of the suckling Home and the wet-nurse home for the working women, the Petition asks for the enforcement of the following items:

(1) Rationalization of working hours of wet-nursing;
(2) Fostering of the kindergarteners; and
(3) Improvement of the treatment of the kindergarteners.
Dated May 12, 1949.

Report on the Petition concerning Increase in the Establishment of Nurseries. (Petitioners: Mrs. Mitsuyo Hatatani, the Democratic Nursery Union, c/o the Culture and Industry Building, No. 12, 7 chome, Shimbashi, Shiba, Minato-ku, Tokyo and 330 Others.) (Introducers: Mrs. Asano Karita and 3 others.) (No. 1544.) and on 1 other petition of the same purport as above.

For the maintenance of life which becomes worse daily, the house-wives are driven to emerge into the arena of work. Owing to an incomplete condition of nursery facilities, however, they fail to make headway very much. Therefore, the Petition asks for an adoption of the measures for securing the budget necessary for a complete enforcement of the Children's Welfare Law and for an allotment of the subsidy from the National Treasury for an augmentation of expenses required for the establishment of nurseries.
Dated May 12, 1949.

Report on the Petition concerning Extermination of Katayama Disease. (Petitioners: Yoiichiro Miyoshi, Headman, Miyuki-mura, Fukayasu-gun, Hiroshima-ken, and 8 others.) (Introducer: Mr. Tatsuo Morito.) (No. 137.)

The area of Miyuki-mura, Fukayasu-gun, a veritable granary of Hiroshima-ken has ever been subjected to the prevalence of an endemic called Katayama disease (a kind of parasitic disease) from old days, and up to this date people have been unable to exterminate the disease. During 1948 there were 900 cases of this disease reported of which 57 were serious and 4 proved fatal. In order, therefore, to exterminate the intermediary of this endemic, namely, limnaous Miyairikai a kind of freshwater snail), it is desire that the Government would carry out at its cost an overhauling of the irrigation channels and drainage over the 800 chobu (2,040 acre) of farmland in nine villages around Miyukimura consolidating them with concrete and also arrange for a priority allocation of necessary materials.
Dated May 12, 1949.

Report on the Petition for the Medical Treatment of Children suffered by Vaccination in Iwagasaki-machi. (Petitioner: Takeshi Sato, Headman of Iwagasaki-machi, Kuriharagun, Miyagi-ken.) (Introducer: Mr. Seijiro Takahashi.) (No. 664)

The vaccination for whooping cough given to 270 infantiles in Iwagasaki-machi, Miyagi-ken in November, 1948 resulted in successive bad effects on the children, for whom the town authorities has opened medical office to give free treatment. But, the more increasing cases made it difficult to accommodate them by the poor financial power of the Town. Thus, the Petition is to apply for the enlargement of the facilities by the hands of the Government.
Dated May 12, 1949.

Report on the Petition concerning popularization of cleaning. (Petitioner: Yasuyuki Takahashi, Managing Director of All Japan Cleaning Association, Ginza Hachichome, Chuo-ku, Tokyo-to.) (Introducer: Mr. Muneyoshi Saiki.) (No. 376.)

The popularization of cleaning ought to have been encouraged from the point of view of health and sanitation, keeping the clothes in order

and saving of labor for the family women, but, it is very regrettable to say, it has entirely been neglected until now. It is, therefore, desirable that, simultaneously with the enforcement of the examination of certain technical requirements for the cleaning enterprisers, the guide and supervision over the machines, equipment and the method of management shall be carried out by the Authorities concerned.

Dated May 12, 1949.

Report on the Petition concerning Arrangements for Protection of the Spout of Hot-springs. (Petitioner: Monji Sato, President of the Asahikawa Tourist Association.) (Introducer: Mr. Yoshitsugu Hayashi.) (No. 865)

In view of the fact that hot-springs are not only accepted by the taste of the Japanese people, but also loved by foreign people, it is necessary to take measures, from the standpoint of tourist policy, for the protection of their spouts in order to preserve them permanently. Under the circumstances, it is petitioned that arrangements for the protection of hot-springs such as the revetment, sand prevention, dredging, etc. of their spouts be executed under national management.

Dated May 12, 1949.

Report on the Petition for for Establishment of a Hot-spring Town in Tenninkyo. (Petitioner: Monji Sato, President of the Asahikawa Tourist Association, 5-chome, Ichijo Ward, Asahikawa City, Hokkaido.) (Introducer: Mr. Koji Hayashi.) (No. 919)

The Matsuyama hot-spring area in the upper reaches of the Chubetsu in the Daisetsuzan National Park, Hokkaido, is abundant in thermal waters and has a superb scenic beauty which is hardly surpassed by other tourist points. Under the circumstances, it is petitioned that for promotion of ment of tourist resources, a the public health and develop- hot-spring town be established there as a national policy.

Dated May 12, 1949.

Report on the Petition for Partial Amendments to the National Health Insurance Law. (Petitioner: Kinnosuke Koyama Chief of Matsuura-mura, Saga-ken and Eleven Others.) (Introducer: Mr. Shigeru Hori.) (No. 1208), and on 3 other petitions of the same purport as above.)

Prior to the enforcement of the social security system the above petition purports to amend the National Health. Insurance Law as follows:

(1) The phrase "the city town and village effect this" in Article 2 is to read" the city, town and village shall effect this."

(2) The expenditures for office work and facilities are to be shared by the prefectural government and the municipal, town and village government at a percentage of 4 to 1.

(3) Clause 2 of Article 46 is to be deleted.

Dated May 12, 1949.

Report on the Petition for Transfer of the Person of the Staffs of the Social Insurance Administration to the Local Autonomy Bodies. (Petitioners: Nobukichi Hishi, Chairman of the Central Executive Committee the Amalgamated Union, the Japan Autonomy Bodies Worker's Association. c/o the Tokyo Metropolis Government Office and 72 others.) (Introducer: Mr. Fumihisa Tashiro and two others.) (No. 1562) and on 2 other petitions of the same purport as above.

Despite the fact that the staffs related to the Social Insurance Administration are under the direction and supervision of the chief of the autonomous body are paid by the National Treasury. Because the chief does not have the right of appointment and the right of budget and because the staffs are officials, there occurs a great difference between the staffs and the employees of the autonomous bodies with regard to the retirement pension and other treatments. Consequently, there is a decline in the will to work, causing hindrances to the management of enterprise of the Social Insurance Administration. This is the reason why the Petition asks for the transfer of the persons of the staffs to the employees without the least delay.

Dated May 12, 1949.

Report on the Petition concerning Aid to Expense of Fuel used in Public Bath Houses. (Petitioner: Yonejiro Kirii, Chairman of the Federated Association of Bath Houses in Yamagata-ken 127, Sakae-cho, Yamagata-shi. (Introducer: Mr. Tosuke Matsuura.) (No. 99)

As customers of bath houses have decreased and expenses for improvement of equipments have increased, the operation of bath houses is getting difficult. Besides it is said that carriage of freight coal price and electric power charge will be increased on a large scale. If the raise is carried into practice, bath fee must be raised as a matter of course and in that case, a grave effect will be produced in people's health. For this solution, it is requested to grant aid to cover the rise of price of coal, brown coal and, fire wood, electric power charge for the use of bath houses and to abolish official control over bath fee.

Dated May 12, 1949.

Report on the Petition concerning an Improvement of Treatment of Employee of the Izu Communication Hospital and the Welfare Establishments. (Petitioner: Harutaro Watanabe, Chief of the Branch, the All Communication Hospital, Kannan Village, Tagata County, Shizuoka Prefecture.) (Introducer: Mr. Sakichi Usui, and 2 others.) (No. 1546.)

The Petition asks for the adoption of the special measues regarding the treatment of the employees and the welfare establishments of the Izu Communication Hospital such as the new construction of houses for employees, an increase in the number of employees, a raise of allowance for the location of service, etc.

Dated May 12, 1949.

Report on the Petition for Prompt Payment of the Recompenses for Medical Treatment according to the Health Insurance Law and the Livelihood Protection Law. (Petitioner: Asakura, No. 303 Ookamachi Minami-ku, Yokohama-shi) (Introduced by Mr. Bukkotsu Matsunaga) (No. 1236), and 3 other petitions of the same purport as above.

Due to delay of the payment of the recompenses for medical treatment according to the Health Insurance and the Livelihood Protection Law, the Livelihood of general practitioners and their employees are extremely threatened; there is such an evil tendency as the refusal of patients according to health insurance or request to them for payment in cash. Therefore it is petitioned that recompenses in arrears be paid promptly at least, within the month when such a request has been made and these free of taxes and the partial reimposition of charges upon patients and limited medical treatment are taken exception to.

Dated May 12, 1949.

Report on the Petition concerning the Transfer to the National Management of the Taihata Tuberculosis Treatment Establishment (Petitioner: Semmatsu Kihara, President of the Kobe City Council.) (Introducer Mr. Shimpachi Suto.) (No. 1579.)

It is reported that in order to have a complete execution of national policy in counteracting tuberculosis the Government will purchase at this time the land, buildings and other equipments of the Taihata Medical Treatment Institute which furnished the fund in kind to the Japan Medical Treatment Corporation, and that the institute will be conducted under the national management until the fiscal year of 1955. However, it hasn't yet been made clear about the amount the Kobe City will pay in restoration to the Government after 1955. Consequently, there are not only doubts concerning the price at the time of restoration and the point of the reversion of the said equipments after 1955 but also a great hinderance in the execution of the new tuberculosis national policy. Therefore, the Petition asks for the clarification of the following points:

(1) The price at the time of restoration will be the same amount as the purchase money paid by the Government at this time; (2) Under the conditions of either the purchase by the Government will be made without compensation or the restoration will be made without compensation, the restoration will be effected to the respective fund-contributors after 1955.

Dated May 12, 1949.

Report on the Petition concerning the Increase of Beds for National Sanatorium. (Petitioner: Shoji Yoshida, President of the Managerial Council of the National Hospital of Niigata Prefecture, Kashiwazaki City and 1000 others (Introducer Mr. Hiroshi Matsuki) (No. 1686.)

It is not necessary to dwell upon the fact that the national insurance is an indispensable factor for rehabilitating the father land, but subsequent to the war the spreading of tuberculosis is really terrific; open tuberculosis patients fill the streets, causing infection of the disease to the family and neighborhood. The open tuberculosis patents should be at once taken into the sanatorium and the very root of tuberculosis infection be cut off. This is the basic measure for preventing tuberculosis. But the number of beds in the sanatorium is less than one third of the minimum requisite. At present, the fact is that application for entry has to be refused. Since the increase of beds for tuberculosis patients is thus a matter of supreme and pressing necessity the petition is presented for its speedy realization.

Dated May 20, 1949.

Report on the Petition concerning the management of the National Fuji Hospital and the National Zentsuji Hospital. (Petitioner: Yukio Murayama, representatives of All Japan National Hospital Patients Alliance, No. 12 24, Ohara machi Meguro-ku, Tokyo-to and one other) (Introduced by Mr. Tsurukichi Hatakeyama.) No. 1723.)

The patients in the National Hospital despite their invalid bodies made efforts for the betterment of management of hospitals governed by Militarism, but the evils usage is gradually being improved, and is about to find the growth of joyful recreation circumstances, but in the National Fuji Hospital and the National Zentsuji Hospital, the case of Militaristic infringement of human rights have taken place. It is therefore petitioned to make the first hand thorough investigation of the matter so as to take up best measures as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning the cleaning of Metropolice and Cities. (Petitioner: Seiichiro Yasui, c/o Metropolitan Government Office Marunouchi, Chiyoda-ku Tokyo-to.) (Introduced by Messrs. Moritoshi Nakajima and Sentaro Nomura.) (No. 1753.)

The cleaning work of the Metropolise and cities is the basic administration of public health for the purpose of building up bright and pleasant city of culture by sweeping away and getting rid of impurities out of the people's living environment. Despite that the Cabinet Council has decided upon the outline of the emergency measures concerning the bettermen and uplifting of sanitary environment, but a serious concern is felt for the execution of the fact due to the scantiness of the appropriated amount. It is therefore petitioned to carry out the following points:

(1) Expediting the enactment of the Environment Sanitation Law and Regulations for Subsidizing cleaning work expenses out of the National Treasury.

(2) Floating loans and other financial measures.

(3) Priority allocation of materials.

(4) Securing additional rice rationing for laborer and other goods.

Dated May 12, 1949.

Report on the Petition concerning the Importation of Elephants. (Petitioners: Toshiki Ohata, President of Children's Congress, Taito-ku Tokyo-to, No. 15 4-chome and Yanaka Ha-

tsune Cho, Taito-ku Tokyo-to and one other. (Introduced by Mr. Hiroshi Kanda.) (No. 1766)

Children are really fond of animals. They want to be on friendly terms with animals as children of Japan. They always wanted an animal as party of their social study. Despite the earnest desire of Children in Tokyo, the elephant in the Nagoya City zoological garden is too old, and with difficulty in transportation, it is impossible to bring it to Tokyo. But Children in Tokyo have no opportunity of ever seeing a live elephant. It is therefore petitioned that you will make efforts to import elephants and other strange animals from American which Children are fond of and which our little brothers and sisters have not as yet seen.

Dated May 20, 1949.

Report on the Petition concerning the Reconstruction of the Tokyo Doai Memorial Hospital. (Petitioner: Kogi Amano, No. 139 3-chome, Nippori, Arakawa-ku, Tokyo-to.) (Introducer Mr. Kogi Amano.) (No. 1798)

The Tokyo Doai Memorial Hospital was established with a large subscription of money and materials for medieal treatment from America on the occasion of the Great Kanto earthquakes. Furthermore when it was consolidated into the Medical Treatment group it was offered free of any compensation. However, as a result of the dissolution of the Medical treatment group in March, last year, the building occupied and the temporary hospital were to be sold of or dissolved by the time of the liquidation of the corporation. Thus the formula of liquidation is thus settled. It is indeed to be regretted that the hospital directly faces the crisis of disappearance. It is therefore petitioned to lease in a proper manner the temporary hospital owned by the Japan Medical Treatment Corporation with a view to the rehabilitation of the Tokyo Doai Memorial hospital.

Dated May 20, 1949.

Report on the Petition to have Southern Satsuma sector designated as the National Park. (Petitioners; Torakuma Hamada, Alderman of Imaizumi Village, Ibusuki country, Kagoshima Prefecture and 5 other persons.) (Introducer Mr. Tokuji Tokonami.) (No. 1806.)

Ibusuki, Sada and Yayujima are situated in the southern extreme of our country and is rich in tropical plants. They all belong to the same granite belt. The scenic beauty of Mt. Kaimon-dake, Lake Ikeda, Cape Sata, Yakujima and Iojima enjoy well-established reputation. It possess every condition worthy of being a National Park. Geographically speaking it is just the place to attract foreign visitors from Shanghai and the South. The hot spring distric of Ibusuki and its vicinity is blessed with rich volume of hot spring sufficient to provide the hot spring pool in the winter season. It is therefore petitioned to designate the Southern Satsuma sector as a National Park as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning the Investigation of Curative Treatments (Petitioner: Ryosaku Matsuda, Chief secretary of All Japan Curative Treatments Cooperative Union, No. 2, 1-chome Uchisaiwaicho, Chiyoda-ku, Tokyo-to.) (Introducer Mr. Yasukichi Utsumi.) (No. 1818.)

In order to legalize "Curative Treatments" their investigations have been publicly promised. It is however, to be regretted that investigations is to be left alone to the Ministry of Welfare, but such investigation is liable to be not only unfair, but the truth about them could not be ascertained. It is therefore petitioned to carry out such investigation as soon as possible, and that in conducting investigations, the Investigation Committee constituted of Members of the Diet, competent officers of the Welfare Ministry and men of learning and experience.

Dated May 12, 1949.

Commerce and Industry Committee.

Report on the Petition concerning Measures for Credit Sales of Coal Mine Materials. (Petitioners: Zenzo Nishida, Chief Manager of Electric Wire Working Club and ten others.) (Introducer: Yoshiteru Kogane.) (No. 98).

Coal Mine subordinate indutries are for the most part small enterprises. They are almost impossible to obtain finance from public or private financing organs. As they cannot get payment for credit sale of materials from coal mines, they are obliged to delay payment of wages, taxes etc. If subordinate industries collapse, it is clear that no increased production of coal can be hoped for. Accordingly it is requested that the Government take some measures promptly concerning credit sale of materials to coal mine operators.

Dated May 13, 1949.

Report on the Petition for Partial Removal of Control over Water-mill Spinning. (Petitioners: Kuruichi Koshida, Ida-machi, Okazaki-shi, and 7 others.) (Introducer: Mr. Noriyoshi Miyake.) (No. 262).

In water-mill spinning industry, the raw materials allocated to it for the designated production is just about enough to keep only 30 per cent of the production facilities in operation, and the remaining facilities are laid idle, while waste fibres used as the raw materials, are being stored up in homes. If controls over all products of water-mill spinning excepting those of the designated production, and over the standards for woven fabrics be removed, and if they be exempted from ration points, these waste fibers will be collected with competitive zeal, and the quality of their products will be improved, and they will be shipped freely to agricultural or fishing communities where they are in demand. Moreover. through the consequent full operation of these facilities, the measure is expected to provide an effective means for solution of unemployment problem. It is, therefore, desired that a part of the control over the products of water-mill spinning be removed.

Dated May 13, 1949.

Report on the Petition for Improvement of condition of Electric Power supply. (Petitioner: Tairiku Munefuji, Mayor, Hakodate-shi) (Introducer: Messsrs. Kakugoro Tominaga, Zempachiro Kawamura and Gen Tanaka) (No. 265).

In the area of Watarishima Peninsula, Hokkaido, the shortage of electric power supply is hindering local industries and cultural activities, while the development of Tokachi-zembetsu Lake is apparently the sole project the Government has under contemplation to meet this situation. This will be utterly inadequate to improve the present situation of power supply all over Hokkaido. It is, therefore, desired that the Government would develop the power resources of the Ishizaki River and improve the existing facilities to insure the definite supply of power, taking steps, at the same time, to keep the power-presure at the prescribed level and to reduce the charge on power-supply during the power-saving period.

Dated May 13, 1949.

Report on the Petition for Construction of an Electric Power Generation Station at Koshimizumura. (Petitioners: Satoshi Fujiwara, Headman, Koshimizu-mura, Shari-gun, Hokkaido.) (Introducer: Mr. Koji Hayashi.) (No. 266).

A power-generation station, if constructed with Kusharo Lake as power resources, will contribute greatly to the development of local industries of agricultural communities. It is, therefore, deserted that an electric power generating station be constructed at Koshimizu-mura, Shari-gun.

Dated May 13, 1949.

Report on the Petition concerning reduction in fees of electric power for industrial use by large consumers in the North Eastern provinces. (Petitioners: Ihachiro Harada, representative of the North Eastern Provincial Branch Office of the Federation of Japan Iron and Steel Association, No. 7. Honaramachi, Sendai City) (Introducer: Mr. Yasukichi Utsumi.) (No. 295.

The purport of the Petition is as follows.

With regard to the rate of electric power charges on large consumers, the North-Eastern Provinces are included in class "B" as Kanto Kansai and Mid-Japan provinces. But, the North-Eastern provinces are handicapped in many points due to remoteness from markets, inconveniences in transportation, the undeveloped state of relevant and subsidiary industries, and lower civilian, so it is almost impossible carry on chemical industry there at a profit without subsidizing it by lowering the rate of electric power charges. It is, therefore, hoped that the electric power charges in the district will be reduced.

Dated May 13, 1949.

Report on the Petition concerning the securing of coal supply for home consumption in Hokkaido. (Petitioner: Shizue Iwaya, Chairman of the City Council, Otaru City.) (Introducer: Mr. Eishun Tomabechi.) (No. 355).

The purport of the Petition is as follows.

It is said that the government will abolish a compensation system for the coal for home consumption in Hokkaido in 1949, and plans rather to raise the price of coal. It may completely destroy the base of livelihood of the people in Hokkaido who are even under difficulty in procuring staple food, making their fall in a situation hard to be recovered and, consequently, affecting seriously the development of Hokkaido.

It is, therefore, desirable that the coal for home consumption shall be lowered in price to the same line as that for the use of key industries and that each family be assumed of a distribution of 3.7 tons on an average of good quality.

Dated May 13, 1949.

Report on the Petition concerning a partial amendment to the Mining Law. (Petitioners: Yoshiaki Fujita, President of Chugai Mining Co., Ltd. No. 2 of 2, Marunouchi, Chiyoda-ku, Tokyo-to, and 23 others.) (Introducer: Mr. Seijiro Takahashi.) (No. 381).

The eight kinds of minerals, that is to say, Ozocerite, limestone, doromite, silica, feldspav, talc, china-clay, and fireproof clay, are increasing in importance, as they are used as raw materials for chemical industry, such as steel, cement and chemical fertilizer industries, and for export industries, contributing to the recovery of industry. These minerals are, however, placed outside of the sphere of the Mining Law, in consequence of which the enterprise for the Mining of them is treated on the same level as the mere acquisition of earth or stone in general. No right of mining suitable for the mineral beds can be secured, nor can the increased production of them be expected. It is, therefore, desirable that those eight minerals shall be placed within the scope of the Mining Law and the right of mining in regard to them granted to the enterprises in order to promote the reasonable development of them.

Dated May 13, 1949.

Report on the Petition concerning abolition of control over waste fiber. (Petitioners: Tameji Miyashita, No. 304, Shimo-ochiai 1-chome, Yodobashi-ku, Tokyo-to.) (Introducer: Mr. Kogi Amano.) (No. 402).

Fiber rags, except for those produced in large factories, are for the most part acquired as a result of labor rendered by several tens of thousands of waste collectors, and, consequently, the real conditions of the supply are hardly able to be grasped.

It is, therefore, unreasonable that waste fiber should be regulated by the same laws and ordinances as the designated productive materials. Moreover, the alloction of it to the demand takes place once every equater of a year, and its supply and demand do not go smoothly. Further, even its allocation coupons for the third and fourth quarter of 1948 have not yet been issued to the wool and cotton spining producers. It is, therefore, desirable that the control of it shall immediately be abolished.

Dated May 13, 1949.

Report on the Petition concerning abolishment of control on silk and artificial silk fabrics. (Petitioners: Kahachiro Kishi, No. 4 Nihonbashi-dori 4-chome, Chuo-ku, Tokyo-to, and 51 others.) (Intro-

ducers: Messrs. Ryoichi Hirashima, Yoshinosuke Takagi, Kenji Asami, Shigesaburo Maeo, Ko Morishita, Eizo Hosoda, Yoshio Minami, Kenji Fukunaga, Masa Aoki, Kaheiji Osawa and Matsukichi Takama.) (No. 408), and on another petition of the same purport as above.

The quotations in silk fabrics are lower by 20 or 30% than the official prices. So, there will be no fear of a rise in prices, even if the control on them is withdrawn. On the contrary, if the control on artificial silk yarn is abolished, one which is transacted on the black market will be restored to the regular route of transaction, in consequence of which the prices will be regulated and stabilized according to the ordinary course of supply and demand. Moreover, transactions in commodities will be stimulated by the abolishment of control over silk and artificial silk fabrics, bringing about further advantages such as a smooth operation of the relations between supply and demand and an improvement of techniques and quality in consequence of free competition. tI is, therefore, desirable that the said control shall be abolished.

Dated May 13, 1949.

Report on the Petition concerning protection of the Small and Medium-sized Enterprises. (Petitioners: Kahachiro Kishi, No. 4, Nihonbashidori 4-chome, Chuo Ward, Tokyo Metropolis, and 51 others.) (Introduced by Mr. Ryoichi Hirashima, and 10 others.) (No. 409)

If too heavy a burden and sacrifice are forced on the small and medium-sized enterprises which are the nucleus of the industrial circle, they will be exposed to a risk of ruin, subsequently, leading to serious damage to economic rehabilitation. It is, therefore, desirable that, in order to foster and safeguard the said enterprises, full preparation shall be made by establishing a finance bank for them, following abolishment of the Restoration Finance Bank, taxation on them relaxed and elasticity given to the business hours for them by amending the Labor Standards Law.

Dated May 13, 1949

Report on the Petition concerning Establishment of Private Power Generating Facilities at Chienbetsu, Rausu Village. (Petitioner: Goichi Murata, Headman of Rausu Village, Menashi County, Hokkaido.) (Introduced by Mr. Goichi Ito.) (No. 465)

Chienbetsu of Rausu Village, Menashi County, Hokkaido, is a lightless village, but to dispatch electricity from the Rausu power station is impossible because of various circumstances such as geographical conditions, expenses, and degree of utilization. For the purpose of developing the local industry, it is requested that private power generating facilities be established at the village by utilizing the natural waterway.

Dated May 13, 1949

Report on the Petition concerning the Re-Purchase of the Heavy Oil Tanks delivered to the State. (Petition: Kozo Kitanaka, Yatsuhashi Town, Tohaku County, Tottori Prefecture.) (Introduced by Mr. Naomichi Inada.) (No. 467)

The two heavy oil tanks originally owned by Mr. Kozo Kitanaka, an oil trader of Yatsuhashi Town, Tohaku County, Tottori Prefecture, Fishery Association, are abandoned uncared for. The said original proprietor is making again, designated as a legitimate trader in oil by the Oil Distribution "Kodan" and feels much inconvenience from the lack of tanks in the shipment of oil. Accordingly, the said owner desires to re-purchase the tanks in question.

Dated May 13, 1949

Report on the Petition concerning Procurement of Clothes for Flood Victims in Iwate Prefecture. (Petitioner: Koichi Sato, Chairman of the Iwate Prefecture Flood Damage Reconstruction Commission. c/o Iwate Prefectural Office.) (Introduced by Mr. Takeo Yamamoto and 6 others.) (No. 507)

In the light of the severe cold in Iwate Prefecture, this Petition suggests that warm clothes be distributed to the flood victims there as special clothing rations, and that State subsidies be granted to them in their procurement of controlled articles to alleviate their awful plight.

Dated May 13 1949

Report on the Petition concerning Distribution of Textile Goods to Repatriates. (Petitioner: Shinrokuro Hozumi, Chairman of the National Federation of Organizations of Repatriates.) (Introduced by Mr. Atsuro Adachi.) (No. 508)

Although some consideration is being paid in regard to distribution of textile goods to repatriates, their quantity is very little and their quality is generally poor. Especially, much shortage in beddings and clothes is felt by them. Accordingly, it is proposed that with special consideration beddings and cotton therefore and cotton piece goods be rationed to general repatriates and overalls, foot-wear ("jika-tabi") and rain goods to repatriate-workers.

Dated May 13, 1949

Report on the Petition concerning Facilitating Mining and Manufacturing Reconstruction Funds in Flood-hit Areas in Iwate Prefecture (Petitioner: Koichi Sato, Chairman of the Flood Damage Reconstruction Committee established in the Iwate Prefectural Office.) (Introduced by Mr. Takeo and 6 others.) (No. 515)

Because of serious damages the mining and manufacturing industries in Iwate Prefecture sustained from the heavy flood last year, huge reconstruction expenses will be necessary, the manufacturing industry fields requiring ¥64 million and the mining industry fields ¥65 million. But actual defrayments to date are ¥13,900,000 as equipment funds and ¥19,560,000 as operation funds in the former fields, and ¥1,70,000 as equipment funds in the latter fields. In view of the fact that destruction of those facilities vitally and directly affects medium and minor-sized enterprises, this Petition calls for accommodation of such funds in a smooth manner and establishment in Morioka of a branch of the Bank of Japan or expansion of the authority of the present sub-branch to reinforce banking institutions.

Dated May 13, 1949

Report on the Petition concerning Establishment of an Electric Meter Regulating Office and of an Electric Laboratory. (Petitioner: Jumpei Murakami, President of the Iwate Prefectural Assembly.) (Introduced by Mr. Saburo Asari and 2 others.) (No. 527.)

In no other Prefectures in the Tohoku district except Fukushima Prefecture is found a laboratory for regulation and authorization of electric meters. Therefore, the electricity consumers in Iwate Prefecture are obliged to rely on the sole institution in Fukushima Prefecture for adjustment of their meters. This is very inconvenient to local people. Such being the situation, it is proposed that an electric meter regulating office and an electric laboratory be established in Iwate Prefecture. the geographical center in the six Tohoku Prefectures.

Dated May 13, 1949

Report on the Petition for the Way of Allocation of Materials for Soap Industry. (Petitioner: Yoshio Yamada, c/o No. 6, Toori 2-chome Nihonbashi, Chuo Ward, Tokyo Metropolis and 5 others.) (Introduced by Mr. Isamu Murakami and 3 others.) (No. 738, and on another petition of the same purport as above.

The Government authorities are reported to be studying either the return coupon system or the reservation coupon system shall be taken in revising the existing way of allocation of materials for manufacturing soap. As the latter would bring about monopolization of industry by major enterprises and hamper the increase of production of oil and fat sources by ruining minor enterprises which occupy 72% of our soap manufacturers, the Petition is to apply for the adoption of return coupon system in order to realize the rationalization of industry by competition and to increase the ration.

Dated May 20, 1949

Report on the Petition for Releasing the Delivery of Textile Products for Workers. (Petitioner: Yonekichi Kanemasa, President of the Kansai Industrial Recovery Council.) (Introduced by Mr. Taneo Maeda.) (No. 617)

In view of the great shortage of textile products for workers, generous ration of textiles should be allowed to workers and those textile products which are not suitable for export are to be released for the use of workers.

Dated May 20, 1949.

Report on the Petition for Electrification of the Yuchi Area of Wakkanai Town. (Petitioners: Masa Ikeuchi, Representative of the Yuchi Street, Wakkanai Town, Hokkaido, and 54 others.) (Introduced by Mr. Rokutaro Matsumoto.) (No. 854)

The Yuchi area of Wakkanai Town, Hokkaido, which is slated to be municipalized in the near future, has not yet been furnished with electric light in spite of its over 400 houses and its importance as a distribution center of goods. Recently, however, the works for supply of electricity to Yuchi Railroad Station and the official residences for railway workers there were started, when the railway authorities agreed to the common use of the electric wires with the Yuchi people for their convenience. But on account of the amount of electricity the Nayoro Branch of the Hokkaido Electricity Distribution Co. refused, to their great disappointment, to supply electricity to the area. Under the circumstances, it is petitioned that special measures be taken for the electrification of this area.

Dated May 20, 1949.

Report on the Petition concerning Alleviation of the Control Laws Applied to Textile Produced by Farmers for their Own Consumption. (Petitioner: Bunzaburo Matsuzumi, No. 1,844, Hanegicho, Setagaya Ward Tokyo Metropolis and 4 others.) (Introduced by Mr. Ichiro Yagi.) (No. 855)

Clothes for working wear and other matters which are made for self-sufficiency by farmers from textile materials either produced by themselves or possessed by them, are by no means results of their selfish motives. Nevertheless, the Government prohobits the establishment of a clothing manufacturing factory for self-sufficiency purposes in agricultural villages as against the control laws or the national policy. Under the circumstances, it is petitioned that the application of the control laws to these products be alleviated.

Dated May 20, 1949.

Report on the Petition concerning Electrification of the Lands under Development in Shimane Prefecture. (Petitioner: Yasuo Tsunematsu, Chairman of the Shimane Prefectural Assembly.) (Introduced by Mr. Sakae Kimura.) (No. 927)

The colonizing households in the lands under development in Shimane Prefecture now number 1,318. For the attainment of the improvement of these colonies and the settlement of their colonizers, it is essential that they are supplied with electricity as the motive power of their road, transportation, amusement and other facilities. Under these circumstances and also under the extremely light rations of kerosene. At the present time, it is petitioned that the electrification policy be established for these colonies, with a high rate defrayment from the National Treasury for its expenditure.

Dated May 20, 1949.

Report on the Petition for Establishment of an Overall Fuel Policy. (Petitioners: Bunkichi Tamura, Chairman of the Council for Overall Measures for Paper and Pulp Production, 3-chome, Ningyocho, Nihonbashi, Chuo Ward, Tokyo, and 2 others.) (Introduced by Mr. Yoshio Watanabe.) (No. 983)

It is a matter for urgent necessity for the economic reconstruction of this country to utilize to the maximum and most efficiently lumber, which together with electricity and coal constitute the three big resources of Japan. Under the circumstances, it is petitioned that a grand overall policy covering the nurture and development of lumber resources, the rationalization of the use of lumber, etc. be established for prompt execution, together with the fuel policy for prevention of the abuse of lumber.

Dated May 20, 1949.

Report on the Petition for Improvement of Clothing Material Ticket System. (Petitioner: Mr. Kanezo Funaki, Nishi 1-chome, Minami 4-jo, Abashiri City, Hokkaido.) (Introduced by Mr. Yoshitsugu Hayashi and 1 other.) (No. 1003)

Under the present system the clothing tickets are available only in specified areas. This gives great inconvenience to travellers, because they cannot use those tickets while on their journey. It is, therefore, desired that the regional restrictions should be abolished, and necessary measures be taken to adjust the quantity and quality of the clothing materials for distribution in a cold region in consideration of the special condition therein.

Dated May 20, 1949.

Report on the Petition for Exclusion of Japanese Dress Gadgets from Control by the Clothing Ration Rules. (Petitioners: Mantro Nakano, President of the Tokyo Japanese Press Gadgets Wholesalers Association, No. 1, Bakuro-cho, 3-chome, Nihonbashi, Central Ward, Tokyo Metropolis, and 18 others.) (Introduced by Mr. Ko Morishita.) (No. 562)

The petitioners believe that Japanese dress gadgets by no means make part of clothing and may justly be called "personal gadgets." But sash-bustles, under-girdles, under-sashes, sleeve-bands, cloth-wrappers, waist-bands, crape-wrappers, Japanese skirts and the like are actually subject to control under the general name of dress gadgets. This seems rather unfair especially in the light of the fact that the necktie, sash-band, Japanese coat-lace, garter, suspender and some others which are popularly called fibriform gadgets are excluded from the domain of the clothing Ration Rules. In order to stimulate production of excellent Japanese dress gadgets and eliminate the said unfair treatment against those gadgets, it is desired by the petitioners that they will speedily be removed from the list of goods under the control of the said Ration Rules.

Dated May 20, 1949.

Report on the Petition concerning Removal of the Bottleneck of the Delivery of Mine-Posts. (Petitioner: Shigeru Shiokawa, No. 1, Nihonbashi-dori 1-chome, Chuo Ward, Tokyo.) (Introduced by Mr. Saburo Hirano.) (No. 589)

The account of credit sales of mine-posts for coal mines has reached ¥2,000,000,000. In view of the fact that the production of mine-posts has been enforced under rigid control and by compulsory order, it is desired that the Government take the following measures for settlement of this account: (1) tied loans be extended by preference out of the funds for disposal of deficits in the new coal mine accounts with the sales credit of mine-posts as collateral; (2) temporary loan of the price differential profits of coal, which should be returned by the Solid Fuel Distribution Kodan to the Government, made for settlement of the sales credit of mine-posts; etc.

Dated May 20, 1949.

Report on the Petition for the Self-supporting of the Joban-Ibaragi Coal-fields. (Petitioner: Atsushi Miyata, Mayor of Takahagi Town, Ibaragi Prefecture and 4 others.) (Introduced by Mr. Takeshi Yamazaki and 2 others.) (No. 689), and another same petition. (No. 710)

If a measure were taken to classify the products of the Joban-Ibaragi Coal-field which has greatly contributed to the economic reconstruction of our country as a sub-standard coal on the ground of decreased demand for low-grade one, the economic assistance in the aspects of fund and material would be suspended and it would greatly affect the livelihood of the employees together with their families amounting to over 30,000 and local communities concerned. Such being the case, the Petition is to apply for some measures to make the coal-field support itself which has a favorable geographical conditions as a supplyer of substitute of high-grade coal by such means as the rationalization of pooling of fares and the improvement of technique of coal-selection in order to meet the decrease of demand for low-grade coal.

Dated May 20, 1949.

Report on the Petition for the Withdrawal of Control on Silk-fabrics. (Petitioner: Michisuke Sugi, President of the Silk and Artificial Silk Fabrics for Domestic Use Association.) (Introduced by Jiro Hoshijima.) (No. 749)

It is reported that the Government would release the control on distribution of silk fabrics while the control of price and materials such as cocoons and raw silk would be continued. But, the control of silk fabrics, if it were to be released, should be released integratedly from material to distribution. Especially, the continuance of the control of price would be a root of all evils with no advantage and make the release of control quite meaningless. Such being the case, the Petition is to apply for perfect release of control on silk fabrics all over material and distribution together with their prices.

Dated May 20, 1949.

Report on the Petition for Establishment of a State Compensation System for Electric Power Generation by means of Private Equipment. (Petitioners: Tokizo Ogata of Suwano-machi, Kurume City, Fukuoka Prefecture and 2 others.) (Introduced by Mrs. Masako Fukuda.) (No. 1008)

In Kyushu District, 68.3 per cent of all supply of electric power is consumed by important industries. This is rendering the situation difficult concerning the supply of electricity for the public. If such private equipment for electric power generation as are owned by various coal mines from the prewar days be put in harness, those mines may easily supply their own demands for electricity. Those private equipments for electric power generation, however, are left unused on account of the shortage of funds required for their operation, and the coal mines in all Kyushu are dependent on the Nippatsu (Japan Electric Power Generation and Transmission Company) for the supply of electric power. It is desired, therefore, that a legislative measure be taken for the establishment of a system for payment of a state compensation to parties generating electricity to supply their own demands instead of to the Nippatsu as heretofore.

Dated May 20, 1949.

Report on the Petition for the Relief of the Mito Factory of the Hitachi Works of Katsuda Town, Etc. (Petitioner: Yoshio Yasu, Headman of Katsuta Town, Naka County, Ibaragi Prefecture.) (Introduced by Mr. Mineo Ikeda.) (No. 1053), and on 3 other petitions of the same purport as above.

Owing to the suspension of orders for large type electric locomotives and machines for use in coal mines as a result of the reduction of budgets for the Ministry of Transportation and the Ministry of Commerce and Industry for the fiscal year 1949-50, the Mito Factory of the Hitachi Works and Hitachi Koki (Industrial Machinery) Works are obliged to suspend works almost entirely, threatening the living of over 12,000 people of Katsuta Town. It is desired, therefore, that following relief measures should be taken vigorously during the first year of the period involved in the Five Year Economic Resuscitation Program: (1) Increase of the budgets of the Ministry of Transportation and the Ministry of Commerce and Industry intended for the reconstruction of local industries; (2) Adoption of rational measures relative to the accommodation of funds required for the development of local industries; (3) Speedy collection of credit for the sales of machines for use in the coal mines.

Dated May 20, 1949.

Report on the Petition for Permission to Install Unregistered Looms that are either Restored or are New. (Petitioners: Saneo Kuzuya, No. 21, Ichinokiri, Shinyashiki, Tamagawa, Kisogawa Town, Haguri Country, Aichi Prefecture and 65 others.) (Introduced by Mr. Masumi Ezaki.) (No. 1091), and 3 other petitions of the same purport as above.

Experts in Woollen Textile Industry, who were either transferred to new fields of business or were obliged to discontinue their business as a result of the adjustment of enterprises during the war, have been exercising great efforts for restoration of discarded looms or for installation of new looms. As a result of the enforcement of the Temporary Rules for Restricting Buildings, Etc., the installation of looms and their operation have been prohibited. The experts in Woollen Textile Industry are, therefore, refused all special favors that may accompany the restoration of old looms or installation of new once, and are experiencing great difficulty in obtaining required loans of money. They are now in distress. It is, desired, therefore, that the installation of unregistered looms should be permitted.

Dated May 20, 1949.

Report on the Petition concerning the Disposal of the Sales Credit of Machines for Coal Mines. (Petitioner: Tsunesuke Wada, President of the Japan Electric Industry Association No. 3, Yurakucho 1-chome, Chiyoda Ward, Tokyo and 23 others.) (Introduced by Mr. Hiroshi Kanda.) (No. 1126), and another same position (No. 1997)

In connection with the enforcement of the Nine Point Economic Stabilization Policy, the Government has reduced the Colliery Facilities Fund for use in the latter half of the fiscal year 1948-49 from 9,400 million yen to 4,600 million yen. Such a drastic reduction of colliery facilities fund will quickly drive coal mines to the brink of bankruptcy, and all parties concerned will be compelled to give up their business due to the increase of the unpaid accounts to subcontractors and suppliers. It is desired, therefore, that the coal mine facilities fund for the latter half of the fiscal year 1948-49 should be restored to 9,400 million yen and quickly realize the difference between the amount mentioned and the amount of fund actually disbursed up to the present.

Dated May 20, 1949.

Report on the Petition for a Power Plant to be Established at Kitaochiai, Minamifurano Village. (Petitioner: Juzo Murakami, Headman of Minamifurano Village, Sorachi County, Hokkaido.) (Introduced by Mr. Hideyo Sasaki.) (No. 1158)

The River Sorachi which rises in Mt. Tokachi of Hokkaido, one of the celebrated national parks, is known as a prominent branch stream of the River Ishikari. Thus, the Sorachi River is of great economic value being utilized for irrigation of farms, washing of coal from the coal mines, and for generation of electric power. As a result of reckless deforestation during the wartime, however, there are now great changes in the quantity of the river water in keeping with the changes of the seasons. In summer, the river water is hardly sufficient for irrigation, threatening the living of farmers and exposing collieries to great inconveniences from want of water. But, in the rainy season, the river water would frequently overflow its banks, demolishing the banks and washing the roads and bridges away. This of course inflicts immense losses on the people on both banks of the river. It is desired, therefore, a reservoir and a power-generating-plant should be constructed at Kitaochiai, Minamifurano Village, Sorachi County in the upper reaches of the River Sorachi.

Dated May 20, 1949.

Report on the Petition for Establishment of a Cement Mfg. Works Under the National Management at Ikutora, Minamifurano Village. (Petitioner: Juzo Murakami, Headman of Minamifurano Village, Sorachi County Hokkaido.) (Introduced by Mr. Hideyo Sasaki.) (No. 1162)

The mountains on both sides of the Nemuro Trunk Line between Kanayama and Ikutora via Shikagoe and Higashishikagoe are practically made

of lime stone, which both in quantity and quality, leads all other producing centers of lime stone throughout Hokkaido. Moreover, those mountains stands within 1 kilometers of the railway line, which renders transportation very easy.. It is desired, therefore, that a cement manufacturing works should be established in the said village under national management for the purpose of accelerating development of Hokkaido.

Dated May 20, 1949

Report on the Petition for Securement of Power for Production of Ammonium Sulphate. (Petitioners: Seiji Nagai, Chairman of the Ammonium Sulphate Industry Resuscitation Council at Kogyo Club, Marunouchi, Chiyoda Ward, Tokyo, and one other.) (Introduced by Mr. Hiroshi Kanda.) (No. 1163)

All manufacturers of ammonium sulphate are doing their best in increasing their production in order to improve Japan's condition relative to self-supply of food. The supply of electric power, which is indispensable for the production of ammonium sulphate, however, is in a precarious condition, creating great impediments to their activities. It is desired, therefore, that speedy measures should be taken in Kyushu and Hokkaido to secure the suppy of electric power required in this connection.

Dated May 20, 1949

Report on the Petition for Import of Used Clothing for Babies and Infants. (Petitioners: Tamako Kobayashi, President of Japan Federation of Mothers, and 4 others.) (Introduced by Mr. Yasuhiro Nakasone.) (No. 1184)

Under the present circumstances wherein supply of clothing is extremely scarce, many babies and infants have to be left unclothed. It is desired that, as a counter-measure, the GHQ should be petitioned for importation of used clothing from the U.S.A.

Dated May 20, 1949

Report on the Petition for Strengthening the Trunk Wire for Transmission of Electricity to Tohoku Districts. (Petitioner: Sahzo Miyawaki, Tohoku Industrial Co. Ltd., 1-chome, Omotekoji, Sendai City.) (Introduced by Mr. Shonosuke Ikeda ad 1 other.) (No. 1186), and on another petition of the same purport as above.

Transmission of electric power to Tohoku District is brought to a standstill because the trunk wire for power transmission is too small and weak to meet the requirements. It is desired, therefore, that construction of a trunk wire adequate for transmission of 150,000 volts of electro motive force should be executed quickly in order to reduce the enormous loss of electricity in transmission and facilitate the development.

Dated May 20, 1949

Report on the Petition for Electricity for Use in Nitro lime Industry in Hokkaido. (Petitioner: Kanaji Kondo, Chairman of the Board of Directors of the Lime Nitrogenous Industrial Union.) (Introduced by Mr. Yoichi Kawaguchi.) (No. 1202)

As newly cultivated lands in Hokkaido are acid in nature, the demand for nitro lime is voluminous in order to neutralize them. In spite of the fact that there are several nitro limo factories in Hokkaido, the present production is extremely small due to shortage of electricity. Hence in order to secure the production of chemical fertilizers, it is petitioned: (1) that development of electric sources be promoted; (2) that sufficient electricity for chemical fertilizers be supplied; (3) that electric charges for manufacturing chemical fertilizers be made excentional ones as in Honshu; 940 that the control of consumption of electricity be given the same treatment as in Honshu.

Dated May 20, 1949.

Report on the Petition for Distribution of Textile Materials to the Cooperative Enterprise Association for Protection of the Livelihood of Koreans. (Petitioner: Zaikyu Ri, President of the above Association, Kawawa Town, Chita County, Aichi Prefecture.) (Introduced by Mr. Isamu Murakami.) (No. 1251)

With a view to protecting the livelihood of Koreans in Japan and making them to take up respectable callings, the above Association was organized and a plan for establishing a texile factory for export by the investment of 3,352 members with the productive capacity of 11,000 sq. yds. per day is now under contemplation. Hence the proposed petition.

Dated May 20, 1949

Report on the Petition for Establishment of an Electric Generating House in Okujima. (Petitioners: E. Tsukada, Chief of Kamioku, Okujima, Kumage County, Kagoshima Prefecture and 14 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1282)

Okujima, Kagoshima Prefecture, has a capacity of generating an electricity of about 20,000 kilowatts, being rich in rainfall throughout the year. Although its development was planned by local inhabitants, nothing so far has been achieved and now the prefectural authorities are conducting investigations on the actual conditions. Hence the proposed petition.

Dated May 20, 1949

Report on the Petition concerning the Distribution of Goods to the Mine-Workers. (Petitioner: Matsuichi Enjoji, President, the Nippon Coal Association.) (Introduced by Mr. Hiroshi Kanda.) (No. 1407)

With regard to the distribution of goods to the mine-workers for the fiscal year of 1949, the Petition asks for the execution of the following items: (1) Such articles for use of the operation as a working-dress and a rubber-soled socks are the necessary ones for the industry. Therefore, these articles should not be distributed as a reward or an encouragement but in accordance with the amount of labor of an individual; (2) Concerning such articles of tastes like wine and cigarettes appropriate methods should be adopted with regard to their kinds, qualities, prices and the time of distributions; (3) In corresponding to the raise of the goal of industry for the fiscal year of 1949 an increase in the allotted amount of

articles distributed, and (4) the distribution of the articles to be distributed should be entrusted in the hands of each of the coal mines.

Report on the Petition for the Repeal of the Control System of Second-hand Textiles. (Petitioner: Eiji Mogi, No. 134, 2-chome, Nipporimachi, Arakawa Ward, Tokyo.) (Introduced by Mr. Kimiyoshi Amano.) (No. 1412)

Being collected from homes and other sources, second-hand textiles cannot be handled on planning. They must be sold with the allotment certificates. Moreover, since the issue of certificates requires the complicated formalities, it takes a great deal of time from the collection of the second-hand textiles to their distribution. This brings about the shrinkage of fund, which harasses the enterprisers with the pressure of financial question. Besides, the present condition is that the price of transaction is far below the official price. Therefore, the Petition asks for an immediate repeal of the control system.

Dated May 20, 1949

Report on the Petition concerning the Counter-Policy of and Copper and Iron Sulphide. (No. 1478) (Petitioners: Yukitaka Haraguchi, Chairman of the Central Executive Committee, the Federation of All-Japan Metal Mining Labor Associations, No. 21, Kouncho, Mita, Minato Ward, Tokyo.) (Introduced by Mr. Isami Imaizumi.) (No. 1478)

With the freight congestion of copper is over 10,000, tons at present, the Government is contemplating the import of 100,000 tons of iron sulphide by paying the import subsidy fund of ¥380,000,000. The first condition of economic re-construction of our country, however, is the fostering and strengthening of the industry in the country. Consequently, the import subsidy fund also should naturally be directed for the increased production of iron sulphide. The dullness in the production of iron sulphite of the present is particularly attributable to the great lack of appropriateness in the labor recuperation policy towards the iron sulphite mining laborers. The import subsidy funds, it is believed, should be applied to this phase of the question. Therefore, the Petition asks for the re-examination of the policy of copper and iron sulphite.

Dated May 22, 1949

Report on the Petition concerning the Rescue of the Furukawa Factory of the Kyosan Works, (Petitioner: Keiichi Nagahori, the Furukawa Factory, the Kyosan Works, Minamisannomaru, Mito City.) (Introduced by Mr. Mineo Ikeda.) (Nor. 1501), and another same petition.

Along with the reduction of the National Budget this time, the Furukawa Factory of the Kyosan Works which has been a nucleus of the manufacture of signal machineries in our country is on the verge of collapse. If this stuation is left unchecked, there will be a decrease in the production of signal safety devices, thereby, courting a great deal of hinderance to the transportation of passengers and freights. Therefore the Petition asks for the compilation of the budget so that the manufacture of signal machineries can be continued.

Dated May 20, 1949

Report on the Petition concerning the Subsidy from the National Treasury for the Expense of Construction Work of Transmission of Electric Current between the Honshu and Awaji Island. (Petitioners: Osamu Shirakawa, Mayor of Sumoto City, Hyogo Prefcture and 3 others.) (Introduced by Mr. Katsushiro Shioda.) (No. 1531)

The source of electricity in the whole island of Awaji has been transfered to the direct transmission from the Main Island since 1944. Owing to the continual recurrences of hindrance the island has frequently been become dark. Consequently, No. 2 line was laid in 1947. The laying of No. 3 line is in contemplation. The Kansai Electricity Distribution Company can start the work if one half of the construction expense of ¥60,000,000 is borne by the people of that locality. Therefore, the Petition asks for the subsidy from the National Treasury for the said construction expense.

Dated May 20, 1949

Report on the Petition concerning the Counter-Policy of Coal Mine. (Petitioners: Shuichi Oyama, Chairman, Central Executive Committee, the Union of the Hitachi Works Labor Associations, No. 12, 3-chome Marunouchi, Chiyoda Ward, Tokyo and 1 other.) (Introduced by Mr. Hisao Ishino.) (No. 1532)

As a result of the financing to the coal mines tightened in the extreme degree since the latter half of the last fiscal year, the smaller coal mines are on the verge of destruction. There is a recurrance of non-payment of the prices of delivered goods to the enterprises having relations with coal mines machinery. The life of coal-miners is threatened also by the delay of payment of their wages. Therefore, the Petition asks for an immediate payment of prices of already delivered goods by financing without delay as the plan for the first half of the fiscal year of 1948 the fund for the equipments of coal mines of the latter half of that year. Further, it asks for a due attention should be paid to the financing of smaller coal mines and an adequate amount of fund for the fiscal year of 1949 as a contributing means for an achievement of the volume of production should be secured.

Dated May 20, 1949

Report on the Petition concerning an Increase in the Textile Distribution to the Barbers. (Petitioners: Yasaburo Hashimoto, Nishioiishi-machi, Oita City and 8 others.) (Introduced by Mr. Nojiro Haneda.) (No. 1578)

The amount of distribution of textile manufactured goods for the business use of the barbers is entirely too small. Because of the consumption of materials they have in

their hands a had influence will result in the health and sanitation of the people of the country. Therefore, the Petition asks for an increase in the distribution of textile goods up to the required amount.

Dated May 20, 1949

Report on the Petition concerning Application for Registration of Clothings Wholesale Dealers. (Petitioners: Kenzo Tajima, President of Kagoshima Clothings Co. Ltd., and 377 others.) (Introduced by Mr. Susumu Nikaido.) (No. 1637)

In Kagoshima Prefecture, since the change of clothings delivery system of September 1947, a registration is in force, based on three divisions of production, wholesale and retail. However, as there is neither producer nor wholesaler retail dealers are experiencing many difficulties and disadvantages. In order to overcome those difficulties and to help trading with South-Western Islands, it is requested that Kagoshima Clothings Co. Ltd. be nominated as a registered clothings wholesale dealer.

Dated May 20, 1949

Report on the Petition concerning Fund to Purchase Cumulative Meters for Power Distribution Company. (Petitioners: Tsunesuke Wada, President of Fuji Electric Machinery Manufacturing Company Ltd. and 9 others.) (Introduced by Mr. Kazuo Fukuda.) (No. 1650)

Production of Cumulative Meters has been encouraged by the Government for the reason of rationalization of power distribution. Loans were given to power-distribution companies and meters producers in 1948. But owing to the reported discontinuation of those loans, power-distribution companies are hesitating to purchase further meters and producers are unable to sell the products. Therefore it is requested that arrangements must be made to enable power-distribution companies to purchase the meters.

Dated May 20, 1949.

Report on the Petition concerning Encouraging Economic Use of Household Goods. (Petitioner Otojiro Isseki, 71, Azabuhiro-ocho, Minato Ward, Tokyo.) (Introduced by Mr. Minoru Tamooki and 1 other.) (No. 1662)

Each household should look after well every household utensils. The money spent by the people to repair those utensils is enormous. Therefore, following measures are requested to be made to meet the necessity: (1) People must understand how best to keep those utensils in good order for a prolonged period. (2) Revival of used utensils and maintenance of necessary materials must be planned for years to come. (3) Importance of repair and revival must be stressed. (4) Utilization of scraps must be considered.

Dated May 20, 1949

Report on the Petition for Improving the Rationing Structure of Automobile Tiers. (Petitioner: Manjiro Matsumoto, Vice-President of the Federation of all Japan Car-Owners Unions.) (Introduced by Mr. Kimisuke Mitsuo.) (No. 1676)

In changing automobile tier rationing structure, it is petitioned that monopoly of the business by the dealers be eliminated so that the section system of selecting or recommending dealers by consumers be adopted making thereby participation of new dealers possible for the purpose of fostering sincere-minded dealers even for the benefit of small consumers who are numerically very large.

Dated May 20, 1949

Report on the Petition for the Sale of the Obihiro Factory of the Bureau of Commerce and Industry, Hokkaido. (Petitioner: Junzo Nishijima, the Chief Director of the Cooperative Union of East Hokkaido Agricultural Chemical Industries, Obihiro City.) (Introduced by Mr. Sadasuke Takakura and 1 other.) (No. 1678)

With a view to bring about the consumption of potatoes on a large scale in Hokkaido and to develop its starch industry starch dealers in East Hokkaido numbering 300 in all rolled into one, and established the East Hokkaido Agricultural Chemical Industry Cooperative Union which proved to be unprecedented success, and now the plan is under the way of carrying on sake brewery industry by using starch-refuse in village key industry factories to be designated for the purpose in future. In fact, the Obihiro factory of the Bureau of Commerce and Industry located at Obihiro at present is brewing sake chiefly using raw potatoes as as the ingredient and starch refuse derived from it reaches a vast volume including that of the four countries in East Hokkaido whose consumption involving heavy expenses mount up very high as it has to be transported to distant places. Could it be industrialized at the spot at Obihiro City profits would be very great. It is petitioned that the Obihiro factory be sold to the above-mentioned union for the purpose of rationalizing its management and of making active use of unutilized natural resources.

Dated May, 20, 1949

Report on the Petition concerning the Legislating of the Export Industry Law. (Petitioner: Kyushichi Toyoshima, President of the Cotton Cloth Export Society, 2-chome, Honcho, Higashi Ward, Osaka City.) (Introduced by Mr. Chotaro Imamura.) (No. 1698)

Through the present Monopoly Prohibition Law and the Enterprise Corporation Law, agreement combination of entrepreneurs at home and combination of corporations are either prohibited or limited, but of all the nations of world, there laws are found only in America and several other countries, but regarding foreign export exceptional measures are adopted so that poor entrepreneurs such as those of Japan are plainly unable to compete them in the world market. Under the circumstances, where is a possibility of lowering the price of competitive articles or lower their quality so that it is petitioned to legislate the Export Industry Law in order to mitigate the application of the law to export trade.

Dated May 20, 1949

Report on the Petition concerning the Saving of the Niigata Works, the Oriental Synthetic Industry Co. Ltd. (Petitioner: Yoshinosuke Mano, No. 600, Enoki, Niigata City.) (Introducted by Mr. Hiroji Usami.) (No. 1699)

Through the revision of the price of sulphate ammonia, the Niigata works of the Oriental synthetic works are facing the crisis of being closed due to the fact that facilities are on a small scale, but the factory is only one in Niigata making sulphate ammonia and through the utilization of natural gas, the factory could be enlarged and the new factory is also being planned. Since it has an important mission for the increase of fertilizers, it is petitioned to save the factory.

Dated May 20, 1947

Report on the Petition concerning the Disposition of Credit Accounts of Coal. (Petitioner: Takejiro Iguchi, c/o the Third Nomura Building No. 56, 2-chome, Bingomachi, Osaka City.) (Introduced by Mr. Shimpachi Ito.) (No. 1713)

The measure for expediting the payment of coal credit accounts settlement has been published. However, the causes for the delay in payment are found in delay of payments by the Government, payment for coal materials charges, payments in relation to export industries and the tightness in accomodation by city banks etc. It is altogether and one sided way of treatment to ask for the immediate payment to the government coal charges only without touching upon all these questions of delay which are bound to invite the striking decline of coal purchasing power and confusion of the industrial world in future. It is therefore, petitioned to carry out the following items as the counter measure thereof. (1) Instalment payment of coal credit account as of the last day of April. (2) Provisions for permission of settlement of accounts by bills and for days of grace in case of cash payment. (3) Provisionary Postponement of carrying out the measure published. (4) Adoption of special measures against the delay of payment by the Government, payment for charges of coal mine materials, payment in relation to export industries and also a special measure again city bank accomodation suddenly tightened since March.

Dated May, 14, 1949

Report on the Petition for doing away with the collection of Profits arising from the difference in artificial silk prices. (Petitioners: Bokusai Tsuyoya, Director of the Chichibu Textile Fabrics Commerce and Industry Cooperative Union, and 322 others.) (Introduced by Mr. Koji Asami.) (No. 1715)

As a result of revision of raw silk prices, September 1948, the profits arising from difference of old and new official prices of silks, silk yarns and manufactured goods are to be collected by the Government, but beginning with October, the same year, due to the large scale rise of prices of textile fabrics, purchasing power has been greatly declined so that dealers were obliged to dump goods with 30% or 35% discount of official prices. Owing to the difficulty of management factories after factories are being closed. The fact is that loss is incurred instead of profits. Furthermore, owing to the financial difficulty, balance profits of the previous time have not yet been paid. It brings about unnecessary stagnation of those interested in the industry to collect balance profits every time when prices are revised. It is, therefore, petitioned to do away with collecting the balance profits for the year 1948.

Dated May 20, 1949

Report on the Petition for Subsidy to Textile Fabrics Weavers in Owari and Western District. (Petitioner: Kenichi Maki, President of the Bisei Textile Fabrics Association, 2-chome, Meijidori, Ichinomiya City, Aichi Prefecture.) (Introduced by Mr. Masumi Ezaki.) (No. 1743)

The present enterprise adjustment has a tendency to make small enterprises as its objective, but in Owari and Western districts, small textile weaver are making specified fabrics such as previously died cotton fabrics efficiency of which is found to be lowering in large factories. It is, therefore, petitioned to investigate actual conditions bearing in mind the following points with a view to help small textile weavers in Owari and Western districts, nay, even throughout Japan. (1) Characteristics of the domestic industry and the concentrated productive system. (2) Lifting up control over the rags weaving silk fabrics and limitation of productive facilities thereof. (3) Revision of the Monopoly Prohibition Law and the Cooperative Union Law relative to the enlargement of rights of Unions. (4) Fair and just taxation.

Dated May 20, 1949

Report on the Petition concerning the Legislative Measure to Mitigate the Electric Power Crisis. (Petitioners: Tokizo Ogata, Suwanomachi, Kurume City, and 2 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1774)

One of the chief causes for worsening electric powder conditions in Kyushu sector is that 68% of electric power required is put to priority use such as for coal, fertilizers and metals etc. If own power stations of coal mines not worked due to the difficulty of getting capital, it is impossible to secure electric power of 271,000 k.w. It is, therefore, petitioned that some legislative measures be adopted to make use of these power station facilities by the State compensation.

Dated May 20, 1949.

Report on the Petition concerning the Development of electric power Source of Tadami River water system. (Petitioners: Shingo Hosoi, Chairman of the Town and Village Council of Minami-aizu District and 4 others.) (Introduced by Mr. Kiroku Kanke.) (No. 1822)

The Government is deliberating upon the development of electric power source of Tadamigawa river system, and it is our petition that the Government would set about the work using Fukushima Prefectural plan of electric power develop-

ment which is both technically and economically the best.
Dated May 20, 1949.

Report on the Petition for Increasing the Importation of Rubber for Automobile Tire Use. (Petitioner: Manjiro Matsumoto, Vice-President of All Japan Federation of Car-Owners Unions.) (Introduced by Mr. Kimisuke Mitsuo.) (No. 1834)

The amount of rubber for whose importation permission given for 1949 is 20,000 tons of which 9,000 tons are deducted for export use so that as owner car use allocation of more than 30% can not be expected judged by past experience. Furthermore, if new cars preference allocation be given, the amount for the repairing purpose would be very small which makes it very difficult to maintain the required transportation capacity. It is, therefore, petitioned to adopt a proper measure to increase the amount of raw rubber importation.
Dated May 20, 1949.

Agriculture Forestry Committee

Report on the Petition concerning Measures against Insect Damage of Sweet Potatoes in Miyazaki Prefecture. (Petitioner: Zenpei Kai, Chairman of the Miyazaki Prefectural Assembly.) (Introducers: Mr. Yoshimitsu Kawano, and 5 others.) (No. 12)

"Senmushi," noxious insects of sweet potatoes, broke out in a village of Miyazaki Prefecture in 1936. Since then the vermin have spreaded and if they are let alone, serious losses of crops are unavoidable. Accordingly as preventive measures, it is requested to exclude vermin damaged areas from sweet potato allocation, and to establish a national laboratory on "Senmushi", to make investigations of crops which take place of sweet potatoes and to study and encourage finding out of some strong species which is invulnerable to the virus.
Dated May 21, 1949.

Report on the Petition concerning Aid to Land Improvement Work in Hokkaido. (Petitioners: Kichihei Fukazawa, Vice-Chairman of the Hokkaido Farm Land Improvement Association and one other.) (Introduced by Mr. Masanobu Ogawara.) (No. 25)

The land improvement work in Hokkaido has great bearings with the solution of the foodstuff problem in our country. Owing to the characteristics of soil and weather, Hokkaido wants underground irrigation work, earth supplying work and acid soil improvement work. Accordingly it is requested to carry out the following items as soon as possible.

(1) Approval of the Budget for land improvement works proposed by the Hokkaido Local Government.

(2) Allotment and Securing of 70,000 tons of coal for the foregoing works.

(3) Proper distribution of freight vans for the transportation of earthenware pipes and carbonate of lime.

(4) Establishment of a program of financing to firms engaged in earthenware pipes, lime and supply earth.
Dated May 21, 1949.

Report on the Petition concerning Carrying out of Soil Conservation Work in Kure. (Petitioners: Jitsu Suzuki, Mayor of Kure and one other.) (Introduced by Mr. Kozaburo Miyahara, and one other.) (No. 27)

The hills around Kure were very much disfigured by military establishments and deforestation during the war. Since the war, through free use of the fortification zone, they have been brought under cultivation without planning and the trees have been cut down indiscriminately so that the upland was laid waste. In autumn of 1945, a typhoon came on and there were land collapses, causing much damage to lives, houses, road, fields etc. Accordingly it is requested to carry out soil conservation work at once all over the Kure area for the prevention of damage and the stabilization of people.
Dated May 21, 1949.

Report on the Petition concerning State Aid to the Expense of Agricultural Engineering Work in Ibaraki Prefecture. (Petitioner: Ken Kataoka, Chairman of the Ibaraki Land Improvement Commission in the Prefecture Office.) (Introducers: Mr. Takeshi Yamazaki, and 2 others.) (No. 40)

Eighty percent of the paddy fields in Ibaraki Prefecture needs newly improved irrigation arrangement and at present two-crop-fields are less than 10,000 cho in area. In the 1949 fiscal year, the prefecture is projecting reclamation, draining and land improvement at the expenditure of ¥1,970,000,000 with the object of obtaining increased production of 190,000 koku. As it is quite difficult to carry out the project with the limited prefectural finance, it is requested that state aid be granted to the foregoing expenditure.
Dated May 21, 1949.

Report on the Petition concerning Carrying out of the Asahi River Synthetic Reclamation Work. (Petitioners: Takitsu Suzuki, Mayor of Yamagatashi and 30 others.) (Introduced by Mr. Shonosuke Ikeda.) No. 50)

The Asahi River Synthetic Reclamation Work has for its objective a large part of area on the right bank of the Mogami River in the Murayama plain with Yamagata-shi in its center. With the Mogami River and the Asahi River as main sources of water, the work projects establishment of trunk waterways, building of reservoirs, bringing fields under cultivation and and generation of electric power with the expenditure of ¥2,870,000,000 extending over five years. As the work has national importance, it is requested to carry it out as a national work from the 1949 fiscal year.
Dated May 21, 1949.

Report on the Petition concerning Purchase of Private Uncultivated Land at Konuma-mura. (Petitioners: Motoichi Nakayama, No. 2,025, Oaza Maseguchi, Konuma-mura, Kita-Saku-gun, Nagano-ken, and 55 others.) (Introduced by Mr. Ichitaro Ide.) (No. 68)

The private uncultivated land purchase plan at Konuma-mura, Kita-Saku-gun, Nagano-ken is designed to make incultivable land a common village land. In that space incultivable land and area needed for the conservation of land are included. Consequently the private land remaining unpurchased in the village is only 30 "cho" and there is increase in people who have no fuel groves necessary for farmers in cold country places. Besides, sources for fodder and heap fertilizer have decreased and the risk of damage by wind and foods has increased. Hence for the prevention of wind and flood damage and the conservation of resources for agriculture, it is requested to correct the foregoing plan.
Dated May 21, 1949.

Report on the Petition concerning Continuation of the State Controlled Reclamation Work at Makago area Sata-cho.) (Petitioners: Eikuma Tanaka, head man of Sata-cho, Kimotsuki-gun, Kagoshima-ken, and eleven others.) (Introduced by Mr. Iku Maeda.) (No. 81.)

Makago area, Sata-cho, Kimotsuki-gun, Kagoshima-ken, surrounded by mountains has little paddy field. After the war, a state controlled reclamation work was started and part of the work was underway. But in April 1948, the work was transferred to the Prefecture and was suspended, though it is expected that 180 "cho" of paddy field will be brought under cultivation when the work is completed. Accordingly it is requested to reopen the reclamation work by state control.
Dated 21, 1949.

Report on the Petition concerning increase of grant to prefectures with national forests and setting free of national forests. (Petitioners: Zenpei Kai, Chairman of the Miyazaki Prefectural Assembly and one other.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 89)

National forests in Miyazaki Prefecture occupy an extensive area and there are fifteen forests offices controlling them. As no income is obtained from these national properties, it is difficult to keep up independence of local finance. Accordingly to relieve local finance of difficulties, it is requested, in conformity with actual local condition, to increase on a large scale grants according to the national treasury grant system in No. 10 of the Agriculture and Forestry Ministry Order and at the same time, to set free some national forests.
Dated May 21, 1949.

Report on the Petition concerning Increase of State Aid to the Recovery Expense for flood damage on farm land in Nagasaki-ken. (Petitioners: Joichi Morita, Chairman of the Town and Village Association, Nagasaki-ken and fourteen others.) (Introduced by Mr. Enemon Oka.) (No. 93)

The farm land in Nagasaki-ken sustained heavy damage by the heavy rains in July and September, 1948, but as the state aid was very small, the farmers are suffering a great deal. Accordingly it is requested that a large amount state aid be granted at the first quartery of 1949 and the aid be completed in 1950.
Dated May 21, 1949.

Report on the Petition concerning Increase in State Aid to the Soil Conservation Work in Hiroshima-ken and three others.) (Introduced by Mr. Atsuo Hirakawa.) (No. 100.)

The collapsed hills and neglected forests in Hiroshima-ken have increased damaged points by the disasters in 1945 and 1948 and the damaged area is very extensive. Since then every rain has drifted sand and earth, giving much damage to fields, roads, bridges etc. For recovery and prevention of damage, a soil conservation plan has been established but the expense is too heavy to be borne by the Prefecture. Consequently it is requested to increase the state aid to the soil conservation work of the prefecture.
Dated May 21, 1949.

Report on the Petition concerning Soil Conservation Work. (Petitioners: Eizaburo Kondo, President the Soil and Water Conservation Association and 153 others.) (Introduced by Mr. Atsuo Hirakawa.) (No. 101)

For conservation of land and high level exploitation of forestry resource, soil conservation work must be strongly enforced. But as soil conservation work and forestry operation have close connection with each other, it is requested that soil conservation work will be conducted under close guidance of the Agriculture and Forestry Ministry and the Forestry Office in local governments which control forestry administration.
Dated May 21, 1949.

Report on the Petition concerning Opening of a part of the Iwate Breeding Pasture.) (Petitioners: Ryoichi Noto, Oaza Takizawa, Takizawa-mura, Iwate-gun, Iwate-ken, and seventeen others.) (Introduced by Mr. Masakatsu Nobara.) (No. 102.)

The foot of Mt. Iwate was designated as a state-controlled synthetic exploitation area in 1948. A part of this area is open and at present 512 families of exploiters have entered the plantation and are achieving some farm work. But in the volcanic zone at the foot of Mount Iwate, the soil is barren and the weather is cold. Considering from farming experience hitherto made, it is absolutely necessary to secure a minimum suitable farm area and to take radical measures for permanent soil improvement with dairy farming. Accordingly it is requested to throw open part of Ippongi and Sunoko areas in the Iwate Breeding Pasture and to give appropriate plots for farming virgin soil to the settlers in Ippongi and Rokubo areas in the State-controlled Iwate-yama Foot Synthetic Exploitation Area.
Dated May 21, 1949.

Report on the Petition concerning Allotment of Beans for making "tofu". (Petitioners: Keijiro Taniguchi, Chief Manager of the "tofu" commercial and industrial association, Kagawa-ken, and three others). (Introduced by Mr. Tomomi Narita.) (No. 112)

The Agriculture and Forestry Ministry has lately decided to allot to the "tofu" association 1320 tons of beans for 1949 and the association is attempting to distribute them to special big cities. New foodstuff like "tofu" rich in albumin should be distributed to towns and villages poorly supplied with fish, and it is regrettable to make partial distribution for the mainte-

nance of people's health. Hence it is requested to make equal distribution over the country.

Dated May 21, 1949.

Report on the Petition concerning Securing of Right of Cultivation of the Ikuta Big Green Field. (Petitioners: Sosuke Yazawa, No. 538, Sugafu, Kawasaki-shi, and forty-seven others.) (Introduced by Mr. Ichiro Shoji.) (No. 116)

The Ikuta big green field consisting of part of Sugafu and part of Ikuta in Kawasaki-shi used to be private farm land, but during the War it was bought up by Kawasaki city by force. Now that its object was dissolved, the field ought to be returned to the old owners as a matter of course, but the city authorities are trying to establish new golf links even depriving people of vested right of cultivation. Accordingly it is requested to take measures so that the old owners may secure right of cultivation of the field.

Dated May 21, 1949.

Report on the Petition concerning State Aid to Expense for Planting in Sand Dunes in Niigata-ken. (Petitioners: Kisaburo Yoshioka, President of the Federation of the Niigata-ken Agricultural Cooperative Associations and two others.) (Introduced by Mr. Shiro Watari.) (No. 117.)

Owing to undesigned cultivation and cutting of sand defending groves during the war, the sand dunes on the coast of the Sea of Japan in Niigata-ken have caused much damage to plantations and cultivated land. If they are let alone, increase of food production will be gravely impeded. As the poor prefecture finance cannot stand and defending forestation work, it is requested that state aid be granted to the expense of that work.

Dated May 21, 1949.

Report on the Petition concerning Sale of a State-owned Forest at Miyazaki-mura. (Petitioners: Tsunetaro Asai, Headman of Miyazaki-mura, Nukada-gun, Aichi-ken, and one other.) (Introduced by Mr. Shiro Nakano.) (No. 129)

The state-owned forest at Miyazaki-mura, Nukada-gun, Aichi-ken used to be a common. On the occasion of land tax amendment in 1876 the forest was included in the state property without compensation and since then it has been known as a state owned forest. But a large part of the people on the spot got livelihood depending on the forest. Thus in order to develop forestry industry by making use of many years' experience of the people there it is requested to put this forest to sale.

Dated May 21, 1949.

Report on the Petition for Sale of State-owned Forest at Shimo, Takatsuki-shi and one other matter. (Petitioners: Samosuke Fujimoto, Chairman Agricultural Executive Association of Shimo, Takatsuki-shi, and 156 others.) (Introduced by Mr. Ryoji Inoue.) (No. 150).

The State-owned forest of Shimo in Takatsuki-shi had been owned by the village before it was placed under state-ownership sometime in 1870s. Ever since, it has been owned by the State, but during the war most of the trees of the forest were felled down and the reclaimable part of the forest was reclaimed for cultivation and the rest of the forest was entrusted to villages of the area for forestation, but no satisfactory forestation is practicable under the present trust system. It is, therefore, desired that the Government put the forest on sale.

Dated May 21, 1949.

Report on the Petition for Opening of Forestal Road in Miyazaki-ken. (Petitioner: Hajime Idogawa, Chairman, Forestal Association of Miyazaki Prefecture.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 153.)

During the fiscal year 1948-49, Miyazaki-ken's requirement of lumber amounted to 1 million "koku" for construction and other purposes and 1,300,000 "koku" for fuel, and about the same quantity will have to be produced by the private-owned forests to meet the requirements in the fiscal year 1949-50. But with the forestal roads as they are now, it is hardly possible to achieve this end, and the condition of the private-owned forests is such that unless means be devised to develop the remote inland resources, they could hardly be able to supply the needs of the Prefecture, let alone the requirements of other prefectures. It is, therefore desired, that a Government subsidy be granted on the project of opening the forestal roads of the said Prefecture in the fiscal year 1949-50.

Dated May 21, 1949.

Report on the Petition for Government Subsidy on Mechanical Drainage Union of Kaibe-gun Irrigation Association. (Petitioners: Noboru Asano, Chairman, Mechanical Drainage Union of Kaibe-guu Irrigation Association, Kaibe-gun, Aichi-ken, and 23 others.) (Introduced by Mr. Naozumi Ezaki.) (No. 154.)

The area of Kaibe-gun of Aichi-ken, a veritable granary of the Prefecture, is delivering as much rice for rationing as Wakayama-ken, but topographically it is below the sea-level, and the whole area will be flooded unless water is drained artifically. Thus the equipment of mechanical drainage is imperative need. However, sharp rise in charge for power-supply, price of crude oil, cost of repairs and materials has made it practically impossible for the impoverished farmers to bear the cost of mechanical drainage. It is, therefore, desired that the Government would grant on the Mechanical Drainage Union of Kaibe-gun Irrigation Association a subsidy equal to 80 per cent of the mechanical cost of the mechanical draining.

Dated May 21, 1949.

Report on the Petition for Establishment of an Agricultural Experiment Station in Tombetsu-mura. (Petitioner: Kumakichi Sasaki, Headman, Tombetsu-mura, Esashigun, Hokkaido.) (Introduced by Mr. Rokutaro Matsumoto and 5 others.) (No. 155)

Amakita plain in the northern part of Hokkaido is a special zone covering 20,000 chobu (49,000 acre) of cultivated land and 35,000 chobu (85,750 acre) of yet uncultivated area, particularly the area under the jurisdiction of Soya Branch government which faces the Okhotsk Sea yields only poor crops on account of its cold climate. There the soil, too, lacks the necessary natural elements and agriculture is yet in a priminitive stage of development. Such being the case, it requires an organ of experimental farming to develop agriculture in this area. It is, therefore, desired that an agricultural experiment Station be opened in the farm of the now-defunct Magome Industrial Partnership of Tombetsu-mura, Esashi-gun, center of agricultural communities of this area.

Dated May 21, 1940.

Report on the Petition for Government Subsidies on Development projects. (Petitioners: Kiyoshi Iwamori, Chairman, All-Japan Federation of Settlers Associations, and 12 others.) (Introduced by Mr. Eiichi Sakata.) (No. 169.)

The development projects have been showing a steady progress throughout the country, and settlers family numbered 43,000 as of November, 1948. The number of settlers closely approaches the population of Shikoku, and the area reclaimed exceeds the cultivated area of Shikoku by 40,000 chobu (98,000 acres). However, the State's appropriation for the development and agricultural projects is a meager ¥1,980 million which amount is inadequate for bringing about any satisfactory result in these projects. It is, therefore, desired that measures be taken to grant draft-cattle, and subsidies on construction of dwelling houses, with increased food production, today's pre-eminent problem, in view.

Dated May 21, 1949.

Report on the Petition Opposing the Government's Purchase of Undeveloped land at Esachiya-mura. (Petitioners: Zenkichi, No. 122, 2nd sector, Oaza-Esachiya, Esachiya-mura, Kudo-gun, Iwate-ken, and 36 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 170.)

Villagers of Esachiya-mura have always depended on forestry and cattle breeding for living, but the reckless felling of trees and unsystematic method of development resorted to during the war brought devastation to the whole area, and much damages from flood, landslide and frost resulted. The consequent shortage of fodder seriously affected cattle-forced and fertilizer. The whole project has been hampering the increased food production contrary to its original aim, and there is little hope for stabilization of farmers' living. The petitioners, therefore, oppose the proposed Government's purchase of the said undeveloped area.

Dated May 21, 1949.

Report on the Petition for Improvement of Method for collection of Foodstuff. (Petitioners: Nagao Nagasawa, No. 70, Kita-onomae Oaza-Hazekura, Tomiokamura, Shibata-gun, Miyagi-ken, and 37 others.) (Introduced by Mr. Saburo Chiba). (No. 172.)

Under the present system, the delivery of foodstuffs is completed only when it has been duly placed in the warehouse designated by the foodstuff control officer, which means that considerable sacrifice is demanded of its deliverers who may have to carry it over a long distance to deliver it. It is, therefore, desired that the present method of collection of foodstuffs be revised so that its delivery be made at the producer's doorway.

Dated May 21, 1949.

Report on the Petition Opposing the Government's Purchase of the Undeveloped Land in the Area of Rokugo-mura. (Petitioner: Ryohei Fukura, No. 16, Ozawa, Rokugo-mura, Ogasa-gun, Shizuoka-ken.) Introduced by Mr. Hikojiro Mizuno.) (No. 209.)

The tract of land at Ozawa of Rokugo-mura, Osaga-gun, Shizuoka-ken, which is scheduled to be purchased by the Government is covered with a forest in which the Nakabuchi River takes its source and which, on that account, is essentially needed for the projects by water supply and flood control. The area is a supply source of materials for farm management. The petitioners, therefore, oppose the Government's purchase of the said forest area.

Dated May 21, 1949.

Report on the Petition for Revival of Extra-rations of Rice to Oyster-farmers. (Petitioner: Yuzo Morizawa, Chairman, Oyster-Farming Association of Hiroshima-ken.) (Introduced by Mr. Zempachiro Kawamura.) (No. 234)

The oyster is essential for people's living as a nutrient, and also it is exported in quantities. Oyster-farming, however, requires stupendous physical labor, and can hardly be carried out on ordinary rations. It is, therefore, desired extra rations to oyster farmers be promptly revived.

Dated May 21, 1949.

Report on the Petition for a State Subsidy on Project of Land Improvement in Hyogo-ken. (Petitioner: Kitsujiro Sakae, Chairman, Town and Village Association of Hyogo ken.) (Introduced by Mr. Shimpachi Sudo.) (No. 238.)

Hyogo Prefecture has approximately 90,000 chobu (about 220,000 acres) of paddy-field, half of which area is only poorly irrigated and has been subjected to repeated damages. In 1948 a catastrophic drought brought about extreme impoverishment of the farming communities of the Prefecture, and the area now stands in need of a wholesale improvement of its farmland. It is, therefore, desired that the Government would subsidize the project of land improvement, setting up a bureau in the Agriculture and Forestry Ministry and a local land-improvement division to conduct the forcible execution of the said project.

Dated May 21, 1949.

Report on the Petition Opposing Retrenchment of Organization of Agrarian Committee. (Petitioner: Fujiro Hara, Prefectural Governor of Shimane.) (Introduced by Mr. Yoshimori Fukazawa.) (No. 239), and on one other petition of the same purport as above.

Whereas at present the ag-

rarian committee is faced with the necessity of quickly disposing of the colossal business concerning registration, payment of prices, accounting of receipts, instrumentation of farming contracts, purchase and sale of undeveloped land, improvement of farm land and other important matters, the budgetary measure to reduce the number of clerks of the committee to one will hamper to satisfactory execution of its business. It is, therefore, desired that two clerks be allocated to the agrarian committee.

Dated May 21, 1949.

Report on the Petition for Government Subsidies on the Projects for Agricultural Engineering Works and Restoration of Damages to Farm Land in Wakayama-ken.) (Petitioners: Yasukichi Uchida, Chairman, Prefectural Assembly of Wakayama and three others) (Introduced by Mr. Noboru Mizutani.) (No. 241)

Wakayama Prefecture has been subjected to damages from repeated visitation of natural disasters since the great earthquake of Nankai district, and the damaged farm lands need urgent restoration. It is, therefore, desired that government subsidies be granted on the projects for agricultural engineering works and the restoration of damaged farmlands in order to increase food production.

Dated May 21, 1949.

Report on the Petition for Increased Government Subsidy on the Project of Land Improvement in Mie-ken. (Petitioners: Satoru Aoki, Prefectural Governor of Mie and five others.) (Introduced by Mr. Noboru Mizutani.) (No. 242.)

Prefecture of Mie has many areas where production is on a low level because of inadequate irrigation and deterioration to soil. Moreover, the areas all along its sea board are subjected to damages on crops from salt water as ground is sinking. Thus the farmland requiring improvement reaches 25,000 chobu (61,250 acres.) It is, therefore, desired that Government subsidy toward the land improvement in Mie-ken be increased so as to increase food-production and rationalize the farm management.

Dated May 21, 1949.

Report on the Petition for Amendment of Farm Land Law . (Petitioners: Yonekichi Yoshida, No. 8 Aza-Yasouchi, Oaza-Makinouchi, Makimoto-mura, Iwase-gun, Fukushima-ken, and 40 others.) (Introduced by Mr. Mitsue Tsuburaya.) (No. 243.)

Four villages of Yasouchi, Sogorouchi, Tatsubu and Takida of Oaza-Makinouchi, Makimoto-mura, Iwase-gun, Fukushima-ken, undertook to reclaim 42 chobu (102.9 acres) of private-owned forest, and landowners were driven to a tight condition because they had to give up cattle farming. And then, while one-fifth of its schedule of the first-period project has scarcely been carried out, the second-period project is started. The area which lies to the extreme north in Iwase-gun is known as a cold zone unfit for cultivation, yet the authorities intend to forcefully carry out the project. It is, therefore, desired that the Farm Land Law be revised so that the farm land released to settlers be returned to the former owner when its development becomes impracticable due to the death of such settlers or other causes.

Dated May 21, 1949.

Report on the Petition for Re-channelling of Drainage at Kamiiso-machi. (Petitioners: Heizaburo Ochiai, Mayor, Kamiiso-machi, Kamiiso-gun, Hokkaido, and 4 others.) (Introduced by Mr. Kakugoro Tominaga.) (No. 244.)

The project of re-channelling the drainage of Kamiiso, Kamiiso-gun, Hokkaido, upon completion, will make it practicable to open 165 chobu (approx. 160 acre.) of paddy field by freeing the area from threat of inundation and greatly contribute thereby toward increased production of rice and potato. It is, therefore, desired that the Government would carry out the said project in the fiscal year 1949-50.

Dated May 21, 1949.

Report on the Petition for Construction of Colonial Truck Line between Koshimizu and Kami-Tokusahara. (Petitioner: Satoshi Fujiwara, Headman, Koshimizu-mura, Shari-gun, Hokkaido.) (Introduced by Mr. Koji Hayashi.) (No. 250.)

Koshimizu-mura of Shari-gun, in the eastern part of Kitami Province, Hokkaido, is a purely agricultural community extending over 18 ri (approx. 45 mile), and both climate and soil are suitable for farmlanding. The adjoing area is fitted for large-scale farming and has a large forest, whose development will contribute in great measure to the economic rehabilitation of Japan. It is, therefore, desired that the Government would construct a colonial truck line over a 16-kilometer route leading from the said Koshimizu-mura to the entrance to the settlers colony at Kami-Takusahara.

Dated May 21, 1949.

Report on the Petition for Amendment of Agricultural Damage Compensation Law, (Petitioners: Zempachi Sato, No. 28 Shimo-Kawasaki - Shibukawa-mura, Adachi-gun, Fukushima-ken.) (Introduced by Mr. Mitsue Tsuburaya.) (No. 268.) and on 27 other petitions of the same purport as above.

The Agriculture Damage Compensation Law does not exactly fit in with the actual condition in providing for such compensation. It is, therefore, desired that the same law be amended to the following effect.

(1) Equal distribution of burden of payment toward agricultural mutual relief fund among the Government, producers and consumers: (2) Raise of the limit of compensation paid out of agricultural mutual relief funds; (3) Payment by the Government of the whole of the office expenses of agricultural mutual relief organization; (4) Deletion of provisions concerning damages covered by the mutual relief, and shift to be made to the system of crop insurance; (5) Revision of standard for degree of damages; (6) Revision of provisions for cattle as the objects of mutual relief; (7) Prevention of agricultural damages from disaster, and (8) Institution of financial organs for agricultural mutual relief insurance.

Dated May 21, 1949.

Report on the Petition for Coordinated Development of the Rivers Totsu and Kinokawa. (Petitioner: Shuichi Ueda, Chairman, Prefectural Assembly of Nara.) (Introduced by Mr. Masao Maeda.) (No. 284.)

The Government's project for coordinated development of the Rivers Totsu and Kinokawa is expected to make possible the supply of water for agriculture, technical industries and for general use, as well as the generation of electric power. Besides it will serve to develop the mountain villages of Yoshino district. It is, therefore, desired that the said project be executed in the fiscal year 1949-50.

Dated May 21, 1949.

Report on the Petition concerning subsidizing draining repair work along the River Furukawa. (Petitioners: Tsugetaka Murata, Headman of Momoumura, Momou-gun, Miyagi Prefecture, and 10 others.) (Introduced by Mr. Yasukichi Utsumi.) (No. 290.)

The Furukawa, semi-river, under the jurisdiction of the Ordinary Water Utilities Association, to the north of Momou-gun, Miyagi Prefecture, has been deteriorated in draining owing to the rise of river beds and subsequent flood of the Rivers Kitakami and Oinami, in consequence of which water remained stagnant frequently as deep as a lake for a long time, increasing every year the damages along the river and causing great anxieties among the farmers affected. But, they could not do anything about it, as they are unable to bear the expenses for repair. It is, therefore, hoped that the state subsidy would be granted for the reconstruction of the River Furukawa.

Dated May 21, 1949.

Report on the Petition concerning the securing of Irish potatoes seed. (Petitioner: Shichiji Yasui, in the office of the Agricultural Restoration Council, No. 5, Surugadai Nichome, Kanda, Chiyoda-ku, Tokyo Metropolis.) (Introduced by Mr. Tadashi Kodaira.) (No. 307.)

It is a prerequisite to increased production in Irish potatoes to secure the seed excellent both in quality and classification. The seed potatoes of produce of 1948 were rejected through the country by those who had been distributes, on account of the improper prices, insufficient quantity, different kind and insect damages.

Such having occurred, owing to met administration, it is desirable that the following improvements shall be adopted: (1) expansion of the area for cultivating original seed, (2) establishment of preventive measures against insect damages, (3) improvement and increased production of seed potatoes, (4) positive utilization of private organizations for delivery and distribution of seed potatoes, (5) improvement of the national inspection system and method of transportation at their final destination in order to prevent the seed from becoming rotten, and (6) establishment of fair distribution prices.

Dated May 21, 1949.

Report on the Petition concerning carrying out a project for pouring the stream from the River Kannoshiro to the River Yazawa. (Petitioners: Senjiro Kato, Headman of the town, Oyama-machi, Nishitagawa-gun, Yamagata Prefecture, and 37 others.) (Introduced by Mr. Yoichiro Kambayashi.) (No. 308), and 1 other petition of the same purport as above.

The River Yazawa which flows from its source in the area of the village Tagawa, Nishitagawa-gun, Yamagata Prefecture, irrigates the land of four villages and towns, besides Tagawa-mura. Its stream is, however, decreasing every year lately, owing to the deforestation in the area where its source lies, in consequence of which not only the rice seedling planting season would be lost on account of the shortage of water, hindering an increased production, but also a great deal of expenditures and labor wasted. It is, therefore, requested that, as a countermeasure, a project for cutting the mountains and diverting the stream of the River Kannoshiro to the River Yashiro for the purpose of maintaining water of the latter river twice as much as that in time of drought will be carried into execution.

Dated May 21, 1949.

Report on the Petition concerning reclamation of the national forests at Otochichizawa and Nakato. (Petitioners: Kiju Nakazawa, Uenomura, Tano-gun, Gumma Prefecture.) (Introduced by Mr. Yojuro Kaneko.) (No. 309.)

Oaza Otobun, Ueno-mura, Tano-gun, Gumma Prefecture, is situated in a remote place among the mountains, and it is impossible for the village to maintain its people on a self-sufficient basis. The population of the village have lately been increased in consequence of the return of repatriates and demobilized persons, and, consequently, the conditions of supply of food have become more stringent. Moreover, almost all the trees of the privately owned forests have been cut down, so the number of jobless persons has become greater every day, pressing the livelihood of the village people together with the high commodity prices. It is, therefore, hoped that the state owned forests at Otochichizawa and Nakoto will be released for reclamation.

Dated May 21, 1949.

Report on the Petition concerning an increase in state subsidy for land adjustment projects in Miyagi Prefecture. (Petitioners: Shingai Ishikawa, Chairman of the Miyagi Prefecture Land Adjustment Project Promotion Conference, No. 27, Kotodai-dori, Sendai City, and 14 others.) (Introduced by Mr. Shunichi Homma.) (No. 317.)

Miyagi Prefecture is the area where only the rice is

grown, and it is essential for it, in order to meet an increased production in rice and the perfect delivery of its allocated quota, to improve the poor land and ascertain the exact conditions of the cultivated areas. To the end, farmers have planned and are carrying out the land adjustment project. However, they can not afford to bear the expenses, owing to the loss suffered by them in the recent floods, which prevented the progress of the project, delaying the exchange of cultivated land and disposal of divided or amalgamated substitute land. It is, therefore, hoped that an increase in state subsidy will be made for the expenses for land adjustment project and disposition of substitute areas in consequence of land adjustment.

Dated May 21, 1949.

Report on the Petition concerning a project for improvement in cultivated land lying along the rivers flowing from Ushiku Lake. (Petitioners: Fumio Eizuka, No. 342, Kamiiwasaki, Kukizaki-mura, Inashiki-gun, Ibaraki Prefecture, and 1,556 others.) (Introduced by Mr. Chubei Onose, and 2 others.) (No. 319.)

Cultivated land within the areas of Kukizaki-mura, Inashiki-gun, Ibaraki Prefecture, and other one town and seven villages amounting to 1,500 chobu is being cultivated by means of utilizing the water of the river flowing from the Lake of Ushiku.

However, the interested town and village people who are suffering under the greatest disadvantage, owing to the flood caused by indiscriminate cutting down of the trees of the forests along the river and the drought causes by the drain of water for irrigation by the people of Ryugasaki-machi and 4 other villages situated along the down stream have established a permanent measure for prevention of them, but the Prefectural Authorities, rather paying more had to the benefit of Ryugasaki-machi and other four villages, have started a project for utilizing the water of Ushiku Lake by constructing a new water conduct and increasing the equipment for pumping up water. It may bring about drought in the already cultivated fields along the upper stream, threaten the livelihood of the people with shortage of water for drinking use and seriously affect an increased production in foodstuff and the payment of taxes. It is, therefore, requested that an improvement work for the purpose of advancing the benefit for the parties concerned both along the upper and lower stream of the rivers originating in the Lake of Ushiku will be carried into execution.

Dated May 21, 1949.

Report on the Petition concerning examination of raw silk for the use of manufacture of export fabrics. (Petitioners: Teiichi Kataoka, President of Fukushima Prefecture Yarn Producers' Association, No. 20, Tanaka, Koriyama City, Fukushima Prefecture, and 3 others.) (Introduced by Mr. Giei Owada and one other.) (No. 347.)

A raw silk for export is examined at the Raw Silk Examination Office in Yokohama, every yarn producing factory has to convey the whole amount of raw silk it produces to Yokohama for examination.

A great part of its amount is, however, returned to the factory for its use in manufacturing fabrics for export. It is, therefore, desirable that the system of a sample examinations shall be established for raw silk used in manufacture of export fabrics, in order to save the expenditures for transportation, loading and other processes.

Dated May 21, 1949.

Report on the Petition concerning an exceptional case not applicating the provisions of the Temporary Adjustment of the Supply and Demand of Commodities Law to the distribution of cocoon. (Petitioners: Zenyemon Kanno, Chairman of the Federation of Silk Producers Associations in Fukushima Prefecture, and 3 others.) (Introduced by Mr. Yoshie Owada.) (No. 348.)

With regard to the distribution of raw cocoon, there have hitherto been stages in which allocation proportionate to reeling basins are to be decided between the producing and importing Prefectures. But, these allocations in 1949 have to be made all on a equal basis, following the enforcement of the Temporary Adjustment of the Supply and Demand of Commodities Law. Such way bring about the surplus of cocoon in producing Prefectures and the shortage of it in importing ones, impeding rationalizations of yarn producing industry and increasing the cost and trouble in transportation, loading and other processes. It is, therefore, requested that raw cocoon will exceptionally be excluded from the application of the provisions of the said Law so that the surplus of producing Prefectures may be exported.

Dated May 21, 1949.

Report on the Petition concerning subsidizing yarn manufacturing industry. (Petitioners: Sakuji Ushiyama, Chairman of the Yarn Producers' Association in Iwate Prefecture, and 3 others.) (Introduced by Mr. Yoshie Owada and one other.) (No. 349.)

It is desirable that, in order to stabilize enterprises in yarn producing industry and agricultural economy and envisage increased production in export goods, (1) the single rate of exchange shall be determined on the basis of cheap yen, and, if it is decided on a higher yen level, adequate compensation shall be granted, and, (2) special measures shall be taken, following the revision of wages for labor engaged in yarn producing industry.

Dated May 21, 1949.

Report on the Petition concerning Subsidizing the plantation mulberry seedlings. (Petitioner: Yasuhiro Sagawa, No. 35, Akabane, Sawada-mura, Ishikawa-gun, Fukushima Prefecture.) (Introduced by Mr. Yoshiei Owada and one other.) (No. 350.)

Mulberry seedlings producers, in compliance with the instructions of the Government, have been making their efforts for producing mulberry seedlings, the production of which has tended to go upward smoothly. When the single rate of exchanges is going to be established in the near future, silkworm producers' will to plant seedlings have suddenly sunk low, in consequence of which a considerable quantity of seedlings remains superfluous in producing districts. Yet, the people in the districts where new settlements are established desire to plant mulberry seedlings on a large scale, but they are too economically distressed to realize it, so it is requested that some measures will immediately be taken for relieving the silkworm producing farmers in the above mentioned districts.

Dated May 21, 1949.

Report on the Petition concerning expenses for drainage for the Lake Jusan. (Petitioners: Kokumi Aoyagi, Chairman of tre Land Cultivating Society of Aomori Prefecture, in the building of Aomori Prefectural Office, and 3 others.) (Introduced by Mr. Iwao Yamazaki.) (No. 364.)

The draining work on the the Lake Jusan in Nishitsugaru-gun, Aomori Prefecture, has been continued since 1948 as a consecutive four-year plan. The work during 1949 will a basic one for the plan. It is said, however, that the fixed budget for the work is going to be reduced. If so, the work that had been finished during 1948 will become useless, discouraging the local people concerned in their will to increase the production.

It is, therefore, requested that the sum as fixed already by the budget will be appropriated for the work.

Dated May 21, 1949.

Report on the Petition concerning the confirmation of the special character of agriculture in the district of Minami-iyo. (Petitioners: Fukuroku Kunimatsu, Kago-machi, Uwajima City and 16 others.) (Introduced by Mr. Iwataro Yakushijin and 2 others.) (No. 372.)

The district of Minami-iyo, Ehime Prefecture has few small areas of plain land fit for cultivation. Consequently, the farmers, in order to sustain their livelihood, are forced, without regard for the management being reduced to a fraction, to carry on farming on the so-called scale system which requires extraordinarily concentrated labor by concerning and cultivating the land on the slope of a steep hill.

The district is situated within the zone where strong wind occurs seasonally and regionally and very poor in productivity. owing to the strong acidity of earth, in consequence of which there is almost no yield and the farmers are obliged to do without even the minimum degree of stabilized livelihood. It is, therefore, requested that such a special native of agriculture in the district will fully be recognized and, accordingly, a special measure within the purview of the agricultural plan fixed by the Minister of Agriculture and Forestry by virtue of art. 3 of the Temporary Measures for Securing the Agricultural Products of Staple Foodstuff Law will be taken.

Dated May 21, 1949.

Report on the Petition concerning subsidizing for the improvement of land and construction of a forest road in the district of Kumage, Osumi. (Petitioners: Kaku Shigenari, Governor of Kagoshima Prefecture, and two others.) (Introduced by Mr. Susumu Nikaido.) (No. 379.)

Kumage district, Osumi, Kagoshima Prefecture has an area of cultivated land amounting to 50,000 chobu and an area of hills, forests and plains amounting to 200,000 chobu, and, in addition, an area reaching 30,000 chobu in cultivable land, having a rich fishery ground in the sea near it. But, it is not provided with an adequate means of transportation, in consequence of which the land is left almost undeveloped, the amount of unit production for farmland being very low. It is, therefore, requested that the state subsidy will be granted for the improvement of land and construction of roads in the forests within the district with a review to development of local industry.

Dated May 21, 1949.

Report on the Petition concerning subsidizing for permanent measures for prevention of drought in Hyogo Prefecture. (Petitioners, Eiichi Mizushima, Chief of directors for the League of Legislative Members supporting Realization of a Reclamation Program in Hyogo Prefecture and 2 others.) (Introduced by Mr. Kashiro Shioda.) (No. 397.) and on another petition of the same purport as above.

Hyogo Prefecture is one of major agricultural districts in our country, yet, it is not geographically favored with good water conditions.

It suffered a decrease of 270,000 koku in time of the great drought of 1948, and the farmers have been impoverished on account of yearly disasters. It is, therefore, requested that a considerable amount of state subsidy will be granted in the year of 1949 for establishing a permanent measure for prevention of drought.

Dated May 21, 1949.

Report on the Petition concerning the State Subsidy for agricultural water supply projects utilizing the Rivers Tanka and Yamada. (Petitioners: Kikujiro Katayama, Manager of the Rivers Tanka and Yamada Water Utilization Ordinary Association in Hyogo Prefecture, and 4 others.) (Introduced by Mr. Kashiro Shioda.) (No. 398.)

The Rivers Tanka and Yamada Water Utilization Ordinary Association in Hyogo Prefecture has the equipment such as the water way tunnel, siphon, reservoir, hydro-power plant and pumping station, having the capacity of irrigating an area over 6,000 chobu of land. It is contributing much to increased production in agriculture.

However, the damages and decay to the various establishments caused by the annual flood are so great that the recovery expenses are more in amount than the members of the Association can afford to bear. It is, therefore, requested that the

work for expansion of water sources and reconstruction of water ways will be executed at the expense of the Treasury in order to effect increased production in foodstuff.
Dated May 21, 1949.

Report on the Petition concerning execution of a project for restoring a reservoir in the district of Fukuda-chisaki, Okayama City. (Petitioners: Kenichi Kurose, the Water Utilization Association, Fukuda-urayasu, Okayama City and one other.) (Introduced by Mr. Hisao Kuroda.) (No. 400.)

The land under reclamation in the district of Fukuda-chisaki, Okayama City, covers an area of 1,200 chobu in total which produces rice and wheat sufficiently. As the land is lower than a sea level, it requires control of water supply by means of the establishment of a reservoir. Following the construction of a landing way for airplanes during the war, a water conduct equipment attached to the reservoir, was buried and the water gate destroyed. Consequently, the damage by flood extends over the whole land at present, and the area of 30 chobu of it yields nothing at all. It is, therefore, requested that the reservoir will be restored, and its site purchased by the Government.
Dated May 21, 1949.

Report on the Petition concerning Prevention of damage by drought and subsiding for land reclamation in Nara Prefecture. (Petitioner: Shuichi Ueda, Chairman of the Prefectural Assembly, Nara Prefecture.) (Introduced by Mr. Masao Maeda.) (No. 401.)

Yamato basin is source of the River Yamato and its condition in river distribution is good, but the area along the rivers are very narrow and steep, in consequence of which they are easily flooded, in time of heavy rain. Moreover, the water reservoir is shallow, holding a small quantity of water, so that, in time of drought, a well is used for irrigating the paddy-fields. It is essential that some drastic and permanent measures for prevention of damage by drought should be taken. It is very regrettable that the amount of appropriations for such projects has been considerably reduced in 1949. It is, therefore, requested that an adequate state subsidy will be granted for the above-mentioned measures and also for reclamation projects.
Dated May 21, 1949.

Report on the Petition concerning Establishment at Shirakasu-mura of a Foggy Area Agricultural Experimental Station. (Petitioners: Kingo Aoki, Headman of Shirakasu-mura, Shirakasu-gun, Hokkaido, and six others.) (Introduced by Mr. Goichi Ito.) (No. 435.)

The entire coastal area of Kushine, Shirakasu-gun, Hokkaido, is visited by a thick fog in spring and summer, which lowers the temperature considerably, rendering ordinary agricultural management very difficult. Besides, a primitive form of agricultural management and technique employed in the entire colonization area covering more than 3,000 chobu obstructs not a little the aim of increasing food production. Accordingly, it is proposed that a foggy area agricultural experimental station be established at Shirakasu-mura, the center of the said region, for the sake of development of agriculture.
Dated May 21, 1949.

Report on the Petition concerning the Special Rationing of Fertilizers for Orange Cultivation. (Petitioner: Tomiichi Omoto, Okiura-mura, Oshima-gun, Yamaguchi-ken.) (Introduced by Mr. Eisaku Sato.) (No. 436.)

90 per cent of the so-called "Unshu" oranges produced in Yamaguchi Prefecture are cultivated in Oshima Isle located in the Inland Sea of Seto, and they are renowned for their superior quality both in and out of Japan. But it is a matter of regret that due to the scanty rationing of fertilizers for orange cultivation, their present production level, is only 25 per cent of that of the prewar days, showing little progress made in their cultivation. Besides, with same of the orange trees in a withered condition, no production is reported from some localities. Accordingly, it is proposed that fertilizers be specially rationed without delay to ensure an increase in the production of oranges.
Dated May 21, 1949.

Report on the Petition concerning the Replenishment of Agriculture Research Institutes. (Petitioners: Masanao Kato, President of the Japan Apiculture Association, and one other.) (Introduced by Mr. Bamboku Ono.) (No. 437.)

Apiculture is a sort of agriculture where no ground is required and little material or fodder is needed. Besides, it contributes indirectly to an increase in the cultivation of agricultural produce, and from it are also got honey and beeswax, both used as natural materials for medicine. Therefore, apiculture can be considered a national undertaking by which the State is benefited, and yet, there exists only one research institute throughout the country, i.e. the Apiculture Section of the Livestock Experimental Station of the Ministry of Education, located in Chiba Prefecture, which itself exists only in name. Accordingly, it is proposed that apiculture research institutes be replenished without delay.
Dated May 21, 1949.

Report on Petition concerning the Procurement of Budget required for the Opening of Forest-Roads in Shiga-ken. (Petitioner: Iku Kobayashi, President of the Shiga Prefectural Assembly.) (Introduced by Mr. Isaburo Kawahara.) (No. 438.)

In Shiga Prefecture the demand for forestry products for fuel supply and other building purposes is steadily growing. But if the local budget for development of forestry roads for the current fiscal year is curtailed, that obviously makes difficult either the procurement of forestry products or the much desired development of deep woods and also renders impossible a rational management of forestry. Accordingly, it is proposed that the appropriation for opening forestry-roads in Shiga Prefecture for the sake of development of local forestry be increased.
Dated May 21, 1949.

Report on the Petition concerning the Disposition of the State-owned Forests located within the Hiranemura, Kitasaku-gun, Nagano-ken.) [sic] (Introduced by Mr. Etsujiro Uehara and one other.) (No. 450.)

Hirane-mura, Saku-gun, Nagano-ken is an area with a low temperature and a single harvest, and the villagers, unable to maintain their living by cultivation alone, are obliged to rely upon other secondary jobs such as stock-raising and the manufacture of charcoal and firewood. But, with the privately-owned forests covering 30 chobu within the area released for development through the recent enforcement of the agricultural land renovation program, the local people have been unable to obtain even a sufficient supply of charcoal and firewood for their own use, and are in dire poverty. Accordingly, it is proposed that the State-owned forests found within the area be disposed of so as to stabilize their livelihood.
Dated May 21, 1949.

Report on the Petition concerning Establishment of a Forestry Policy for the Purpose of Reinforcing Hydro-electric Power Undertakings. (Petitioners: Eiichi Onishi, President of the Japan Electricity Dispatch Co., Ltd., and 9 others.) (Introduced by Mr. Yasomi Ogasawara.) (No. 458.)

Development of hydro-electric power undertakings is much called for, and should be encouraged as much as possible. The fact is, however, that the random deforestation during the war has greatly reduced the generating capacity of hydro-electric power. Therefore, it is proposed that a well-planned forestation program be established so as to accumulate forestry resources and reinforce the generating capacity of hydro-electric power.
Dated May 21, 1949.

Report on the Petition concerning the Carrying out of Development Undertakings for the Utsunai Plains. (Petitioners: Tsurumatsu Yonezawa, Headman of Shari-cho, Shari-gun, Hokkaido and one other.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 486.)

The Yatsunai plains located at Shari-cho, Shari-gun, Hokkaido, covering more than 2,000 chobu, are damp and and left in a state of waste land due to the low level of Lake Totsuru, situated at the north-western tip. To turn the region into arable fields and to improve those already cultivated, drying-up works of the lake is essential. Therefore, it is proposed that the said project be carried out so as to complete development works of the plains.
Dated May 21, 1949.

Report on the Petition concerning Construction of a Development Railway Line between Koshimizu and Kamito. (Petitioner: Tsutomu Fujiwara, Headman of Koshimizu-mura, Shari-gun, Hokkaido.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 509.)

At the foot of Mt. Mokoto, in Shari-gun, Hokkaido, that is, far inside the glassy region of Kamito is found an acre of about 2,000 chobu fitted for farming, where cultivators are coming in gradually increasing numbers. But this region, located three or four ri away from Koshimizu-mura, is very inconveniently accessable, so that its development is not just going on smoothly. In the light of such circumstances, this Petition suggests that a development railway be constructed between Koshimizu-mura and the glassy region of Kamito so as to facilitate cultivation.
Dated May 21, 1949.

Report on the Petition concerning Re-forestation of Mountain Trees in Iwate Prefecture. (Petitioner: Koichi Sato, Chairman of the Flood Rehabilitation Committee in Iwate Prefecture.) (Introduced by Mr. Takeo Yamamoto and 6 others. (No. 510)

Private forests in Iwate Prefecture, covering over 740,000 chobu, are getting ever more desolate because of years of random deforestaion. Especially miserable is the state of waste of forests in the neighborhood of the water source, resulting in heavy floods in recent years with serious damages caused by sand and mud. But, in the light of increasing requirements of timber, this Petition calls for immediate investigation of the situation on the spot and establishment of a forested belt through enforcement of sand prevention works.
Dated May 21, 1949.

Report on the Petition concerning Rehabilitation of Agriculture in Flooded Areas in Iwate Prefecture. (Petitioner; Koichi Sato, Chairman of the Flood Damage Rehabilitation Committee in Iwate Prefecture.) (Introduced by Mr. Takeo Yamamoto and 6 others.) (No. 511)

The toal expenses required for flood damage rehabilitation Iwate-ken caused by the Ione typhoon last year were about ¥1,800 million, of which only a portion was acknowledged for defrayment by the Government. With such a small defrayment, reconstruction works can not be completed. In the light of vital importance of the projects, this Petition suggests that the Government take such steps as procurement of a necessary reconstruction budget, granting of State subsidies and increase of local accommodations, defrayment in full amount of reconstruction expenses of the agricultural industry in the flood-hit areas, reduction of agricultural taxes and authorization of delivery of rice of inferior quality by the famer-victims.
Dated May 21, 1949.

Report on the Petititon concerning Execution of Track Laying Works in Shimojoro Plains. (Petitioners; Chiyomatsu Kobayashi, Headman of Joro-mura, Joro-gun, Hokkaido, and 1 others.) (No. 512.) (Introduced by Mr. Tetsuzo Matsuda.)

The Shimojoro plains in Joro-gun, Hokkaido cover an acre of about 2,000 chobu, fit

ted for agriculture, of which about 1,200 chobu is a coal-damp area with poor drainage and with decreasing soil power. Accordingly, the life of farmers livin gthere is getting more and more unstable. In view of this, it is proposed that tracks be laid down in the plains so as to stabilize the people's livelihood and strengthen agricultural production.

Dated May 21, 1949.

Report on the Petition concerning Persuasion of Repatriates to Return to Farming for Development of Land. (Petitioner; Shinrokuro Hozumi, Chairman of the National Federation of Organizations of Repatriates.) (Introduced by Mr. Atsuro Adachi.) (No. 513)

Those repatriates formerly engaged in farming abroad would have no other course but to return to farming for sustenance. The best means would be, the Petition suggests, to persuade them to return to land and engage in farming so that, if they owned some land in Japan before, this may, through some proper arrangements, re-purchase their former lot within permissible limits of the agricultural land reform program or obtain other lot equivalent to the same.

Dated May 21, 1949.

Report on the Petition concerning Acceleration of Improvement Works of the Reservoir Enagi. (Petitioner; Manji Hasegawa, Headman fo Tsukechi-cho, Ena-gun, Gifu-ken.) (Introduced by Mr. Saburo Hirano.) (No. 523.)

Improvement works of the reservoir Enagi, in Tsukechi-cho, Ena-gun, Gifu-ken were first started in 1943 by the Agricultural Land Development "Eidan" but later suspended with the dissolution of the latter in September 1947.

Since it is very difficult to continue field cultivation with scanty natural water spouting from under ground, the local farmers find no other way but to resort to farm cultivation. Such being the state of affairs, this Petition urges the Goyernment to finish the said project under State subsidies.

Dated May 21, 1949.

Report on the Petition concernnig Improvement of the Quality and Packing of Dairy Products (Petitioners; Takamitsu Yokoyama, Managing Director of the Dairy Products Retailers' Association in Osaka Prefecture, and 475 others.) (Introduced by Mr. Oya.) (No. 525.)

Compared with food for grown-ups, food for babies and small children requires greater care and attention for the sake of sanitation and hygiene. Yet, the fact is, that there are a lot of dairy products of an inferior quality, packed in poorly-prepared paper bags or cans, besides being very dear in prices. Such being the state of affairs, this Petition calls for the Government consideration in this respect and implementation of proper steps without delay.

Dated May 21, 1949.

Report on the Petition for Government Subsidy on Farm-land Re-arrangement Project in Hiroshima-ken. (Petitioner: Tsunei Kusunose, Prefectural Governor of Hiroshima.) (Introduced by Mr. Tsune Uda and one other.) (No. 556.)

For topographical and climatic reasons Hiroshima-ken has been subjected to damages from flood and drought for many years in the past, and its farm-land is generally poor in productivity because of inferior quality of soil, and as a result farming in the prefecture is increasingly becoming small in scale. In view of this situation, the prefectural authorities are carrying out an agricultural engineering project aimed at self-sufficiency in food through rationalized farm management, but due to lack of fund and materials little progress is made in such project. It is, therefore, desired that the Government will subsidize the project and take steps to facilitate the supply of necessary materials.

Dated May 21, 1949.

Report on the Petition concerning Development of Kamitakara Area. (Petitioners; Ichiro Ueno, Headman, Kamitakara-mura, Yoshiki-gun, Gifu-ken and 13 others.) (No. 557)

The Kamitakara development project aimed at irrigating the area of Kamitakara-mura, Aso-mura and Funatsu-machi by utilizing the head-water of the Takahara River was started in June 1946, but due to lack of budget the works for the said project have been completed only to the extent of approximately 10 percent of the original plan. In order to achieve the increased production of 6,000 koku of rice and 2,000 of wheat, it is desired that the appropriation for the said project be increased.

Dated May 21, 1949.

Report on the Petition for Thorough-going Execution of Reclamation Work in the Area of Kotaka. (Petitioners; Nakaba Nukaga, Chairman, Otaka-mura, Reclamation and Farmland Adjustment Association, and 3 others.) (Introduced by Mr. Naokichi Kitazawa and one other.) (No. 558)

The Kasumigaura East Coast Reclamation and Farmland Adjustment Association which was attempting the reclamation of land at the area of Otaka-mura, Namekata-gun, Ibaragi-ken, by covering the foreshore with clay, but due to strong S.W. winds and high seas, the work became difficult and they had to switch over to new method of draining the area by way of reclamation. After much difficulty, however, the project was brought to completion in 1938, and the reclaimed area now is supporting over a hundred families of tilling farmers, yielding large crops each year. Yet the area has ever since been subjected to disasters, and under the present impoverished financial condition, it is considered difficult to maintain and re-enforce the reclaimed land. It is, therefore, desired that the Government will directly carry out the project of re-enforcing the said reclaimed land.

Dated May 21, 1949.

Report on the Petition for Extra Rations of Rice for Those engaged in coastwise Fisheries. (Petitioner; Yoichiro Hayashi, Chairman, West-Japan Fishery Promotion Society.) (Introduced by Mr. Enkichi Ishiwara.) (No. 559)

At present fishermen engaged in coastwise fisheries are receiving an extra ration of 25 "go" of rice linked with the delivery of 100 kan (375 k.g.) of fish. This does not amount to much for one day. Because the coastwise fisheries involve heavy labor as much as the mining does, it is desired that a definite quantity of rice be rationed extra to those engaged in coastwise fisheries so as to avoid any unfairness.

Dated May 21, 1949.

Report on the Petition for developing Wada-mura and Mirasaka. (Petitioner; Katsuji Yoshimoto, Chairman of Wadamura-Mirasaka Agricultural Development Cooperative Association and 26 others.) (Introduced by Mr. Tsune Uda and 2 others.) (No. 609)

Development of cultivation of Wadamura-Mirasaka area in Sosan-gun, Hiroshima Prefecture are in progress but difficulties are being experienced owing to the lack of basic establishments. Therefore budgetary appropriation is requested for the establishment of main roads, water-reservation pool, acqueduct, and water distribution system.

Dated May 21, 1949.

Report on the Petition for Conservation of water-reservoirs in Hiroshima Prefecture. (Petitioner; Takuro Honda, Headman of the Akitsu town, Kamo county, Hiroshima Prefecture and 2 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 611)

In view of the damages sustained by many water-reservoirs in the locality where irrigation system is badly needed owing to shortage of water-supply, bugetary appropriations are requested for conserving existing reservoirs and establishing new reservoirs.

Dated May 21, 1949.

Report on the Petition for Development Scheme of Yokota-mura and Kuruhara-mura. (Petitioners; Ichiro Honda, Chairman of Agricultural Development Cooperative Association of Mitsuwa, Yokota-mura and Kuruhara-mura, and 46 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 613)

Budgetary appropriation is requested for creating such basic establishments as main road, water-reservoir and water-distribution system to help the development scheme of the area in Yokota and Kuruhara Village.

Dated May 21, 1949.

Report on the Petition for Government subsidies for expanding agricultural roads in Shimoteraya, Saijo-machi. (Petitioners; Noriichi Kurutake, Mayor of Saijo-machi, Kamo-gun, Hiroshima Prefecture and 9 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 614)

Government subsidies are requested for expanding agricultural roads which are too narrow for cultivation facilities.

Dated May 21, 1949.

Report on the Petition for the Partial Release of the State Forests in Fukushima-ken, (Petitioner; Sakuma Otake, Chairman of the Fukushima Prefectural Assembly.) (Introduced by Mr. Mitsue Tsumuraya and 1 other.) (No. 649) and on 1 other petition of the same purport as above.

As most of the forestal area within Fukushima-ken is owned by the State, it is an urgent need to release the State forests in order to promote the establishment of owner-farmers in compliance with the purport of the agricultural-land reform. Thus, the Petition is to apply for the release of a part of the State forests for agricultural use with substitute lands, additional lands and the rights of use and gains.

Dated May 21, 1949.

Report on the Petition for the Release of the State-owned Pasture-lands in Fukushima-ken. (Petitioner; Sakuma Otani, Chairman of the Fukushima Prefectural Assembly.) (Introduced by Mr. Mitsue Tsumuraya and 1 other.) (No. 650.)

It is very regrettable that most of the pasture-lands within Fukushima-ken which is owned by the State is not yet released despite the provision of Article 41 of the Owner-Farmers Establishment Special Measure Law which prescribes to release such pasture-lands to their users. Thus, the Petition is to apply for the release of the State-owned pasture-lands within the prefecture with a view to promote the rationalization of agricultural operation with the aid of cattle-breeding.

Dated May 21, 1949.

Report on the Petition for the Practice of the Recovery Works of the Newly-developed Farm-land at Kekioki. (Petitioner; Ichizo Kuroki, Chief of Yoshina-mura, Toyota-gun, Hiroshima-ken and 8 others.) (Introduced by Mr. Hisashi Uda and one other.) (No. 651)

As the villagers of Yoshina-mura, Toyota-gun, Hiroshima-ken depending solely on farming are tumbling down owing to the narrowness of their farm-lands and the tightened food-situation after the war, it is absolutely necessary to utilize the newly developed farm-lands at Kekioki within the village to save them out of the present distressed situation. But, the farmlands in question are not available for farming in its present state as they are ruined by the desolation during the war and the heavy leakage of the bank destroyed after the war. Such being the case, the petition is to apply for the prompt practice of the recovery works of the area in question.

Dated May 21, 1949.

Report on the Petition for the Increase of the State Subsidies to the Akitsu Dry Reclamation Works. (Petitioners; Takuro Honda, Mayor of Akitsu-machi, Kamo-gun, Hiroshima-ken and two others.) (Introduced by Mr. Tsune Uda and 1 other.)(No. 652)

Owing to the reduced appropriation to the dry reclamation works in Akitsu-machi, Hiroshima-ken which have been under construction since

1947, the construction of bank has considerably slowed down nearly to stand-still. So far as it is deserted in such a state, the sand and soil in the reclamation ground would be washed away by tidal-water and enormous labor and expense which have been used in the work would become null making the abandonment of the program inevitable at length. Thus, the Petition is to apply for the increase of the State subsidies to further the work nearly at its completion.

Dated May 21, 1949.

Report on the Petition for the Repair of the Mizunomisawa Dam in Tamuke-mura. (Petitioner: Yoshio Abe, Chief of Tamuke-mura, Higashitagawa-gun, Yamagata-ken.) (Introduced by Mr. Yoichiro Kambayashi.) (No. 653)

The Mizunomisawa Dam in Tamuke-mura, Yamagata-ken which has been used for a source of irrigation has recently lowered its value for utilization owing to its devastation in addition to its low bank. But considering that the area of dry farms and rice-fields irrigated by the dam amounts to 80 cho, its reconstruction is of urgent need from its importance. Thus, the Petition is to apply for its reconstruction.

Dated May 21, 1949.

Report on the Petition for the Reconstruction of the Farm-road connecting Yanagioka with Otashiro in Shimo-kurose-mura. (Petitioner; Kenzo Nakamoto, Shimo-kurose-mura, Kamo-gun, Hiroshima-ken.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 654)

Though the farm-road between Yanagioka and Otashiro, Shimo-kurose-mura, Hiroshima-ken is only one farm-road of much use for Tashiro village, it is very inconvenient for the villagers as it is easy to break dwon due to its narrowness, and has been cut off at some places with bridges broken down since the flood in September 1946. Thus, the Petition is to apply for the reconstruction of the farm-road in this section.

Dated May 21, 1949.

Report on the Petition for the Reconstruction of the Farm-road between Kawachi, Mibu-machi and K i n a m i, Minamikata-mura. (Petitioners; Kanko Kunimitsu, Mayor of Mibu-machi, Hiroshima-ken and 28 others.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 655)

Though the farm-road between Kawachi, Mibu-machi, Hiroshima-ken and Kinami, Minamikata-mura is an important route connecting the two, it is very inconvenient for the inhabitants as it is so narrow that the inhabitants are to depend on small carts for the conveyance of their products. Thus, the Petition is to apply for the reconstruction of the farm-road.

Dated May 21, 1949.

Report on the Petition for the State Subsidies to the Appropriation for the Improvement of the Farm-roads within Gonohara-mura. (Petitioners; Naonori Fujimoto and 10 others.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 656)

As the farm-roads within Gonohara-mura, Hiroshima-ken are very important routes for the conveyance of abundant forestal and agricultural products and their reconstruction are of urgent need, the Petition is to apply for the State subsidies for it.

Dated May 21, 1949.

Report on the Petition for the Practice of Dry Reclamation and Recovery Works of the Former Meiji Reclaimed-land. (Petitioners; Matsuichi Nakano, Mayor of Kuba-machi, Hiroshima-ken and 3 others.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 657)

Though the former Meiji Reclaimed-land within Saeki-gun, Hiroshima-ken, was dried and reclaimed at the beginning of the Meiji era, it turned into sea once more due to the storm in 1880. Since then the inhabitants made it a public water and their efforts in vain to recover the land forcing not a small number of inhabitants to desert their home village. Since the termination of war, the population of the district has rapidly increased and the food situation has become quite tightened. Such being the case, the Petition is to apply for prompt practice of the dry reclamation of the area with the aid of the State subsidies.

Dated May 21, 1949.

Report on the Petition for the Practice of the Reconstruction of the Drainage within Kumanoato-mura. (Petitioners; Isamu Kageyama, Chief of Kumanoato-mura, Hiroshima-ken and 5 others.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 659.)

K u m a n o a t o-mura, Hiroshima-ken which was greatly damaged by the stormy flood in September, 1945 has gradually recovered by the efforts of the villagers. But, the drainages and farm-lands within the districts of Saihoji, Kamihata and Sengatani of the village were so broken that no trace of their original forms could be recognized, and are beyond the financial power of local government to recover them. Thus, the Petition is to apply for the practice of the recovery works of them.

Dated May 21, 1949.

Report on the Petition for the Exclusion of Kanzaki-mura from the Reclamation Program of Naka-gun. (Petitioners; Toku Fukuchi, Chief of Kanzaki-mura, Ibaraki-ken and 698 others.) (Introduced by Mr. Takeshi Yamazaki.) (No. 679.)

With the establishment of the reclamation plan of Naka-gun, Ibaraki-ken, the purchase of the forests of Kanzaki-mura has been included in the program. But, it is feared that the loss caused by the reclamation of the forests would be far greater than the gain as the soil of the village is so infertile that the settling of farmers would be difficult in addition to that the reclamation would deprive the villagers of the most part of their forests causing difficulty to them to collect firewood and to cut grass for making compost. Such being the case, the Petition is to apply for the suspension of the program so far as it concerns the village and the improvement of the existing farmlands and expansion of waterway instead.

Dated May 21, 1949.

Report on the Petition for the Construction of Farm-road between Motoe, Akitsu-machi and Soi, Yoshina-mura. (Petitioners; Takuro Honda, Mayor of Akitsu-machi, Hiroshima-ken and 1 other.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 680.)

Though the area stretching from Motoe, Akitsu-mura to Soi, Yoshina-mura, Hiroshima-ken is a would-be place for sightseeing and development as it is on the Inland sea and its climate is mild, it has been left undeveloped owing to the bad condition of traffic. Thus, the Petition is to apply for the appropriation of expense necessary for the construction of farm-road connecting Kitami and Soi via Motoe in order to open through traffic connecting with the farm-road between Kitani and Motoe which is under construction by the hand of the town and the State highway connecting Cities of Hiroshima and Mihara.

Dated May 21, 1949.

Report on the Petition for the State Subsidies to the Appropriation for the Construction of Farm-road connecting Soi, Yoshina-mura with Akazaki, Akitsu-machi (Petitioners; Kazumi Kurokawa, Head of the Yoshida-m u r a, Toyoda-county, Hiroshima Prefecture and 8 others.) (Introduced by Mr. Tsune Uda and 1 other.) (No. 682.)

Yoshina-mura, Hiroshima-ken surrounded by mountains on its three sides has been suffering from inconvenient traffic and reduced efficiency of production. With the establishment of the National Experimental Station in Akazaki, Akitsu-machi, a neighboring town, personal intercourses and exchange of goods have been greatly increased though hampered by the inconvenient means of connection. Such being the case, the petition is to apply for the State subsidies to the appropriation of reclamation in order to broaden the farm roads and level the slopes within the area.

Dated May 21, 1949.

Report on the Petition for the Construction of Water-source for the Farm-land Development Works in the Fukuoka District, E n a-g u n, (Petitioners; Toyomatsu Ono, Chief of Fukuoka-mura, Gifu-ken and 59 others.) (Introduced by Mr. Saburo Hirano.) (No. 688.)

Since the beginning of works in 1942, the farm-land development works in the Fukuoka district, Gifu-ken has made considerable progress and a part of it has been already settled. But, as the water-source work has not yet begun by the date, the farm-land is used only as dry farm and the inhabitants are suffering from the shortage of staple food. Furthermore, the district is located among hills and has so small rice-fields that it is of an urgent need to turn the district into rice-field. Such being the case, the Petition is to apply for immediate beginning of the construction of the dam as projected in the original plan of reclamation.

Dated May 21, 1949.

Report on the Petition for the Full Defrayment of the Expenses of the Staple-food Delivery by the Treasury. (Petitioner; Kihachi Matsubara, President of the Gifu City Assembly.) (Introduced by Mr. Bamboku Ono and 2 others.) (No. 715)

The local governments are now suffering from the heavy burden to defray the large-sum of expense for the fair and smooth enforcement of quota delivery of staple food as one of the most important State measure of the day despite very small subsidies by the State. Thus, the Petition is to apply for the full defrayment of the expenses for the enforcement of the quota delivery of staple food by the State in order to lighten the financial burden of local governments.

Dated May 21, 1949.

Report on the Petition for the Protection of Settlers in Hokkaido. (Petitioners; Kishu Owada, Kitanobori, H a s h i n o-mura, Tokoro-gun, Hokkaido and 103 others.) (Introduced by Mr. Goichi Ito,) (No. 729.)

While the settlers in Hokkaido had engaged in reclamation endangering their lives against difficulties on the pathless undeveloped lands ranging over miles even scores of miles, the recent agricultural-land reform under the Agricultural-land Law completely ignored their toil and labor. Thus, the Petition is to apply for special measures to protect the settlers with regard to their proprietary rights on the developed lands, the right of redemption, price of purchase of land and compensation for damages.

Dated May 21, 1949.

Report on the Petition for the Construction of Railway for Forestal Development between I w a t e-Kawaguchi and the Yabukawa State Forest. (Petitioners; Seijuro Segawa, Chief of Kawaguchi-mura, Iwate-ken and one other.) (Introduced by Mr. Masakatsu Nohara.) (No. 733.)

The valley of the River Nifuji have ample resources of the Government-and private-owned forests, the accumulation of which is at the top in our country. Especially, the Yabuhara State forest is a virgin forest, the development of which would not be accomplished merely by depending upon river drifting and incomplete cart-roads. Thus, the petition is to apply for the construction of railway from Iwate-Kawaguchi station to the Yabuhara State forest with a view to promote the development of resources deposited inside the forests and the conveyance of agricultural products along the route.

Dated May 21, 1949.

Report on the Petition for the Disposal by Sale of a part of the State Forest in Hirose-mura. (Petitioners; Chokichi Shoji, Chief of Hirose-mura Miyagi-ken and one other.) (No. 741.)

Hirose-mura is a long-stretched farming and forest-

ral village ranging over 22 miles between Sendai City on the east and Yamagata-ken on the west. The State forests within the village had been so-called "Iriai-yama" which were open public to the villagers to collect firewood, charcoal and other forestal products for their living until they were included into the State forests at the beginning of the Meiji Era. Since then, the villagers being deprived of their means of living had maintained their scanty livelihood toiling small farm-lands and working away from home. Since the opening of the Senzan line running through the village, there were many immigrants who increased conspicuously after the war driving the villagers to distress. Such being the case, the Petition is to apply for the special disposal by sale of about 2,000 cho of the State forests adjoining to villages with a view to save the villagers out of the present distressed condition.

Dated May 21, 1949.

Report on the Petition concerning National Subsidization for the Otone Irrigation System Improvement Works. (Petitioners, Hamaji Terajima, Head of Manzai Village, Katori County, Chiba Prefecture.) (Introduced by Mr. Yoku Takeo.) (No. 838.)

The Otone irrigation system improvement works under Chiba prefectural management were started in 1934 for the purpose of supplying water to 6,300 cho drought visited areas. Although pumping plants and other equipments have already been completed with the commencement of water supply to some parts, this irrigation system does not fully function unless the trunk waterways have been constructed. For this reason, the local people ardently desire to see the construction of the Eastern Trunk Waterway in 1948 and the Western Trunk Waterway in 1949, which promise a great contribution to the food self-sufficiency of the district. Under the circumstances, it is petitioned that Government appropriations of ¥140,000,000 for the works for 1949 be made, the priority supply of materials afforded and the flotation of the Irrigation Association debentures authorized.

Dated May 21, 1949.

Report on the Petition for Cancellation of the Purchasing Plan of the Uncultivated Land in Akama Village. (Petitioners: Tokuji Takakiwa, Head of Akama Village, Shimotsuga County, Tochigi Prefecture, and 68 others.) (Introduced by Mr. Hisao Kodaira.) (No. 867.)

The uncultivated lands in Akama Village, Shimotsuga County, Tochigi Prefecture, are not only the collection ground of materials of composts essential for farming, but also form a windbreak for Egawa Section of the village. The development of these areas threaten to cause the shortage of water in the neighboring paddy-fields, greatly affecting an increased agricultural production. Under the circumstances, it is petitioned that the purchasing plan for these uncultivated areas be cancelled.

Dated May 21, 1949.

Report on the Petition concerning Disposal of the Kitami Breeding Stock-farm. (Petitioners: Shotaro Motomiya, Mayor of Tokaru Town, Mombetsu County, Hokkaido.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 868.)

When the Kitami Breading Stock-Farm in Tokaru Town, Mombetsu County, Hokkaido has been abolished, it is petitioned that its arrangements be transferred into a national organ for agricultural guidance and enlightenment and further, in view of the fact that the site of this stock-farm was contributed by the town at the requirements of the state, the forests attached to it and its disused buildings be disposed of free for Tokaru Town.

Dated May 21, 1949.

Report on the Petition concerning Release of the National Meadows in Iwate Prefecture. (Petitioners: Kenkichi Kokubu, Governor of Iwate Prefecture, and 229 others.) (Introduced by Mr. Takeo Yamamoto and 3 others.) (No. 869.)

By the execution of the farmland reform, 217 per cent of the purchase goal was attained of the civilian meadows, but the entire national meadows remain without being released for the public, in spite of their area greatest throughout the country. However, this prefecture needs extensive meadows for its active stock-farming, but if usufruct only should be recognized on these national meadows, it would be against the spirit of the creation of owner-farmers, while on the contrary, their civilian possession would lead to their more rational utilization than ever. Under the circumstances, it is petitioned that these national meadows be released.

Dated May 21, 1949.

Report on the Petition concerning Subsidization for Rehabilitation of Disaster-Damaged Farmlands in Ashigarakami County. (Petitioners: Kaizo Ozawa, Head, of Kita Ashigara Village, Ashigarakami County, Kanagawa Prefecture, and 5 others.) (Introduced by Mr. Yoshiteru Kogane.) (No. 870.)

Kita-ashigara Village, Minami-Ashigara Town, and Okamoto Town, Ashigarakami County, Kanagawa Prefecture were heavily damaged by the Ione typhoon of September, 1948, in their farm-lands and the excellent paddy-fields on the Tachiarai and Uchikawa were turned into piles of stones and gravels, much to the unrest of the villagers. Under the circumstances, it is petitioned that for an increased food production and for the stabilization of the people's living, national subsidization be granted to the rehabilitation of the disaster visited farmlands in Ashigarakami County.

Dated May 21, 1949.

Report on the Petition concerning Subsidization for the Rehabilitation of Earthquake Damaged Farmlands in Fukui Prefecture. (Petitioner: Buemon Takanami, Chairman of the Fukui Prefectural Assembly.) (Introduced by Mr. Shigeru Tobishima.) (No. 871.)

The farmers of Fukui Prefecture have been putting every effort in the face of all difficulties for the rehabilitation of the farmlands visited by the great earthquake and flood disaster in 1948, whose damage amounted to ¥4,000,000,000. However, the reported reduction of public utility expenditures for the 1949 fiscal year is sure to frustrate and bring great confusion to the rehabilitation of these farmlands which are in so extremely difficult conditions. Under the circumstances, it is petitioned that expenditure for the rehabilitation of these earthquake damaged farmlands be secured and measures be taken for accommodating funds for that purpose.

Dated May 21, 1949.

Report on the Petition concerning the Fodder Problem. (Petitioners: Shinshichiro Sangi, President of the Live-stock Association of Aichi Prefecture, and 71 others.) (Introduced by Mr. Hide Tajima and 1 other.) (No. 924.)

For the encouragement of live-stock industry and the stabilization of agricultural management, it is desired to import fodders now in shortage with the Government subsidies. On the other hand, as the alleviation of control of fodders will cause the unstability of their prices, affecting the live-stock industry, it is desired to maintain the Fodder Distribution Kodan.

Dated May 21, 1949.

Report on the Petition for Permission to the Sale of Staple Food on Credit. (Petitioners: Nobuko Kurihara, No. 215, Ogi-machi, Kita Ward, Tokyo, and 1 other.) (Introduced by Mr. Shigeo Kamiyama.) (No. 926.) and on 1 other petition of the same purport as above.

Under the existing situation where the people's living is extremely destituted, it is petitioned that a credit sale of staple foods be permitted.

Dated May 21, 1949.

Report on the Petitions for the sale of the State-owned Forest at Nishishiwa-mura and for another matter. (Petitioners: Shigeto Namajio of Matsubara, Nishiueki, Nishishima, Nishishiwa-mura, Kamo-gun, Hiroshima-ken, and 36 others.) (Introduced by Mr. Shunji Nakagawa.) (No. 1,007.)

The 11th wooded area on Mt. Kakei, forming part of the state-owned forest in Shiwabori-mura, Kamo-gun, Hiroshima-ken, is located on the borders of Matsubara, Nishishiwa-mura. From old days, the inhabitants therein have been growing and using the trees in the said area. In the neighborhood of Matsubara, however, there is no forest belonging to the villagers, subjecting them to considerable inconvenience due to shortage of woods available for the production of fire wood and charcoal, and of area available for gathering grass. Under such circumstances, the villagers are experiencing difficulty in carrying on their farm work. It is desired, therefore, that the 11th wooded area on Mt. Kakei of the state-owned forest be sold to the inhabitants in Matsubara and the state-owned forest on Mt. Taira of Shinjo, Beppu, that falls under the same circumstances as Matsubara, be sold to the inhabitants in Beppu.

Dated May 21, 1949.

Report on the Petition for Continuation of the Irrigation Water Supply Improvement Work for Nakane and Two other Places. (Petitioners: Yoshio Ito, Headman of Nakane-mura, Isumi-gun, Chiba-ken, and 6 others.) (Introduced by Mr. Satoru Mori.) (No. 1,010.)

Nakane-mura, Isumi-gun, Chiba-ken, and two other places wherein irrigation water supply improvement work is in progress come first of all other towns and villages in Isumi-gun in the percentage of the farm products delivered as the principal food. The inhabitants in those three places are now exercising strenuous effort to increase their farm produce as well as for popularization of the two-crop method of farming. In order to realize their purposes in view, the inhabitants in those places are doing their very best for the completion of the irrigation water supply improvement work now in progress. If the expenditure for carrying on the work in question be reduced due to curtailment of the expenditure for the public works in general as reported, the inhabitants in those three places will be immediately subjected to considerable difficulty in connection with the management of the 600 chobus of cultivated area. It is desired, therefore, that a special budgetary measure be taken for maintenance of the irrigation water-supply improvement work in question.

Dated May 21, 1949.

Report on the Petition for Increase of the National Subsidy towards the Expenses of the Farmland Committee. (Petitioners; Shokichi Shirai, Chairman of the Farmland Committee of the Niigata District of Niigata City, and 21,540.) (Introduced by Mr. Etsujiro Uehara.) (No. 1028.) and on 5 other petitions of the same purport as above.

Now that the second farmland reform work is finished, the Government is planning to stop the function of the Farmland Committee through the retrenchment of its structure or curtailment of its budget. The farmland reform work is finished, it may be said from a general point of view. In fact, however, there are looming in view many difficult questions requiring the attention and help of the Farmland Committee. It is desired, therefore, that the National Subsidy towards the expenses of the Farmland Committee should be considerably increased.

Dated May 21, 1949.

Report on the Petition for Unification of the Federations of the Agricultural Cooperative Associations of Nagano Prefecture. (Petitioners; Motoo Noguchi, Chairman of the Agricultural Cooperative Association of Taira-machi, Minami-takagi-gun, Nagasaki-ken, and 120 others.) (Introduced by Mr. Akisada Okanishi.) (No. 1044), and on 1 other petition of the same purport as above.

The Federations of the Agricultural Cooperation Associa-

tions of Nagano-ken, having established nine branches including the Credit Federation, Purchasing Federation, Guidance Federation, etc., has gradually achieved a healthy development. The agricultural cooperative unions at the lower end of those federations, however, are almost exhausted on account of the constant necessity to keep contact with those numerous federations, and because of the great inconvenience they are required to overcome, they are now unable to smoothly carry on their business. Moreover, the increase in the business expenditure arising from the dealings with so many federations is now seriously impeding the operation of the agricultural cooperative associations. It is desired, therefore, that the Federations of the Agricultural Cooperative Associations should be unified into the Credit and Business Federations.

Dated May 21, 1949.

Report on the Petition for Execution of the Irrigation and Land Reform Works now ahead under the Management of Yamagata Prefecture. (Petitioners; Michio Murayama, Governor of Yamagata Prefecture and one other.) (Introduced by Mr. Yoshinobu Shida and 1 other.) (No. 1045.)

For prevention of losses due to droughts and floods in Yamagata Prefecture, the Prefectural Government is now engaged in irrigation and land reform works. However, it is deemed necessary that those works should be carried on until they are completed. It is desired, therefore, that those works should be continued until they come to a finish.

Dated May 21, 1949.

Report on the Petition for Construction of a Reservoir at the Foot of Mt. Chokai. (Petitioners; Kiyomatsu Suda, President of the Alliance for Construction of a Reservoir at Yoko-oka of Akita-ken.) (Introduced by Mr. Seiji Murakami.) (No. 1054.)

The cultivation of rice-plants in the region irrigated by the Naso and Hakuun Rivers rising in Mt. Chokai is exposed to serious impediments due to damage done by cold water. If a reservoir of warm water is constructed at the foot of Mt. Chokai, the damage by cold water and weather may be prevented, and an increase of 6,000 koku in rice crop may be realized as clearly told by the result of investigation. It is desired, therefore, that the expenditure for the construction of the reservoir should included in the national budget.

Dated May 21, 1949.

Report on the Petition for Increase of Prefectural Governor's Frame of Control Over the Starch to be Processed. (Petitioner; Zenpei Kai, Chairman of the Prefectural Assembly of Miyazaki-ken.) (Introduced by Mr. Yoshimitsu Kawano and 5 others.) (No. 1055)

Miyazaki-ken is one of the leading producing centers of sweet potatoes throughout Japan. In 1948, for instance, the production of sweet potatoes in Miyazaki-ken was in excess by 600,000 kan of the expected production as involved in the Government's plan for production of starch. For the adjustment of the relations between the demand and supply of sweet potatoes in the prefecture, the prefectural government has at its disposal only 19,000 kan. It seems that in determining the quantity of the sweet potatoes to be placed at the disposal of the prefectural government, the special circumstances of Miyazaki-ken as a producing center of sweet potatoes were not taken into account at all. At present, the facilities for the production of starch are lying idle, though the manufacturers are able to produce much more than they are actually producing. It is desired, therefore, that the Governor's frame of control over the sweet potatoes in the prefecture should be increased. The technique and processing facilities in Miyazaki-ken are superior to the same technique and facilities in other advanced prefectures. Especially, the four factories in Higashi Morokata-gun are fully equipped as all designated factories should be. It is desired also that those factories should be designated as the Designated Factories of Agriculture and Forestry Ministry.

Dated May 21, 1949.

Report on the Petition for a Subsidy for the Land Reform Works being carried on by the Association for Preparation of the Land at Kubo, Shinozuka, for Cultivation. (Petitioner; Jimpei Ishibuchi, Chief of the Association for Preparation of the Land at Kubo, Shinozuka, for Cultivation.) (Introduced by Mr. Naraichi Takemura.) (No. 1071)

The Association for Preparation of the Land at Kubo, Shinozuka, for Cultivation, of Midori-mura, Tano-gun, Gumma-ken, since 1948, is engaged in the land reform works for the purpose of increasing food production. The Association is now carrying on the land reform works. The rural community concerned, however, is in great financial difficulty. It is desired, therefore, that a subsidy should be defrayed from the National Treasury until the land reform works are finished.

Dated May 21, 1949.

Report on the Petition for a National Subsidy for Execution of Land Reform and Restoration of Cultivated Area from the Damage done by Disasters. (Petitioners; Kanji Kawazoe, President of the Land Reform Works Promotion Council of Shiga, in the Shiga Prefectural Government Office, Otsu City, Shiga Prefecture, and 2 others.) (Introduced by Mr. Isaburo Kawara.) (No. 1074.)

The land reform works covering 16,782 chobu of land in Shiga-ken and the works for restoration of 840 chobu of cultivated land which was damaged in disasters are indispensable for the required increase of food production. Various parties concerned, therefore, are carrying on the land reform and the damaged cultivated land restoration works by means of temporary loans. If the subsidy from the National Treasury be discontinued, the works in question cannot be continued. Therefore, if a subsidy may be defrayed from the National Treasury, or if the required fund can be accommodated, it is desired that the Government will assist all parties concerned in the payment of interest on the money loaned, or help those parties in obtaining a long term low interest loan to be refunded in 30 or more years.

Dated May 21, 1949.

Report on the Petition for Acceleration of Works for Improvement of the Irrigation Water Supply on the Banks of the River Hyuga. (Petitioners: Nobuta Iizuka, Headman of Kodate-mura, Akumi-gun, Yamagata-ken.) (Introduced by Mr. Yoshinobu Shida.) (No. 1,075.)

The 14 villages of Akumi-gun, Yamagata-ken, have extensive areas of fertile land on the southern and northern banks of the River Hyuga. Owing to poor facilities for distribution of irrigation water, increase of food production is much impeded. It is desired, therefore, that works for irrigation water distribution facility improvement should be quickly executed.

Dated May 21, 1949.

Report on the Petition for Development of Sericulture. (Petitioner: Moemon Umezu, President of the Federation of the Sericultural, Sales, and Agricultural Cooperative Associations.) (Introduced by Mr. Yoshinobu Shida, and 5 others.) (No. 1,106.)

The only way to increase the production of raw silk and silk fabric, which come first of all our exports, is to increase the production of cocoons. It is desired, therefore, that measures as follows should be enforced immediately:

(1) The net receipt of a sericulturist should not fall under 5,600 in "kakeme"; (2) The commission for collection of good cocoons should not fall under 5% of the price of the cocoons collected; (3) Special measures should be taken in increase the compensation materials to be distributed to sericulturists; (4) Additional ration of rice against the cocoons delivered should be increased; (5) Measures should be taken to increase the distribution of fertilizers and for adjustment of the time for the distribution of fertilizers; (6) Exemption from business tax, and adjustment of income tax, in favor of sericulturists; (7) Equalization of rate between the silken fabric consumption tax and woollen fabric consumption tax; (8) Stabilization of the living of the technicians in sericulture.

Dated May 21, 1949.

Report on the Petition for a National Subsidy to be Defrayed for Reconstruction of Stricken Area in Iwate-ken and for Execution of Land Reform in the same Prefecture. (Petitioners: Taiji Itaya, No. 36, Hinokuchi, Anetai-mura, Isawa-gun, Iwate-ken, and 6 others.) (Introduced by Mr. Saeki Ozawa and 5 others.) (No. 1,153.)

The farmers of Iwate-ken have been exercising strenuous efforts for reconstruction of the area damaged by the disastrous floods of 1948. In the budget for the present fiscal year, all the expenses for land reform and reconstruction of flood stricken area are cancelled. The farmers here are greatly discouraged, because they have lost every hope for a brighter future. It is desired, therefore, the expenses for the reconstruction of the stricken area and for execution of land reform should be included in the national budget in the same way as before. This is the only way to increase food production and to work the required relief of the farmers.

Dated May 21, 1949.

Report on the Petition for Increase of the National Subsidy for Reconstruction of the Flood Stricken Area in Arita Districts. (Petitioners: Tamejiro Ohashi, Headman of Tadono-mura, and Chairman of the Committee for Reconstruction of Flood Stricken Area of Arita-gun, and 5 others.) (Introduced by Mr. Koichi Seko.) (No. 1087.)

Arita district suffered heavy losses by the terrible flood that visited the said region on the night of August 26, 1948. They are, however, making poor progress in the reconstruction works of the stricken area though eight months have passed since they set about the works. They are now practically compelled to give up the reconstruction of the stricken area owing to shortage of fund. It is desired, therefore, that the national subsidy for restoration of the cultivated area and for installation of public facilities should be increased and have greater portion thereof disbursed in the fiscal year 1949-50. It is also desired that reconstruction materials should be allotted for use as stated above.

Dated May 21, 1949.

Report on the Petition for Sale of Part of the National Forest in Tota-mura. (Petitioner: Ichinosuke Akiyama, Tota-mura, Naka-gun, Ibaraki-ken.) (Introduced by Mr. Hisao Ishino.) (No. 1,213.)

Owing to lack of private forests, members of the farmers' union in Tota-mura are suffering from difficulties of obtaining charcoal and gathering fallen leaves. Hence the proposed petition for sale of the national forest of fifty chobu to the union.

Dated May 21, 1949.

Report on the Petition for Enforcement of the Reclamation Works along the coast of Hiuchi-nada. (Petitioner: Hatsujiro Takahashi, Mayor of Nishijo-shi.) (Introduced by Mr. Hideo Konishi.) (No. 1,215.)

The coast of Hiuchinada covering the eastern four provinces of Ehime Prefecture is shallow to a great distance from the shore and if it is reclaimed, the increased production of 2,300 koku of rice and 9,280 koku of wheat is possible, not to mention the promotion of the repairing works of Mibugawa port and local shelters, thereby contributing to the local economic development and unemployment relief. Hence the proposed petition.

Dated May 21, 1949.

Report on the Petition for Repairing of Rokuroji Road, a Forest Road in Futaura-mura Amakusa-gun, Kumamoto-ken and 1 other.) (Introduced by Mr. Yukimatsu Harada.) (No. 1,242.)

The forest road situated in Hayaura and Roboku villages

in Amakusa-gun, Kumamoto-ken is convenient to local inhabitants in transporting forest products as well as in farming, but Rokuroji road which is a branch road of the above mentioned one starting at Shimodaira is suspended in halfway and does not lead to the hinterland of local forests. Thereupon, the village authorities and the forest association worked out a ten-year plan for repairing the forest roads in Kumamoto-ken for proposal to the Government, but due to loss of the repairing plan, Rokuroji road was excluded in the over-all plan. It is understood that to such an excluded road the Government subsidy will not be given for ten years. Hence the proposed petition for inclusion of the road in question in the ten-year plan for repairing forest roads in Kumamoto-ken and enforcement of repairing works at the Government's expenses.

Dated May 21, 1949.

Report on the Petition for Reorganization of the Branches of the Foodstuffs Kodan. (Petitioner: Koichiro Yamazaki, Chairman of the All-Japan Cereals Processing Association, 1-chome, Nishiosaki-machi, Shinagawa-ku, Tokyo-to.) (Introduced by Mr. Chubei Onose.) (No. 1265), and on another petition of the same purport as above.

The petition purports of abolish the present monopolistic processing and distributing system with a view to establishing a more rational distribution system of staple foodstuffs and to reorganize the distribution system by means of the registration system which fits the demand of consumers in recognizance of the acquired rights of rice selling shops.

Dated May 21, 1949.

Report on the Petition for Construction of a Pond in Tofuku-Temple in Komagata-mura. (Petitioner: Shuzo Hagiwara, Chief of the Haguri Local Branch Office Haguri-gun, Akita-ken.) (Introduced by Mr. Shigetaro Sasayama.) (No. 1295.)

Although a certain group local inhabitants are opposed to the construction of a pond in Tofukuji temple, Komagata-mura Okatsu-gun, Akita-ken, a great number of local people are demanding for it for irrigation purposes to cope with the shortage of water in the dry season every year. Hence the proposed petition.

Dated May 21, 1949.

Report on the Petition for Sale of a National Forest in Kozaka-mura. (Petitioner: Minokichi Koido, Chief of Kozaka-mura, Gumma-ken, and 15 others.) (Introduced by Mr. Ryuta Komine.) (No. 1297.)

The petition demands for sale of a national forest and trees in Higashino meadow, Kozaka-mura, for a smooth management of local finance.

Dated May 21, 1949.

Report on the Petition for Construction of a Waterway in Nogata-mura. (Petitioner: Takeji Kuwabata, Chief of Nogata-mura, Soo-gun, Kagoshima-ken and 76 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1299)

As Nogata village is situated on a plateau, it has frequently suffered from drought due to lack of water. If a waterway is constructed, the land will be turned into paddy fields and utilized to the fuller extent, thereby contributing to the increased production of foodstuffs. Fortunately, there is a favorable source of water in Shichigatani, Tarumi-machi. Hence the proposed petition.

Dated May 21, 1949.

Report on the Petition for Construction of a Waterway in Onohara, Matsuyama-mura. (Petitioner: Kiji Nakajima, Chief of Matsuyama-mura, Soo-gun, Kagoshima-ken and 71 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1200)

The Onohara and Oseko districts are a big and very fertile plain of more than one thousand chobu. If these areas are turned into paddy fields, not to mention the increased production of foodstuffs, it will contribute much towards the development of dairy industry in southern Kyushu. Hence the proposed petition.

Dated May 21, 1949.

Report on the Petition for Construction of a New Tunnel under the Agricultural Road in Iyomura. (Petitioner: Keiki Abe, Chief of Minamiiyo-mura, Iyo-gun, Ehime-ken.) (Introduced by Mr. Hiroshi Onishi and 7 others.) (No. 1368)

In view of the fact that the agricultural road at a point of Kamimitani in Minami-iyo-mura, Ehime-ken is marked by sharp slopes, causing many accidents, it is petitioned that a tunnel be constructed under it.

Dated May 21, 1949.

Report on the Petition for Compensation for Evacuation due to the Construction of a Dam on Mt. Kita. (Petitioner; Masao Noda, Kozeki-mura, Saga-ken.) (Introduced by Mr. Sadamu Kitagawa and 1 other.) (No. 1375.)

The construction of a dam on Mt. Kita under the Government's management is planned. However, the measures to be taken for compensation towards 150 persons in three villages which are to be buried are one-sided and unreasonable. Hence the proposed petition for suspension of the construction of a dam until reasonable compensatory measures are taken.

Dated May 21, 1949.

Report of the Petition for Construction of an Intake of Water for Irrigation in Shinkai-mura. (Petitioner; Soshun Tsubouchi, No. 3 Shibasakuradadazaemon-cho, Minato-ku, Tokyo-to.) (Introduced by Mr. Nagahiro Nagano.) (No. 1376.)

With a view to increasing the production of rice to the amount of 10,000 koku by irrigating the fields of five villages in Kochi-ken, it is petitioned that an intake of water be constructed in Ogama, Irino, Shinkai-mura along the upper reaches of the Kono river.

Dated May 21, 1948.

Report on the Petition for Promotion of Sale of a Part of Nation-owned Forest in Iwate Prefecture. (Petitioners; Kaemon Takagi, Mizuwake-mura, Shiba County, Iwate Prefecture and 7 others.) (Introduced by Mr. Masakatsu Nohara and 5 others.) (No. 1429.)

The nation-owned Mt. Yabitsu of Iwate County of Iwate Prefecture has possessed an inseparable relationship with the related villages as the community use of Mizuwake and 7 other villages since the days of feudal administration. Owing to the misjudgement of investigation undertaken by the authorities at the beginning of the Meiji Era, however, the said forest has been included in the third class of government forest. Since then, shorn of the way of securing necessary materials of life which they could utilize for many years, the people of the said villages have experienced a great deal of difficulties in the supply of fire-woods, charcoals, houses, supplementary timbers, fertilizer of cattle-feeds, etc. Therefore, the Petition asks for the sale of the nation-owned Mt. Yabitsu to the related villages and also the adjoining forests and fields having the same history.

Dated May 21, 1949.

Report on the Petition for Subsidizing the Fukui Process of Agricultural Crops Increase. (Petitioner; Sadayoshi Fukui, Hanjaku, a section of Takagi Village, Tohoku County, Tottori Prefecture.) (Introduced by Mr. Naomichi Inada.) (No. 1429.)

The arable land owned by Sadayoshi Fukui, Hannya, a section of Takagi village, Tohaku County, Tottori Prefecture lies in the drought zone which has frequently deprived of it agricultural crops altogether. However, when the method of cultivation invented by him was put into operation, it was found that it invented by him was put into operation, it was found that it involved a less amount of labor compared with the existing method, and it was proved that purchased manure was economized and that it was also powerful against drought, cold and insect damages of all kinds. It is therefore strongly desired that subsidy be granted in order to disseminate the use of the Fukui process of increasing agricultural crops.

Dated May 21, 1949.

Report on the Petition concerning Securing Rice Distribution to Farmer of the Nara Prefecture. (Petitioners; Sensuke Kanai, President of the Town and Village Council, Soegami county, Nara Prefecture and 11 others.) (Introduced by Mr. Masao Maeda and 4 others.) (No. 1465.) and on 1 other petition of the same purport as above.

With mountainous section occupying seven times as much as the flat land in the Nara Prefecture, there are many poor dry-land farmers and many half-trading and half-farming people. Consequently, there are the constant growth in the number of fallen farmers who after their delivery of grains want to have them distributed for their use. Because of the scarcity of the allotted amount of staple foods in the prefecture, the said farmers are short of distribution, despite the general consumers get the full amount of distribution, the fact of which has created a grave social question. Therefore, the Petition asks for securing the distribution of rice to these poor farmers by increasing the amount of their allotments.

Dated May 21, 1949.

Report on the Petition concerning the Reparation of Hail-Damages of Nishi-Kasugai County. (Petitioners; Shigenori Inoue, Head of Tomiyama Village, Nishi-Kasuga County, Aichi Prefecture and 263 others.) (Introduced by Mr. Tetsuzo Tamura.) (No. 1538.)

All the villages of the Nishi-Kasugai County of the Aichi Prefecture were attacked by a great hail-fall on April 21, 1949 and major part of agricultural products was destroyed. Therefore, the Petition asks for the adoption of the following rescue measures; (1) The alleviation or exemption of delivery and income taxes; (2) The security for the holding portion of the products; (3) The payment of the insurance for damage; (4) The Supply of the seeds of wheat and barley and (5) The special distribution of fertilizers.

Dated May 21, 1949.

Report on the Petition concerning the Policy to be Taken up for Paddy Field Single Crop Zone. (Petitioner; Seiki no, Head of the Insurance Association, the Miyagi Prefecture, Agricultural Mutual Aid Association, No. 109, Kitaichiban-cho, Sendai City.) (Introduced by Mr. Kakeichi Onishi.) (No. 1570.) and 1 other petition of the same purport as above.

The Petition asks for the execution of the following items by recognizing the conditions of agricultural management in the single-crop zone; (1) The maximum limit of mutual aid fund for agricultural products in the single crop zone should be raised to over 80% of crop amount per tan; (2) A revision of above 30% now in force of the accident limit ratio in the single crop belt to 10%; (3) The purchase price of staple foodstuffs in the single crop belt should be made a special price and (4) The accident of damage in cultivated land should be included as an object of mutual aid and a countermeasure should be adopted for mountains and water conservation.

Dated May 21, 1949.

Report on the Petition concerning the Increase in Amount of Subsidy from the National Treasury to the Land Improvement Enterprise. (Petitioner; Kihei Kai, President of the Prefectural Assembly, Miyazaki Prefecture.) (Introduced by Mr. Naganori Koyama and 4 others.) (No. 1573.)

In the limited area of national land, a necessity requires a thorough-going excution of the land improvement enterprise in order to establish an independent condition of foodstuffs. It is reported, however, that there has been a large scale shrinkage in the subsidy from the National Treasury to the said enterprise for the fiscal year

of 1949. If such be the case, it will really be difficult to have the ameriolation of foodstuffs condition but also the self supply of foodstuffs in our country. Therefore, the Petition asks for an increase in the amount of subsidy from the National Treasury to the land improvement enterprise.

Dated May 21, 1949.

Report on the Petition concerning the Raising the Status of the Forestry Experimental Field at Hida City to that of National Establishment. (Petitioners; Masao Hirose, Mayor of Hida City, Oita Prefecture and 4 other persons.) (Introduced by Mr. Yoshikuni Kanemitsu.) (No. 1620.)

Oita prefecture being in the forestry zone, a major part of its natural resources is found in the belt around Hida city. Naturally, forestry products processing industry is the typical industry of Hida city and Hida county. The volume of timbers felled annually amounts to about one million koku. To aid reforestration and forestry processing industry, the prefectural Forestry Experimental Field was established in 1947, resulting in the steady progress of scientific studies of forestry management and wood work technique. It is therefore petitioned to raise it to the status of national institution with a view to enhance and replete its proper function.

Dated May 21, 1949.

Report on the Petition concerning the Management of Controlling Cats Rationing. (Petitioner; Mojuro Aoki, Chairman of the Agriculture, Commerce and Industry Cooperative Association of Hokkaido.) (Introduced by Mr. Shinichi Tamaki.) (No. 1633.)

In view of the fact that the organization of the Fodder Rationing Kodan is to be altered and in case when the oats produced in Hokkaido used as fodder is to be eliminated from the list of goods handled by the said "Kodan", and when the same is to be controlled and rationed by some other method, it is petitioned to make use of the Hokkaido Agricultural, Commerce and Industrial Cooperative Union which had charge of distribution business be as the practical operative organ so as to bring about the smooth operation of controlling and rationing oats above mentioned.

Dated May 21, 1949.

Report on the Petition concerning the Improvement Engineering of Minuma Substitute Waterway. (Petitioners; Hidekichi Ishizeki, No. 630, Mimuro, a section of Urawa city and 28 others.) (Introduced by Mr. Moritoshi Nakajima and 4 others.) (No. 1709)

In the section from the precincts of Araki Village, Kita-Saitama County, in the upper stream of the waterway from Minuma lake and the precincts of Oyama Village, Minami-Saitama County, Saitama Prefecture, the River Hoshi is utilized, and because of that these are indentations interfering with the flowing of the waterway is ruined, and whenever floods take place, the irrigation district is badly damaged while in the season of dearth of water, damages from drought are considerable. Repairing work had been set about, then due to the war, it had to be suspended until the present. It is therefore, petitioned that the Minuma Substitute waterway should be started at National expenditures.

Dated May 21, 1949.

Report on the Petition concerning the Engineering Work for the enlargement of the Sakami Dam in the River Kaso. (Petitioner; Tokizo Ogata and 2 others, Suwa machi, Kurume city.) (Introduced by Mr. Shigeki Nakajima.) (No. 1731.)

Sakami dam built at the tributary of the River Kaso, Fukuoka Prefecture serves as a reservoir for irrigating paddy fields covering an area of 1975 chobu and also as a waterway at the time of floods for the same straddling over 1 town and 7 villages, namely Kisaki, Oi, Kamikii, Omizo, Mitsumada, Kimuro, Taguchi villages and Okawa machi. Unless the reservoir is perfected a shortage of water supply will be felt even after a few days of dry weather, causing great decrease of rice crops while with heavy rains, the water will be suddenly increased innundating the related districts, thereby giving rise to disaster of plunging the entire portion of beautiful paddy fields. It is therefore petitioned to prevent disasters by carrying out the enlargement engineering work of Sakami dam.

Dated May 21, 1949.

Report on the Petition for the Continuation of the State and Public Management of Horse Racing. (Petitioners; Kyoichi Ishikawa, Mayor of Yokohama city and 1 others.) (Introduced by Mr. Eikichi Kambayashi-yama.) (No. 1737.)

The Present Horse Racing Law was promulgated in July, 1948 whereby the horse racing that was under popular management was entrusted to the State and public management, recognizing at the same time horse racing held by To and cities that met disasters. Ever since the law was carried into effect, everything is heading toward development and betterment, showing a ray of hope in rendering financial help toward the To and cities which suffered from disasters. A great deal of hope is held by these designated cities for horse racing in future. However, taking the opportunity of amending the present Horse Racing Law, there are signs for movement to bring it back again to the peoples' management. Should it be realized, finances of damaged cities would be plunged back to the state of destitute again. It is therefore petitioned to continue the State and Public management institute of horse racing in future as well.

Report on the Petition concerning the Partial Amendment of the Inspection Standard of Sweet potato. (Petitioners; Eizo Tanaka and 58 others, Takahashi, Tabuse mura, Hiki county, Kagoshima Prefecture.) (Introduced by Mr. Tokuji Tokonami.) (No. 1738.)

According to the inspection standard of sweet potato produced in 1948, the weight of one potato meeting the standard shall be from 30 momme to 100 momme for the 1st and 2nd classes, but one with weight of 10 momme and upward has sufficiently value for qualification. In fact, a majority of sweet potatoes produced in Kagoshima prefecture due to climatic and endemic reasons weigh more than 200

momme. However, by the standard that, the potato weighing up to 200 momme only belongs to the 1st and 2nd classes, a majority of Kagoshima product would be disqualified. Such would be great impediment in increased production of sweet potatoes while the loss sustained by agricultural economy would be quite heavy. It is therefore petitioned to amend the law so that the qualification standard for the 1st and 2nd classes be upward of 20 momme each piece of potato without any further limitation.

Dated May 21, 1949.

Report on the Petition concerning the Agricultural Policy of the North East Districts. (Petitioner; Yasuji Sasaki, Representative of the North-East Section of the Agriculture Adjustment Committee, Miyagi Prefectural Office Kotodai Ave., Sendai city.) (Introduced by Mr. Saburo Chiba.) (No. 1739.)

In order to secure legitimate agricultural income tax, characteristics of management of the North East Zone shall be recognized and based on the production results in deep snow single crop zone a, bonus for early quota delivery, tax on charges for surplus delivery and assesment of the basic reduction shall be legitimately carried out and at the same time, proper measures shall be taken for calculation of the amount of delivery based on the standard of area, legitimate supplement of allocation amount in case there take place the movement of population and change in the area of plantation, increase of the amount held by farmers and securing of ration of rice held by farmers for own use etc. Furthermore it is petitioned to bring about as soon as possible simplification of modus operandi for making loans of farming management funds, rational revision of prices of agricultural products, subsidies for rehabilitation of damaged arable lands and increase of National Treasury burden for Agricultural Adjustment Committee working expenses.

Dated May 21, 1949.

Report on the Petition concerning the Sale of Part of the Forests Attached to the Grand Shrine of Ise by the Government. (Petitioners; Ryoji Nakagawa, Komahiro, Ima Arie cho, Yamada city, Ujiyamada and 3 other persons.) (Introduced by Mr. Naraichi Takemura and 1 other.) (No. 1791.)

In the area of the Grand Shrine of Ise with 5,500 chobu of forests in Mts. Kamiji, Shimaji and Mae, these were started agricultural lands from the latter period of the Tokugawa's of which 77 chobu are cultivated by the farmers in adjacent towns and villages together charcoal manufacturing but since acquisition of rights for the development of the lands and production of fire woods was suspended, more than 40 years have already passed during which time what with the increase, shifting in and out of population, these prevails actually the state of irrationality altogether. It is therefore petitioned to release to the people 850 chobu of land, part of forests attached to the Grand Shrine located in the sections of Ima-arie-machi and Tate-machi in Ujiyamada city.

Dated May 21, 1949.

Report on the Petition concerning the Preservation of Kumamoto Study Pasture as the Livestock Experimental Study Organ. (Petitioner; Yukimatsu Harada, President of the Federation of Livestock and Agriculture Cooperative Associations in Kumamoto Prefecture.) (Introduced by Mr. Yukimatsu Harada.) (No. 1792.)

It is reported that Kumamoto Study Pasture is to be disintegrated as a link of adjusting experimental study organs concerning agricultural relations, and that it will be continued as the supplying fields of breeding fowls and rabbits, and that its livestock experimental study activities will be greatly curtailed. It is therefore earnestly requested to take the following points into consideration, taking into account the great achievements attained by the said farm for development and dissemination of livestock industry.

1. To keep the said field exclusively as the Livestock Experimental and Study Field, enlarging at the same time the sphere of its activities.

2. To continue the raising of breeding fowls, rabbits and other livestocks.

3. Either to make it independent as the Kyushu Branch of the Livestock Experimental Field or make it its supervising organ in Kyushu.

Dated May 21, 1949.

Report on the Petition of Making Acorns as an Article of Food. (Petitioner; Toko Sunaga, No. 1723, 4-chome, Kana machi, Katsushika-ku, Tokyo-to.) (Introduced by Mr. Kogi Amano.) (No. 1793.)

In order to solve the food problem of the present necessity and cancell the importation of food-stuffs, the most promising measure is to convert acorns most abundantly produced in the country into an article of food. The Government experienced in this during the war time, and though in a negative way, it has succeed in getting rid of pungency reducing tannin to 0.24% and confirmed the possibility of converting it to an odorless food, it is petitioned that the Government direct and encourage the collection of acorns and the art of getting rid of their pungency so as to strengthen movement for converting acorns to an article of food.

Dated May 21, 1949.

Report on the Petition concerning land improvement and treasury-subsidy for rehabilitation from disasters in North-East Shinshu districts. (Petitioners; Chiju Katagiri, President of Nagano Prefecture Assembly and 10 other persons.) (Introduced by Mr. Kiroku Kanke.) (No. 1794.)

The North-East Shinshu area is often covered with deep snow, and only single crop cultivation is carried on so that the land improvement is of dire necessity while accompanying the adjustment work of arable lands is also to be carried out. With a large amount of the Treasury subsidy, the work is going on steadily, but it is reportedly said that in this year's Budget, land improvement subsidies for corporation management would be altogether deleted. In those districts due to meteorological and climatic relations the arable lands and public agricultural facilities are fre-

quently subjected to disasters increasing thereby the burden of restoration expenses. However, with the failure of the Budget figuring up the restoring expenses from disasters the will of farmers to increase production while the production of foodstuffs has grown precarious. It is therefore petitioned to revive the Treasury subsidy.

Dated May 21, 1949.

Report on the Petition for excluding the Fish Cultural Ground from the Unexploited Land Purchase List. (Petitioners; Sho Komazawa, Managing director of Ikenaka Cultured special Fishing Industry Society, No. 3, 2-chome, Morigo-cho, Atsuta-ku, Nagoya City and 9 other persons.) (Introduced by Mr. Shiro Nakano.) (No. 1812)

Due to the fact that the fish cultural grounds which are valueless as arable lands are being recently purchased in various places under duress treating them as unexploited lands purchase, the fish culture industry is facing serious crises. It is therefore petitioned that the fish cultural grounds be exempted from the list of the purchasable unexploited lands, especially in consideration that fish cultural grounds as protein supply sources play an important role.

Dated May 21, 1949.

Report on the Petition concerning the Enlargement of the Exploitable Land in Nishi-me village. (Petitioners; Kichinojo Masaki, President of Nishime village Assembly, Yuri-county, Akita Prefecture, and 2 other persons.) (Introduced by Mr. Seiji Murakami.) (No. 1815.)

The exploitation of Kaishihagechi, in Nishime village, Yuri county, Akita Prefecture is completed as far as its first period is concerned, and the second period of the work has been started. Since a major part of the newly exploited land is owned by the state, it is petitioned that permission be given to start work there.

Dated May 21, 1949.

Report on the Petition concerning the Opening of Akaishi Forestry Road. (Petitioners; Itsuo Matsushita, Alderman of Kamimura village, Shimo Ina county, Nagano Prefecture and 415 other persons.) (Introduced by Mr. Chu suke Imamura.) (No. 1923.)

The opening of Akaishi Forestry Road will prove to be really very great advantages to the people by preventing reckless felling of forest trees necessary for mountain and river conservation along the districts where the River Tenryu flows, and also by developing the rich forestry zone of Akaishi which will prove to be a help in mitigating financial difficulties of towns and villages concerned. It is therefore earnestly requested to build the Akaishi Forestry Road as soon as possible.

Dated May 21, 1949.

Report on the Petition for concerning the Charcoal Automobile to that of using fire wood. (Petitioner; Manjiro Matsumoto, Vice-President of All-Japan Federation of Owner Car Unions.) (Introduced by Mr. Kimisuke Mitsuo.) No. 1835.)

The Government has decided upon the convert all the charcoal automobiles to those using firewood during the years 1949 and 1950 and upon the suspension of subsequent rationing of charcoal. In charcoal producing districts, charcoal for gas use with no prospect of conveying out is exposed to wind and rain only to rot. It is therefore petitioned to adopt proper measures to cope with the special circumstances.

Dated May 21, 1949.

Fishery Committee.

Report on the Petition concerning Repair of the Maruyama Fishing Harbor. (Petitioners: Hisajiro Kiba, Headman of Anakamura, Mihara-gun Hyogo-ken, and two others.) (Introducer: Mr. Kenzaburo Hara.) (No. 13.)

The Maruyama Fishing Harbor is at the north of the Naruto Channel and with a fine fishing area in front, the haul there amounts a good deal now-a-days. Besides, it is important as a harbor of refuge. But its harbor equipments are very meagre and owing to its limited space, there is much to be desired. Accordingly it is requested that state aid be granted to the repairing of the harbor.

Dated May 21, 1949.

Report on the Petition concerning the Extension of the Kohei Boat Shelter Basin and its Designation as a Harbor of Refuge. (Petitioner: Kichisaburo Ozawa, Headman of Kohei-cho, Kohei-gun, Hokkaido.) (Introduced by Mr. Masanobu Ogawara and 2 others.) (No. 16.)

The Kohei Boat Shelter Basin, one of the most important bays on the coast of the Japan Sea has suddenly increased its availability since the war and usually accommodates over four hundred fishing boats. But its equipments are inadequate and the space in the basin is very small, remarkably hampering production activities. Besides, the capes Kamui and Shokotan at the head of Shakotan Peninsula being dangerous spots, number of vessels take refuge in the bain on stormy days as it affords good shelter. Hence it is requested to extend this shelter basin and to designate it as a harbor of refuge.

Dated May 21, 1949.

Report on the Petition concerning State Aid to the Expense of building the Sakihama Sheltering Creek. (Petitioners: Tomenosuke Kumagai, Headman of Okkirai-mura, Kisen-gun, Iwate-ken and two others.) (Introduced by Mr. Yoshiyuki Suzuki.) (No. 31.)

Sakihama, Okkirai-mura, Kisen-gun, Iwate-ken, with Kokabe and other excellent fishing points around it, is a center of coast fishing industry in the south of the Prefecture but as there is no establishments as a fishing harbor, much disadvantage and inconvenience are experienced for the increase in production and the retrenchment of expense. But owing to poor economic condition of the place and continued disasters, there is no hope for setting up establishments without help. Accordingly as the village wishes to carry out the building of the sheltering creek as chief promotor, it is requested that state aid be granted to that

expense.

Dated May 21, 1949.

Report on the Petition concerning Building of a fishing harbor in Ushinemura. (Petitioner: Hikotaro Hirano, Headman of Ushine-mura, Kimotsuki-gun, Kagoshima-ken.) (Introduced by Mr. Iku Maeda.) (No. 76)

Ushine-mura, Kimotsuki-gun, Kagoshima-ken is a well-known place for bonito fishing bait whose catch amounts to ¥50,000,000 a year and has a few of very remarkable fishing areas in the prefecture. But the people there experience disadvantage and inconvenience through seclusion of position. Besides as weather is very changeable here and in winter the sea is very rough, the fishermen of the village, without a safe fishing harbor, suffer huge amount of damage every year. Hence it is requested to build a fishing harbor in the village.

Dated May 21, 1949.

Report on the Petition concerning Designation of Izashiki harbor as a fishing and refuge harbor. (Petitioners: Toichi Tahira, Mayor of Shikaya, and five others.) (Introduced by Mr. Iku Maeda.) (No. 77.)

Izashiki Harbor is situated at the south end of the Osumi Peninsula and being near to excellent fishing grounds, it has high availability. But owing to its inadequate establishments, the people there sustain much damage every year. Accordingly, it is requested that the harbor be designated as a fishing and refuge harbor.

Dated May 21, 1949.

Report on the Petition concerning Establishment of of a Seto Inland Sea Fishery Arranging Office and a National Aquatic Products Experimental Station. (Petitioner: Tsuneo Kusunose, Governor of Hiroshima-ken.) (Introduced by Mr. Atsuo Hirakawa.) (No. 107)

One "fu" and ten prefectures around the Seto Inland Sea have set up various and complicated fishery rights. As the rights are intermingled, it is difficult to maintain order among fishing people and there are constant disputes among them hampering the development of the industry. Accordingly it is requested to establish a Seto Inland Sea Fishery Arranging Office and a National Aquatic Product Experimental Station in Hiroshima.

Dated May 21, 1949.

Report on the Petition for Increase in the Rate of Subsidies on Fishing Ports and Shelter basins. (Petitioner: Akira Komazawa, Managing Director, Fishery Association of Aichi-ken.) (Introduced by Mr. Enkichi Ishihara.) (No. 139)

While the important part played by fishing ports and shelter basins cannot be estimated too highly, their maintenance and repairs cost a huge amount of money, and a great dependence is made on state subsidies as the strained local finance can hardly bear their burdens. The present rate of subsidies, however, is hardly adequate to meet the needs. It is, therefore, desired that the rate of subsidies be increased to 50 to 60 per cent, revising the taxes relative to fishing by effecting the rearrangement of field agencies of the Government.

Dated May 21, 1949.

Report on the Petition for Zempei Kai, Chairman, Relief of Fishers in Miyazaki-ken. (Petitioner: Zempei Kai, Chairman, Prefectural Assembly of Miyazaki.) (Introduced by Mr. Yoshimitsu Kawano, and 5 others.) (No. 140)

An unusual change in the ocean current has recently brought about a sharp decline in the landing of catches in Miyazaki-ken, and the majority of fishing folks have been thrown into a financial difficulty so much so that they find it difficult to carry on their trade any longer on their own. It is, therefore, desired that measures be taken to provide them with special loans and to give them guidance in improving fishery business there.

Dated May 21, 1949.

Report on the Petition for Construction of Toriyama Fishing Port. (Petitioners: Akio Iwakiri, Headman, Kawanami-mura, Koyu-gun, Miyazaki-ken, and 25 others.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 157)

Toriyama of Kawanami-mura, Koyu-gun, Miyazaki-ken, has an almost inexhaustible resources of marine products but due to lack of proper facilities as a fishing port, they are left undeveloped. If a fishing port be constructed at this place, fishing boats, will be built on a large scale, catches of fish will increase sharply and the place will make a base for rescue activities, thus great contribution will be made toward the promotion of fishing industry. It is, therefore, desired that a fishing port be constructed at the said place.

Dated May 21, 1949.

Report on the Petition for Expediting Construction of Hahoro Fishing Port. (Petitioners: Kenjiro Watanabe, Mayor Hahoro-machi, Tomamae-gun, Hokkaido, and 1 other.) (Introduced by Mr. Shinichi Tamaoki and 3 others.) (No. 187)

Whereas Hahoro-machi, centrally situated in Teshio Province, abounds in the products of land and sea, and whereas the early completion of a fishing port at the place is of urgent need, it is desired that the construction of the Hahoro Fishing Port be promptly brought to completion.

Dated May 21, 1949.

Report on the Petition for Construction of Yakishiri Fishing Port. (Petitioner: Kaname Shimizu, Headman, Kakishiri-mura, Tomamae-gun, Hokkaido.) (Introduced by Mr. Shinichi Tamaoki.) (No. 189)

The shelter dock at Yakishiri-mura of Tomamae-gun, Hokkaido, came to be considered inadequate in its size with the growth of population and development of fishery industry of the place, Besides, the place is noted as a prospective major port of Japan sea. It is, therefore, desired that a fishing port be constructed promptly at the said place.

Dated May 21, 1949.

Report on the Petition for Construction of Teure Fishing Port. (Petitioners: Kumekichi Izumiya, Headman, Teure-mura, Tomamae-gun, Hokkaido, and 2 others.) (Introduced by Mr. Shinchi Tamaoki.) (No. 191)

Teure shelter dock situated at the nothermost point of Terue Island, Tomamae-gun, Teshio Province, Hokkaido, close to fish-grounds with almost inexhaustible resources, particularly the yet undeveloped fishing ground off Musashi, provides a suitable base for the fisheries in the offing, but its facilities are utterly inadequate and imperfect so much so that the dock's proper function is greatly hampered. It is, therefore, desired that the said shelter dock be expanded.

Dated May 21, 1949.

Report on the Petition for Expansion of Port Facilities of Kariya Fishing Port. (Petitioner: Sataro Kubo, Chairman, Kariya Fishery Association, Saga-mura Higashi-Matsuura-gun, Saga-ken.) (Introduced by Mr. Shigeru Hori.) (No. 215.)

The successful pouch-net fishing at Kariya Fishing Port at Saga-mura, Higashi-Matsuura-gun, Saga-ken, has made its rich catches of sardine famous under the name of "Kariya sardine", but due to lack of proper facilities for drying, much of the fish landed there went bad, and the inadequate space available for drying caused the net to decay. These facts made the pouch-net fishing unprofitable and this method was temporarily abandoned to be replaced by "Cut-net" fishing, the result is the decrease in the landing of fish. No increased production of marine food can be expected through this method. It is, therefore, desired that facilities for drying pound-net and for curing and drying fish at the said fishing port be expanded so that the pouch-net fishing may be revived.

Dated May 21, 1949.

Report on the Petition for Expansion of Facilities of Nagoya Fishing Port. (Petitioner: Sanichiro Yamazaki, Chairman, Nagoya Fishing Port Construction, Higashi-Matsuura-gun, Saga-ken.) (Introduced by Mr. Shigeru Hori.) (No. 216.)

Nagoya Fishing Port of Higashi-Matsuura-gun, Saga-ken, is the largest fishery base facing Genkai Sea, and is noted for its pouch-net fishery. However, hemmed in by the hills in the background and by the sea on the fore the place has practically no level ground and nets and fish are dried on the reclaimed ground. Nets rot from lack of ventilation. Thus the port lacks adequate facilities for a fishery base. It is, therefore, desired that the Government would expand the facilities of this port.

Dated May 21, 1949.

Report on the Petition for Accelerated Construction of Ochiishi Fishing Port. (Petitioners: Toyohei Nishida, Headman, Wadamura, Nemuro-gun, Hokkaido and 1 other.) (Introduced by Mr. Koji Hayashi.) (No. 259.)

Ochiishi fishing port in the area of Wada-mura, Nemuro-gun, Hokkaido is the only non freezing port in Hokkaido and is a base of offing fishery, but the absence of breakwaters exposes the fishing boats in port to the danger of shipwreck from the high waves rushing from the east, much to the deteriment of the fishmen's will for production. It is, therefore, desired that the Government would accelerate the construction of the said fihing port.

Dated May 21, 1949.

Report on the Petition concerning state subsidy for construction of moorings at Wada-mura. (Petitioner: Jinzaemon Taki, Chairman of Wadamura Fishery Association, Daihan-gun, Fukui Prefecture.) (Introduced by Mr. Matajuro Okumura.) (No. 325.)

Wadamura, Daihan-gun, Fukui Prefecture, is endowed with conditions most suitable for a fishery port, having output in fresh fish and shall amounting to 500,000 Kanmonme a year and equipped with more than a hundred fishing boats, but much handicapped in fishery development owing to the lack of artificial equipment. The local people have planned to set the various establishments into order so as to provide a mooring place, but as it is difficult to realize it on account of financial circumstances, it is hoped that state subsidy will be granted for it.

Dated May 21, 1949.

Report on the Petition concerning appropriations for the whole amount of expenses for the work of expanding the anchoring place at Masadomari. (Petitioner: Sadakatsu Ida, Headman of the Village, Senposhi-mura, Rishiri-gun, Hokkaido.) (Introduced by Mr. Shinichi Tamaoki.) (No. 336)

The anchoring place at Masadomari, Senposhi-mura, Rishiri-gun Hokkaido, has gradually been repaired since 1936, yet its equipment has not been completely fulfilled. Especially, as the water in the bay is shallow, it has a poor capacity, it being almost impossible to hope for the development of fishery grounds or the advancement of coastal fisheries under such condition It is, therefore, requested that the drainage work in the port as well as the construction of a breakwater will be undertaken as early as possible.

Dated May 21, 1949.

Report on the Petition concerning revival of the link system for fuel oil for motor vessels engaged in culture oysters industry. (Petitioner: Yuzo Mori, Chairman of the Culture Oysters Production Association in Hiroshima Prefecture.) (Introduced by Mr. Kakugoro Tominaga.) (No. 337)

The link system for fuel oil for motor vessels engaged in culture oysters production has been abolished since the recent lift of control on high-graded fresh fish and shell. The culture grounds have been moved from the shallow waters to the deep seas since the end of the war, and they have been expanded over a wider area, in consequence of which fuel oil for motor ships has become essential materials for the culture oysters producers. It is, therefore, requested that the said link system will early be restored with a view to increasing the production of nourishing food for the people and advancing export rade.

Dated May 21, 1949.

Report on the Petition concerning expansion of equipment for the fishery port at Mizuhashi-machi. (Petitioners: Mataichi Tsunoda, Headman of the Town, Mizuhashi-machi, Nakashinkawa-gun, Toyama Prefecture and another.) (Introduced by Mr. Muneyoshi Saeki.) (No. 374)

The fishery port of Mizuhashi-machi, Nakashinkawa-gun, Toyama Prefecture, is situated in the best place of the Bay of Toyama and occupies an important position in both sea and land transportation as a distributing center. But, it can not fully fulfil its function as a river port owing to inadequacy in its equipment. It is, therefore desirable that the expansion work on the said port equipment shall be undertaken with a view to development of local industry.

Dated May 21, 1949.

Report on the Petition concerning Construction of a Fishery Port at Noda-mura. (Petitioners: Bunsaku Kawahara, Headman of the Village, Noda-mura, Kokonohe-gun, Iwate Prefecture, and 838 others.) (Introduced by Mr. Zenko Suzuki.) (No. 375)

Noda-mura, Kokonohe-gun, Iwate Prefecture is situated along the coast of Sanriku, having a rich fishery ground off it. But, there being no good harbor between of Miyako and Hachinohe ports, fishing boats, if overtaken by storm, have to seek shelter either at Miyako Port or at Hachinohe Port, in consequence of which they suffer a great loss in labor, expenditures and in products which can not be landed. It is, therefore, requested that a fishery port which has the equipment for shelter will immediately be built at the coast of Nagane, Noda-mura.

Dated May 21, 1949.

Report on the Petition concerning National Aid to the Construction of Harbors in the District of Kumage, Osumi. (Petitioners: Kaku Shigenari, Governor of Kagoshima Prefecture, and 2 others.) (Introduced by Mr. Susumu Nikaido.) (No. 380)

Whereas the contemplated plan on a comprehensive scale for developing the district of Kumage, Osumi, Kagoshima Prefecture is steadily going on, a prerequisite for it is the adjustment and reconstruction of the harbor and bay. As the prefecture is financially exhausted owing to the war damages, it is desirable that the state subsidy shall be granted for the reconstruction of the harbor of the said district.

Dated May 21, 1949.

Report on the Petition concerning reconstruction of fishery port at Okiho. (Petitioners: Takeshi Hara, Headman of the Village, Osaki-Minami-mura, Toyoda-gun, Hiroshima Prefecture and 15 others.) (Introduced by Mr. Kozaburo Miyahara.) (No. 414)

The fishery port of Okiho, Osakiminami-mura, Toyoda-gun, Hiroshima Prefecture, is situated in the middle part of the Inland Sea of Seto and the best fishing port in the Prefecture, with 300 boats and production amounting to 60,000 Kammonme a year. However, it has no establishment for refuge, especially its breakwater was greatly damaged by monsoon, and the fishing boats which have been shipwrecked during a year amount to no less than 30. It is, therefore, requested that the breakwater of the said port will be reconstructed.

Dated May 21, 1949.

Report on the Petition concerning Construction of a Refuge for Ships at Joro Pontomari Bay. (Petitioner: Chiyomatsu Kobayashi, Headman of Joro-mura, Joro-gun, Hokkaido.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 471)

Joro-mura, Joro-gun, Hokkaido, located at the mouth of the river Joro, has a large catch of fishes every year, but the river mouth is so shallow that it is unfit to discharge the catch from fishing-boats. Besides, in the event of a storm, fishery-boats are obliged to seek refuge at Abashiri Harbor. Thus, great inconvenience is being felt in the management of fishery. Therefore, it is proposed that a refuge be constructed at Pontomari Bay, a natural good harbor about 10 kilometers off the river mouth.

Dated May 21, 1949.

Report on the Petition concerning the Repairing of Udoro Port as a Fishing Port as well as a Port of Refuge. (Petitioners: Tsurumatsu Yonezawa, Headman of Shari-cho, Shari-gun, Hokkaido, and 1 other.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 472)

Udoro Port located in Shari-gun, Hokkaido, is a key point not only as a basis of development of rich land and sea resources in Shiritoko Peninsula and its neighboring regions but also as a port of accommodation of repatriates from Saghalien and Chishima. There are found near there places of scenic beauty. But, because there is not found any good harbor along the entire nearly coast of 80 "ri", and because dense fogs frequently envelop the entire coast, ship-wrecks often occur. Accordingly, reconstruction of the said port as a port of refuge without delay is requested.

Dated May 21, 1949.

Report on the Petition concerning Institution of a Fishery Disaster Compensation System and one other item. (Petitioners: Jumpei Murakami, President of the Iwate Prefectural Council, and 1 other.) (Introduced by Mr. Zenko Suzuki.) (No. 473)

The Government is going to carry out a thorough-going renovation of the fishery system, which, however, is insufficient to make the feeble condition of fishing economy secure. Accordingly, it is proposed that a fishery disaster compensation system be instituted so as to contribute to the stabilization of management of the coastal fishery.

Dated May 21, 1949.

Report on the Petition concerning Expansion of the Salmon and Trout Breeding Undertakings in Joro-mura. (Petitioners: Chiyomatsu Kobayashi, Headman of Joro-mura, Joro-gun, Hokkaido, and 6 others.) (Introduced by Mr. Tetsuzo Matsuda.)

(No. 487)

The salmon and trout breeding undertakings carried out in Joro-mura, Joro-gun under the management of the Government of Hokkaido have attained considerable results. Now, it is proposed that the existing breeding facilities be expanded so as to push forward a marine products augmentation program and thereby supplement the present food rations, and that the catching works of fully-bred salmons and trouts, heretofore undertaken by the Hokkaido Salmon and Trout Breeding Association, be transferred to the village authorities.

Dated May 21, 1949.

Report on the Petition concerning the Repairing of the Fishing-Port of Kuji. (Petitioners: Rishichi Sandai, Headman of Kuji-cho, Ibaraki-ken, and 2 others.) (Introduced by Mr. Takeshi Yamazaki.) (No. 518)

The fishing-port of Kuji, in Ibaraki Prefecture, is a thriving fishing-port, with 590 fishing households, more than 300 fishing-boats and a catch of ¥45,000,000 in 1947. Repairing works were set about in 1946 under State subsidies for the purpose of turning the port into a basis of oceanic fishing, but on account of subsequent high commodity prices and shortage of materials, the project has met with serious difficulties. Such being the situation, this Petition calls for the Government consideration for procurement of a considerable sum of budget for works for the current fiscal year.

Dated May 21, 1949.

Report on the Petition for Repairing of the Fish-Port of Hitachi. (Petitioners: Hidekichi Takashima and two others.) (Introduced by Mr. Takeshi Yamasaki.) (No. 543)

Blessed with Nature's topography, the Hitachi fish-port of the Ibaraki Prefecture has in its background Hitachi City as an important metal industry and also faces one of the few fishing places in the country. Because of the lack of facilities of a complete landing place, however, the freshness of catches has often been deteriolated. At present the repairing work is being undertaken. In the meantime, it is reported that the said budget for the fiscal year of 1949-50 has been decreased. If the work were curtailed due to the shortage of fund, the engineering work worth a great amount of money spent up to the present would be unable to show its effects. Therefore, the Petition asks for the appropriation of the whole allotted amount of the budget for the enterprise.

Dated May 21, 1949.

Report on the Petition concerning the Counter-Policy of Fishing Boat Insurance. (Petitioner: Koichiro Hayashi, Chairman of the Committee of the Nishi-Nihon Marine Products Expansion Association.) (Introduced by Mr. Enkichi Ishihara.) (No. 544)

As an economic establishment against the disaster of fishing boats, the insurance on fishing boats is the only reliance for the fishermen. Owing to the constant delay in the payment of insurance money, however, there have occurred great hindrances for the recovery of damages done to the fishing boats. Therefore, the Petition asks for the Government will transfer without delay from the General Account to the Special Account for Re-Insurance of Fishing-Boats the sufficient amount of money for the payment of the re-insurance money in arrears, and also it will transfer from the General Account to the Special Account for Re-Insurance of Fishing Boats an adequate amount of money in every fiscal year by giving a sufficient amount of subsidy to the Fishing Boats Insurance Association in every fiscal year as a permanent counter-policy.

Dated May 21, 1949.

Report on the Petition for Complete Execution of Distribution of Fuel Oil for the Use of Fishery Business, etc. (Petitioner: Koichiro Hayashi, Chairman of the Committee of the Nishi-Nihon Fishery Expansion Association.) (Introduced by Mr. Enkichi Ishihara.) (No. 545)

The Government has made a public promise for its distribution of the fuel-oil for fishing business, the increase distribution of rice, the linked goods, etc. The distribution of these articles, however, failed to reach the allotted amounts and the time for distribution was delayed. Therefore, the Petition asks for the Government to make clear the responsibility for the failure of its promises and at the same time to have a complete execution of distribution of the said articles.

Dated May 21, 1949.

Report on the Petition for Formation of the All Japan Acquatic Industry Federation. (Petitioner: Yoichiro Hayashi, Chairman of the Western Japan Acquatic Industry Promotion Association.) (Introduced by Mr. Enkichi Ishiwara.) (No. 547)

In view of the formation of a country-wide federation for agricultural industry, a similar organ is required for fishing industry to strengthen its organizational and economic power. Hence the proposed petition for special measures to be taken for the formation of the above Federation and further by abolishing the existing discrimination in regard to the places of landing of acquatic products, coordination of directives for delivery on the responsibility of a prefectural governor and for abolition of the link system as classified by landing places or for equalization of the rate of link.

Dated May 21, 1949.

Report on the Petition for the Promotion of the Second Fisheries School to the Status of Fisheries College. (Petitioner: Moriji Matsuo, Mayor of Shimonoseki City.) (Introduced by Mr. Minoru Sakamoto.) (No. 646)

The Petition is to apply for the promotion of the Second Fisheries School, which was established in Shimonoseki City in May, 1947 to the status of fisheries college with full equipment under the jurisdiction of the Agriculture-Forestry Ministry at this opportunity of educational reform as the City is one of our fishing center and it is desireable to directly connect the fishing business with its study and practice.

Dated May 21, 1949.

Report on the Petition for the Establishment of the Fishing Policy. (Petitioner: Masataka Ide; c/o No. 1 Marunouchi 3-chome, Chiyoda-ku, Tokyo.) (Introduced by Mr. Enkichi Ishiwara.) (No. 647)

It is very regrettable that the Government's measures on the arrangement of well-equipped fishing bases are far behind the demand of the fishery world while such bases are important factors to decide the fishing productivity. Thus, the Petition is to apply for such strong Government measures as to establish a plan of fishing base network throughout the country, to increase the State subsidies in order to complete the fishing bases repair works on the plan within a certain limit of time and to establish a democratic organization for the maintenance and control of fishing bases.

Dated May 21, 1949.

Report on the Petition for the Entry of Juridical Persons into Fishery Co-operatives. (Petitioner: Masataka Ide, President of the National Federation of Marine Product Processing Organizations.) (Introduced by Mr. Minoru Sakamoto.) (No. 683)

The juridical persons in marine product processing industry have really the character of cooperation as they were organized by persons with minor means with a view to surpass the difficulty of recovering from the war-devastation and the burden of heavy taxes. As their capitals are about the same with those of private enterprises, there is no fear to affect the business circles badly. Such being the case, it would impede the development of the fishing industry to exclude juridical persons from the membership of the marine product processing cooperatives as it would weaken the organization of the cooperatives themselves and bring in useless conflicts into the business circles. Thus, the Petition is to apply for the entry of juridical persons into the cooperation.

Dated May 21, 1949.

Report on the Petition for the Continuance of the Fishing-boat Insurance System. (Petitioner: Torao Sano, Chairman of the Shizuoka Prefectural Fishing-boat Insurance Cooperation and 40 others.) (Introduced by Mr. Enkichi Ishiwara.) (No. 708)

The State re-insurance in the fishing-boat insurance system under the Fishing-boat Insurance Law is reportedly to be abolished. As a fishing-boat, however, is an invaluable half, nay flesh and blood of a fisherman, and the fishing-boat insurance system has a role of a technical and economical guide for fishermen, a close relation between the fishermen and the Fishery Board naturally comes out of it. Such being the case, the continuance of the existing system of fishing-boat insurance is desirable for the protection of fishermen and the progress of fishery.

Dated May 21, 1949.

Report on the Petition for Repairing of Maajiro Fishery Port. (Petitioners: Seigi Kurono, Head of Maana Village, Nishi-Uwa County, Ehime Prefecture, and 12 others.) (Introduced by Mr. Zenko Suzuki.) (No. 807)

Maana Village, Nishi-Uwa County, Ehime Prefecture, is narrow in area and a majority of the villagers are leading a semi-agricultural and semi-fishery life. As Maajiro Port of this village is ill-favored by geographical conditions and its ships and vessels are so badly damaged by a west or westerly-south wind that they are oblighed to take refuge in Yawatahama Port or Mikame Port nearby. Under the circumstances, it is petitioned that for the removal of unrest of the villagers and for the development of fishery and also for the safety of sea transportation, Maajiro Port be repaired as a fishery port.

Dated May 21, 1949.

Report on the Petition for Construction of a Port of Refuge at Nashima. (Petitioner: Yoshitaro Kyozaki, Chairman of the Tagawa Town Assembly, Iki County, Nagasaki (Prefecture.) (Introduced by Mr. Hisayuki Nishimura.) (No. 832)

Nashima, Moroyoshimoto-mura shoku Section, Tagawa Town, Iki County, Nagasaki Prefecture, is an uninhabited isle located some 6 miles from Yawata Peninsula. Although its surrounding seas abound in fish, it is geographically situated to be heavily damaged by violent winds, its excellent fisheries being considerably affected. Under the circumstances: it is petitioned that for the development of these fisheries, a port of refuge be constructed at this isle.

Dated May 21, 1949.

Report on the Petition for Retention of System of Fishing-Boat Insurance. (Petitioners: Torao Sano, Chairman, Fishing-Boat Insurance Association of Shizuoka-ken, and 40 others.) (Introducer: Mr. Kazuyoshi Sunama, M.P.) (No. 903)

The system of re-insurance of fishing boats is reportedly to be abolished under the Fishing-Boat Insurance Law. The fishing boat, however, is inseparably connected with the life of fishermen, it is, so to speak, an integral part of a fisherman. The said system also serves to give fishermen technical and economical guidance, and closely links fishermen with the Fishery Board. It is, therefore, desired that the said system of re-insurance of fishing boats be retained so as to protect fishermen and promote fishery industry here.

Dated May 21. 1949.

Report on the Petition for Expansion of the Dock at Mitsuishi and Construction of Dock at Fumai. (Peitioner: Mr. Tokiji Hirota, Head of Mitsuishi-mura, Mitsuishi-gun, Hokkaido.) (Introduced by Mr. Kosaku Shinoda.) No. 1013)

The Mitsuishi Dock in Mitsuishi-gun, Hokkaido was enlarged twice-once in 1934 and once in 1939. As a result of the development of the local fishery since, however, the Dock is found to be still too small to meet the requirements, the number of vessels entering Mitsuishi Port to get repaired rapidly increasing. The required expansion of Mitsuishi Dock, however, has not been carried out since

owing to the outbreak and development of the War. At present, the number of fishing boats belonging to Mitsuishi-mura is fast approaching 50. This tells that the expansion of the Dock at Mitsuishi can no longer be postponed. Fumai of Mitsuishi-mura, in respect of the lay of the ground, is suitable for use as a fishing port. Owing to the absence of any facilities indisepnsable to a fishing ports many fishing boats are shipwrecked in the neighboring waters. It is desired, therefore, that the expansion of Mitsuishi Dock and the construction of a dock at Fumai be carried out at the same time.

Dated May 21, 1949.

Report on the Petition for Construction of a Breakwater. (Petitioners: Mr. Genmatsu Asahara, Headman of Koshiga-mura, Shima-gun, Miye-ken, and Another.) (Introduced by Mr. Enkichi Ishihara.) (No. 1049)

The sea along the coast of Yashirotagata, Koshiga-mura, Shima-gun, Miye-ken is dotted with a number of islets forming a natural breakwater. The water inside the line of these islets is deep enough to motor vessels of one thousand ton type. The sea inside this natural breakwater forms an excellent port. Now, if we strengthen the natural breakwater of these iselts wtih concrete, we may construct an excellent harbor in the waters there at a small expenditure. Moreover, the port may be used as a base of activities of our deap-sea fishing boats. At the same time, it may greatly facilitate the transportation of the products of the adjacent waters, and do much for the development of local industrias, communication, and civilization. It is desired, therefore, that the harbor construction works as stated above should be executed.

Dated May 21, 1949.

Report on the Petition for Expansion and Improvement of the Fishing Port of Ohama. (Petitioner: Shinzo Tanaka, Headman of Ohama-machi, Onifu-gun, Fukui Prefecture.) (Introduced by Mr. Matsujuro Okumura.) (No. 1051)

The Fishing Port of Ohama, Onifu-gun, Fukui-ken, having excellent land facilities, is known as the only good port on the coast of the Japan Sea. It has the biggest catch of all the fishing ports in the prefecture, and is designated as a port with Class A land facilities. The port is, however, narrow in area and the vessels therein are exposed to unexpected disasters. Moreover the greater portion of the banks of the flood control channel of the River Minami is demolished and washed away, reducing the depth of water at the mouth of the port. At present, any fishing vessels are unable to enter and leave the port without exposing themselves to dangers. It is, therefore, desired that expansion of the port and reconstruction of the banks of the flood control channel should be carried out, at the same time as the dredging of the port at the entrance thereto.

Dated May 21, 1949.

Report on the Petition for Repairs of the Fishing Port of Tsuzan. (Petitioner: Zempei Kai, Chairman of the Prefectural Assembly of Miyazaki-ken.) (Introduced by Mr. Yoshimitsu Kawano and 6 others.) (No. 1052.)

The Fishing Port of Tsuzan, Kawanami-mura, Miyazaki-ken, is the only Fishing Port in the central part of Miyazaki-ken, and is supplying the demand for fish by as many as twenty towns and villages in the district. The fishing port in question, however, has no moorings and is left in the form of sand beach. Therefore, when the weather become only a little stormy, the fishing vessels in the port cannot easily go out fishing. This is seriously affecting the number of days they can go out fishing as well as the catch. It is, therefore, that the port should be repaired quickly.

Dated May 21, 1949.

Report on the Petition for Improvement of Docks at Uzu. (Petitioner: Ban Oka, Mayor of Dete-machi, Uzu-gun, Hokkaido.) (Introduced by Mr. Kosaku Shinoda.) (No. 1077.)

Port Uzu of Date-machi, Uzu-gun, Hokkaido, is a natural good port standing on the Bay of Uchiura. Unless the sunken rocks at three places about the entrance to the port are moved and the reclaimed land behind the embankment is completed, the port will not be in a position to exhibit its capacity at its best. It is desired, therefore, that the docks in the port should be improved quickly.

Dated May 21, 1949.

Report on the Petition for Expansion of Fishing Lots. Petitioner: Mitsuma Fukuda, Director in Chief of the Fishery Manufactures Association of Hyogo Prefecture.) (Introduced by Mr. Gashiro Shioda.) (No. 1142.)

Ocean Fishery by means of drag nets has been one of the most successful method of fishing, and through this method, we have been supplying the Japanese masses of people with cheap fish. Owing to the great reduction of Japan's fishing lots after the war, the catch by our fishing parties has been suddenly reduced. Moreover, on account of the consumption of our fishing implements, most of our fishing companies are now in great distress. It is desired, therefore, that the authorities should approach the Allied authorities concerned for the relief of our fishing companies through the abolition of the restrictions placed on our fishing lots or through the expansion thereof.

Dated May 21, 1949.

Report on the Petition for Enactment of the Fishery Port Law. (Petitioner: Rokurobei Ogata, President of the Yamagata-ken Fishery Port Federation.) (Introduced by Mr. Yoshinobu Shida.) (No. 1211.)

The petition purports to enact the Fishery Law concerning the adjustment of fishing grounds which is the basic problem of the promotion of fishing industry.

Dated May 21, 1949.

Report on the Petition for Continuance of the Repairing Works of Yawatahama Fishing Port. (Petitioners: Seiji Kikuchi, Mayor of Yawatahama city, Ehime-ken and four others.) (Introduced by Mr. Hideo Konishi.) (No. 1212.)

The functions of Yawatahama fishing port has been unsatisfactory due to lack of modern facilities and repairing works which were started in 1947 are now under way. However, it is understood that the Government's subsidy would be cancelled in 1949. If this is true, it is a matter for profound regret, with the planned works partially completed. Hence the proposed petition for continuance of the above works, in view of the importance of the said port.

Dated May 21, 1949.

Report on the Petition for Expansion of Fishing Ground. (Petitioner: Yoshio Kagishima, Chairman, Smoked-fish Industry Co-operative Association of Fukuoka-ken.) (Introducer: Mr. Kazuyoshi Sumama, M.P.) (No. 1255.)

The bottom-drag-net fishery on far seas is known to be the most effective method of fishing and has been supplying the nation's larder with popular fish, but in the postwar days, due to the restriction and shrinkage of the fishing grounds, there has been a marked decrease in the landing of fish, which fact, along with the deterioration of equipment renders the management of this kind of fishery extremely difficult. It is, therefore, desired that the Government will ask the quarters concerned for the abolition of restrictions or expansion of the fishing grounds, in order to break this deadlock.

Dated May 21, 1949.

Report on the Petition for Construction of a Fishing-Port at Yasuda-machi, (Petitioner: Muneharu Tsubokura, No. 3, Sakurada Tazaemon-cho, Shiba, Minato-ku, Tokyo.) (Introduced by Mr. Nagahiro Nagano.) (No. 1386.)

Arita-machi of Kochi Prefecture is one of the few fishery places in that prefecture. Because of the lack of a fishing-port provided in that town, however, there is no other way under the present condition for the fishing-boats than to anchor in other ports. Therefore, the Petition asks for a construction of a fishing-port at the rock-belt in the neighborhood to the west-end of that town.

Dated May 21, 1949.

Report on the Petition for Establishment of Mooring-place at the Mouth of Koso River in the District of Akaoka-machi. (Petitioner: Muneharu Tsubokura, No. 3, Sakurada Tazaemon-cho, Shiba, Minato-ku, Tokyo.) (Introduced by Mr. Nagahiro Nagano.) (No. 1387.)

Despite the fact that the better part of the towns people of Akaoka-machii, Kochi Prefecture, is fishermen, they have a great deal of inconvenience, because of the lack of a fishing-port there. They have asked for the establishment of the mooring-place at the mounth of the River Koso for many years in vain. The Petition asks for an execution of the said engineering work without a further deley.

Dated May 21, 1949.

Report on the Petition for State Subsidy on the Project of Construction of Onizaki Fishing Port. (Petitioner: Mosaburo Takeuchi, Headman, Onizaki-mura, Chita-gun, Aichi-ken.) (Introduced by Mr. Chuji Kuno, M.P.) (No. 1617.)

Onizaki-mura on the fishing zone along the west coast of Chita Peninsula, Aichi-ken, has an annual landing of 2,500,-000 kan of fish operating 338 fishing boats and is contributing in great measure to the food-supply of the nation. The absence of adequate port facilities, however, is blocking the development of industries in the area. During the war, the construction of a port was started at the said place, but with the termination of the war the project was given up. The construction of the said port, upon completion, will not only bring much benefit to the fishermen but also provide a refuge for vessels in rough weather. It is, therefore, desired the Government would complete the construction of the said port.

Dated May 21, 1949.

Report on the Petition for the Expansion of Fishing Lots. (Petitioner: Yoshio Kagoshima 27 Kajimachi, Fukuoka City.) (Introduced by Mr. Goro Morishima.)

The purport of this Petition is just the same as No. 1142 petition. (Report 585)

Dated May 21, 1949.

Report on the Petition for Making Mooring Facilities for Fishing and Semi-Diesel Boats in Muroran Harbor. (Petitioners: Ayao Kumagae, Mayor of Muroran City and 1 other.) (Introduced by Mr. Kosaku Shinoda.) (No. 1746.)

The construction of mooring facilities for mooring fishery boat and semi-diesel boat at the front of Kobashi precincts, Muroran port was proceeding as a part of a Muroran harbor construction along with the execution of the 2nd period colonization program, but the progress of the engineering work was stopped at the stage on one third, and could not be made use of. It was left at this incompleted stage, to be beaten and washed by waves as that even the already finished part of the engineering was damaged. It is therefore petitioned to push the construction work so as to enhance the utility value of Muroran harbor as a trading port coupled with the completion of the second period program.

Dated May 21, 1949.

Report on the Petition for Building Shelter Basins for Fishing Boats at Oinao. (Petitioners: Ayao Kumagae, Mayor of Muroran and 1 other.) (Introduced by Mr. Kosaku Shinoda.) (No. 1757)

Motor boats and other fishing boats of Oinao a front section of Funnmi machi, Muroran city due to the want of shelter in Oinao at present always have to travel serveral miles to enter Muroran where they land their catch. Not only expenses, labor and trouble are very great, but in a stormy weather, they have to detour several miles to enter Muroran. The building of dock for these chasing boats is of urgent necessity. It is therefore petitioned to plan for its realization.

Dated May 21, 1949.

Report on the Petition for the Increase of Expenses for Entrusting the Training of Fishery Boats

Technicians. (Petitioner: Yudo Nabeshima, President of the Dai Nippon Fisheries Society.) (Introduced by Mr. Zenko Suzuki.) (No. 1760)

Betterment and enhancement of quality of fishery boats technicians is a matter of urgent importance for the efficiency of fisheries and prevention of disasters at sea. However, under the influence of the War etc. there is a shortage for able and qualified technicians and there is every reason to be this shortage will greatly increase in future. With a view to bring up more fishery boats technicians, the work of their training is entrusted to the Dai Nippon Fishery Society. However, with the recent raise of price of expenses for the work. The state examination for marine expert license has been conducted twice a year, April and October. Besides a special examination was carried out at request from various districts. In fact, almost all of fishery boat crews have gone through the special examination, but such examinations were not very frequently conducted which may be partly accounted for by the slackening fishing seaon etc. It is therefore petitioned that for the training of these men for 1949 the expenses be increased at least to ten million yen so that such examination also be increased in number.

Dated May 21, 1949.

Report on the Petition asking that Onishika Shelter Harbor Engineering Expenses be all borne by the National Treasury. (Petitioner: Takeo Kondo. Alderman of Onishika Village, Rumoe County, Hokkaido.) (Introduced by Mr. Shinichi Tamaoki.) (No. 1783.)

Onishika dock is under construction now under the State Management, and ¼ of the engineering expenses is being borne by the village, but 70% of the inhabitants derive their living out of fisheries business, but due to bad fishing continuing from 1945, the village finance was plunged to the extreme state of destitute. It is therefore petitioned that the total cost of the engineering work be borne by the national Treasury.

Dated May 21, 1949.

Report on the Petition concerning the Repletion of the Ryotsu Fishery Harbor Facilities. (Petitioner: Shoichiro Shibata, Head of Ryotsu-cho, Sado County, Niigata Prefecture.) (Introduced by Mr. Keikichi Kazama.) (No. 1804.)

The Ryotsu harbor, Sado county, Niigata Prefecture with history more than a century after its opening requires the repletion of its facilities with the rapid industrial and economic progress of Sado, but although a good harbor naturally favored, its scale is too narrow and its utility value can not be sufficiently manifested. Taking into consideration its superior point in the Japan Sea, it is petitioned to have increased its engineering amount on a large scale from ¥10,000,-000, the amount already determined upon.

Dated May 21, 1949.

Report on the Petition concerning the Repairing of Kumihama Port. (Petitioners: Kyujiro Hori, President of the Association of mayors and village heads of Naka-gun, Kyoto-fu.) (Introduced by Mr. Shigesaburo Maeo.) (No. 1805)

Kumihama Harbor lies at the north western end of Kyoto-fu. It faces in the front the superior fishery ground but the mouth of the harbor being too narrow to make any worthwhile facilities, it is only partly used by those engaged in coast fishery. With the recent growth of marine transportation capacity, facilities of refuge harbors are wanted everywhere. It is therefore petitioned to set about repairing work of the harbor to promote its utilization under the National Treasury subsidy.

Dated May 16, 1949.

Transportation Committee

Report on the Petition for Repairing of Hirao Port. (Petitioners: Shigeru Yoshinaga, Head of Hirao Village, Kumage County, Yamaguchi Prefecture, and 7 others.) (Introduced by Ichiro Aoyagi.) (No. 814)

Hirao Port, Kumage County, Yamaguchi Prefecture, is the only one port of refuge in the Inland Sea from olden times and as a transportation and goods distribution center on the coast, it has recently been included in the designated ports. However, owing to sand and soil carried down there by the pouring rivers and also due to successive flood disasters, the accumulation of sand and soil at the bottom of the port is so remarkable that the passage of ships and the drainage of the rivers are obstructed to the extent that its functions as a port of refuge and for repairing damaged vessels have been lost and the inundation of the basin of the rivers pouring thereinto is causing increasing damage. Under the circumstances, it is petitioned that the repairing of this port be rapidly effected.

Dated May 23, 1949.

Report on the Petition for Increase Rationing of Fuel to Sea Transportation in Kochi Prefecture. (Petitioners: Taizo Irikai, President of the Chamber of Commerce and Industry of Kochi Prefecture, and 5 others.) (Introduced by Mr. Nagahiro Nagano.) (No. 933)

As a mountainous country which lacks convenient land transportation for various reasons, Kochi Prefecture largely depends on sea transportation. The present reduction of fuel oil rations for sea transportation has forced decreased operations of transport ships, to the great obstruction to the development of industry of this prefecture. Under the circumstances, it is petitioned that fuel oil rations for the sea transportation of Kochi Prefecture be increased to meet its requirements.

Dated May 23, 1949

Report on the Petition for Improvement of Port Fukushima. (Petitioner: Zenpei Kai, Chairman of the Prefectural Assembly of Miyazaki Prefecture.) (Introduced by Mr. Naganori Koyama, and 5 others.) (No. 1063)

Port Fukushima of Miyazaki Prefecture is a good port located at the southern extremity of the prefecture, and is playing an important role relative to the industrial development of the district as a port of shipment of the enormous quantities of the raw materials and commodities produced in the neighboring districts. In 1934, it became a designated port. During the recent war, the port was neglected and left alone. On account of the immense quantities of sand and earth brought down by rivers, the port is deprived of much of its harboring capacity. Since 1948, therefore, dredging of the port is being carried on with a subsidy from the National Treasury. Dredging, if carried on only for a short period of time, will produce no benefit worth mentioning. It is desired, therefore, that the dredging works should be continued throughout the fiscal year 1949-50, and the expenditure required for the completion of permanent harbor facilities, including the break-water, should be included in the national budget.

Dated May 23, 1949.

Report on the Petition for Repairs of Hiroo Port. (Petitioners: Juichi Mikami, President of Hiroo Fishery Association, Hiroo Town, Hiroo County, Hokkaido, and 2 others.) (Introduced by Mr. Teisuke Takakura and 4 others.) (No. 1078)

Port Hiroo, Hiroo County, Hokkaido, is steadily getting filled up with sand. At some parts of the port, water is so shallow that even a small fishing boat of about ten tons only cannot freely move about. Therefore, the movements of the fishing boats are considerably restrained by the ebb and flow. And, because the northern breakwater is not sufficiently long, sand and pebbles are constantly washed into the port and docks from the offing, and the docks are steadily getting filled up. Large type fishing boats, therefore, cannot find good moorings in the port when it becomes stormy. They take refuge in neighboring waters, while small fishing boats are pulled up from the water. This is causing great difficulty and inconvenience to all parties concerned. It is desired, therefore, that the port should be quickly dredged and make the water a few meters deeper that at present, while rendering the northern breakwater long enough to meet the requirements.

Dated May 23, 1949.

Report on the Petition for Repairs of Kawachi Port. (Petitioners: Soheita Segawa, Mayor of Kawachi Town, Shimokita County, Aomori Prefecture, and 41 others.) (Introduced by Mr. Gizo Tomabechi and one other.) (No. 1083)

Port Kawachi, Shimokita County, Aomori Prefecture, is located near a producing center of bisulphides which are used as a raw material of a chemical fertilizer. The port, therefore, is playing an important role as a shipping port of those bisulphides. Because of the poor harbor facilities, all vessels are experiencing considerable inconvenience in loading and unloading. This is considerably reducing the value of the port from the viewpoint of transportation. It is, therefore, desired that the port should be quickly repaired.

Dated May 23, 1949.

Report on the Petition concerning the Promotion of Including Aburatsu Port to the Category of the Important Ports and Bays. (Petitioners: Kumahi Kumamoto, Mayor of Aburatsu Town, Miyazaki Prefecture, and 1 other.) (Introduced by Mr. Fuwazo Tanaka and 5 others.) (No. 1109)

The Port of Aburatu of the Minami-Naka County of the Miyagi Prefecture is under the repairing construction since 1947 but its execution hasn't been satisfactory, because of materials and other reasons. Again, after the work is once accomplished, the port, it is believed, will further increase in its nature of importance. Therefore, the Petition asks for the completion of repair work, and the inclusion to the category of important ports and bays, of the said port.

Dated May 23, 1949.

Report on the Petition for a Press Loan of State-Owned Sheds at Muroran Port. (Petitioner: Ayao Kumagaya, Mayor of Muroran City, Hokkaido.) (Introduced by Mr. Kosaku Shinoda.) (No. 1118)

The construction of sheds as a National Property is finished. In the construction of the pier on which those sheds stand, Muroran City has played an important role by the order of the Government, and the expenses required for the purpose had been defrayed by floating many municipal loans of great total amount. The City is now in need of a substantial amount of money for the payment of the principal and interest of those loans, as well as for the maintenance of the pier. In order to earn the money required in this connection, Muroran City is now applying for the free loan of those sheds. It is desired, therefore, that the sheds in question should be lent to the City free of charge.

Dated May 23, 1949

Report on the Petition for Relief to the Shipyard in Maizuru of the Iino Industrial Company, Ltd. (Petitioner: Shuichi Yanagida, Mayor of Maizuru City.) (Introduced by Mr. Shigesaburo Maeo and 1 other.) (No. 1209)

Maizuru City had long been naval port city, but after the war's end, all the military facilities were turned into the use of peaceful industries. At present the only remaining facilities worthy of mentioning are the Maizuru shipyard owned by the Iino Industrial Company. The prosperity of the said shipyard is closely related with that of the city. In spite of this fact, with the enforcement of the nine-point economic stabilization program, the activities of the said shipyard are on the brink of suspension, thereby driving the livelihood of citizens into the corners. Hence the proposed petition for permission for the construction of new ships and production of railroads and industrial machines to the above shipyard.

Dated May 23, 1949

Report on the Petition for Inclusion of Shimizu Port in the First Class Category of Important Port. (Petitioners: Masaji Yamamoto, No. 43, Ejirininomarucho, Shimizu City, and 5 others.) (Introduced by Mr. Ichiro Sunama.) (No. 1218), and on another petition of the same purport as above.

Shimizu port occupies the fourth place of important ports all over the country, importing foodstuffs, fertilizers and beauxite and exporting tea, oranges and canned products. It is understood that the Government is contemplating to enact the port law classifying

the category of ports. It is petitioned that Shimizu port be designated as the first class port.

Dated May 23, 1949

Report on the Petition for Continuance of the Repairing Works of Yawatahama Port. (Petitioners: Seiji Kikuchi, Mayor of Yawatahama City, Ehime Prefecture, and 4 others.) (Introduced by Mr. Hideo Konishi.) (No. 1220)

Yawatahama port is an important port connecting Kyushu and Shikoku and the volume of local traffic is increasing with the opening of the Yosan Line. The embankment and other works which were started in 1934 was cancelled and restarted in 1947 with part of the works finished. However, it is understood that the said works are to be suspended in 1949. Hence the above petition.

Dated May 23, 1949

Report on the Petition for Enlargement of the Facilities of Port Nishinoomote. (Petitioners: Hiroshi Mogami, Head of Nishinoomote Town, Tanegashima, Kumage-County, Kagoshima Prefecture, and 17 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1271)

Port Nishinoomote is situated at the southernmost part of our country and has become a very important port now that our country has lost Oshima. Okinawa and Formosa. Hence the proposed petition for enlargement of the port facilities, so that the above port can accommodate 2,000 ton class ships.

Dated May 23, 1949

Report on the Petition for Enlargement of the Facilities of Port Miyanoura and Port Awa. (Petitioners: Jutaro Toyama, Headman of Shimoyaku Village, Yakujima, Kumage County, Kagoshima Prefecture, and 12 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1273)

Okujima island is situated at the southernmost part of our country with no port facilities. Hence the proposed petition of construction of a shelter in the above two ports.

Dated May 23, 1949

Report on the Petition for Drainage of Shibushi Port. (Petitioners: Tanezo Kizeko, President of the Shibushi Town Assembly and 78 others.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1275)

Due to the accumulation of sands in the port owing to neglect of repairing works for a long time, Port Shibushi cannot accommodate even 200 ton class small vessels. Hence the proposed petition with a view to developing Osumi districts.

Dated May 23, 1949

Report on the Petition for Establishment of a Lighhouse in Okitsu Promontory. (Petitioners: Kinju Okabe, Head of Yozu Village, Takaoka County, Kochi Prefecture.) (Introduced by Mr. Kobun Tajima and 2 others.) (No. 1363)

Yozu Promontory which is situated at the middle part of Muroto and Ashizuri promontories, is the only mark of local course, jutting out 3,000 meters into the sea; further it is provided with favorable conditions for constructing a lighthouse, having a good shelter in its western corner. Hence the proposed petition with a view to secure the safety of local shiping which has frequently been visited with accidents.

Dated May 23, 1949

Report on the Petition for Enforcement of Works for Removal of Reefs at the Entrance to Port Konoura under the Prefectural Management. (Pettioner: Soshun Tsubokura, No. 3 Shiba-Sakuradatazaemoncho, Minato Ward, Tokyo Metropolis.) (Introduced by Mr. Nagahiro Nagano.) (No. 1370)

It was expected that the removal of reefs at the entrance to Port Konoura in Kochi Prefecture would be carried out within the year 1949, but it is a matter for regret that no budgetary appropriations were made in 1949. Hence the proposed petition.

Dated May 23, 1949

Report on the Petition for Designation of Kushiro City as a Tourist City. (Petitioners: Kohei Sato, Mayor of Kushiro City and 5 others.) (Introduced by Mr. Goichi Ito.) (No. 866)

Kushiro City, Hokkaido, is the sightseeing base for the Akan National Park and at the same time, a distribution center of coal, lumber, processed fishery products, etc. and moreover, a designated trade port town. In view of these and the special tourist resources it has, it is petitioned that this city to designated as a tourist city.

Dated May 23, 1949

Report on the Petition for Revival of the Gasoline Car Service between Nagahama and Hikone and Elevation in Status of Tamura Station. (Petitione: Keiichi Kada, Mayor of Nagahama City, Shiga Prefecture, and 2 others.) (Introduced by Mr. Isaburo Kawahara.) (No. 889)

For the development of the textile industry in Nagahama and Hikone Cities, it is petitioned that the gasoline car service between the two cities suspended during wartime years be revived and at the same time, Tamura Station be elevated in status to a regular railway station.

Dated May 23, 1949

Report on the Petition for Change of the Link Station between the Yosan Line and the Uchiko Line. (Petitioners: Masuo Miyaoka, Chief of Gojo Village, Kita County, Ehime Prefecture, and 6 others.) (Introduced by Mr. Eikichi Takahashi and 3 others.) (No. 1246)

The Uchiko Line is connected with the Yosan main line at Iyogoro Station, but this station is not a transportation center with few inhabitants in its neighborhood; on the other hand, Iyoosu station, in spite of its importance as a link between Kochi City and Kyushu, is not treated as a transportation center. Hence proposed petition for change of the link station in question to Iyoosu station.

Dated May 23, 1949.

Report on the Petition for Preservation of Kumamoto Branch Factory of the Kokura Machine Department of the Moji Railway Bureau. (Petitioners: Yoshio Inoue No. 5,900 Kengun-machi, Kumamoto City and 2 others.) (Introduced by Mr. Taira Sakamoto.) (No. 1278)

Kumamoto branch factory of the above Railway Bureau has contributed much towards the promotion of the rehabilitation of rolling stocks thanks to the efforts made by all the employees under unfavorable conditions, since its conversion from the Ninth Aircraft Manufacturing Factory of the former Mitsubishi Heavy Industry Co., Ltd. in October, 1946. Therefore, it is a matter for regret that the said factory is to be closed. Hence the proposed petition at the earnest request of the employes.

Dated May 23, 1949.

Report on the Petition for the Preservation of the Maizuru Ocean Meteorological Observatory. (Petitioner: Hideichi Yanagida, Mayor of Maizuru City.) (Introduced by Miss Yoshie Oishi.) (No. 1396)

It is reported that the Government has been considering either the abolition or the degrading of the Maizuru Ocean Meteorological Observatory, the Petition asks for the preservation of the said Observatory, because it has made a great contribution to the safety of voyage and to the expansion of fishery business since its establishment and it has also discharged a greater mission alongside with the opening the port of Maizuru.

Dated May 23, 1949.

Report on the Petition concerning the Disposal of Money from Sale on Credit of the Daido Steel Manufacturing Company. (Petitioners: Yoichi Kanie, No. 78, Arimatsu Town, Chita County, Aichi Prefecture and 266 others.) (Introduced by Mr. Isamu Akamatsu.) (No. 1397)

Despite the fact that it fails to pay wages to its employees, the Daido Steel Manufacturing Stock Company has been paying those who retired from its employment their retiring allowances and the remaining amounts of their unpaid salaries. The said Company, however, has about ¥70,000,000 sale on credit to be paid by the Transportation Ministry, which corresponds to one month's salaries of all its employees. Under these circumstances, the Petition asks for the measure to be adopted for collecting the money from sale on credit.

Dated May 23, 1949.

Report on the Petition for the Elevation of Omaezaki Meteorological Station to the Ocean Meteorological Observatory. (Petitioners: Hachiemon Yokoyama, the Omaezaki Fishery Association, Shizuoka Prefecture and 60 others.) (Introduced by Mr. Hideji Goto.) (No. 1946)

Since the establishment of a meteorological station at Omaezaki at the southernmost end of the Shizuoka Prefecture some time ago, a great benefit has been derived for the oceangoing fishery through the information on the meteorological conditions. However, when the said station is elevated to be an ocean meteorological observation on the relations of the meteorology on sea, the water temperature, the specific gravity and the ocean current with the marine products, a great contribution will be made to the marine product enterprises. Therefore, the Petition asks for the execution of the elevation of the status.

Dated May 23, 1949.

Report on the Petition for Starting the National Automobile Service Along the Sanro Line from the Hitoyoshi Station. (Petitioners: Masayoshi Koide, Mayor of Hitoyoshi City, and 23 others.) (Introduced by Mr. Kazuomi Fukunaga.) (No. 1689)

With a view to carry out engineering work for building a dam and power station in Iki Village, Kuma County, Kumamoto Prefecture, the work of enlarging the road between Iki Village and Kawamata for the purpose of perfecting communications is being planned. Should these two enterprises be started, it would be impossible to attach much expectation to smooth transportation of employees by means of popular bus service which is even at present for from having sufficient transportation capacity. It is, therefore, petitioned to have the national automobile transportation service started on the roads connecting Usa and Dan Stations and Momiki via Iki Village from Hitoyoshi Station of the Hima Line with a view to developing forestry resources of Yatsushiro and Kuma and known from ancient times as the primeval forest of Kogaso to facilitate the above-mentioned two enterprises which have important bearings upon local industries.

Dated May 23, 1949.

Report on the Petition regarding the Government selling the Ureshino Line to Takeo Town and Four Other Towns and Villages. (Petitioners: Fumio Eguchi, Mayor of Takeo Town, Kinejima County, Saga Prefecture, and 9 others.) (Introduced by Mr. Sadamu Kitagawa and 1 other.) (No. 1705)

The State Ureshino automobile line is an important line taking the place of the pending Tohi Railway as the transportation communication organ of key industries along the line, but in spite of this fact, the people interested in automobile service has started a movement to buy it from the Government. If it is brought under the peoples' management, the convenience of the people and industries will become the matter of secondary importance whereas if it is brought under the management of towns and villages, public benefits will be made the matter of primary importance. Furthermore, if profits are realized they would be made a help of local finance. It is, therefore, petitioned that the line be sold to Takeo Town and four other towns and villages.

Dated May 23, 1949.)

Report on the Petition concerning the Opposition to the Government Sale of the Bocho Line. (Petitioners: Toyotsuchi Furuya, Chairman of the Committee, the Alliance for Promotion of Opposition to the Government Sale to a Private Enterprise, of the Bocho Line, Kosaba Village, Yoshijiki County, Yamaguchi Prefecture and 16 others.) (Introduced by Mr. Gyohei Tanaka and 1

other.) (No. 1706)

The Kosaba Village of the Bocho Automobile Line under the national management is an agricultural and mountain village, situated about in the center of the 18 kilo distance that connects Mitajiri Station of the 18 kilo distance that connects Mitajiri Station of the Sanyo Line and the Yamaguchi Station of the Main Line. It produces abundant agricultural, forestral products and mica materials, etc. The Bocho Line which transports these products to the places of consumption occupies actually an important position of culture and economic condition of the said-village. In case the sale of this Line is realized, it is clear that the transportation charges both on passengers and goods will rise by several folds with the consequence of inflicting a great deal of disadvantage and inconvenience. Therefore, the Petition opposes to its sale.

Dated May 23, 1949.

Report on the Petition for Increase of Wharf Warehouses in Muroran Port. (Petitioners: Ayao Kumagaya, Mayor of Muroran City, and 1 other.) (Introduced by Mr. Hiroshi Shinoda.) (No. 1745)

Muroran harbor designated as the trading port as a result of reopening of foreign trade among the people will grow busy with shipping both foreign and Japanese. The expansion and strengthening of harbor facilities is a matter of burning necessity. However, the capacity of the wharf warehouses is only 9,735 tsubo, and it is very difficult to develop the function of warehousing to the full extent. But with the financial strength of Muroran City, it would be very hard to realize necessary facilities. It is, therefore, petitioned to provide these facilities out of the National Treasury, and lease them to Muroran City.

Dated May 23, 1949.

Report on the Petition for Expediting the Engineering Work of the Quay at Muroran Harbor. (Petitioners: Ayao Kumagaya, Mayor of Muroran City, and 1 other.) (Introduced by Mr. Kosaku Shinoda.) (No. 1747)

Muroran Harbor having been designated as a trading port, its mission has grown very important, but at this juncture, completion of work at the wharf in the 2nd colonization program is delayed. Such is a serious problem not only from the viewpoint of development of the harbor, but from the point of re-setting up our national economy. It is, therefore, petitioned to push the completion of this engineering work.

Dated May 23, 1949.

Report on the Petition for Establishing the Inland Regular Steamship Service with Muroran Harbor as the Center. (Petitioners: Ayao Kumagaya Mayor of Muroran City, and 1 other.) (Introduced by Mr. Kosaku Shinoda.) (No. 1748)

Muroran as a nature's favored harbor for shipping the Hokkaido resources is possessed of geographical conditions directly connecting the main land and Hokkaido in the shortest distance. Furthermore, coupled with the completion of wharf facilities following the 2nd colonization program of the Hokkaido, Muroran with its best mechanical facilities was designated as a trading port on the occasion of re-opening the foreign trade amongst the people. It is, therefore, petitioned that the Government directed regular steamship service directly connecting the Hokkaido and the Main island be started with Muroran as the center.

Dated May 23, 1949.

Report on the Petition for Opposition to the Disposal of National-managed Motorcar Service. (Petitioners: Tetsu Tatematsu, No. 36, Makino-cho 6, Nakamaru Ward, Nagoya City, and 65 others.) (Introduced by Mr. Isamu Akamatsu.) (No. 888), and on 5 other petitions of the same purport as above.

If the national-managed motorcar services should be disposed of, there is no doubt that the charges will be raised, beside causing the unsafety of transportation and the dismissal of employees. For this reason, it is opposed to this measure.

Dated May 23, 1949.

Report on the Petition concerning the Listing of Wakamatsu Harbor Among A Class Major Harbors. (Petitioners: Tokizo Ogata, Suwanomachi, Kurume City, and 2 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1755)

Following the firm setting up of economic industry the mission of Wakamatsu Harbor as the strategic base for operating our national policy has grown in its importance. With Chikuho Coal Mines as backgrounds, the Harbor occupies the most important position and the consequent development of the harbor has been quite striking, but it still remains as the B class Major Harbor. It is to be greatly regretted that management of harbors is left at discretion of each. It is therefore, petitioned to enroll Wakamatsu Harbor as A Class Major Harbor, with a view to bring the harbor under state management introducing thereby its betterment and adjustment based upon the consolidated program and to give one channel management to harbor administration.

Dated May 23, 1949.

Report on the Petition Against the Government Selling Okunoto and Kinpuku Lines. (Petitioner: Tsugio Araki, Representative of the Kanazawa Branch of the National Railways Union of the Kanazawa Station, Kishimpo, Kanazawa City.) (Introduced by Mrs. Toshiko Karasawa and 1 other.) (No. 1788)

The mission of automobile service under national management is to act as the harbinger or substitute or fostering line for the national railway to use it as an instrument of cancelling deficits hampers the reconstruction of the State. The Okunoto Line has made a great contribution toward the development of Okunoto districts while the Kimpuku Line is the shortest line connecting Toyama and Ishikawa Prefectures. If these lines are brought under the people's management, development of rich resources in those districts will be delayed and transportation volume of forest products will lessened,

and it is obvious that industry in these two prefectures would decline. Such is the reason why we are opposed to the government selling these two lines to the people.

Dated May 23, 1949.

Report on the Petition Against the Government Selling the Katayamatsu Sanitation Training Institute to the People. (Petitioners: Tsugio Araki, Representative of the Kanazawa Branch of the National Railways Union of the Kanazawa Station, Kishimpo, Kanazawa City.) (Introduced by Mrs. Toshiko Karasawa and 1 other.) (No. 1789)

Due to irregular labor and row wages, many of the National Railway Employees got wounded or fell ill one after another, but there being no facilities for sufficient recreation, the Kanazawa Branch purchased during the wartime a private hotel for ¥800,000 and a fraction over, converting it into Katayamatsu Sanitary Training Institute. The former Minister of Welfare is busy trying to buy from the Government at the price twice or thrice larger than what the National Railway bought it before. It is improper to use laborers' welfare facilities for private profiteering purposes. Such is the reason we are opposed to the Government selling it to the people.

Dated May 23, 1949.

Report on the Petition Against the Government Sale of the Koen Line. (Petitioners: Yoshio Kurogawachi, Koen Town, Kamiina County, Nagano Prefecture, and 10 others.) (Introduced by Mr. Chusuke Imamura.) (No. 1824)

Since its opening to traffic, no small influence was extended upon culture, communications and industries of towns and villages concerned, and the management of the line showed accounts in the black, but despite it all, it is to be regretted that the line is made the object of sales by the Government. Such is the reason we protest against the sale of the railway.

Dated May 23, 1949.

Report on the Petition concerning Electrification of the railway between Ishimaki and Nagawa. (Petitioners: Chikara Kimura, Mayor of Nagawa Town, Ojika County, Miyagi Prefecture, and 26 others.) (Introduced by Mr Buichi Oishi and 2 others.) (No. 388)

The region around Nagawa-Town, Ojika County, Miyagi Prefecture has of late progressed remarkably in aquatic production industry, in consequence of which the relations between it and the City of Ishimaki has become closer and the present state of railway traffic is not adequate to meet the requirements.

Moreover, following the increased business in aquatic production in Ishimaki City and in the districts of Momon County and Ojika County, the traffic between the region and the Districts of Tokyo and Yokohama has become more frequent, and, consequently, the change of cars at Ishimaki City causes a great obstacle, bringing about a stock-pile of fresh fish at each station. It is, therefore, requested that the railway between Ishimaki and Nagawa will be electrified to enable it connect with Senseki Line and, further, the direct electric line between Nagawa and Sendai will be operated.

Dated May 23, 1949

Report on the Petition concerning the Electrification of the Katamachi Line. (Petitioners: Yojuro Ariyama, Oaza Shibe, Katano Town, Kitakawachi County, Osaka Prefecture, and 7,700 others.) (Introduced by Mr. Tadao Asaka.) (No. 454)

Despite that the Katamachi Line connecting Osaka City with Kitakawachi County is a major line in that district, the present state of operation is extremely poor and causes serious inconveniences to the local people. Therefore, its electrification as well as an improvement in service is being requested.

Dated May 23, 1949

Report on the Petition for Acceleration of the electrification of the Joban Railway Line. (Petitioner: Yoji Tomosue, Governor of Ibaraki Prefecture.) (Introduced by Mr. Takeshi Hara.) (No. 607)

For the purposes of inviting a great expansion of industries, agricultural, fishery, mineral and industrial, to those located along the Joban Railway line and of fulfilling the mission of supplying basis of various materials to the Keihin District, it is requested that electrification of the railway line between Ueno and Taira and extension of electric car service to Tsuchiura or electrification of the railway line between Ueno and Mito for this fiscal year be brought into practice as soon as possible.

Dated May 23, 1949

Report on the Petition for Opposition to the Monopolization of Harbor Transportation Business. (Petitioners Hikokichi Nitta, Managing Director of the Otaru Harbor Transportation Co., and 4 others.) (Introduced by Mr. Goichi Ito.) (No. 690), and on another petition of the same purpose as above.

It was provided by the Closed Organization Law etc. that a harbor working company is to be disorganized or re-organized. But, the Japan Express Co. is obviously trying to advance into the business in the harbor and on the sea taking advantage of its through transportation business. This is really to be against the measure to realize the multiplification and free competition of harbor transportation business and to realize another monopolized control in harbors. So, the Petition is to apply for checking the Japan Express Co. from advancing into the business in harbor area and taking appropriate and effective measure to realize fair and free competition in the habor transportation business.

Dated May 23, 1949

Report on the Petition for Priority in the License of Municipal Motorbus Service. (Petitioner: Kihachi Matsubara, President of the Gifu City Assembly.) (Introduced

by Mr. Banboku Ono and 2 others.) (No. 713)

While it is essential that the motorbus service be operated by muncipal government, it has been carelessly left in the hand of commercial concerns and turned into so commercialized and monopolized enterprise that it would be no sooner suspended without paying any attention to the inconvenience given to the public than it became unprofitable. Thus, the Petition is to apply for the priority given to the muncipality in operating motorbus service within it.

Dated May 23, 1949

Report on the Petition for the Electrification of Railway between Gifu and Nagoya. (Petitioner: Kihachi Matsubara, President of the Gifu City Assembly.) (Introduced by Mr. Banboku Ono and 2 others.) (No. 756)

It is reported that the Government is planning the electrification of railway between Gifu and Nagoya. The Petition is to apply for the execution of the plan in order to mitigate the traffic difficulties of the Chuo Line and the Takayama Line with steep slopes and tunnels, not to speak of the Tokaido Line, and to encourage the local industries.

Dated May 23, 1949

Report on the Petition for the Electrification of the Senzan Line. (Petitioners: Eisho Okazaki, Mayor of Sendai City, and 19 others.) (Introduced by Mr. Ichiro Shoji and 2 others.) (No. 758)

Due to heavy circulation of passenger and goods, every train running on the Senzan Line, the trunk line in the Middle Tohoku District connecting Sendai with Yamagata is super-jammed every day. There are so many steep slopes that trains are often stopped or retrogressed between Kita-Sendai and Ochiai which makes the increase of cars composing train difficult. As a part of the line between Sakunami and Yamadera has been electrified, it takes much time in exchanging locomotives. Furthermore, the coal situation of the day makes it difficult to increase the frequency of trains more than the present, though it is not only inconvenient to the inhabitants, but also presenting a big obstacle in the connection with the trade port Shiogama and the conveyance of increasing sightseers. Such being the case, the Petition is to apply for the prompt electrification of the line.

Dated May 23, 1949

Report on the Petition for Electrification of the Railway between Hamamatsu and Maibara. (Petitioners: Hideo Aoyagi, Governor of Aichi Prefecture, and 2 others.) (Introduced by Mr. Isamu Akamatsu.) (No. 890)

The gradual electrification of the Tokaido Line will strengthen the transportation capacity and economize coal consumption, exercising great influence on culture, industry and economy. For this reason, it is petitioned that according to the established electrification plan the electrification of the line between Hamamatsu and Maibara be completed within 1949.

Dated May 23, 1949

Report on the Petition for Electrification of the Railway Line between Onoda Port and Onoda Stations. (Petitioners: Hietaro Ito, Deputy Mayor, Onoda City, and 3 others.) (Introduced by Mr. Hideo Suto.) (No. 977)

The Onoda Line connecting Onoda Station, Yamaguchi Prefecture, with Onoda Port, is the important transport line of fertilizers, cement and chemical products, and since the inclusion of the Western Ube Line and the Onoda Line in the National Railways in recent years, the passengers by the Onoda Line have suddenly increased, enhancing its importance. However, the old Western Ube Line is for operation of electric cars and old Onoda Line for gasoline cars, this necessitating the Onoda Port Station at the sacrifice of its extreme confusion. If the Onoda Line is electrified, the confusion at the Onoda Port Station in morning and evening will be removed and freight transportation will be much facilitated. Under the circumstances, it is petitioned that for strengthening traffic and transportation capacity of the railway between the said station be rapidly electrified.

Dated May 23, 1949

Report on the Petition for Double Tracking and Electrification of the Railway between Nagoya and Nakatsugawa. (Petitioners: Giichi Kaneko, Mayor of Tajimi, Gifu Prefecture and 5 others.) (Introduced by Mr. Hyokichi Niwa.) (No. 1017)

The districts between Nakatsugawa and Nagoya on the Central Line are known as a producing center of the raw materials of pottery and porcelain. The line, therefore, occupies an important position with respect to the development of our export industries. The line, however, is single-tracked, causing great inconvenience to traffic and transportation. The traffic between Nagoya and its satellite city Tajimi is terribly congested due to the trips by the salaried and waged people. It is desired, therefore, that the said section of the Central Line be quickly turned into an electric line of double track.

Dated May 23, 1949

Report on the Petition for Improvement of Port Totoro. (Petitioner: Zenpei Kai, President of the Prefectural Assembly of Miyazaki Prefecture.) (Introduced by Mr. Yoshimitsu Kawano and 5 others.) (No. 1050)

Port Totoro of Miyazaki Prefecture stands at the key point of transportation and communication with various districts of North Kyushu, Shikoku, and Hanshu. Especially, in keeping with the remarkable development of Nobeoka City, the number of ships making use of this port is fast increasing. As the port has not been dredged for a long time since, shoals are forming themselves in the ships' lanes and moorings, giving rise to impediments relative to the operation of ships. It is desired, therefore, that a subsidy should be defrayed from the National Treasury for execution of the improvement works of the port.

Dated May 23, 1949.

Report on the Petition Against the Sanction to be Given to the Federation of the Agricultural Cooperative Associations for Commencement of Transportation of Specified Commodities by Means of Reserved Trucks. (Petitioners: Eitaro Nomura, President of the Fukui Truck Co. Ltd., and 16 others.) (Introduced by Mr. Hajime Fukuda.) (No. 1084)

The Federation of the Agricultural Sales Cooperative Associations of Metropolis and different prefectures which are under the control of the Federation of the National Agricultural Cooperative Associations is now threatening to tresspass the right and interest of the parties that are engaged in transportation of specified commodities in various parts of the country by means of reserved trucks. This is an unlawful act planned by some of the leaders of these Associations who are experiencing difficulty relative to the maintenance of the numerous trucks which, after the war, they have purchased without any definite plan of operation and are now lying idle due to the steady decrease of goods to be transported. The commodities to be specified for transportation by these Associations include staple food and 20 other kinds of important commodities. The commencement of so many kinds of important commodities by non-professional parties can no longer be regarded as a special case. If such measure be taken in an agricultural prefecture, such as Fukui Prefecture, the order of transportation circles can no longer be maintained. Trouble and confusion in the transportation circles will be unavoidable. It is, desired, therefore, that the application filled by the Federation of the Agricultural Cooperative Associations should be rejected for protection of the goodwill established by the professional transportation companies and for the welfare of the employees concerned.

Dated May 23, 1949.

Report on the Petition for Electrification of the Gotenba Line. (Petitioner: Iwataro Uchiyama, Governor of Kanagawa Prefecture.) (Introduced by Mr. Yoshiteru Kogane.) (No. 1223)

The Gotenba Line between Kozu and Numazu is an important line from the viewpoint of tourist industry, running round Mr. Fuji and Hakone, but owing to sharp slopes the consumption of coal is enormous not to mention of the danger to the health of passengers owing to the existence of many tunnels. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for the Increased Government's Subsidy to the Route to Isolated Islands in Kagoshima Prefecture. (Petitioner: Jun Arima, President of the Kagoshima Prefectural Assembly.) (Introduced by Mr. Yosuke Iwakawa.)

There are many isolated islands in Kagoshima Prefecture and the traffic between them is taken charge of by the Osaka Shosen and the Kyushu Shosen. But under the present inflationary conditions, both companies are three million yen in the red in their management, the Government's subsidy being only 45,000 yen. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for the Promotion of the Electrification of the National Railways and the Continuance of Electric Locomotive Industry. (Petitioners: Shinichi Takasugi, President of the Mitsubishi Electric Machinery Co., Ltd. and 2 others.) (Introduced by Mr. Goro Okada.) (No. 1433)

The electrification of the National Railways has been expected to be put into an active execution from the fiscal year of 1949. Along with the compilation of balanced budget for the new fiscal year, however, the new construction of electric locomotives has not been recognized. With the promotion of electrification of railways, however, there will be the saving of a great amount of coal and an increase in the transportation power. For the electrification of 3,000 kilo of the National Railways it is necessary to have a new construction of about 1,500 locomotives. By its very nature the electric locomotive industry can not transfer temporarily to the manufacture of articles of other kinds; once destroyed the industry requires many years and months for its revival. Moreover, the continuation of the said enterprise is possible only by the order of the National Railways. If the National Railways stops its demand, the enterprise comes to its destruction. Therefore, the Petition asks for an adoption of a proper measure for the promotion of electrification of the National Railways and for checking the destruction of electric locomotive industry.

Dated May 23, 1949.

Report on the Petition for Works of Repairing the Port of Totoro. (Petitioner: Zenpei Kai, President of the Miyazaki Prefectural Assembly.) (Introduced by Mr. Juen Sato.) (No. 1449)

Totoro Port of the Miyazaki Prefecture as a good natural port occupies an important position of transportation and communication to the northern parts of Kyushu, Shikoku, Chugoku and Osaka-Kobe region. Particularly, with the phenomenal expansion of the industrial city of Nobeoka there is an enhancement of utilization of this port. Due to the fact that there hasn't been the dredging of the port in recent time, however, both the route of voyage and the anchorage are greatly harassed by the shoals, creating a great hindrance to the voyage of steamers. Therefore, the Petition asks for an immediate execution of dredging work of the said port.

Dated May 23, 1949.

Report on the Petition for the Extension of Automobile Transportation Further West from Shinjuku under the Municipal Management. (Petitioners: Shoji Koyama, Member of the Tokyo Metropolis Council, No. 44, 1-chome, Uenomachi, Hachioji City, and 1 other.) (Introduced by Mr. Chojiro Kuriyama.) (No. 1513)

The Tokyo Metropolis has filed its applications to the Transportation Minister for the following items: (1) Extension of the bus line under the Metropolitan management to Hachioji City from the Shinjuku Station; (2) Extension of the bus line under the Metropolitan management to Aome

Town from Ogikubo; and (3) Extension of the bus line under the Metropolitan management to Musashisakai from the Shinjuku Station. It is said that these applications are in the course of deliberations in the Transportation Ministry at present. It is a strong desire of the interested people, the Petition asks for its immediate permissions.

Dated May 23, 1949.

Report on the Petition concerning the Electrification of the Ito Line. (Petitioners: Shigeo Yamada, Chairman of the Trade Union, Ito Municipality and 1507 others. (Introduced by Mr. Gyohei Tanaka, and 2 others.) (No. 1540)

The draft of electrification of the Ito Line in contemplation by the Transportation Ministry at present tends to decrease the transportation power and cause inconvenience in sightseeing. It also brings about the degradation of the National Railway employees and the transfer of their distribution by the service grade system. Therefore, the Petition asks for the adoption, in the electrification of the line, of eighteen return trips in two formations and also of the additional start of one return trip through train by using new cars as a sightseeing line.

Dated May 23, 1949.

Report on the Petition for the Permission of Business Operation of the Tokoname Transportation Company. (Petitioners: Chozaburo Ina, President of the Ina Earthenware Manufacturing Company, Tokoname Town, Chita County, Aichi Prefecture and 46 others.) (Introduced by Mr. Chuji Kuno.) (No. 1615)

The multiplication of small transportation business which was decided in the Cabinet Meeting of November 2, 1948 is an appropriate measure for making a contribution to the elimination of bad influence of monopolistic enterprises. As it has an enormous influence particularly on the shipment of earthenwares which are the chief product of Tokoname Town, Chita County, Aichi Prefecture, the Petition asks for the permission of business operation of the Tokoname Transportation Company with the least delay.

Dated May 23, 1949

Report on the Petition concerning the Transfer of the light railway line, branch line of Kamaishi West line. (Petitioners: Sakae Miura, Chairman of the League for Realization of Industrial Development, Kamiheii County, Iwate Prefecture, Tsukumoushi Village, Kamihei County, Iwate Prefecture, and 8 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 334)

The whole area around Mt. Hayachine, Kamihei County, Iwate Prefecture, is covered with primeval forests which produce a great quantity of good lumber, contributing much to the recovery of post war industry. But, the light railway line which is the sole means of transportation in the area is crippled owing to the flood damage, in consequence of which the project for development of the resources is almost at a standstill. If Kamaishi West line is thoroughly opened to traffic, the light railway line between Kashiwagihira and Sennin Passes will become superfluous. It is, therefore, requested that the rail and materials of that line will be permitted to be purchased in order that they may be used for reconstructing the railway in the development area around Hayaikemine.

Dated May 23, 1949

Report on the Petition concerning restoration of Izushi Railway. (Petitioners: Sadami Masaki, Mayor of Izushi Town, Izushi County, Hyogo Prefecture.) (Introduced by Mr. Mr. Morio Sasaki.) (No. 365)

Izushi Railway was forcibly removed for military purposes during the war, in consequence of which the local people of the towns and villages concerned suffered much inconveniences in transportation, and the development of local industry was greatly hindered. It is, therefore, necessary that the said Railway shall immediately be revived.

Dated May 23, 1949

Report on the Petition for the Disposal by Sale of the Hanwa Line. (Petitioners: Masajiro Katagi, Chairman of the League for Private Management of the Hanwa Line, and 10 others.) (Introduced by Mr. Chotaro Imamura and 1 other.) (No. 691)

The Hanwa Electric Railway Co. which was founded in 1926 and well-known for its excellent services was purchased by the Government during the war. Since then it has so deteriorated that is hampering the industrial recovery and bringing inconvenience to the inhabitants along the line. Originally, the line is of local nature with smaller volume of passenger and cargo than the other Government railway lines, and was purchased by the State as a wartime measure. Such being the case, it is rather natural that it be returned to a private operation in compliance with the desire not only of its former employees but also for the inhabitants along it as well as its separation from the Nankai Electric Railway Line. Thus, the Petition is to apply for its disposal by sale putting it under separate operation from the Nankai Line.

Dated May 23, 1949

Report on the Petition for the Disposal by Sale of the Nambu Line. (Petitioners. Chotaro Kanno, Member of the Kanagawa Prefectural Assembly, c/o No. 8, Isago 2-chome, Kawasaki City, Kanagawa Prefecture and 488 others.) (Introduced by Mr. Sakichi Shirai and 1 other.) (No. 798)

The Nambu Line, the only means of communication from Kawasaki City to Nishitama County was purchased by the Government the other year and has been put under the Government operation since that time. The line is an important route of traffic in the district and its operation has great interest to the inhabitants concerned. From this point of view, it is desirable to transfer the line under private operation. Thus, the Petition is to apply for the disposal by sale of the line to the Nambu Railway Co.

Dated May 23, 1949

Report on the Petition for Elevation in Status of Nagashima Signal Station to a Regular Station. (Petitioners: Minoru Sato, Head of Hojo Village, Kariha County, Niigata Prefecture.) (Introduced by Mr. Shiro Watari.) (No. 827)

The Nagashima Signal Station is located at a spot between Tsukayama Station on the Shinetsu Line and Echigo-Hirota Station, the neighboring area of which comprises pure agricultural and mountain villages with a population of 10,000 which abundantly produce agricultural and forestry products. Under the circumstances, it is petitioned that this signal station be elevated in status to a regular railroad station.

Dated May 23, 1949

Report on the Petition concerning Establishment of a Regular Station on the Joto Freight Line in Fuse City. (Petitioners: Shozo Shiokawa, Mayor of Fuse City, and 1 other.) (Introduced by Mr. Bukkotsu Matsunaga.) (No. 844)

As the Joto Freight Line, which branches off from the Katamachi Line and connects with the Kansei Line through Fuse City, has no station on the route, the distribution of goods to and from the Fuse City and its neighboring areas is required an intermediary transportation of long distance. Moreover, the city area is located on the former river bed and therefore, is now damp, this resulting in enormous expenditures for the maintenance and establishment of transportation roads. These combine to cause a great loss of time to the local people and a huge expenditure for transportation. Under the circumstances, it is petitioned that a station be established in the city and the railroad line be electrified.

Dated May 23, 1949

Report on the Petition concerning Commencement of the Operation of Nishishiogama, Kitashiogama and Shinmatsushima Stations. (Petitioners: Tatsuji Sakurai, Mayor of Shiogama, and 4 others.) (Introduced by Mr. Shungo Abe.) (No. 931)

The coast line of the Tohoku Trunk Line, which was completed in December, 1944, is now ready for operation, the arrangement for the site of Nishishiogama Station on the line having been completed for the construction of its building, and the buildings of Kitashiogama and Shinmatsushima Stations finished already. On the other hand, the second repairing works on Shiogama Port, which is mainly for the loading and unloading alongside wharf for vessels of 10,000-ton class, are now underway. With the completion of the works, Shiogama as a fishery port with one of the foremost fish markets in this country promises increasing importance in the future, while as a tourist town with the scenic Pine Islands in the vicinity there is expected an increasing visitors to the city. Nevertheless, it is a matter for regret that after 5 years of the completion of the said railway line, the construction of Nishishiogama Sation still is retarded and Kitashiogama and Shinmatsushima Sations are exposed to the weather in vain. Under the circumstances, it is petitioned that the building of Nishishiogama Station be quickly constructed and it be brought into operation along with Kitashiogama and Shinmatsushima Station.

Dated May 23, 1949

Report on the Petition for selling of the Senseki Railway Line. (Petitioner: Umezo Nakamura, President of the Miyagi Dentetsu K.K., No. 25 Akibori-cho, Sendai City, Miyagi Prefecture.) (Introduced by Mr. Ichiro Shoji.) (No. 247), and on on other position of the same purport of above.

The Senseki Railway Line which connects Sendai with Ishinomaki has a good deal of elements of development in future with many good ports and sightseeing places along its line. But it is now being operated under the management of the State, so much so that equipments thereof, having been detriorated, are extremely in bad condition. And the said line has become the focus of criticism. It is, therefore, requested that the said railway line be sold to the former owner, the Miyagi Electric Railway Company, Ltd. as a private local railway by taking into consideration of its local special circumstances.

Dated May 23, 1949

Report on the Petition for a stay of every express train at Mitsuke Station. (Petitioners: Naoichiro Maruyama, Mayor of Mitsuke Town, Minamikanbara County, Niigata Prefecture, and 7 others.) (Introduced by Mr. Shiro Watari.) (No. 1016)

Mitsuke Station on the Shinetsu Line is surrounded by three towns and twenty villages having a total population of 110,000. Roads are radiating from Mitsuke Station, while the Chuetsu Bus Line and the Tochio Railway are connected with each other at Mitsuke. Consequently, a great many people are making use of Mitsuke Station. The agricultural products of Mitsuke Town and Tochio Town are gathered at Mitsuke Station to be distributed to various places where those products are in demand. Moreover, about ¥1,000,000,-000 worth of textile fabrics are gathered and redistributed through Mitsuke Station, while the contact between Mitsuke and Tokyo is fast growing closer and more important. For a few years past, however, the express trains between Niigata and Ueno are running without stopping at Mitsuke Station much to the inconvenience of a large number of interested parties. It is desired, therefore, that measures be taken to cause the express trains between Niigata and Ueno to stop at Mitsuke.

Dated May 23, 1949.

Report on the Petition for the Sale of Hanwa Line, and Three Other Matters. (Petitioners: Shunitsu Tanaka, Head of Sayama Village, Minami-Kawachi County, Osaka Prefecture, and 16 others.) (Introduced by Mr. Toramatsu Konishi, and 1 other.) (No. 1065), and on 5 other petitions of the same purpose.

The Hanwa Line of the National Railway connecting Osaka and Wakayama Cities had been well known for its superior capacity of transportation. After the line was in-

corporated in the National Railway, the rails are defaced, the bodies broken, and the speed reduced. Its transportation capacity is greatly diminished, and on account of the frequent occurrence of accidents, the line is now in a precarious condition. It is desired, therefore, that the railway in question should be sold to the Nankai Electric Railway Company.

Dated May 23, 1949.

Report on the Petition for Quasi-Express Trains to Stop at Matsuzaki Station. (Petitioners: Tadaoki Yamamasu, Head of Matsuzaki Village, Togo Village, Tohaku County, Tottori Prefecture, and 17 others.) (Introduced by Mr. Katsutaro Kadowaki.) (No. 1085)

Matsuzaki Station on Sanin Trunk Line is located near the Watering Place of Miasa, Mt. Santoku, Kojikadani, and Togo Pond which are known as beauty spots. Moreover, the station is the distributing center of the celebrated 20th Pears which are produced in abundance in the neighboring districts. It is desired, therefore, the quasi-express trains should be caused to stop at the station.

Dated May 23, 1949.

Report on the Petition for Renovation of Railway Transportation Service between Akita and Ueno by Running an Additional Through Express Train. (Petitioners: Seizo Kato, Mayor of Tsuruoka City, and 5 others.) (Introduced by Mr. Yochiro Kanbayashi.) (No. 1086)

The Uetsu Trunk Line is the most important railway of Japan along the coast of the Japan Sea, and has such big cities as Akita, Sakata, Tsuruoka, etc. in addition to famous watering places and many picturesque spots and sacred grounds, such as the Three Mountains of Dewa Province, the Temple of Zenhoji, etc. It is desired, therefore, an additional through express train should be run between Akita and Ueno to facilitate the industrial, cultural, and economic development of the districts along the railway as well as for the convenience of tourists visiting those districts.

Dated May 23, 1949.

Report on the Petition for Establishment of Facilities for Freight Service in Sugatani Station. (Petitioners: Takeo Kumagaya, Mayor of Takine Town, Tamura County, Fukushima Prefecture and 3 others. (Introduced by Mr. Ichiro Ouchi.) (No. 1192)

Sugatani station along the Banetsu-Higashi Line, situated in Tamura County, Fukushima Prefecture, has started a freight service in a small scale since October, 1948, with unexpectedly remarkable results. However, not only the said station has an important mission in the development of lime and forest resources in Mt. Otamine of Abukuma ranges which has the richest lime deposits in East Asia, a plan for establishment of a company and workshop being under way for this end, but it is also planned to construct a cement-manufacturing factory to supply basic materials to the Tadamigawa power generating enterprise of national importance; under these circumstances, a big scale freight service is of urgent necessity. In spite of this, it is understood that no appropriations were made for the construction of necessary facilities in the 1949 budget, causing much anxiety to these persons concerned. Hence the proposed petition for construction of facilities for freight service in a site already contributed by the local government.

Dated May 23, 1949.

Report on the Petition for Opening of Passenger Car Service along the Shinagawa-Tsurumi Line. (Petitioners: Shinkichi Nunokawa, President of the Shinagawa Ward Assembly in Tokyo Metropolis and 45 others.) (Introduced by Mr. Yoshiro Kikuchi.) (No. 1219)

At present the above line is used solely for freight service but in view of its electrification, the opening of passenger service is petitioned in order to relieve the congestion of traffics to promote cultural and industrial development and to facilitate the convenience of local inhabitants.

Dated May 23, 1949.

Report on the Petition for Opening of a National Steamship Line between Kyushu and Shikoku. (Petitioners: Seiji Kikuchi, Mayor of Yawatahama City, Ehime Prefecture, and 4 others.) (Introduced by Mr. Hideo Konishi.) (No. 1222)

At present the service between the Yosan Line and Kyushu Lines is very irregularly run by a profit-making private campany. Hence the proposed petition with a view to coordinating the traffic between Honshu, Shikoku and Kyushu.

Dated May 23, 1949.

Report on the Petition for Establishment of Seta Station between Kusatsu and Ishiyama. (Petitioners: Manjiro Yamazaki, President of Seta Town Assembly and 32 others.) (Introduced by Mr. Isaburo Kawahara.) (No. 1277)

The existing Ishiyama station along the Tokaido Line between Kusatsu and Baba was established against the demand of local inhabitants due to various reasons, but later the railway authorities confirmed that Seta Station would be set up when the electrification of the line between Kyoto and Maibara was realized. Now that the line in question was electrified, it is petitioned that the above station be set up.

Dated May 23, 1949.

Report on the Petition for Opening of a Platform Wicket at the Rear Entrance to Otaka Station. (Petitioner: Tameyoshi Kondo, Mayor of Otaka Town, Chita County, Aichi Prefecture.) (Introduced by Mr. Sueji Kawamoto.) (No. 1319)

The building of Otaka station was constructed at the opposite side of the closely populated area of Otaka Town, but after opening of the Toyohashi Line, a greater number of passengers are using a western crossing of the station. Hence the proposed petition, under the condition that the lot needed will be supplied by the local authorities.

Dated May 23, 1949.

Report on the Petition for Opening of a Government Passenger Service along the Nansatsu Line. (Petitioner: Jun Arima, President of the Kagoshima Prefectural Assembly.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1322)

The Nasatsu Line has recently been in use by an increasing number of people and their number at Ijuin Station which is a connecting point with the Government Railway and also the starting point of the said line exceeds twenty thousand per day. As the platform and waiting room of the said station is extremely narrow the connection with the Nansatsu Line involves much risk to passengers. In view of the fact that more than eighty per cent of passengers at the above station makes the use of the line in question, it is petitioned that a Government passenger service be started along the said line.

Dated May 23, 1949.

Report on the Petition for Revival of a Direct Train Service along the Eastern and the Western Line of Rikuu. (Petitioners: Keisuke Sato, Chief of Kurikuni Village, Mogami County, Yamagata Prefecture and 23 others.) (Introduced by Mr. Yoshinobu Shida.) (No. 1325)

Since the abolition of the direct train service between Sendai and Sakata Stations in October, 1942, the connection of the Rikuu-to Line and the Rikuu-sei Line has become very difficult, affecting seriously a transportation service between Miyagi Prefectural Districts and Mogami and Shonai Districts in Yamagata Prefecture, and causing inconveniences to transportation of timber, charcoal, and mineral products and computation of local pupils. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for Increased Train Service along the Shishuku Line. (Petitioner: Sanjiro Hatakeyama, Vice-President of the Federation of the Municipal, Town and Village Assemblies in Kagoshima Prefecture.) (Introduced by Mr. Eikichi Kambayashiyama.) (No. 1358)

The volume of traffic along the Shishuku line is the highest one in Kyushu and its congestion beggars description. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for the Establishment of a Small Depot at Shibajiku, Nagasaka Village. (Petitioners: Kichinai Sugawara, Alderman of Nagasaka Village, Higashiiwai County, Iwate Prefecture and 5 others.) (Introduced by Mr. Saburo Asari and 3 others.) (No. 1404)

Because of the fact that the distance between the two stations of Rikunakamatsugawa and Surizawa on the Ofunawatashi Line in the Iwate Prefecture is over 9 kilo, the villagers of Nagasaki Village and two other villages along that line have been experiencing a great deal of inconvenience in utilizing the said line. Again, abundant agricultural and forestry resources are being left unexploited. Under these circumstances, a request has for many years been made for an establishment of a station at Shibajiku, Nagasaka Village which is situated in about a half way between those two stations. Due to budgetary and technical difficulties, however, its realization has proved a matter of impossibility. Therefore, the Petition ask for the establishment of a small depot in the said place.

Dated May 23, 1949.

Report on the Petition for the Establishment of a Station at Imasu Village. (Petitioners: Hisayuki Yamada, Alderman of Imasu Village, Fuwa County, Gifu Prefecture, and 2 others.) (Introduced by Mr. Banboku Ono.) (No. 1949)

Imasu Village of Fuwa County of Gifu Prefecture with the population of 3,000 is the producer of agricultural and forest products. It is situated between the Higashisekigahara Station and the Nishi-kashiwabara Station with the distance of 5 kilo to each of them. Because of many uphill roads the villagers experience an unspeakable inconvenience in going to their offices and in attending schools. When a station is once established in the village, it is expected, there will be 2,000 daily passengers and the goods handled will be 100,000 koku of timbers, 70,000 straw-bags of charcoal, 300,000 bundles of fire-woods, etc. Therefore, the Petition asks for an immediate execution of the construction of the station.

Dated May 23, 1949.

Report on the Petition for an Increase in the Number of Stopping of the Express Train at the Shimizu Station. (Petitioner: Masaji Yamamoto, Mayor of Shimizu City.) (Introduced by Mr. Naomi Nishimura.) (No. 1505)

Shimizu City with the good port of Shimizu stands as the fifth rank in all the country for the number of ingress and egress of foreign steamers. With the revival of important factories, the busy spectacle of shopping streets, also with the sight-seeing resources and the Marine College, the city has a great hope for its prosperity in the future. It is the consensus of opinion that the people demand the completion of the establishments of transportation and communication. However, the express train to and from Tokyo makes two stops each at Shimizu Port a day, with no little inconvenience to the passengers in general. Therefore, the Petition asks for an increase in the stops of an express train by adding one more stop in both ways.

Dated May 23, 1949.

Report on the Petition for establishment of a station at Imasu Village. (Petitioners: Hisayuki Yamada, Head of Imasu Village, Fuha County, Gifu Prefecture.) (Introduced by Mr. Kohei Motomura.) (No. 1597)

Imasu Village in Gifu Prefecture produces a good deal of agricultural and forestry products with a population of some three thousand and is situated between Sekigahara station to the east and Kashiwara station to the west with the distance of 5 kilometers to either of them. Office workers and school boys and girls living there have so far felt inconvenience to the great extent of the traffic hardship due to many slopes on the way to the stations. It is, therefore,

requested that a station be established in the village. It is expected that some two thousand passengers would utilize the station per day and some 100,000 Koku of timber, 70,000 bales of charcoal, 300,000 bunddles of firewood, etc. would be handled in a year at the station.

Dated May 23, 1949.

Report on the Petition for Accelerated Completion of the Mikuni Railway Line. (Petitioner: Hideo Miyagawa, Mayor of Mikuni Town, Sakai County, Fukui Prefecture.) (Introduced by Mr. Shinzo Tsubokawa.) (No. 1630)

The operation of the Mikuni Branch Line of the National Railway was given up for a time during the late War for the purpose of saving materials; and although it was resumed on August 15, 1946, yet on account of the difficulty of procuring necessary materials, only a short distance of four kilometers between Ashiwara and Mikuniminato is now being operated by making use of the tracks of the Keifuku Electric Railway, which is suffering itself from short rolling stock, finding it difficult to make good the shortage. Under these circumstances, the Branch Line is not only impossible to meet the current demand for transport but is experiencing untold inconvenience. All this affects disadvantageously the desired development of the local industry, so the petitioner request that measures be promptly taken to extend further the operation of the above Line.

Dated May 23, 1949.

Report on the Petition concerning Establishment of a Railway Station at Iino Village. (Petitioned by Hidemura Hirota, Head of Iino Village, Shimoniikawa County, Toyama Prefecture.) (Introduced by Mr. Ryosaku Kaji.) (No. 1672)

There is a distance of nearly eight kilometers between Ikuji and Nyuzen Stations on the Hokuriku line, but, with no proper intermediary traffic facilities available, the villagers of Iino Village are feeling extraordinary inconvenience, while the transportation of rice and wheat, abundantly produced locally, is much obstructed. Such being the situation, the Government is asked to see to it that a station is established between the two stations.

Dated May 23(1949.

Report on the Petition against the Sale of the Kumano Line. (Petitioners: Kaichi Komori, Mayor of Tanaka City, and 13 others.) (Introduced by Mr. Gyohei Tanaka.) (No. 548), and on another petition of the same purport as above.

The Government bus line of Kumano running from Tanabe City to Ukegawa Village in Wakayama Prefecture is the only means of local transportation, connecting Tanabe City with the Kumano hinterlands, being a main line for transportation of local agricultural, forest, mineral and industrial products. It is understood that the said bus line is for sale. If this is realized, it will cause much inconvenience to local inhabitants due to a possible increase in transportation charges or decrease in schedules and checking transportation of products and to progress of the reclamation works. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for Building the Railway Station in the Front Section of Nagayama Village. (Petitioners: Toru Saito, Alderman of Nagayama Village, Kamikawa County, Hokkaido, and 3 others.) (Introduced by Mr. Yoichi Kawaguchi.) (No. 1677)

The distance between Nagayama Station and Hifu Station in Soya Line covers about 8 k.m. and those who make use of the line number 6,000 from four different villages who use the above-mentioned two stations or Toma station on the Sekihoku Line, but the distance between these stations ranges from 4 k.m. to 8 k.m. involving great loss of time and energy. The suffering of day scholars especially in the winter season is very great. Furthermore, the situation proves to be a great obstacle in distribution traffic of abundant rice, vegetables, farming crops and lime stones produced in the vicinity. It is, therefore, petitioned to build a station at the front section of Nagayama Village, lying at the middle point between abovementioned two stations, which form the boundary of the four villages concerned.

Dated May 14, 1949.

Report on the Petition for Building a Simple Flag Station between Kaminada and Shimonada Stations. (Petitioners: Igoro Miyata, Oaza - okubo, Shimonada Village, Iyo County, Ehime Prefecture, and 429 others.) (Introduced by Mr. Hiroshi Onishi and 7 others.) (No. 1688)

The distance between Kaminada and Shimonada stations, on the Iyo and Sanuki Line is quite big which causes the inhabitants making use of the line have to put up a great deal of inconvenience. Loss of time and energy for workers attending office and pupils school is very heavy. Besides distribution traffic for neighboring agricultural, forestry and fisheries. Products is involved in a great difficulty. It is, therefore, petitioned to have a simple station established at Ishinokubo between the aforementioned two stations.

Dated May 23, 1949.

Report on the Petition concerning starting Direct Train Service and Increase of Trains Between Sendai and Sakata. (Petitioners: Kei Sato, Head of Nishioguni Village, Mogami County, Yamagata Prefecture.) (Introduced by Mr. Yoshinobu Shida.) (No. 1703)

The through train service between Sendai and Sakata was suspended during the war time which resulted in making junction between the east and west lines of Rikuu, and limited to the maximum degree communication facilities toward Miyagi Prefecture and between Mogami county, Yamagata Prefecture and Shonai, hot spring places such as Semi, Akakura and Naruko were greatly influenced, hampering the luring of sight-seers and those seeking hot spring bathing. It is, therefore, petitioned to run through train increasing also the number of trains between Sendai and Sakata.

Dated May 23, 1949.

Report on the Petition concerning the keeping up the Shipping. Route between Nikata and Horie and improving service thereof.

(Petitioners: Jutsu Suzuki, Mayor of Kure, and 1 other.) (Introduced by Mr. Kozaburo Miyahara.) (No. 1704)

It is reported that the Nihori shipping route connecting with the railway service between Kure and Matsuyama, the western shortest period forming junction between Chugoku and Shikoku would be given up on the ground that it involves loss in management, but the said junction route compared with Miyajima route shortens the time more than three hours, and the route is much safer. But at present the condition of operation is very poor. One return trip would not benefit much passengers. It is, petitioned that the service be continued by making it more rational by running two steamers making return trip in a day, instead of using a single shipping service, introducing necessary improvements, making it more convenient to passengers in respect of time in keeping junction between railway and steamship service.

Dated May 23, 1949.

Report on the Petition concerning the Continuation of the Engineering Work of the Hiburi Tunnel. (Petioners: Ayao Kumagai, Mayor of Muroran City and 1 other.) (Introduced by Mr. Kosaku Shinoda.) (No. 1728)

The competition of the engineering work of constructing the Hiburi Tunnel a part of the Nissho Line railways construction work affords not only communication and production facilities to cities, towns and villages concerned, but plays an important role in rehabilitation of our country's economy, and is bound to give great results for the development of the Hokkaido. However, it entails heavy expenses and great difficulties. It is, therefore, petitioned to expedite the continuation of the engineering work.

Dated May 23, 1949.

Report on the Petition for Expediting the Sanriku Railway Construction and 1 other Case. (Petitioners: Shozo Sato, Alderman of Toyosato Village, Tome County, Miyagi Prefecture, and 30 others.) (Introduced by Mr. Yasukichi Utsumi.) (No. 1749)

In 1936, construction of the Sanriku Coast Trunk Line was started both from Maeyatsu station on the Ishinomaki Line and Kisennuma Town on the Ofunato Line, but it was given up with the outbreak of the Japan-China Affairs, and was left as it was until now. Because of it, a great deal of inconvenience is felt in transportation of agricultural products in the zone along the contemplated line, but the inhabitants of Tome Town and five villages suffer from the fact that bus service under peoples' management is stopped during the winter and rainy season, so that one has to travel several hours on foot or in horse wagons in order to get to Kahei Station where he takes the train at Kakeizan station. It is, therefore, petitioned to speedily recommence the construction of the Sanriku Railway Line from Maeyatsu Station to Kisennuma.

Dated May 23, 1949.

Report on the Petition for Recovering a Night Express Train between Kagoshima and Tokyo. (Petitioner: Shizuka Masuda, Chairman of the Kagoshima City Council.) (Introduced by Mr. Eikichi Kanbayashiyama.) (No. 3)

Reconstruction and exploitation of country places greatly depend upon good connection between them and the metropolis in many lines. At present, there is only one train service between Tokyo and Kagoshima and as the up-train arrives in Tokyo at 9:30 p.m., passengers are very much inconvenienced. Accordingly, it is requested to recover the night express train which used to run in former days.

Dated May 23, 1949.

Report on the Petition concerning Stepping up of Electrization and Altering of Railway Lines between Yoshimatsu and Hitoyoshi. (Petitioner: Zenpei Kai, Chairman of the Miyazaki Prefectural Assembly.) (Introduced by Mr. Yoshimitsu Kawano and 5 others.) (No. 14)

The Hisatsu Line is very important for industrial recovery of Miyazaki, Kagoshima and Kumamoto Prefecture. But the section between Yoshimatsu and Hitoyoshi has steep inclination rare in Japan with a number of tunnels and much hindrance and inconvenience are experienced in transportation and public hygiene. Accordingly, it is requested to step up electrization of this section and to alter part of the present line so as to connect it with the Yunomae Line in order to shorten the distance and avoid steep inclination and tunnels.

Dated May 23, 1949.

Report on the Petition concerning Construction of an Overroad Bridge in Hisanohama Station. (Petitioners: Mohei Kida, Mayor of Hisanohama Town, Futaba County, Fukushima Prefecture, and 1 other.) (Introduced by Mr. Shoichi Sekiguchi.) (No. 18

Hisanohama Town and Chisa Village in Futaba County, Fukushima County are rich in land, aquatic and mineral resources and have been making remarkable development of late. On that account the people who avail themselves of Hisanohama Station have increased to a number of thousands daily. As the station has no bridge, causing much inconvenience and danger to passengers, it is requested to construct an overroad on there.

Dated May 23, 1949.

Report on the Petition concerning Stopping of Express Train at Akasaki Station. (Petitioners: Hisayoshi Miyoshi, Mayor of Akasaki Town, Tohaku County, Tottori Prefecture, and 158 others.) (Introduced by Mr. Nao- (No. 29)

Akasaki Town is at the end of the ascent of Mount Oyama, a National Park. There are the Kanzaki Shrine which is worth a national treasury and the historic site of Funakami Hill well known in the Genko War. Akasaki tai (sea-bream) and Akasaki uni (sea-urchin) are delicacies and special products of Akasaki. The passengers who avail themselves of this station to 760,000 a year. Hence it is requested that measures be taken to stop express trains at this station.

Dated May 23, 1949.

Report on the Petition concerning Establishment of a Railway Station near

the tunnel at Oaza Kamakura, Futaiwa Village. (Petitioners: Kenji Sukeumi, Headman of Mikame Town, Nishiuwa County, Ehime Prefecture, and 6 others.) (Introduced by Mr. Eikichi Takahashi and 7 others.) (No. 41)

Mikame Town and other towns and villages along the railway line between Futaiwa Station of Nishiuwa County of Ehime Prefecture and Ishishiro Station of Higashiuwa County are closely populated and produce abundant marine products, oranges etc. Besides, as there is a spinning factory, shipping of goods and traffic of the employes and inhabitants make the place bustling. The line between these stations being long and full of inclinations, much disadvantage and inconvenience are experienced. Accordingly, it is requested to establish a station near the entrance of the tunnel at Oaza Kamakura, Futaiwa Village between the foregoing stations as soon as possible.

Dated May 23, 1949.

Report on the Petition concerning the Sale of the former Hantan Railway. (Petitioner: Takesuke Shirane, 8, No. 34, Shinoharacho, Kakogawa Town. Kako County, Hyogo Prefecture.) (Introduced by Mr. Goro Okada.) (No. 47)

The Kakogawa, Takasago, Miki, Hojo and Kajiya Lines in the National Railway Stock Company but were bought by the Government during the war. Now that peace is restored, we believe, there is no need to operate these lines by the State and as people living along the lines desire their private operation, it is requested to put these railway lines to sale to private companies.

Dated May 23, 1949.

Report on the Petition concerning Stepping up of the Sale of the former Kokura Railway. (Petitioner: Soshichiro Hayashida, President of the Kokura Railway Co. Ltd.) (Introduced by Mr. Giichi Hirai.) (No. 51)

The Petition for the Sale of the former Kokura Railway has been adopted by the Second and the Third sessions of the Diet but it was not carried out. Though this railway was nationalized during the war, we believe that it is against the spirit of the Railway Nationalization Law to run a local railway like this as part of the National Railway nor is it necessary to run it in that way. Besides, the people in the area along the line wish private operation. Accordingly, it is requested to put the railway to sale to the former operators immediately.

Dated May 23, 1949.

Report on the Petition concerning designation of Iwasaki Port as a Refuge harbor. (Petitioners: Kojiro Nanae, Head of Iwasaki Village Nishitsugaru County Aomori Prefecture, and 2 others.) (Introduced by Mr. Yasomi Ogasawara and 1 other.) (No. 56)

Iwasaki Port is generally considered the best harbor on the coast of the Sea of Japan safe from the north-west wind, a seasonal winter wind, but being situated in an out-of-the way place, its importance was little known. Since the War, the merit of the port has come to be appreciated and repairing work as a boat shelter basin has been undertaken, though it is not the right way to make use of its natural merit to advantage. Besides, as there is no refuge harbor in the prefecture on the coast of the Sea of Japan where shipping disasters take place every winter, it is requested to designate this port as a refuge harbor and provide equipments on it.

Dated May 23, 1949.

Report on the Petition concerning Laying of Railway between Naoetsu and Muikamachi. (Petitioners: Soichiro Yanagi, Head of Matsushiro Village, Higashikubiki County, Niigata Prefecture, and 26 others.) (Introduced by Mr. Juichiro Tsukada.) (No. 62)

For the exploitation of rich resources along the line and convenience of transportation and communications, it is requested to lay a railway from Naoetsu to Muikamachi on the Joetsu Line by way of Yasuzuka Village and Matsushiro Village of Higashikubiki County, Sente Town and Tokamachi Town of Nakauonuma County. In case it is difficult to lay the whole line, it is desired to lay a line between Tokamachi on the Iiyama Line and Matsushiro Village as the first stage of the work as soon as possible.

Dated May 23, 1949.

Report on the Petition concerning Opening of a Through Train between Moji and Furue. (Petitioners: Toichi Tahira, Mayor of Shikaya City, 233 others.) (Introduced by Mr. Iku Maeda.) (No. 72)

Osumi and Kumake districts is Kagoshima Prefecture have rich resources and are contributing a great deal for the reestablishment of the country. But in a journey from these districts to North Kyushu, Osaka or Tokyo districts, one has to go to Kagoshima on board a boat operating in the Kagoshima Bay and start from Kagoshima for a destination, or one has to take the Yoshito Line by way of Shibushi and Miyakonojo or the Nippo Line of railway. In the former case, one is much inconvenienced in the connection at the Kagoshima Bay through weather and small boat conditions, while in the latter one has to change cars often, which line one may choose. As these inconveniences form bottlenecks of the exploitation of the districts, it is requested to run a through train between Moji and Furue.

Dated May 23, 1949.

Report on the Petition concerning Running a Train for Ueno starting from Yamagata. (Petitioner: Jukitsu Suzuki, Mayor of Yamagata City.) (Introduced by Mr. Tosuke Matsuura.) (No. 73)

Yamagata Prefecture industrializes its rich resources on a large scale and in exports its output occupies about 80 percent of the total amount of the six norh-eastern prefectures. On that account, the communication with the metropolis is necessary and upgoing passengers are increasing. There are two through up trains, one from Aomori and the other from Akita. As these trains are overcrowded when they get to Yamagata, Yamagata people are very much put out in taking cars. Hence it is requested to start a train for Ueno from the Yamagata Station.

Dated May 23, 1949.

Report on the Petition concerning Extension of Establishments in Uzenchitose Station. (Petitioners: Jukitsu Suzuki, Mayor of Yamagata City, and 1 other.) (Introduced by Mr. Tosuke Matsuura.) (No. 74)

Since its first establishment in 1933, Uzenchitose Stations has made remarkable development and the number of passengers and the amount of packages at present are six times as much as those in the days of its establishment. It is expected that it will further develop as a shipping station of agricultural and industrial products in the future. But as no freight cars are handled there people have to make use of Kitayamagata, Yamagata, Tateyama and Urushiyama Stations for transportation of freight, wasting much time and labor. Accordingly, it is requested to construct establishments for the handling of freight cars in that station.

Dated May 23, 1949.

Report on the Petition concerning Establishment of a Blue Light Post in the Iwanai Boat Sheltering Basin. (Petitioner: Takeo Shimizu, Mayor of Iwanai Town, Iwanai County, Hokkaido.) (Introduced by Mr. Masanobu Ogawara.) (No. 75)

The Iwanai Boat Sheltering Basin, Iwanai County, Hokkaido accommodates numbers of fishing boats and cargo boats, and medium and small size vessels have increased making use of it as the only refuge port between Hakodate and Otaru. But owing to the lack of waterway signal equipments, which are indispensable in navigation, steering is often misled at dawn and night and even the seamen of the place run their boats into the breakwaters. Hence it is requested to establish a blue light post facing the red light one already established.

Dated May 23, 1949.

Report on the Petition concerning Building of Establishments in Otomari Harbor, (Petitioners: Eiyu Tanaka, Mayor of Sata Town, Kimotsuki County, Kagoshima Prefecture, and 5 others.) (Introduced by Mr. Iku Maeda.) (No. 78)

Otomari Harbor, Kagoshima Prefecture has become a designated harbor of the Transportation Ministry but as there is no breakwaters, vessels have to take refuge in Yamakawa Harbor or Kagoshima Harbor on an occasion of storm and it is regretable vessels in the harbor not infrequently have met with disaster in the harbor. Accordingly it is requested to build breakwaters and landing stages as soon as possible.

Dated May 23, 1949.

Report on the Petition concerning Starting State Controlled Motorbus Service between Furue and Izashiki. (Petitioners: Toichi Tahira, Mayor of Shikaya City, and 226 others.) (Introduced by Mr. Iku Maeda.) (No. 80)

The district south of Kanoya in Osumi Peninsula, Kagoshima Prefecture has rich resources of farm, stock forest and aquatic products but is not favored with facilities of transportation. The people there have to rely on poor private companies in land and sea traffic to their great inconvenience and disadvantage to development of industry. Consequently it is requested to start a state-controlled motorbus service from 1949 on the road from Furue Station in Kanoya City to Izashiki, Sata Town by way of Onejime Town and Nejime Town.

Dated May 23, 1949.

Report on the Petition concerning Laying of Railway between Ono and Hokuno. (Petitioner: Teizo Miyawaki, No. 968, Oazashinmachi, Yawata Town, Gunjo County, Gifu Prefecture.) (Introduced by Mr. Saburo Hirano.) (No. 85)

On the Etsumi Line between Fukui Station on the Hokuriku Line and Minoota Station on the Takayama Line, the south line is open as far as Hokuno Station, while on the north line, rails have been laid between Fukui Station and Ono Town. But the section between Ono and Hokuno Station, 52 k.m. long, remains unworked and unavailed to our regret. Accordingly it is requested to step up the construction of railway on this section.

Dated May 23, 1949.

Report on the Petition concerning Improvement of Private Motor Bus Traffic in Gujo County. (Petitioner: Teizo Miyawaki, Chairman of the Kamigori Town and Village Meeting, Gujo County, Gifu Prefecture.) (Introduced by Mr. Saburo Hirano.) (No. 86)

At present the bus service in Gujo district by the Gifu Motor Bus Stock Company is unsatisfactory to the people of the district, causing much inconvenience and hindrance to general travellers. Hence it is requested to increase the number of service from Hachiman Town, Gujo County, Gifu Prefecture to Kanayama Town, Bugi County and from Hachiman Town to Hatasa of Okuakegata Village, to connect the bus time-table with the train time-table at Gujo-hachiman Station and to run a bus service by the same company from Mino-Shiratori Station to Minomachi Station by way of Hachiman Town.

Dated May 23, 1949

Report on the Petition concerning Pegging of Freight Charge on the Hakujo Line. (Petitioners: Masao Shimoda, Head of Shogawa Village, Ono County, Gifu Prefecture and 1 other.) (Introduced by Mr. Saburo Hirano.) (No. 91)

Shogawa and Shirakawa in Ono County, Gifu Prefecture are mountain villages with poor communication facilities and produce a large amount of timber and fuel. Since the setting up of electricity generation work in the Shogawa River, the flowing of timber has stopped and motor cars have been run in place of stream transportation. In July 1948 the freightage was raised and dealt a heavy blow on timber operators. Now it is said another raise of freightage is under consideration. Hence it is requested to peg freight charge of state controlled cars on the Hakujo line for the stabilization of the life of villagers and the exploitation of forest resources.

Dated May 23, 1949.

Report on the Petition concerning Repairing of Aiura

Harbor. (Petitioners: Shosuke Yamada, Mayor of Sasebo City, and 2 others.) (Introduced by Mr. Nobuemon Oka.) (No. 92)

Aiura Harbor in Sasebo City is increasing its importance as a coal shipping harbor. But among the shipping establishments of the Nittetsu Mining Works, the coal storage is too small to sort out forty kinds of coal produced in mines, besides there is another defect of difficulty in putting big boats in and out of the harbor. Accordingly, it is requested to repair the harbor as a coal shipping harbor making use of wharfs 7.5 meters deep and part of reclaimed area.

Dated May 23, 1949.

Report on the Petition concerning Stepping up of laying a railway between Aioi and Seidaiji (Petitioners: Kohei Hayashi, Mayor of Katagami Town, Wake County, Okayama Prefecture, and 18 others.) (Introduced by Mr. Yoshitaka Wakabayashi.) (No. 108), and on another petition of the same purpose.

The work of laying the Akaho Line of the national railway between Aioi and Seidaiji Stations was abandoned on account of the War. But along this projected line, there are large spinning mills, printing factories, and the remains of prehistoric tombs, important in the history of civilization. These will make the place one of resorts for tourists. In the event of the completion of Katagami and Seidaiji harbors, the availability of the line will increase. Accordingly, it is requested to start the construction of this line again.

Dated May 23, 1949.

Report on the Petition concerning Medical Treatment Expense of the Funaoka Branch of the Sendai Railway Hospital. (Petitioners: Shinsaburo Yoshida, Deputy Vice-Headman of Okawara Town, Shibata County, Miyagi Prefecture, and 5 others.) (Introduced by Mr. Ichiro Shoiji.) (No. 120)

The Funaoka Branch of the Sendai Railway Hospital was first established as a naval hospital with the support of people of the district but after the war, it was transferred to the local government concerned. Since then it has been transferred to the Transportation Ministry according to the request of the Sendai Railway Bureau. In accordance with the memorundum of the transfer, the insured of the national health insurance living near the institution have had special benefit of being allowed to pay low rate of medical treatment expense and fifty per cent of the window collection. Lately by the instruction of the Transportation Ministry, it has been amended to charge ten yen for a unit medical treatment and the whole amount of the window collection. This is too heavy load for the people of the district concerned. Accordingly, in consideration of the special condition of the hospital, it is requested to reduce the unit medical treatment expense and cut the window collection by one half.

Dated May 23, 1949.

Report on the Petition concerning Appointing Shiogama Port as the First Class Important Port and Repairing of it. (Petitioners: Eiichi Yoshida, Chairman of the Chamber of Commerce and Industry, Sendai and 7 others.) (Introduced by Mr. Ichiro Shoji.) (No. 124)

Shiogama Port is now the door of development of north east prefectures. Its importance being recognized, repairing work of part of the port has been under way. In 1949, the projected plan is suspended in connection with the Budget measures. Hence, in view of the important situation of the port, it is requested to appoint the port as a first class important port and to carry on dredging in the port, establishment of godowns and recovery of the bund.

Dated May 23, 1949.

Report on the Petition for Speedy Opening of the Tsugaru Railway Loop Line. (Petitioners: Minoru Yokoyama, Mayor of Aomori City, and 6 others.) (Introduced by Mr. Yasomi Ogasawara.) (No. 138)

The railroad leading from Aomori to Kanita Town of Higashitsugaru County was completed in 1943, but the next year it was taken away all of a sudden. Its construction was resumed in 1946, but ever since very little progress has been made in it. It is, therefore, desired that measures be taken to expedite a speedy completion of the said railways calculated to facilitate in great measure the passenger traffic and the transport of goods in Tsugaru Peninsula.

Dated May 23, 1949.

Report on the Petition concerning the Government Sale of the Kasumigaura Line. (Petitioners: Saburo Kaizuka, No. 2656, Edozaki Town, Inashiki County, Ibaraki Prefecture, and 4 others.) (Introduced by Mr. Tomisaburo Hashimoto and 7 others.) (No. 148)

Kasumigaura Line of bus service which was first operated by a private interest under Government license, was placed under Government operation at the eager request of the local people. It is, therefore, desired that the said line of Government bus service which is the unique means of transportation in the area be maintained as heretofore.

Dated May 23, 1949.

Report on the Petition opposing the Government Sale of Suigo Bus Line. (Petitioners: Gen Motozawa, No. 2170, Oazamiyanaka, Kashima Town, Kashima County, Ibaraki Prefecture, and 2 others.) (Introduced by Mr. Tomisaburo Hashimoto and 2 others.) (No. 149)

Suigo Line of Government bus service which was opened at the unanimous request of the Prefecture Assembly is the only means of transportation in this area and indispensable for its industries. The petitioners, therefore, desire to oppose its sale by the Government.

Dated May 23, 1949.

Report on the Petition Opposing the Government Sale of Jyoya Line. (Petitioners: Fukuichi Yoshida, Karasuyama Town, Nasu County, Tochigi Prefecture, and 385 others.) (Introduced by Mr. Koichi Yamaguchi and 1 other.) (No. 158)

The Government is reported to be contemplating the sale of Jyoya bus service line, but the said line is the only means of transportation in the area

of Karasuyama, and it is feared that condition of students' school attendance will greatly aggravate because of the expected raise of students passage from which is even at present heavy enough a burden on their purpose and also through abolition of students' car. The petitioners, therefore, oppose the Government sale of the said service line.

Dated May 23, 1949.

Report on the Petition for Extension of Port Facilities of Haporo. (Petitioners: Kenjiro Watanabe, Mayor of Haporo Town, Tomamae County, Hokkaido and 1 other.) (Introduced by Mr. Yoichi Kawaguchi.) (No. 165)

Haporo Town of Tomamae County, Hokkaido, being situated in the central part of Teshio Province, has in its neighborhood an area rich in products of land and sea, and the extension of the facilities of the said port is urgently needed for the transport of agricultural, forestal, marine and mineral products of this area. It is, therefore, desired that the facilities of the said port be promptely extended so as to enable it to function as a loading port.

Dated May 23, 1949.

Report on the Petition for opening of a Railway Station at Tomai Village. (Petitioners: Shigendo Yonezawa, Head of Tomai Village, Ninohe County, Iwate Prefecture, and 75 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 166)

Kitafukuoka Station and Kinetaichi Station of the Tohoku Main Line are about 8 kilometers apart, and the three villages of Tomai, Fukuoka and Nisatsutai lying in between are experiencing much inconvenience in shipping the agricultural and forestal products of their area. Worse still, the aforementioned two railway stations are lacking in adequate capacity for handling freight and there are usually considerable goods awaiting shipment at these stations, which fact is blocking the development of the local industries. It is therefore, desired that a railway station be promptly opened at Tomai Village to facilitate the transport of goods.

Dated May 23, 1949.

Report on the Petition for Opening of a Railway Station on the Kamaishi Line at Aozasa Village. (Petitioners: Gonzaemon Sawada, Mayor of Kamaishi City, and 2 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 167)

There used to be two railway stations in the village of Aozasa Village when the line was under private operation. Apparently the Government is intending to open a station at an intermediate point between these two stations, but it is desired that a railway station be opened near the present Aozasa station in realization of the hope of the local inhabitants.

Dated May 23, 1949.

Report on the Petition for Opening of Government Bus Service between Kuji and Hakusan and between Kuji and Tamanowaki. (Petitioner: Soichiro Iwaki, Head of Nagauchi Village, Kunohe County, Iwate Prefecture.) (Introduced by Mr. Takeo Yamamoto.) (No. 168)

The road line leading from Kuji Town of Kunohe County to Hakusan of Osanai Village the same County, is the only one main thoroughfare linking between the said town with Iwaizumi Town, and there is always lively traffic kept over it as there are many homesteads and public facilities along this road. The road line which leads from Kuji Town to Tamanowaki passes through a densely populated area and immense volume of goods are carried over it. It is, therefore, desired that Government bus services be promptly opened over the said two road lines.

Dated May 23, 1949.

Report on the Petition for Electrification of Taketoyo Line. (Petitioners: Shinzo Mori, Mayor of Handa City and 3 others.) (Introduced by Mr. Chuji Kunou and 1 other.) (No. 171)

The Taketoyo Line linking the city of Nagoya with Port Handa is playing an important role in this area. Its zone harbors prosperous commerce and industry and the scenic beauty all along the line is attracting many tourists. However, the present infrequent train service on this line is causing much inconvenience among people. It is, therefore, desired that this line be electrified along with the Hamamatsu-Maibara section of the main line.

Dated May 23, 1949.

Report on the Petition for Opening of Freight Service by Hinode Railway Station. (Petitioner: Taisaburo Taniki, Head of Kushipu Village, Tokoro County, Hokkaido.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 174)

Hinode Railway Station of Abashiri Line of Hokkaido recently began to function as a passenger station, but its area is rich in agricultural and dairing products and forms a forestial and mineral zone, and the local people are undergoing much inconvenience in shipping these products as they have to take the reversely to Kunshipu Station of the neighboring village at their own cost to have them sent by railway. This circumstance is greatly hampering production. It is, therefore, desired that handling of freight be promptly commenced by the said Railway Station.

Dated May 23, 1949.

Report on the Petition for Expansion of Facilities of Kuroi Railway Station. (Petitioners: Tsunetaro Oyama, Mayor of Kuroi Town(Higami County, Hyogo Prefecture, and 2,050 others.) (Introduced by Mr. Morio Sasaki.) (No. 176)

Kuroi Railway Station of Fukuchiyama Line, opened 50 year ago, is showing extreme deterioration in the buildings, and the increased volumes of passengers and freight have made its office and waiting room inadequate in their size, which circumstance is hampering the execution of business and bringing inconvenience and danger to passengers. It is, therefore, desired that its office and waiting room be expanded and a warehouse and a bridge be built promptly in the precinct of the said Railway Station.

Dated May 23, 1949.

Report on the Petition for Construction of Railways or Opening of Government

Bus Service between Karatsu and Yobuko. (Petitioners: Sojiro Shimizu, Mayor of Karatsu City, Saga Prefecture, and 3 others.) (Introduced by Mr. Mataichi Nakamura, and 2 others.) (No. 194)

A 20-kilometer road leading from Karatsu City, Saga Prefecture, to Yobuko Town, via Minato Village and Uchiage Village of Higashimatsuura County, traverses an area rich in agricultural and marine products and favored with scenic beauty, but the area is lacking in transport facilities, only means of transportation available being provided by buses operated by a private corporation. This circumstance is hampering in great measure the promotion of industries. It is, therefore, desired that railways be constructed, or Government bus service be opened, over the said road.

Dated May 23, 1949.

Report on the Petition for Expansion of Facilities of Navigation signals for Semi-Diezel Boats. (Petitioners: Jiichiro Nomura, President, West Japan Coal Transport Co. Ltd., and 15 others.) (Introduced by Mr. Tokutaro Kitamura.) (No. 195)

Semi-diezel boats are playing a significant role as a means of marine transportation in our country, but facilities of Navigation signals which are primarily intended for steamships are installed exclusively along the steamship routes, and generally the navigation routes of semi-diezel boats are not provided with such facilities, for their courses are practically independent of the steamship courses. The result is that semi-diezel boats are having large number of accident through night navigation, much to the impairment of efficiency in the transport of coal. It is, therefore, desired, that the facilities of navigation signals be promptly expanded.

Dated May 23, 1949.

Report on the Petition for Expediting Construction of Railways over Shumarinai-Haporo and Haporo-Tobetsu Sections. (Petitioner: Kenjiro Watanabe, Mayor of Haporo Town, Tomamae County, Hokkaido.) (Introduced by Mr. Shinichi Tamaoki and 3 others.) (No. 196)

The Shumarinai-Haporo Section of Naha Line leading from Haporo Town, Teshio Province, Hokkaido, to Nayoro Town, Teshio Province, is left yet unfinished. However, this section of the line covers an area rich in forestal and mineral products and, besides, it constitutes an important connecting route between Japan sea and Okhotsk Sea. The line which leads from Tsukibetsu of Haporo Town, Tomamae County, to Tobetsu Village of Teshio Province via Shosanbetsu Village forms one of the trunk lines essential for development of Hokkaido, traversing as it does an area with rich resources or mineral, forestal and marine products, and as such it has a bright prospect. It is, therefore, desired that railways be constructed over the said two sections.

Dated May 23, 1949.

Report for Reconstructing Kure Line as a Double-Track Line, and for its Electrification. (Petitioners: Narabu Watanabe, Chairman, Union for Inclusion of Kure Line in Sanyo Main Line, c/o Kure Chamber of Commerce and Industry, 1-chome Iwakata-dori, Kure City, and 4 others.) (Introduced by Mr. Kozaburo Miyahara, and 2 others.) (No. 197)

Kure Line, a branch line of Sanyo Main Railroad Line, not only serves the most important zone of Hiroshima Prefecture but is contributing in great measure to the development of tourist points and measure to the development of tourist points and the industrial zone. It is, therefore, desired, that the Government would promptly take steps to electrify the said line and reconstruct it into a double-track line, taking up the project as a measure to fight unemployment, in this district from a national point of view.

Dated May 23, 1949.

Report on the Petition for Construction of Railways between Iwanai and Kuromatsunai, and 1 other matter. (Petitioners: Tokutaro Tanetani, Mayor of Suttsu Town, Suttsu County, Hokkaido.) (Introduced by Mr. Masanobu Ogawara.) (No. 198)

The area lying between Iwanai railway station, Iwanai County, Hokkaido, and Kuromatsunai Station of the same County is a veritable treasure-house of marine products, and also it yields immense volume of agricultural forestal and mineral products. However, the lack of proper transport facilities is preventing these products of land and sea from being shipped to cities or to marketing centers. Local people and passengers are also experiencing much inconvenience on that account. It is, therefore, desired that the Government would promtply construct railways between Iwanai and Kuromatsunai in order to develop local industries.

Dated May 23, 1949.

Report on the Petition concerning the Construction of Port of Imari. (Petitioners: Tokuichi Tanaka, Chairman, Town and Village Association of Nishi-Matsuura County, Saga Prefecture and 3 others.) (Introduced by Mr. Shigeru Hori.) (No. 217)

Construction of Port of Imari was started in 1948 with a budget of ¥60 million, but the project as visualized by the plan for the said fiscal year is for too inadequate to be effective. It is, therefore, desired that the government would complete the construction of the said port on a long range plan extending for years.

Dated May 23, 1949.

Report on the Petition for Opening of the Whole Section of Tadami Line. (Petitioners: Kanichiro Ikura, Mayor of Koide Town, Kitauonuma County, Niigata Prefecture, and 11 others.) (Introduced by Mr. Kakuei Tanaka.) (No. 227)

Tadami Line of railways was partly opened to traffic in November 1942, and the section from Oshirokawa Station to Tadami of Ikita Village, Minamiaizu County is not opened yet, which fact is obstructing the exploiting of forestal and mineral resources as well as the development of the electric power sources. It is, therefore, desirad that the whole section of the line be promptly opened to traffic.

Dated May 23, 1949.

Report on the Petition for Opening of a Flag-Station at Omaki Village. (Petitioners: Hidemasa Seki, Headman of Isozawa Village, Minamiuonuma County, Niigata Prefecture, and 2 others.) (Introduced by Mr. Kakuei Tanaka.) (No. 228)

Muikamachi Station and Itsukamachi Station lie too far between, and people are experiencing much inconvenience in shipping materials produced in the three villages of Isozawa, Jonai and Omaki of Minamiuonuma County, Niigata Prefecture. It is, therefore, desired that a flag-station be opened at Omaki Village.

Dated May 23, 1949.

Report on the Petition for Opening of Government Bus Service between Abashiri and Kitami. (Petitioners; Kan Kitayama, Abashiri City, Hokkaido, and 17 others.) (Introduced by Mr. Koji Hayashi.) (No. 248)

In order to provide a link between Kitami City and Abashiri City, two local centers of economy and industry; and to develop its zones, and also to attract tourists to the area, the petitioners desire that a Government bus service be opened over the former central road leading from Abashiri along the north edge of Lake Abashiri to Hiushinai and thence to Kitami City.

Dated May 23, 1949.

Report on the Petition for Opening of Government Bus Service between Bihoro and Shari. (Petitioner: Satoshi Fujiwara, Alderman, Koshimizu Village, Shari County, Hokkaido.) (Introduced by Mr. Koji Hayashi.) (No. 249), and on another petition of the same purpose.

The Government truck service operated between Bihoro Town and Shari is contributing much toward the development of the district, but in order to devise the exploitation of inland area by increased use of this truck service and by providing transport via the shortest route between Bihoro and Sari, petitioner desires that a Government bus service be opened utilizing the said truck road between Bihoro and Shari.

Dated May 23, 1949.

Report on the Petition for Prompt Construction of Railroad between Kohi and Kamifudazuru. (Petitioner: Satoshi Fujiwara, Alderman, Koshimizu Village, Shari County, Hokkaido.) (Introduced by Mr. Koji Hayashi.) (No. 251)

The village of Koshimizu of Shari County, Hokkaido, lacks transport facilities, which fact is greatly impeding the shipping of rich agricultural, forestial and dairy, products of the area, not to speak of the inconveniences the villagers are undergoing. It is, therefore, desired that the Government would accelerate the construction of its railways from Kohi Station of Kushiami Line across to Kamifudazuru Station.

Dated May 23, 1949.

Report on the Petition concerning Nationalization of the Lighthouse at Oshima (Petitioners: Hidejiro Komatsu, Head of Oshima Village, Motoyoshi County, Miyagi Prefecture, and 1 other.) (Introduced by Mr. Yasukichi Utsumi.) (No. 296)

Oshima lighthouse in Miyagi Prefecture is situated along the coast not far from which there are the famous fisheries of Kinkazan-oki, and ships entering and departing from the nearby port Kisennuma are increasing more and more. But, the lighthouse being built on a small scale, poorly equipped and, moreover, situated in a foggy area can hardly serve the purpose as a lighthouse. It is, therefore, hoped that it will be nationalized in order to reconstruct it as a threefold flashlamp lighthouse, equipping it with radio and telephone.

Dated May 23, 1949.

Report on the Petition concerning Construction of the Port of Aburatsu and the early designation of it to the class of important harbors. (Petitioners: Yahei Ishii, Chairman of the town and village assemblies, Minami-Naka County, Miyazaki Prefecture, and 14 others.) (Introduced by Mr. Fuwazo Tanaka and 5 others.) (No. 301.)

The Port of Aburatsu, Miyazaki Prefecture, has been under repair since 1947, but the work is not perfectly done, owing to the lack of materials and other circumstances. When it is completed, the port will become more and more important as a center of industrial development in the southern part of the Prefecture. It is, therefore, earnestly requested that the perfect repair work on the port will immediately be completed and it will be incorporated in the class of important harbors.

Dated May 23, 1949.

Report on the Petition concerning the early construction of a railway reaching the port of Aburatsu (Petitioners: Yahei Ishii, Chairman of the town and village assemblies, Minami-Naka County, Miyazaki Prefecture, and 14 others.) (Introduced by Mr. Fuwazo Tanaka and 5 others.) (No. 303.), and on another petition of the same purpose.

The port of Aburatsu, Miyazaki Prefecture, is now under repair and, if completed, will become a center of industrial development in the southern part of the Prefecture. But, without a railway touching the port, not only the freight transport in the port would be hindered, but also other industries greatly affected. It is, therefore, requested that a railway will immediately be constructed at the port.

Dated May 23, 1949.

Report on the Petition concerning opposition to the transfer of the Keikaku Line. (Petitoiners: Jinzaburo Takano, Head of Tomoi Village, Kitakuwata County, Kyoto Prefecture, and 6,250 others.) (Introduced by Mr. Iku Maeda.) (No. 304), and on 3 other petitions of the same purpose.

It is said that the Government is going to transfer the national bus Keikaku line to private enterprises. The line passes through Kitakuwata County, rich in forestry and a treasure of Kyoto Prefecture, and is made most use of by passengers for their daily work or school attendance, contributing much to the development of industry, economy and culture. If it is transferred to private enterprises, the fare will be raised,

its smooth operation interrupted, and great inconveniences brought to the local people concerned. It is, therefore, they strongly oppose its transfer to private enterprises.
Dated May 23, 1949.

Report on the Petition concerning State Subsidy for Constructing Salvage Vessels in Takaoka City. (Petitioner: Shinichiro Minami, Mayor of Takaoka City.) (Introduced by Mr. Tomoaki Naito.) (No. 314)

The new port of Takaoka City, Toyama Prefecture, is frequented by a great number of vessels coming in and departing, but, owing to bad geographical and weather conditions, accidents in shipwreck tend to be increased. Formerly, the Imperial Salvage Association used to station a salvage vessel in this port, but it, worn and decayed by long years' use, being abandoned, there has been provided no salvage vessel since. It is impossible, however, for the City to build a new one, in view of its financial circumstances. It is hoped, therefore, that the State will subsidize its construction in order to prevent shipwreck and stimulate the will of fishermen to increase production.
Dated May 23, 1949.

Report on the Petition concerning the Change of the Name of Honatsuki Station. (Petitioners: Seizo Namba, No. 2639, Atsuki Town, Aiko County, Kanagawa Prefecture, and 20 others.) (Introduced by Mr. Nobuyuki Iwamoto.) (No. 322)

Honatsuki Station on the Odawara Express Company Line is situated in Atsuki Town, Kanagawa Prefecture, so the name of the station is not quite right. Travellers who visit Atsuki Town frequently meet with such inconveniences that he must return two kilometers, when he stops at Atsuki Station which is situated in Ebina Town. It is, therefore, necessary that Honatsuki Station shall be renamed as Atsuki Station.
Dated May 23, 1949.

Report on the Petition concerning opening the whole line of Naikai to traffic. (Petitioners: Yahei Ishii, Chairman of the Town and Village Assembly, Minaminaka-gun, Miyazaki Prefecture.) (Introduced by Messrs. Fuwazo Tanaka, Yoshimitsu Kono, Mitsuo Setoyama, Juen Sato, Naganori Koyama and Michiyoshi Fuchi.) (No. 333.)

Minaminaka-gun, Miyazaki, Prefecture is rich in timber and aquatic products, but poor in means of transportation, except a privately managed bus line which passes between the City of Miyazaki and Port Aburatsu, a distributing center of the produce, which greatly impedes the industrial development of the region. It is, therefore, hoped that the whole line of Naikai will early be opened to traffic.
Dated 23, May 1949.

Report on the Petition concerning promotion of the opening of the national bus traffic between Fukuoka and Toda. (Petitioners: Kabanosuke Kobuchi, Mayor of the town, Fukuoka-machi, Ninohe-gun, Iwate Prefecture, and 95 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 326.)

The rich resources of three villages, Ionai, Eriya and Toda, Kokonohe-gun, Iwate Prefecture, may be utilized only by Fukuoka-machi the industry of which will rise in its turn only by depending on them.

There is, however, no means of transportation connecting these places, except private cars and vehicles which carry commodities not enough to meet the demand, causing and considerable damages to the transported goods. It is, therefore, desired that national bus line traffic will immediately be opened between Fukuoka machi and Toda.
Dated May 23, 1949.

Report on the Petition concerning opposition to the transfer of Kasumigaura line. (Petitioner; Saburo Kaizuka, Headman of the Town and Vilage Assembly, Inashiki-gun, Ibaraki Prefecture.) (Introduced by Mr. Chubei Onose.) (No. 332.)

As the transfer of Kasumigaura line to private enterprise, under the present circumstances in which economic conditions are deteriorated and it is hard to obtain materials, will invite the decline of local culture and devastation of industry, it is objectionable. Kasumigaura line is the sole means of transportation which connects Ibaraki Prefecture with Chiba Prefecture, starting from Tsuchiura City through Edozaki-machi to arrive at Sawara-machi, and greatly benefits the people of both Prefectures in point of traffic and transport. If it is transferred to private management, its function will greatly be deteriorated, affecting seriously the local industry. It is, therefore, unadvisable that the said national bus line shall be transferred.
Dated May 23, 1949.

Report on the Petition concerning objection to the transfer of the national bus line between Utsunomiya and Hitachi Taishi and another case. (Petitioners: En Haishi, Mayor of the Town, Mogi-machi, Haga-gun, Tochigi Prefecture, and 16 others.) (Introduced by Mr. Chikahiro Sato.) (No. 333)

It is said that the national bus line between Utsunomiya and Hitachitaishi will be abolished for the reason that it is operated at a loss and it is unreasonable to cause tax payers to bear such loss.

But, it is not always impossible to make it pay, if the present management is corrected in faults and rationalized. On the contrary, if it is transferred to private management, it necessarily follows that the fares will be increased, or it is feared that it will be abandoned, if it is operated at a loss. It is, therefore, objectionable that it shall be transferred to private enterprise.
Dated May 23, 1949.

Report on the Petition concerning establishment of a national lighthouse at Daigahana. (Petitioners; Koichiro Iwasaki, Head of the village, Futami-mura Sado-gun, Niigata Prefecture, and 46 others.) (Introduced by Mr. Yoshio Watanabe.) (No. 344.)

There are a great number of vessels going and coming between the ports Futami and Aikawa, Sado-gun, Niigata Prefecture, as the route between them making a transportation line for important commodities. But, the sea off Daigahana, dotted with hidden rocks and other crags, is a dangerous area for navigation. Especially, there is frequent ship wreck in the time of foggy weather, snow-storm or torrential rain, as the lighthouse at the point Sawamisaki in the opposite direction can not be clearly perceived. It is, therefore, desirable that the national lighthouse shall be constructed at Daigahana.
Dated May 23, 1949.

Report on the Petition concerning designation of Futami Port as one of the important ports and harbors as well as its reconstruction. (Petitioner; Koichiro Iwasaki, Head of the village, Futami-mura, Sado-gun, Niigata Prefecture.) (Introduced by Mr. Yoshio Watanabe.) (No. 346)

Port Futami, Sado-gun, Niigata Prefecture, is a national good harbor and also well adapted as a water supplying port. The quantity of commodities digested by it is increasing every year. But, as it can not use its fullest capacity owing to the lack of equipment, it is requested that the port will be designated as one of the important ports and harbor and a breakwater built for it at the same time.
Dated May 23, 1949.

Report on the Petition concerning early construction of the railway between Araumi and Takinohara. (Petitioners; Isamu Muroi, Head of the village, Araumi-mura, Minami Aizu-gun, Fukushima Prefecture, and 3 others.) (Introduced by Mr. Kiroku Kanke.) (No. 363)

Aizu-gun, Fukushima Prefecture is rich in forests and subterranean resources, to develop which the plan was made for constructing a railway from Aizu-tajima through Takinohara to Imaichi, Tochigi Prefecture. Accordingly, the railway between Aizu-Tajima to Araumi was opened to traffic in December, 1947, but only the foundation work had been finished on the line as far as Takinohara, further work having been interrupted by the war.

It is, therefore, requested that the line between Araumi and Takinohara will immediately be constructed in order to have the resources developed, as the area along it is rich in abandant forests and endowed with a promising mineral deposit.
Dated May 23, 1949.

Report on the Petition concerning establishment of a station between Hitoyoshi and Wataru Stations. (Petitioner; Masayoshi Koide, Mayor of Hitoyoshi.) (Introduced by Mr. Kazuomi Fukunaga and Mr. Michita Sakata.) (No. 366)

Hitoyoshi City, Kumamoto Prefecture, was incorporated in the municipal government system in 1942, uniting one town and three villages in it. It covers the area over five ri and is a distributing center for agricultural and forestry products. There is no station in Nakahara, the western section of the City, and the local people concerned are making use of Hitoyoshi or Wataru Station, suffering a great inconvenience in traffic for business, attendance of schools and transport of commodities.

It is, therefore, desirable that a station between Hitoyoshi and Wataru Stations of Hisatsu Line the distance between which is 6.5 kilometers shall be established.
Dated May 23, 1949.

Report on the Petition for Construction of a Railway Line between Nagasaki and Kikitsu via Mogi. (Petitioners: The Chief of the Amakusa Local Administration Office and 35 others.) (Introduced by Mr. Akisada Okanishi.) (No. 383)

The Ministry of Transportation is now planning a new railway line from Nagasaki to Kikitsu via Mogi, Himi and Yagami, its construction is desired to be realized as soon as possible in view of the necessity for the development of trade to south sea areas and international tourists business of Nagasaki City as its center as well as of traffic and industry in neighboring towns and villages. The port Mogi, situated outside of Nagasaki port, is a very important place not only for traffic of various goods between Amakusa island which is located just opposite of the port Mogi and the main land of Kyushu, but as a course of the international tourists routes in Kyushu District. It is, therefore, requested that the said railway be constructed so as to pass through Mogi Town without fail.
Dated May 23, 1949.

Report on the Petition concerning the opening of the Government bus lines between Asahikawa and Horokanai and between Wakan and Kamishibetsu. (Petitioner: Genichiro Nagumo, Head of the village, Wakan-mura, Kamikawa-gun, Hokkaido.) (Introduced by Mr. Rokutaro Matsumoto and 1 other.) (No. 386)

The road from Asahikawa City through Wakan-mura, Kamikawa-gun, to Horokanai, Uryu-gun and the other one from Wakan-mura through Kenbushi-mura to Kamishibetsu-mura are increasing in importance, as the roads are being utilized for the development of the region, following an increase in population owing to the immigration of settlers and in transportation of agricultural and forestry products and phosphate. It is, therefore, asked that national bus and truck lines will be opened on the roads.
Dated May 23, 1949.

Report on the Petition concerning Construction of a railway between Shirohata to Hokuno. (Petitioners: Kyotei Mitani, Head of the Village, Shiratori-mura, Gujo-gun, Gifu Prefecture, and 21 others.) (Introduced by Mr. Saburo Hirano.) (No. 387)

The road from Shirohata, Toyama Prefecture through Shirakawa-mura, Ono-gun, Gifu Prefecture, Sokawa-mura and Takawashi-mura, Gujo-gun to Hokuno Station is an important route which runs through the central part of Japan from North to South, the area along which is covered with inexhaustible forestry resources and spotted with many

famous scenes and sights such as the starting place for climbing Mt. Hakusan, the great Waterfall of Hakusui, Hirase Hot Springs and Dainichi Skiing ground. Besides, a plan is under way for constructing a power plant utilizing the River Nagara. However, the region is left undeveloped, as it is, lacking in means of transportation. It is, therefore, requested that the railway between Shirohata to Hokuno will be constructed with a view to facilitating transportation, developing the resources and realizing an early construction of power equipment.

Dated May 23, 1949.

Report on the Petition for Duplication of the Sengoku Line and Electrification of the Section between Ishinomaki and Onnagawa. (Petitioner; Eimatsu Okazaki, Mayor of Sendai.) (Introduced by Mr. Buichi Oishi and 2 others.) (No. 389)

By the growth of Sendai City and by the expansion of Ishinomaki City and its neighboring towns, there has come to be seen a yet close relationship of various phases, industrial, economic, cultural and traffic, in the local areas along the Sengoku line to say nothing of the necessity of expansion of transportation capacity. Besides, with the rapid development of fishery in Ishinomaki City, the center, and Ojika-gun and Momofu-gun, the present railway facilities no longer serve well. Such being the circumstances, the Government is asked to see to it, that the section between Sendai and Ishinomaki is duplicated and the section between Ishinomaki and Onnagawa is electrified so that the city of Sendai can be directly connected with Onnagawa town.

Dated May 23, 1949.

Report on the Petition concerning establishment of a railway station at Kamihama-mura. (Petitioners; Shinkichi Sugawara, Headman of the Village, Kamihama-mura, Yuri-gun, Akita Prefecture, and another.) (Introduced by Mr. Seiji Murakami.) (No. 390.)

Kamihama-mura, Yuri-gun, Akita Prefecture is situated in the middle of the railway between Kosunagawa and Hisagata Stations on Uetsu line, the distance of the two stations being 8 kilometers.

It depends on wagons and government-operated truck lines as a means of transportation. Consequently, the local people are greatly handicapped in increased production and transport for their rich agricultural, forestry, mineral and aquatic resources. Moreover, they are experiencing a great inconvenience for the business journey and attendance at school, being sometimes isolated from the outside world in winter. It is, therefore, requested that a railway station will immediately be established in the village.

Dated May 23, 1949.

Report on the Petition concerning objections to the transfer of Nanyo line and two other cases. (Petitioner; Kyuichi Ninomiya, Headman of the Village, Doi-mura, Higashi-uwa-gun, Ehime Prefecture, and 750 others.) (Introduced by Mr. Eikichi Takahashi and 8 others.) (No. 391) and on two other petitions of the same purport as above. (No. 929)

Nanyo line of the government-operated bus lines which run between Iyo-Osu, Higashiuwa-gun, Ehime Prefecture, and Deme has steadily developed since its establishment and is an indispensable one to the district concerned as a means of communication and transportation. It is said that the government is going to transfer it to private business. The line has been established only after long and zealous wishes on the part of the local people concerned. It is, in view of these circumstances, much to be regrettable and objectionable that the said line should be transferred to private enterprise.

Dated May 23, 1949.

Report on the Petition concerning establishment of a station between Inariyama and Ubasute Stations. (Petitioner; Tokijiro Yanagisawa, Headman of the Village, Kuwabara-mura, Sasashina-gun, Nagano Prefecture.) (Introduced by Mr. Tadao Kuraishi.) (No. 294)

The petition for establishing a station between Inariyama and Ubasute Stations on Shinonoi Line, has been adopted several times by the Diet, still it remaining unrealized. It is said that the Government is now planning to electrify the said Line. If it is realized, it will settle the matter concerning the accidents arising from smoke and result in strengthening the pulling power of locomotives. Again, if a new station be established between the above-mentioned Stations, it would shorten the Line needed for exchange at the two Stations. It is, therefore, requested that the plan will immediately be realized.

Dated May 23, 1949.

Report on the Petition concerning construction of an International Hotel at Cape Ishiro. (Petitioners; Kisaku Nagatomo, member of the Prefectural Assembly of Shizuoka-ken, at Shimoda-cho, Kamo-gun, Shizuoka-ken, and four others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 434.)

In view of the fact that Cape Ishiro located at the southern tip of Izu Peninsula, is a scenic spot well-known to and frequented by foreigners, which can be easily reached from Tokyo only by a few hours' ride, it is proposed that an international hotel be constructed there.

Dated May 23, 1949.

Report on the Petition concerning Objection to the Proposed Selling of the Wakae Line. (Petitioners; Shinzo Tanaka, Head of Wakasa-chiho-cho, Onifu-gun, Fukui Ken, and 5,000 others.) (Introduced by Mr. Hajime Fukuda.) (No. 443.)

The Wakae Motorbus Line operated under the State management is a public facility maintained in the interests of the local populace and has a vital mission in the development of local areas. If this is converted into civilian management, it is obvious that private interests will come first before public interests, no due care will be taken for the maintenance of cars, and punctuality will be lost, causing thereby a great deal of inconvenience to local people. Accordingly, opposition is being raised to the proposed selling of the Wakae Line.

Dated May 23, 1949.

Report on the Petition concerning the Construction of a Railway between Ichinohe and Koma via Torimi and Johoji. (Petitioners; Hideo Nozato, Head of Ichinohe-cho, Ninohe-gun, Iwate-ken.) (Introduced by Mr. Masakatsu Nohara.) (No. 444)

It is said that the construction of a railway connecting Koma Station on the Tohoku Line with Kita-Fukuoka Station via Shichijiu Mountain-foot and Johoji-machi in order to keep away from a sharp slope near Okunakayama Station, located in Iwate-gun, Iwate-ken, which is recognized as the most dangerous place on the said Line. However, the undertaking will be accompanied with considerable difficulties, and besides taking into account the fact that construction of a railway line between Ichinohe-cho, which by the way is a key traffic point, and Koma Station by way of Torimi-mura, Johoji-cho and Shichijiu Mountain-foot is very easy, it is proposed that the said project be carried out.

Dated May 23, 1949.

Report on the Petition concerning Objection to the Projected Disposition of the Suwa Line. (Petitioners; Ashiho Tsukahara, President of the Association for Retention of the Suwa Bus Line operated under the State Management, and 10 others.) (Introduced by Mr. Shusuke Imamura.) (No. 463)

The Suwa bus line operated under the State management, which connects 33 villages and Ueda-shi with Suwa-gun and Okaya-shi, is a major route indispensable from the points of view of the tourist industry, traffic, culture and industry. Should this be disposed of, it would be attended by many evils and inconveniences. Therefore, a strong objection is being raised to the projected disposition of the said line.

Dated May 23, 1949.

Report on the Petition concerning Acceleration of Disposal of the Former Industrial Cement Railway. (Petitioners; Takakichi Aso, Managing Director of the Industrial Cement Railway Co., Ltd., and 5 others.) (Introduced by Mr. Giichi Hirai.) (No. 480.)

The Gotoji line which connects Kiko and Akasawa in Fukuoka Prefecture, the Itoda line which connects Kanada with Miyatoko and the Akasaka line of the former Industrial Cement Railway which connects Akasaka with Akasaka Coal-mines were purchased during the wartime by the Government, but such necessity is no longer felt today in postwar Japan. Accordingly, it is proposed that these three railway lines be sold, taking into account a vital part which they play in the field of the cement industry as well as in other fields of local industry.

Dated May 23, 1949.

Report on the Petition concerning Acceleration of Construction of a Railway between Shari and Nemuro-Hyotsu. (Petitioners; Tsurumatsu Yonezawa, Head of Shari-cho, Shari-gun, Hokkaido, and 1 other.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 481)

Out of the section between Shari Station on the Kummo line and Nemuro-Hyotsu Station on the Hyotsu line, tracks were laid between Shari and Koshikawa, but such works for other sections have been in abeyance. The said line, if inaugurated, will make local traffic convenient and also play a vital part in the development of uncultivated fields and forestry resources. Accordingly, immediate inauguration of traffic service on the section where works have been completed and an early opening of thorough traffic on the Nehoku line are requested.

Dated May 23, 1949.

Report on the Petition concerning Speeding-up of the Nagasaki-Tokyo Semi-Express Train on an Express Level. (Petitioner: Naoyuki Okamoto, President of the Nagasaki Prefectural Assembly.) (Introducers: Mr. Hachiro Tsubouchi and 8 others.) (No. 482)

The port of Nagasaki, located at the south-western gate of the mainland, has a bright future not only as a possible port of call for foreign ships but also as a basis of fishery and as a center of the tourist routes. Accordingly, it is proposed that upon the forthcoming enforcement of a new diagram of the national railways, the present Nagasaki-Tokyo semi-express train be speed up on an express-train level.

Dated May 23, 1949.

Report on the Petition concerning Acceleration of Reconstruction of the Railway between Hiratsudo and Moshi. (Petitioner: Koichi Sato, Chairman of the Flood Damage Reconstruction Commission in Iwate Prefecture.) (Introducers: Mr. Takeo Yamamoto and 6 others.) (No. 516)

Monmakawai-mura, located between Hiratsudo and Moshi on the Yamada line lost its sole means of traffic by interruption of the railway service owing to the flood last year, which has rendered impossible delivery of timber and charcoal, the vital materials upon which the villagers depend for their sustenance. Thus, the people are in dire poverty. Such being the situation, this Petition proposes that the section of that railway be reconstructed immediately and that, pending operation of the service, motor-car service be put into operation temporarily.

Dated May 23, 1949.

Report on the Petition concerning Objection to the Projected Sale of the Sonofuku Line. (Petitioners: Ichiro Higuchi, Head of Tohara-mura, Amada-gun, Kyoto-fu, and 35 others.) (Introducer: Mr. Shigesaburo Maeo.) (No. 517)

It is said that the Sonofuku bus line, operated under the State management, which run from Sonobe-cho, Funai-gun, Kyoto-fu to Fukuchiyama through Tohara-mura will be sold before long. But if this line, which as the sole means of traffic in that area has been of so much convenience to the local people, is transferred to private operation, much of its functions will have been lost from the points of view of fund, material and personnel.

Accordingly, this Petition voices objection to the projected sale of the line.

Dated May 23, 1949.

Report on the Petition concerning Establishment of a Station at Nagasato of Konagai-mura. (Petitioners: Tokuro Koga, Head of Konagai-mura, Kitatakaku-gun, Nagasaki-ken and 2310 others.) (Introducer: Mr. Hachiro Tsubouchi.) (No. 531)

Konagai-mura, in Kitatakaku-gun, Nagasaki-ken, covers 14 sq. kilometers of land, and Nagasato, located at its western section, is larger in size, in population and in household number than the rest of the area. Nagasato is also rich in agricultural production, keeping spacious forests and clearings behind, and yet, because it is located halway between Konagai Station and Yoe Station, each four miles away connected by a sharp sloping road, much inconvenience is felt in the shipping of Hosaki stone, the principal local product, and fertilizers. Accordingly, this Petition requests that a station be established at Nagasato.

Dated May 23, 1949.

Report on the Petition concerning Designation of Chitose Village as Oil Supply Station for Semi-Diesel Boats. (Petitioner: President of the Binan Area Semi-Diesel Boat Association of the West Japan Ship-Owners Association, 2-7-2 Kumoi Cho, Fukiai Ward, Kobe City.) (Introducers: Mr. Gyohei Tanaka and Mrs. Toshiko Karasawa.) (No. 591)

Since during war years all coal transport semi-Diesel boats, registered at Chitose and 2 other villages, Numakuma County, Hiroshima Prefecture, have been placed under the system that they are supplied with oil necessary for their entire voyage at the place of loading coal, much to the inconvenience of semi-Diesel boat operators. Under the circumstances, it is petitioned that Chitose Village be designated as an oil supply station in consideration of its unrivalled geographical condition for that purpose.

Dated May 23, 1949.

Report on the Petition against the sale of the Okunoto Bus Line. (Petitioners: Jukichiro Igarashi, Mayor of Ugawamachi, Fugeshi-gun, Ishikawa Prefecture and 18 others.) (Introducer: Mr. Yoshio Minami.) (No. 606)

The state operated bus line of Okunoto is the only one means of transport in the district and contributes to the development of the locality as it does now under the State management. Therefore, it should be continued to be operated as it is.

Dated May 23, 1949.

Report on the Petition for the sale of the Iyahiko Line. (Petitioner: Shirota Nakano, President of Niigata Transport Co., Ltd.) (Introducer: Mr. Kakuei Tanaka.) (No. 608)

It is requested that the Iyahiko Line be sold to the Niigata Transport Co., Ltd. to be economically operated together with other railway lines under the company's management.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Ono Line. (Petitioners: Ichimatsu Tanikuchi, Head of Shimo-Anauma-mura, Ono-gun, Fukui-ken and 367 others.) (Introducers: Messrs. Shinzo Tsubokawa, Matsujuro Okumura, Shigeru Tobishima and Hajime Fukuda.) (No. 630)

The Ono Line a Government-operated motor transportation line, has important missions as a substitute of the Etsubi South route, contributing greatly to the development of natural resources along the line. The petition is to oppose to the disposal by sale of the line, as it would not only affect local industries greatly, but also incur disadvantage and inconvenience to the inhabitants along the line if it be sold to private business.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Tenryu Line by Sale. (Petitioner: Naoto Suzuki, Mayor of Mizukubo-machi, Suchi-gun, Shizuoka-ken, and 1,850 others.) (Introducer: Mr. Takuro Adachi.) (No. 633)

The disposal by sale of the Government-operated motor-transportation route, the Tenryu line, which has greatly contributed to the conveyance of forestal products along the line since its opening in 1946 would necessarily entail the curtailment of frequency of operation to the utmost inconvenience of the local residents and the difficulty in management owing to the tightened supply of materials. On these grounds, the Petition is to oppose to the disposal of the line by sale.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Hikari Line. (Petitioners: Raizo Yamamoto, Mayor of Hikari City, Yamaguchi-ken and one other.) (Introducer: Teiichi Takahashi.) (No. 635)

The Hikari Line, a Government-operated motor transportation service running between Hikari Station and Murozumi-machi, Yamaguchi-ken is a sole means of communication within Hikari City and stands in inseparable relation with the City with regard to sightseeing as well as office attending of inhabitants and has been as if it were operated by the municipal authority itself. Though it would be difficult to port it under municipal operation due to the tightened financial situation of the City, the transfer of its management into the hand of private business would inevitably bring about such a disadvantage and inconvenience as the decrease of running frequency of trains, insufficient service for changing-trains and reduction of discount rate of fare on commutation-ticket. Thus, the Petition is to oppose it.

Dated May 23, 1949.

Report on the Petition for the Disposal by Sale of the Railway purchased by the Government. (Petitioners: Yutaka Yamada, Chairman of the League for Release of the Purchased Railway, c/o No. 59, Shirokane-daimachi I-chome, Shiba, Minato Ward, Tokyo, and 8 others.) (Introducer: Mr. Riuemon Okamura.) (No. 636)

The petition is to apply for earlier disposal by sale of former private railways purchased compulsorily as under a wartime emergency measure with a view to promote the convenience of inhabitants together with the development of area along the line.

Dated May 23, 1949.

Report on the Petition for the Increase of Frequency of Direct Train on the Ito Line and its Electrification. (Petitioner: Toshiro Ebina, c/o the Municipal Office of Ito City.) (Introducer: Mr. Tsurukichi Hatakeyama.) (No. 643)

The Ito line is reportedly to be electrified due to rapid increase of passengers. The petition is to apply for the increase of direct trains on the line at least to double the present two returns and the running of trains consisting of six well-equipped cars on its electrification as it is one of important routes in international sightseeing industry.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Azuma Line. (Petitioners: Hiroshi Uchiyama, Chief of Sanada-mura, Nagano-ken and 7,782 others.) (Introducer: Mr. Ichitaro Ide.) (No. 692)

The Government-operated Motor Service Azuma Line is reportedly to be sold to a private company. The petition is to oppose to its disposal by sale as it is the only one Government motor service in the border district between Kozuke and Shinano including the well-known skiing center of Sugadaira, not to say about large output of agricultural and forestal products to be carried out by it.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Government-operated Motor-Service between Miyashita and Tadami. (Petitioners: Tomejiro Ito, Yanazumachi, Fukushima-ken and 736 others.) (Introducers Messrs. Giei Owada, Shoichi Sekiuchi, Matsukichi Takagi and Sadao Imaizumi.) (No. 693)

The area ranging from Miyashitamura, to Tadami, Ihokumura, Fukushima-ken is along the River Tadami, one of electric resources, abundant with important resources, development of which together with that of the Inner Aizu district greatly depends upon the Government-operated motor service. Thus, the Petition is to oppose to the disposal of the line.

Dated May 23, 1949.

Report on the Petition for the Construction of Railway connecting Kawaguchi with Omoto via Ekari and Ogawa. (Petitioners: Tobei Miura, Mayor of Kuzumaki-machi, Iwate County, Iwate-ken and 6 others.) (Introducer: Mr. Takeo Yamamoto.) (No. 699)

The area ranging from Kawaguchi-mura to Omoto-mura via Ekari-mura, Ogawa-mura and Iwaizumi is one of leding centers of charcoal production and the coal-and-fire-clay deposits in Ogawamura are of the first grade in their quality as well as quantity in our country though left undeveloped due to the lack of means of transportation. Such being the case, the Petition is to apply for the construction of a railway running through the district.

Dated May 23, 1949.

Report on the Petition for the Extention of the Suwa Line to Karuizawa. (Petitioners: Matazo Okusa, Chief of Honmoku-mura, Nagano-ken and 75 others.) (Introducers: Messrs. Tomijiro Kurosawa and Ichitaro Ide.) (No. 700)

The State highway starting from Nagakubo-shimmachi on the Suwa line, Nagano-ken to Karuizawa is a part of the former Nakasendo highway on which a private-operated motor-bus is running. As the area along it is abundant with rich agricultural, forestal and mineral resources in addition to that Karuizawa is a world-famous summer resort, perfection of transportation facilities is essential for the conveyance of passengers and goods. Such being the case, the petition is to apply for the extention of the Suwa line from Nagakubo-shimmachi to Karuizawa or from Maruko Station to Karuizawa via Miyota on the Shinetsu line in compliance with the desire of the inhabitants.

Dated May 23, 1949.

Report on the Petition for the Establishment of an International Hotel in the Compound of the Former Ohama-rikyu, a former Detached Palace. (Petitioner: Tsurukichi Hatakeyama, c/o No. 650, Tsutsumitaka-machi, Ota-ku, Tokyo.) (Introducer: Mr. Bamboku Ono.) (No. 706)

It is of an urgent need to construct international hotels for foreign sight-seers as there is no hotel worthy of recommendation as such, within Tokyo Metropolis. Thus, the Petition is to apply for the construction of semi-officially operated international hotel in the compound of the former Ohama-rikyu, a former detached palace, with a view to promote the tourist industry and the progress of trade.

Dated May 23, 1949.

Report on the Petition for the Continuance of the Iwamurata Motor-service Section. (Petitioner: Ryotaro Abe, Chairman of the Town- and Village-heads Conference of Kita-Sakugun, Nagano-ken.) (Introducers: Messrs. Tomijiro Kurosawa and Ichitaro Ide.) (No. 731)

The Government operated Motor-service Section of Iwamurata, Nagano-ken has shown remarkable results since its establishment in 1945 for the conveyance of forestal products, etc. of Minami- and Kita-Saku-gun contributing great convenience to the inhabitants of 50 towns and villages within the district together with those of Chiisagata-gun. Such being the case, its disposal by sale into the hand of private enterpreneur would bring in much inconvenience and disadvantage to the inhabitants of the district. Thus the Petition is to apply for the continuance of the

Section.
Dated May 23, 1949.

Report on the Petition for the Purchase of Railway-Sleepers by the Transportation Ministry. (Petitioner: Fukuzo Urushizaki, c/o No. 1, Nishi 4-chome, Kita-Yojo, Sapporo City.) (Introducer: Mr. Koji Hayashi.) (No. 732)

The producers of railway sleepers in Hokkaido have secured their supplies in accordance with the quota under the production plan of the Government. It is reported recently that the Government will change the way of purchasing sleepers from the fiscal year of 1949. As it would greatly conflict with the planned production heretofore taken, the Petition is to apply for following measures.

(1) To remove the stock of sleepers within the Sapporo Railway Bureau into places under other Bureau and to purchase as many as possible out of the stock on the spot amounting to 960,000 pieces.

(2) The surplus left by the previous measures shall be put on the base of purchase on which the dealers of sleepers can stand for competition with them.

(3) As the Hokkaido Sleepers Association raised a short-term loan in counterpart of the sleepers amounting to 250,000 pieces already delivered and paid to the producers, the Government shall hasten its payment for such items.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Akiyoshi Line. (Petitioners: Shigenobu Kawaki, Chairman of the Town- and Village-head Conference of Mine-gun, Yamaguchi-ken and 100 others.) (Introducer: Mr. Eiichi Yoshitake.) (No. 734)

The Government-operated motor service Akiyoshi line connecting the Yamaguchi line with the Mine Line is the shortest route inseparable from the Government railway and has contributed to the promotion of civilization, industry and living of the inhabitants along it. Such being the case, if it were disposed by sale, it would bring about invaluable disadvantage and inconvenience to the inhabitants with regard to their attendance to school and business places and the conveyance of the necessities of daily life. Thus, the Petition is to apply for the continuance of the Government operation of it taking the mission of the line as a public communication means into consideration.

Dated May 23, 1949.

Report on the Petition for the Disposal by Sale of the Itsukaichi Line. (Petitioners: Kan Sasakawa, c/o No. 140, Itsukaichi-machi, Nishi-Tama-gun, Tokyo and 1,000 others.) (Introducer: Messrs. Atsuyasu Fukuda and Kenjiro Shiga.) (No. 736)

Since the purchase by the Government during the war, a part of the Itsukaichi line was removed and the frequency of train was considerably decreased that it has adversely affected the post-war rehabilitation presenting a big obstacle to the recovery of the local industries. Thus, the Petition is to apply for the disposal by sale of it to private operation.

Dated May 23, 1949.

Report on the Petition for Installation of a Fog-Whistle Signal in the Daikokujima Lighthouse. (Petitioner: Kibun Toki, Mayor, Atsugishi Town, Atsugishi County, Hokkaido.) (Introduced by Mr. Kyoichi Ito.) (No. 806)

Atsugishi Port, Atsugishi County, Hokkaido, is an excellent natural port, affording a base for off-sea fishery around there, but with the increasing night voyages of fishery boats owing to the rising night fishery activities, there is increasing danger that they strike the rocks at the eastern extremity of Shiroha Promotory. Under the circumstances, it is petitioned that for the safety of the voyaging ships a fog-whitle signal be installed in the Daikokujima Lighthouse.

Dated May 23, 1949.

Report on the Petition for Acceleration of the Construction of a Railroad Line between Aioi and Saidaiji. (Petitioners: Kumata Tokunaga, President of the Town and Village Mayors' Association of Wake County, Okayama Prefecture.) (Introduced by Mr. Tsukasa Okami.) (No. 813)

The construction of the Akao Line between Aioi Station, Hyogo Prefecture, and Saidaiji Station, Okayama Prefecture, which was started in response to the ardent desire of the local people, was suspended owing to the war. However, the difficult part of the works has already been disposed of, and the areas along the line include the production centers of materials for national rehabilitation and overseas export in addition to many scenic spots and historic sites. Beside the great role to be played by this line in industrial and economic developments, in culture at large and in the progress of tourist industry, there is no doubt that its utilization will be extended with the completion of the dredging operations in Katagami and Saidaiji Ports. Under the circumstances, it is petitioned that the construction works of this line be quickly resumed.

Dated May 23, 1949.

Report on the Petition concerning the Sea Transportation Policy by Motor- and Sail-Driven Boats. (Petitioner: Jiichiro Nomura, President of the Japan Near Sea Steamship Association. (Introduced by Messrs. Riemon Okamura and Shori Sekiya.) (No. 43)

In view of the unfairness that fares and charges of the National Railways and the Civil Merchant-Marine Commission, for which Government appropriations are made and which are exempted from taxation, are left to compete with those of motor-and-sail driven boats, which are managed on an independent accounting system, it is petitioned that the former organizations be placed under an independent accounting system so that both fares and charges may compete fairly on an equal standing. At the same time, it is desired that as fuel necessary for the motor-and-sail driven bots engaging in transportation of important goods, a monthly supply of 6,100 kiloliters of heavy oil and 370 kiloliters of machine oil be made to their operators.

Dated May 23, 1949.

Report on the Petition for Opposition to the Disposal of the Mera Line. (Petitioners: Togai Sato, Head of Nishi Mera Village, Koyu County, Miyazaki Prefecture, and 21 others.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 845), and on one other petition of the same purport as above. (No. 1320)

In spite of the importance of the Mera Line which contributes greatly to the development of South Kyushu and demands the completion of facilities, it is regrettable to hear that its disposal is now planned. Under the circumstances, it is opposed to its disposal.

Dated May 23, 1949.

Report on the Petition concerning Degrading of Karikachi Pass on the Nemuro Main Line. (Petitioners: Shokichi Homma, Deputy Mayor of Shintoku Town, Kamikawa County, Hokkaido, and 6 others.) (Introduced by Mr. Yoshitsugu Hayashi.) (No. 874)

Karikachi Pass on the Nemuro Trunk Line, which forms the bottleneck of transportation for the overall development of Hokkaido, is located to the northwest of Shintoku Town, Kamikawa County, with an altitude of 700 meters above sea level dividing Hokkaido into eastern and western section and with an incline of 25/1,000 degrees which greatly obstructs the industrial activities in the eastern section. Under the circumstances, it is petitioned that the degrading works on the pass be executed for the improvement of rail transportation.

Dated May 23, 1949.

Report on the Petition concerning Development of Inner Mikawa. (Petitioners: Shigeru Suzuki, Mayor of Asuke Town, Higashikamo County, Aichi Prefecture, and 6 others.) (Introduced by Mr. Noriyoshi Miyake.) (No. 879)

Higashikamo County, Aichi Prefecture, over 80 per cent of which entire area consist of forests, has abundant forest resources. But in addition to the incomplete networks of roads to its hinterlands, it lacks railway facilities, much to the inconvenience of transportation of forestry products which are now accumulated there in great amount without transportation. Under the circumstances it is petitioned that for the development of the forest resources there, the road networks to the hinterlands be completed together with the extension of the Okazaki Line of the Nagoya Railways to Asuke Town.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway Running Through the Sanriku Coast. (Petitioners: Toyokichi Kida, President of the League for Realization of the Sanriku Railway, and 160 others.) (Introduced by Messrs. Seijiro Takahashi, Ichiro Shoji, Buichi Oishi and Saburo Chiba.) (No. 885)

The proposed Sanriku Coast Railway is a railway line starting from Kesennuma Station on the Ofunato Line and reaching Ishinomaki Station on the Onagawa Line by running through Motoyoshi and Momou counties. The area along this line is known as the treasure-house of Tohoku district, with one of the foremost fishing grounds of this country, and abundant mineral and forest resources, although inconvenient transportation facilities are still deterring the full development of these natural resources. For this reason the railway construction was started in 1936, but it was suspended owing to the war never to be resumed. Under the circumstances, it is petitioned that for the development of these resources lying idle the completion of this railway be accelerated.

Dated May 23, 1949.

Report on the Petition for Acceleration of the Completion of the Oito Line. (Petitioners: Hideo Masuda, President of the Society for Development of Itoigawa Town, Nishikubiki County, Niigata Prefecture, and 29 others.) (Introduced by Mr. Juichiro Tsukada.) (No. 886)

The construction of the Oito Line, an important trunk line connecting Matsumoto City on the Chuo Line and Itoigawa Town on the Hokuriku Line, was started in 1929 but the war caused its suspension when the section as far as Nakatsuchi on Nagano Prefecture side and the section as far as Hiraiwa on Niigata Prefecture side were completed. At present, the line is operated to Nakatsuchi on one side and to Kotaki on the other, leaving a distance of over 16 kilometers completed in the construction of road beds but without laying of rails. Under the circumstances, it is petitioned that the completion of the Oito Line be accelerated.

Dated May 23, 1949.

Report on the Petition for Opposition to the Disposal of National-managed Motorcar Service in Hokkaido. (Petitioners: Taizo Nishimura, Chairman of the Atsugishi Town Assembly, Atsugishi County, Hokkaido.) (Introduced by Mr. Kyoichi Ito.) (No. 887)

The reported disposal of national-managed motor-car, services in Hokkaido will seriously affect the development of its industry. Under the circumstances, it is opposed to the measure.

Dated May 23, 1949.

Report on the Petition for acceleration of construction of the Railway Line between Maetanichi and Kisennuma. (Petitioned by Shozo Sato, the Head of Toyosato Village, Tome County, Miyagi Prefecture and 35 others.) (Introduced by Mr. Kokichi Tsunoda and 2 others.) (No. 891)

A railway line was started to be constructed along the coast of Sanriku in 1936 to connect the Kisennuma station on the Ofunawatari line with the Ishinomaki station on the Mekawa line, running through Motoyoshi and Momofu coun-

ties. But the work has been suspended due to the outbreak of late war until today. The part of this province may be said a vast treasure-house of Tohoku District with a center of rich fishing grounds in its neighborhood and also abundant mineral and forest products. However, those natural resources have not been exploited to the full extent owing to the traffic inconvenience. It is, therefore, requested that the railway construction work be resumed and the railway be opened to through traffic in order to exploit such natural resources now sleeping idle there.

Dated May 23, 1949.

Report on the Petition for Construction of a Lighthouse at Takinoue Section, Ashibe-ura. (Petitioner: Yoshitaro Kyozaki, Chairman of the Tagawa Town Assembly, Iiki County, Nagasaki Pref.) (Introduced by Mr. Hisayuki Nishimura.) (No. 892)

Although Ashibe Port, Tagawa Town, Iki County, Nagasaki Prefecture, is a fishery base in the Sea of Genkai and frequented by fishery boats, they are frequently shipwrecked on account of many rocks lying near its mouth. Under the circumstances, it is petitioned that a lighthouse be constructed at Takinoue Section of Ashibe-ura.

Dated May 23, 1949.

Report on the Petition for Opposition to Disposal of National-Managed Truck Service between Tsuruoka and Oizumi Village and for Commencement of National-Managed Bus Service for the Section. (Petitioners: Tsurukichi Onodera, Head of Oizumi Village, Higashi-Tagawa County, Yamagata Prefecture, and 10 others.) (Introduced by Mr. Yoshinobu Shida.) (No. 932)

It is reported that the national-managed truck service for the route from Tsuruoka City to Oizumi Village via Sei Village, etc., Higashi-Tagawa County, which has contributed a great deal to the transportation of the mineral and forest products of the districts concerned, is to be disposed of. However, a private truck service cannot guarantee satisfactory transportation, and moreover, the local people eagerly desire the operation of a national-managed bus service in addition to the existing truck service for the section. Under the circumstances, it is petitioned that the national-managed truck service be maintained for the section and further, a bus service be inaugurated along with it.

Dated May 23, 1949.

Report on the Petition for the Opposition to the Disposal by Sale of the Akiyoshi Line. (Petitoners: Shigenobu Kawamoto, Chairman of the Town-Mayors and Village-Headmen Conference of Mine-gun, Yamaguchi-ken and 114 others.) (Introducers: Mr. Isamu Imaizumi and two others.) (No. 975)

As the Akiyoshi Line, a Government operated motor service, directly connecting the Yamaguchi Line with the Mine Line, is one of the shortest routes inseparable from the Government railways which contributes to the promotion of civilization, industry and subsistence of the inhabitants concerned, its disposal by sale would bring about inumerable disadvantages and inconvenience to the inhabitants in their attending office or school along with the conveyance of daily necessities. Thus, the Petition is to apply for the continuance of its operation by the Government taking its mission as a public transportation means into consideration.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway from Otaru to Toyoura via Kuchian. (Petitioners: Eitaro Suhara, Mayor of Otaru City and 4 others.) (Introducer: Mr. Hidetoshi Tomabechi.) (No. 978)

The route extending from Otaru City on the Hakodate Trunk Line and reaching Toyoura Town on the Muroran Trunk Line via Akai Village, Yoichi County, Kuchian Town, Abuta County and Makari Village, is rich in agricultural, forest and mineral resources and pass through the tourist area in South Hokkaido. Under the circumstances, it is petitioned that for the development of Hokkaido and the alleviation of the congested transport on the Hakodate Trunk Line a railway be rapidly laid on this route.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Shinnai and Futamata. (Petitioners: Shinichi Terada, Governor of the Tokachi Branch Government of Hokkaido, and 2 others.) (Introducer: Mr. Teisuke Takakura.) (No. 979)

The section between Shinnai Station located at the foot of Karikachi Pass and Futamata in the upper stream of the Nikatsu River, has rich forest resources as well as such mineral resources as gold, silver, copper, etc. Moreover, the development of electric resources is planned for this section. Under the circumstances, it is petitioned that a railway be laid for this section.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Iwakawa and Kokubu Stations. (Petitioners: Hiroshi Yoshise, Mayor of Iwakawa Town, Aso County, Kagoshima Prefecture, and 3 others.) (Introducer: Mr. Iku Maeda.) (No. 982)

Aso County occupying a greater part of Osumi Peninsula, is rich in agricultural, live-stock, forest, and fishery resources, which development has much to contribute to the reconstruction of Japan. However, it is a matter for regret that insufficient transportation facilitics have prevented them from full utilization. Under the circumstances, it is petitioned that by the construction of a railway between Iwakawa and Kokubu Stations, the development of this district be accelerated.

Dated May 23, 1949.

Report on the Petition for Opposition to Disposal of the Kiso Line and the Kinjo Line. (Petitioners: Michinosuke Takeuchi, Chairman of the Town- and Village-head Conference of Koga County, Shiga Prefecture, and 42 others.) (Introducer: Mrs. Tsuruyo Tsutsumi.) (No. 985), and on one other petition of the same purport as above.

The Kiso Line connecting Kusatsu, Shiga Prefecture, and Kameyama, Mie Prefecture, is the first bus line in this country ever operated under the Transportation Ministry's management. If it is placed under private management, it is evident that its fare will be raised, its operation become irregular and its sub-lines operated at deficit be suspended, much to the inconvenience of the transportation of the local people and to the detriment of the development of the local industry. On the other hand, the Kinjo Line, which connects Shigaraki and 4 other villages in Koga County and extends to Kamo of Kyoto, is evident to cause much inconvenience to students attending school by bus, if it should be disposed of as reported. For these reasons, it is opposed to the disposal of these two lines.

Dated May 23, 1949.

Report on the Petition for Retaining the Hirowake Factory of the Hiroshima Workshop Division, the Hiroshima Railway Bureau. (Petitioners: Tsunei Kusunose, Governor of Hiroshima Prefecture, and 1 other.) (Introducer: Mr. Kozaburo Miyahara.) (No. 986)

It is reported that in relation with the administrative adjustment pursuant to the curtailed budget, the Government intends the reduction of business of the Hirowake Factory of the Hiroshima Workshop Division of the Hiroshima Railway Bureau and its personel retrenchment. However, this factory is the only undertaking under Government management in Kure City, and it favorably claims to be the great repairing factory of railway passenger and freight cars in the Chugoku district. Therefore, the reported measure will not only give rise to an unemployment problem, but also destroy the important foundations for the industry of the city. Under the circumstances, it is petitioned that by excluding it from the objectives of the present administrative adjustment, this factory be retained.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Imari and Karatsu. (Petitioners: Tokuichi Tanaka, Chairman of the Town-and Village head Conference of Nishi-Matsura County, Saga Prefecture, and 25 others.) (Introducers: Messrs. Mataichi Nakamura and Sadamu Kitagawa) (No. 995).

The area extending from Imari Town, Nishi-Matsura County, Saga Prefecture, to Karatsu City via Kurokawa and Hatatsu villages and Yobuko Town, is most nearly situated to Korea and China, while on the other hand, it is not only related with the rich fishery grounds in the Sea of Genkai and the Eastern China Sea, but also abounds in agricultural, livestock and mineral products. Moreover, rich in scenic and histories sites, it forms an excellent tourist center.

However, this area, is scarcely furnished with transportation facilities, except a private motorbus service run for a certain section. Under the circumstances, it is petitioned that for the development of the local industry, a railway be constructed between Main Town and Karatsu City.

Report on the Petition concerning Opposition to the Disposal of the Higata Motor Service Section. (Petitioners: Shogo Takahashi, Mayor of Hisagata Town, Yuri County, Akita Prefecture, and 3 others.) (Introducer: Mr. Seiji Murakami.) (No. 998).

If the Hisagata Motor-bus Service Section should be disposed of, it would be inevitable that the motor-bus service is managed as a profit-making business, which attaches only secondary importance to the development of the locality, and consequently obstructs greatly the local transportation and communications. Under the circumstances, it is petitioned that this motor section be not disposed of and also, in case of its disposal, it be disposed of for Hisagata town and 6 other villages concerned.

Dated May 23, 1949.

Report on the Petition for Reconstruction of Shinano-Omachi Station Building. (Petitioners; Masado Matsuda, Major of Omachi, Kita-Azumi-gun Nagano Prefecture, and one other.) (Introduced by Mr. Kineshichi Masuda.) No. 1018)

Omachi of Kita-Azumi-gun of Nagano Prefecture is an important place of Azumidaira (the plain of Azumi) and a base of movements for all people visiting the Japan Alps for sightseeing. The present building of Shinano-Omachi Station is too small to shelter all the tourists, who are often obliged to stay outside the station building exposed to severe cold, heat, storm, or snow. The office rooms of the station are also too small to enable the station-employees to exhibit their efficiency at its best. Moreover, the station building is rotten and is in a precarious condition. It is desired, therefore, reconstruction of the station building should be carried out without delay.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway running from Joji-mura to Hiro-o via Horoizumi-mura. (Petitioners: Bushi Dobashi, Chief of Hidaka Branch Office of the Hokkaido Government and 218 others.) (Introduced by Mr. Kosaku Shinoda and Mr. Shin-ichi Tamaki.) (No. 1019)

Construction of a railway running from Yoji-mura at the terminus on the Hidaka Line of Hokkaido to Hiro-o-machi of Tokachi Province via Horoizumi-mura has been a pending question among all parties concerned. The construction of the railway line, however, is not yet realized. The sea-coast along the line in question is located near a rich fishing ground of international weight, while the land along the line is known as an inexhaustible natural depot of forest and mineral

products, which, however, are left undeveloped on account of the poor means of transportation between Hidaka and Tokachi Provinces, where the railway traffic is interrupted from time to time. It is desired, therefore, that the railway line in question should be constructed quickly.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Iioka and Toyoda or Ohara via Katsumada and Uezuki. (Petitioner: Jiro Fujii, No. 938, Oshima-machi Aioi City, Okayama Prefecture.) (Introduced by Mr. Hiroshi Aizawa.) (No. 1020)

The northern district of Okayama Prefecture has immense forest and underground wealth, besides being known for such scenic spots as the watering-place of Yunosato and Mt. Naki. On account of the difficulty of communication, however, those natural resources are left undeveloped, while the sightseeing industry is being developed of any chance of healthy development. It is desired, therefore, that a railway be constructed from Iioka station on the Katagami Railway Line of Okayama Prefecture to Toyoda via Yunosato, Katsumada, Uezuki and Kitayoshino, or between Iioka Station and Ohara-machi via Uezuki Furuyoshino and Katsumada.

Dated May 23, 1949.

Report on the Petition for a Passage to be Opened between Horiye and Miyajimaguchi. (Petitioners: Shuichi Nakada, No. 45, Horie-machi, Matsuyama City, Ehime Prefecture.) (Introduced by Mr. Hiroshi Onishi, Mr. Katsutoshi Sekiya and 7 others.) (No. 1081)

Port Horie of Ehime Prefecture is a natural good port, forming the northern gate to Matsuyama City. On account of the existence of this port, the connection between the marine transportation along the coast of Iyo and Sanuki Trunk Line is maintained in a satisfactory manner. For some time past, a sea route is opened between Horie and Hitokata under the management of the Transportation Ministry in order to facilitate the transportation between Chugoku and Shikoku. The Port Hitokata of Kure City, however, has no sufficient depth of water, while the hinterland is lacking required facilities of transportation and communication. Therefore, the transportation authorities have selected Miyajima-guchi as a more convenient junction. They have completed the facilities of the port, assigned necessary vessels and personnel, and are awating the new passage to open. It is desired, therefore, a sea route should be quickly opened between the two places in question.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Okutsu and Sakurai. (Petitioners: Takeshi Inamori, Head of Yawata-mura, Isshi-gun, Mie Prefecture.) (Introduced by Mr. Ichiro Matsumoto and two others) (No. 1087)

The Osho Line between Matsuzaka City of Mie Prefecture and Sakurai-machi, Isoki-gun, Nara Prefecture is constructed as far as Okutsu, Yawata-mura, Isshi-gun Mie Prefecture, where its construction is interrupted. Therefore, the railway line in question is being utilized in a part of Mie Prefecture only, and is not making enough contributions to the industrial development of the district. It is desired, therefore, that, in consideration of the fact that it is the shortest line to connect Osaka and Nagoya, as well as of its importance as a means to develop the rich forestry, mineral, and agricultural resources in the region concerned, measures should be taken for the speedy completion of the railway in question.

Dated May 23, 1949.

Report on the Petition for a Railway to be Constructed between Hoshakuji and Ichijima Stations. (Petitioners; Takeyoshi Akutsu, No. 2394 Takanezawa, Kitatakanezawa-mura, Shioya-gun, Tochigi-ken, and 274 others.) (Introduced by Mr. Koichi Yamaguchi.) (No. 1113)

The petition for a railway to be installed between Hoshakuji and Ichijima Stations by means of rails to be removed from the track between Hoshakuji Station on the Toho Trunk Line and former Army Air Arsenal has been adopted by the Diet as many as five times already. Nevertheless, the construction of the railway in question is not realized as yet, and the rails are left on the ground gathering rust. In the meantime, the people of the districts concerned are experiencing great inconveniences in attending their working places as well as in transportation of various commodities. It is desired, therefore, that the construction of the railway in question should be quickly realized.

Dated May 23, 1949.

Reported on the Petition for Speedy Completion of the Nakai Railway Line. (Petitioner; K. Kumamoto, Mayor of Aburatsu Town, Miyazaki Prefecture.) (Introduced by Mr. Funazo Tanaka and five others.) (No. 1115)

Minami Naka District, Miyazaki Prefecture, is noted for its abundant forest and aquatic product resources, but Aburatsu, the center of distribution of goods of the District, is linked with Miyazaki City only with only a private bus line. The industrial development of the Prefecture is thus being hampered greatly. In order to eliminate this handicap, the petitioner desires that the Naikai Railway Line be speedily completed.

Dated May 23, 1949.

Report on the Petition for a Railway to be Constructed between Momijiyama and Kanayama Stations. (Petitioner; Juzo Murakami, Head of Minami-furano-mura, Sorachi-gun, Hokkaido.) (Introduced by Mr. Hideyo Sasaki.) (No. 1149)

As much as 25 per cent of the entire area of Hokkaido is dependent on the Nemuro Trunk Line for transportation. Recently, the importance of the line is rapidly growing larger owing to the increase of freight to be transported. It is desired, therefore, a railway between Momijiyama and Kanayama Stations should be constructed. Because, the line, besides being the shortest course crossing the southern part of Hokkaido, will facilitate the speedy development of natural resources awaiting our use.

Dated May 23, 1949.

Report on the Petition for a Railway to be Constructed between Kawanoe and Ikeda Stations. (Petitioners; Kajiro Mamiya, Mayor of Ikeda-machi, Miyoshi-gun, Tokushima Prefecture.) (Introduced by Mr. Masaru Manabe, and two others.) (No. 1150)

The construction of the railway between Kawanoe-machi Ehime-ken and Ikeda-machi, Tokushima-ken was to have been started in the fiscal year 1937-38. But, it has been postponed up to the present because of the war. The line, however, is of great value, because it will not only facilitate the transportation and communication in Shikoku, but also will reduce the time required for a trip between Oita, Kyushu, to Osaka from 17 hours to 14 hours. It is desired, therefore, that the railway in question should be quickly constructed.

Dated May 23, 1949.

Report on the Petition for Improvement Works in Karikachi Tunnel. (Petitioner: Sumizo Murakami, Chief of Minami-furano Village, Sorachi-gun, Hokkaido.) (Introduced by Mr. Hideyo Sasaki.) (No. 1159)

Karikachi Pass along the Nemuro main line which is a bottleneck of the over-all development and transportation program for Hokkaido is situated in the north western part of Shintoku-machi, Kamikawa-gun; the walls seven hundred metres high above the sea level divide Hokkaido into two parts and a sharp slope (25/1,000) stands on the way of industrial development in the eastern districts of Hokkaido. Hence the proposed petition for reduction of the above gradient so as to improve local railway transportation.

Dated May 23, 1949.

Report on the Petition against Sale of the Okata Line. (Petitioners: Konzo Tanaka, Mayor of Osu Town, Kita-gun, Ehime-ken and twenty-four others.) (Introduced by Mr. Hideo Konishi.) (No. 1190)

It is understood that the Okata line which has contributed much to the industrial and cultural development of local districts since its opening will be sold by the Government. However, since the Government bus service has a public mission as a substitute for the Government railway service, it should never be left to the management of a profit-making civilian enterprise which makes it a rule to abolish even an industrially necessary line, if it finds it unprofitable. Hence the above petition against the sale of the line in question.

Dated May 23, 1949.

Report on the Petition for the Construction of a Railway Leading to Port Yawatahama. (Petitioner: Seiji Kikuchi, Mayor of Yawatahama-shi, Ehime-ken and four others.) (Introduced by Mr. Hideo Konishi.) (No. 1221.)

Port Yawatahama is a good port connecting Kyushu and Shikoku and local traffic is voluminous. But at present the traffic of 1,700 meters between the port and Yawatahama station are made either by horse cart or motorcar, thereby causing tremendous loss both economically and in time. As the construction of a railway requires much money, the local finance cannot meet the needed expenses. Hence the proposed petition for the construction of a railway at the Government's expenses.

Dated May 23, 1949.

Report on the Petition for Completion of the Yumo Railway Line. (Petitioners; Yeikichi Yoshida, Mayor of Abashiro Town, Hokkaido, and another.) (Introduced by Mr. Koji Hayashi.) (No. 1247)

The Yumo Line in Hokkaido, which had originally been planned to be completed in the fiscal year 1940, still remains incomplete, as the result of suspension of work on a small portion of it. But, in order to enhance the welfare of the people along the Line and promote exploration of rich resources, agricultural, marine product, forest and mineral in the neighborhood, it is thought important to complete the Line; and the Petitioners request that work on the said short section which had been discontinued will be resumed to get the whole Line open to service.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway Leading to Kagoshima Port. (Petitioner: Jun Arima, President of the Kagoshima Prefectural Assembly.) (Introduced by Mr. Yosuke Iwakawa.) (No. 1272)

The Government intends to construct a railway from Kagoshima station to the Central Market; but by extending the line by three hundred meters up to the south western part of the shelter, it can be connected with the municipal lot of two hundred tsubo, thus facilitating the shipment of goods. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Futamata and Sakuma. (Petitioners: Keizo Sakata, Mayor of Hamamatsu-shi and 6 others.) (Introduced by Mr. Kohachi Nakamura, and two others.) (No. 1276)

Not only the completion of construction works of a railway between Futamata-machi, and Sakuma-mura, Iwata-gun, Shizuoka-ken will contribute to the development of forest and mining industry and electricity in local districts, but will play an important role in connecting important cities in Tokaido with various places in Nanshin, Hokushin and Hokuriku. Hence the proposed petition.

Dated May 23, 1949.

Report on the Petition for Change of the Name of Sakoji Station into Moto-Zenkoji Station. (Petitioners: Reizo Miyazawa, Chief of Zenkoji-mura, Ina-gun, Nagano-ken and 5 others.) (Introduced by Mr. Chusuke Imamura.) (No. 1321)

The present name was adopted when the above station was transferred from the Ina Electric Railway Company to the Government Railway, but in view of the fact that

the old name is proper from the viewpoint of tourist industry, as the above station is an entrance to the famous temple Zenkoji, it is petitioned that the present name be changed into Motozenkoji station.
Dated May 23, 1949.

Report on the Petition against the Sale of Fukuro Line. (Petitioners: Kazuichi Suzuki, Chief of Kohama-cho, Adachi-gun, Fukushima-ken, and 10 others.) (Introduced by Mr. Ichiro Ouchi.) (No. 1323)

It is understood that the Government Fukuro line is for sale. However, the above line, as a connecting line of Nihonmatsu station of the Tohoku main line and Namie station of the Joban line, is contributing much towards the transportation of important local products and is by far superior to the civilian truck service in point of efficiency and transportation charges. Hence the proposed petition.
Dated May 23, 1949.

Report on the Petition against the Sale of Automobile Service under the State Management to the People. (Petitioners: Kisoji Uragawa, the Chairman of Ogawa-mura Assembly, Iwami County, Hokkaido and 20 others.) (Introduced by Mr. Masanobu Ogasawara.) (No. 1324), and on one other petition of the same purport as above.

It is reported that the state management of bus service be given up on the ground that it is not paying thereby causing irrationality of leaving the deficit arising from the same to the burden of the people. However, if defects of the old management be rectified and rationaliezd, it is not impossible to make it pay of its own accord. Should the service be left to peoples' management, the raise of fare is bound to take place, and furthermore there is a fear that the management would give up the line in case they find it unprofitable. Hence protest is made against the sale of automobile service under the state management between Utsunomiya and Taishi Hitachi to the hands of the people.
Dated May 23, 1949.

Report on the Petition against Sale of the Government Bus Service between Naokata and Fukuma (Petitioners: Hideji Yoshida, President of the Niyata Town Assembly, Kuratе-gun, Fukuoka-ken and another.) (Introduced by Mr. Fumihisa Tashiro) (No. 1360)

The Government bus service between Naokata and Fukuma is the only means of transportation in local districts. If this is sold to civilian enterprise, its public character will be neglected by bringing about a hike in transportation charges. Hence the proposed petition.
Dated May 23, 1949.

Report on the Petition against Sale of the Government Bus Service between Naganohara and Kusatsu (Petitioner: Zenzo Shioda, Mayor of Kusatsu-machi, Azuma-gun, Gumma-ken) (Introduced: by Mr. Yosuke Iwakawa) (No. 1361)

The Government bus service between Naganohara and Kusatsu is an important route to tourists or to those who are going to Kusatsu hot springs. It is a matter for thanks that the Government is operating it in the face of many obstacles, as the above line is marked by many curves and sharp slopes and especially during the winter, its operation is difficult due to snowfall. It is understood that the line is for sale. But we fear if such a difficult enterprise can successfully be carried out by a civilian industry. Hence the proposed petition.
Dated May 23, 1949.

Report on the Petition against Sale of the Suttsu Government Bus Service. (Petitioners: Yoshiro Tazawa, Isoya-mura, Isoya-gun, Hokkaido and 45 others.) (Introduced by Mr. Masanobu Ogawabara) (No. 1362).

Isoya-mura which is located far from transportation centres was provided with the Suttsu bus service in 1948 after local inhabitants had made long years' demands. It is understood that the above service is for sale. If this is realized, its public character will be neglected, thereby checking local industrial development. Hence the proposed petition.
Dated May 23, 1949.

Report on the Petition for Construction of a Railway between Shisa and Yoshii through Kamishisa. (Petitioners: Hisao Suzutachi, Chief of Kamishisa-mura, Kitamatsuura-gun, Nagasaki-ken and 4 others.) (Introduced: by Mr. Hisayuki Nishimura.) (No. 1364).

A plan for construction of a railway from Shisa station to Yoshii station via Kamishisa was about to be carried out with its survey finished, much to the joy of local inhabitants. However, due to various post war bottlenecks, it was not put into effect. In view of the fact that this line is the shortest one, connecting the northern part and the southern part of the province and will contribute much towards the development of Kitamatsu coal fields, local industries and tourist industries, it is petitioned that the above plan be carried out.
Dated May 23, 1949.

Report on the Petition for Opening of a Government Bus Service between Sagawa Station and Ikegawa-machi through Osaki-mura. (Petitioner: Soshun Tsubokura No. 3, Shiba-Sakuradazaemon, Minato-ku, Tokyo-to) (Introduced: by Mr. Nagahiro Nagano). (No. 1367)

The district extending from Sagawa-machi to Ikegawa-machi through Osaki-mura in Kochi-ken has a population of 20,000 and is rich in forest products, charcoal and paper. However it is far from transportation centres and a backward district culturally with its rich resources unemployed. Hence the proposed petition.
Dated May 23, 1949.

Report on the Petition against the Government Sale of the Shiobara Line. (Petitioners: Tokio Kimishima, No. 405, Tokigasaki, Nakashiobara, Nasu County, Tochigi Prefecture and 1,208 others.) (Introduced by Mr. Kinshi Moriyama.) (No. 1403)

The Shiobara Automobile Line under the national management to the Kinugawa Hot Spring from the Nishi-Nasuno Station of the Tochigi Prefecture by way of Shiobara-machi and Yaita-machi is discharging an important role of the exploitation of local industries and of the slightseeing business. If, however, operated under a private management, the said line will be utilized primarily for absorbing the sightseers, making that locality an unhappy resort. Again, the private management will without doubt cause a great deal of inconvenience to those who utilize that line on matters pertaining to the raise of transportation fees, the connection with the Government lines, etc. Therefore, the Petitioners are against the sale of that line by the Government to a private enterprise.
Dated May 23, 1949

Report on the Petition for the Opening of Automobile Transportation between Niimi and Takahashi under the National Management. (Petitioners: Muneo Miyazaki, Head of Hongo Village, Atetsu County, Okayama Prefecture and 23 others.) (Introduced by Miss Tsuruyo Kondo, and two others.) (No. 1430)

There has been ever-increasing volume of communication on the road-line to Takahashi-machi of Jyobo County from Niimi-machi of Atetsu County of Okayama Prefecture via Nariha-machi of Kawakami County. The operation of automobile transportation alone under a private management as at present which is both disadvantageous and inconvenient, fails to meet the requirements for the busy transportation of the passengers and goods and also greatly retards the progress of industries of that locality. Therefore, the Petition asks for the opening of automobile transportation between Niimi and Takahashi under the national management.
Dated May 23, 1949.

Report on the Petition against the Sale of the Iwanichi Line. (Petitioners: Ichiro Yamamoto, Mayor of Town of Hirose, Kuka County, Yamaguchi Prefecture and 500 others.) (Introduced by Mr. Sadaichi Takahashi.) (No. 1,431.)

The Iwanichi Line which connects the Sanyo Line and the San-in Line is an important road-line from the points of industry, communication and culture in that locality. Despite this fact, when that line is once sold, the management of that line will be carried on the profit-making device not only with a total disregard of advantages and convenience of the people of that locality but also with a bad influence on the industrial development of that locality. Under these circumstances, the Petition asks to register the opposition to the sale of the said line.
Dated May 23, 1949.

Report on the Petition against the Sale of the Miyabayashi Line. (Petitioners: Isaburo Matsuura, Head of Ikime Village, Miyazaki County, Miyazaki Prefecture and 9 others.) (Introduced by Mr. Naganori Koyama.) (No. 1,432.)

The Miyabayashi Line is the only means of communication which connects the distance of 55 kilo. between Miyazaki and Kobayashi. Moreover, it is an important road-line which was recognized necessary by the Diet for the construction of rail-road. At present, an automobile transportation is being operated under the national management. If the line is sold out, it is feared that there will bring about a great hindrance to the industry, economy, communication, etc. of that locality. Therefore, the Petition is against the sale of the said line.
Dated May 23, 1949.

Report on the Petition for the Extension to Shigeru City of Automobile Transportation between Toono and Kawai under the National Management. (Petitioners: Sakunojo Wami, Shimohei County, Iwate Prefecture and 5 others.) (Introduced by Mr. Masakatsu Nohara, and two others.) (No. 1,434.)

The extension to Shigeru city of the automobile transportation between Toono-town of Iwate Prefecture and Kawai-village and the National Management contributes greatly to the exploitation of mineral and forestry resources along the line. Therefore, the Petition asks for its immediate execution.
Dated May 23, 1949.

Report on the Petition for the Construction of Railway between the two stations of Katsuda and Kamisugaya. (Petitioner: Yoshio Yasu, Mayor of Katsuda-town, Naka County, Ibaraki Prefecture.) (Introduced by Mr. Takeshi Yamasaki.) (No. 1,435.)

The construction of railway from Kami-Sugaya station on the Mizugori Line of the Ibaraki Prefecture to the Katsuda station on the Joban Line has for many years the demand of the people of the locality. Its realization not only will be a great boon to the advantage and convenience of the inhabitants concerned but also will make a great contribution for the smooth transportation of agricultural and fishery products and the revival and development of industry. Therefore, the Petition asks for an immediate construction of railway between the said points.
Dated May 23, 1949.

Report on the Petition for the Expansion of the Inadajima Station. (Petitioners: Katsuzo Miyazaki, Head of Tamigiri Village, Kami-Ina County, Nagano Prefecture and 2 others.) (Introduced by Mr. Chusuke Imamura.) (No. 1,467.)

The Petition asks for the improvement of convenience to the inhabitants concerned by distributing the station members to the Inadajima Station on the Iida Line.
Dated May 23, 1949.

Report on the Petition concerning the Opposition to the Sale of the Kinan Line. (Petitioners: Shinichi Miwo, Head of Shimokitayama Village, Yoshino County, Nara Prefecture and 200 others.) (Introduced by Mr. Masao Maeda.) (No. 1,468.)

The Kinan Automobile Line under government management is the only communication means for transporting abundant timber and charcoal of Kamikitayama Village and Shimokitayama Village of Yoshino County of Nara Prefecture. If that line is sold, however, the industries of these two villages will come to standstill and bring about the hindrance to the exploitation of forests, which will be a threat to the life of the inhabitants. Therefore, the Petition is against the sale of that line.

Dated May 23, 1949.

Report on the Petition for the Opening of Automobile Transportation between Kakegawa and Mimaezaki under Government Management. (Petitioners: Ryutaro Tsutagaya, President of the Town and Village Council, Kogasa County, Shizuoka Prefecture and 50 others.) (Introduced by Mr. Hikojiro Mizuno.) (No. 1,469.)

Kakegawa Town of the Kogasa County of the Shizuoka Prefecture is the administrative center of the county and has a busy traffic to the vicinity of Ikeniida Town. Again, with the start of repair work of Mimaesaki Port in the near future, the operation of automobile transportation from Kakegawa Town to Mimaesaki Town under government management, when opened, would not only be convenient for the execution of the work but also would directly connect the Kanto region with the Kansai upon the completion of the same port, thereby, giving a great deal of convenience to the transportation of agricultural, forestry and marine products which are produced along that line. Therefore, the Petition asks for the opening of automobile transportation the said interval under government management.

Dated May 23, 1949.

Report on the Petition for the Opposition against the Sale of the Hamana Line. (Petitioners: Yukio Morita, Mayor of Niii Town, Hamana County, Shizuoka Prefecture and 5 others.) (Introduced by Mr. Ichiro Yagi and one other.) (No. 1,497.)

The Hamana Automobile Line under the government management that goes to Tóyohashi City of the Aichi Prefecture from Nii Town, Hamana County of the Shizuoka Prefecture is the sole communication structure of one city and five towns and villages and an important means of transportation of agricultural products and fish catches. In case this line is once transferred to a private possession, the management which fundamental aim is the pursuit of profits will cause the disadvantages and inconvenience to the public in the end by ignoring the public character of that line. Therefore, from the standpoint of local industry and cultural expansion, the Petition opposed against the sale of the said line.

Dated May 23, 1949.

Report on the Petition against the Sale of the Bungo-Takeda Automobile district. (Petitioners: Kigai Sakaizawa, Mayor of Takeda Town, Naoiri County, Oita Prefecture and 390 others.) (Introduced by Mr. Yoshikuni Kanemitsu.) (No. 1,528.)

Being barren of communication facilities, the Naoiri District of the Oita Prefecture, after conquering many difficulties, has established an automobile district operating with trucks alone as a branch district of the Usuki Automobile Districts since May, 1946, contributing to the expansion of local industry. If the said automobile transportation under the government management is sold out, there will be a disruption of the transportation net in the locality of Naoiri. Utilized by a group of bad express men. Therefore, the Petition is against the sale of the said-line.

Dated May 23, 1949.

Report on the Petition for the Opening of Automobile Transportation between Yonezawa and Kitakata under the Government Management and for the Promotion of Complete Transportation of the Yagan-u Line. (Petitioners: Koyuki Yukoku, No. 800, Inamura, Iwatsuki Village, Yama County, Fukushima Prefecture and 2,900 others.) (Introduced by Mr. Yoshie Owada, and two others.) (No. 1,541.)

If the Yagan-u Line that reaches to Yonezawa City from Imaichi of the Tochigi Prefecture via Tajima Town, Wakamatsu City, Kitagata Town and Netsu Hot Spring is completed, there will be the shortening of the distance of about 120 kilo. of the railroad between Tokyo and Aomori, and that of Yonezawa, Aizu and Tokyo. It is a matter of regret that the line between Araumi and Imaichi are not opened for traffic. Therefore, the Petition asks for the promotion for completing these lines and also for the opening of automobile transportation between Yonezawa City and Kitagata under the government management until the said lines are completed.

Dated May 23, 1949.

Report on the Petition against the Sale of Automobile Transportation of Hita City under the National Management. (Petitioners: Masao Hirose, Mayor of the Hita City and 6 others.) (Introduced by Mr. Yoshikuni Kanemitsu.) (No. 1,580.)

According to a report, the truck transportation under the Government management in Hita City will be sold this time. Hitherto, the truck transportation under the government management has been in operation for the long-distance line and the interior line which a private truck failed to operate and at the same time the former has the greater transportation power and the cheaper charges than the latter, thereby, making a great contribution to the increase of industry. If the sale is made, it will bring about the various problems such as the decrease of transportation power and the raise of charges, etc., with an unfailing consequence of a great difficulty to those interested in forestry and industry in that city. Therefore, the Petition registers its opposition to the sale of the said automobile transportation under the government management with a view to increase the industry and to contribute to the industrial reconstruction of our country.

Dated May 23, 1949.

Report on the Petition against the Sale of Automobile Transportation between Kosaki and Saganoseki under the Government management. (Petitioners: Kanehachi Saiwai, Mayor of Saganoseki Town, Kita-Amabe County, Oita Prefecture and 25 others.) (Introduced by Mr. Yoshikuni Kanemitsu.) (No. 1,581.)

Since the opening of the automobile transportation between the Kosaki Station on the Nippo Line and Sagaseki the interested inhabitants have derived a great deal of convenience. It is a matter of regret, however, that the said-line may be sold this time according to a report. Originary, the said-line is the only transportation means of agricultural and marine products of Sagaseki Town with a constant increase in the degree of its utilization. It has proved to be a boon of benefit and convenience to the said town which had been without communication facilities before. Therefore, the Petition asks for the continuation of automobile transportation under the national management after the consideration of these special conditions.

Dated May 23, 1949.

Report on the Petition for the Construction of a Railway between Futamata and Sakuma. (Petitioners: Ihei Kora, Chief of Tatsukawa-mura, Iwata-gun, Shizuoka-ken and 4 others.) (Introduced by Mr. Shunji Kinbara and Another.) (No. 1616.)

The complete of construction works of a railway between Futamata and Sakuma in Shizuoka-ken will not openly play an important role in the development of local natural resources such as connecting of important cities in Tokaido districts with various parts in Nanshin, Hokushin and Hokuriku. Hence the proposed petition.

Dated May 23, 1949.

Communications Committee:

Report on the Petition concerning Re-opening of Financing of Post-Office Life Insurance and Post-Office Annuity. (Petitioner: Hikaru Takimoto, Post Master of Satsu Post Office, Hyogo-ken.) (Introducer: Mr. Kiichi Arita.) (No. 7.), and on 15 other petitions of the same purport as above.

The only means to relieve the present financial stringency in country places is the supply of government fund at low interest. On that account, it is requested to reopen regional financing of Post Office insurance and Post Office annuity.

Dated May 19, 1949.

Report on the Petition for Establishing Direct telegraph and telephone circuit lines between Tokushima and Yokose and telephone circuit lines between Ikuhina and other three offices. (Petitioners: Goro Abe, Governor of Tokushima-ken and nine others.) (Introducer: Mr. Yoshimori Kashiwabara.) (No. 9.)

Katsura-gun, Tokushima-ken is rich in mineral and forestry resources and is flourishing in timber industry, and orchard production, their important markets being Tokushima, Osaka and Kobe districts. Thus for commercial transaction, the people there make much use of telephone and telegraph. But at present Ikuhina, Yokose, Takahoko and Fukuhara post offices are using common lines for telephone and telegraph. As the Komatsujima post office is transmitting lines, telegrams and telephone calls conjest in this office and naturally service is delayed causing much inconvenience to the people in these places. Accordingly it is requested to establish direct telegraph and telephone circuit lines between Tokushima and Yokose and telephone circuit lines between Ikuhina and other three offices.

Dated May 19, 1949.

Report on the Petition concerning Placing the Adachi Telephone Office in the Tokyo Office Territory. (Petitioner: Masaji Oyama, Headman of Adachi-ku, Tokyo-to.) (Introducer: Mr. Kimiyoshi Amano.) (No. 63.)

Adachi-ku is the only productive ward in the consumption metropolis of Tokyo and is playing an important part as a marketing area, but being situated in border land, there are few national establishments, especially it is the least provided with communications and telephone establishments. As to telephone condition, call number of people with other offices is more than calls within the office. At present the circuit lines are only seventy which cannot meet ten per cent of the total demand. As a solution of this problem, it is requested to place the Adachi Telephone Office in the Tokyo Office territory.

Dated May 19, 1949.

Report on the Petition concerning Starting of Collection and Distribution Business at Nakamura Post Office. (Petitioners: Katsutaro Kirikae, Headman of Nakamura-mura, Kimitsu-gun, Chiba-ken, and 71 others.) (Introducer: Mr. Isamu Taya.) (No. 127.)

Thirty-two years have elapsed since the opening of the Nakamura Post Office, Kimitsu-gun, Chiba-ken but the business of collection and distribution of postal matters at Nakamura-mura is handled by the Kimitsu Post Office. On that account correspondences get delayed, to great inconvenience of the inhabitants. Hence it is requested to let the Nakamura Office start collection and distribution business.

Dated May 19, 1949.

Report on the Petition concerning Opening of Collection and Delivery business at the Akai Post Office. (Petitioners: Yaoku Watanabe, Headman of Minato mura, Kita-Aizu-gun, Fukushima-ken, and 255 others.) (Introducer: Mr. Shizuka Ebana.) (No. 133.)

Minato-mura, Kita-Aizu-gun, Fukushima-ken is twenty-four kilometers long from south to north and at the south end of the village, there is the Hara Collection and Delivery Post Office while non-collection and delivery Akai Office stands on the side of Aizu-Wakamatsu. Thus postal matters from Aizu-Wakamatsu to Akai have to pass by Akai, to be sent to the Hara Office and then to be turned back to the Akai Office. Thus postal matters handled by the Akai Office get delayed, causing much disadvantage and inconvenience to Akai people. On that account it is requested to open collection and delivery business at the Akai Post Office.

Dated May 19, 1949.

Report on the Petition for Opening of Telegraph and Telephone Service in Utagaki Post Office. (Petitioners: Kajuro Tani, Headman, Utagaki-mura, Toyono-gun, Osaka-fu.) (Introducer: Mr. Ryoji Inoue.) (No. 145.)

Utagaki-mura and Tejiri-mura of Toyono-gun, Osaka-fu, being situated at an extreme north point in Osaka-fu, are within easy reach of Osaka, Kyoto and Ikeda, and the volume of goods carried and business transacted between these places have been steadily increasing with the development of industries in this district. However, Utagaki Post Office which serves these two villages does not handle the business of telegraph and telephone, which fact is greatly hindering commercial transactions and industrial development of the area. It is, therefore, desired that telegraph and telephone services be opened in the said Utagaki Post Office.

Dated May 19, 1949.

Report on the Petition for Opening of a "Specific" Post Office at Sekishiba-mura. (Petitioner: Tomoe Suzuki, 1073, Tomoda, Oaza-Hirabayashi, Sekishiba-mura, Maya-gun, Fukushima-ken.) (Introducer: Mr. Yoshie Owada.) (No. 185.)

Because the village of Sekishiba, Maya-gun, Fukushima-ken, lacks the facility of a post office, the inhabitants have to go over a distance of several miles to Kita-machi or Kumakura-machi to have their business attended to by the post office there. It is, therefore, desired that a "specific" post office he promptly opened at the said village.

Dated May 19, 1949.

Report on the Petition for Opening of Business of Collection and Delivery of Mails by Sawawatari Post Office. (Petitioner: Shigeyoshi Nagayama, Chairman of Village Association of Sawawatari-mura and Misaka-mura.) (Introducer: Mr. Shoichi Sekiuchi.) (No. 211.)

Sawawatari Post Office of Iwaki-gun, Fukushima-ken, has been in operation for 10 years but it does not handle the business of collection and delivery of Mails, and local people are experiencing much inconvenience because of delays in communications. This fact is also impending the development of this area. It is, therefore, desired, that the business of collection and delivery of mails be promptly opened by the said post office.

Dated May 19, 1949.

Report on the Petition for Opening of the collection and delivery business by the Sakaishi Post Office. (Petitioners: Kazue Chujo, Head of the Sakaishi Post Office of Yokobayashi Village, Higashi-Uwa-gun, Ehime-ken and 15 others.) (Introduced by Mr. Eikichi Takahashi and 8 others.) (No. 224.)

The Sakaishi Post Office in Yokobayashi Village has not so far conducted the mail collection and delivery business for nearly 20 years since it was established. Of late the delivery of mail in that region is so delayed that the inhabitants there feel inconvenience to a great extent. It is, therefore, requested that the said post office be authorized to handle the mail collection and delivery business as fast as possible.

Dated May 19, 1949.

Report on the Petition concerning abolition of limitations on the payment of postal savings deposited by evacuees from Korea. (Petitioners: Yoshio Ubuko and seven others, Ura-machi, Tsuna-gun, Hyogo Prefecture.) (Introducer: Mr. Kenzaburo Hara.) (No. 285.)

Evacuees from Korea at the end of the war were not allowed to carry property with them except one baggage of personal effects and cash not to exceed ¥1,000. All the money exceeding that amount was deposited as postal savings in compliance with the policy of the Government when they were repatriated. They were, after their return to their homes, allowed to withdraw from their savings an amount of ¥500 a month each. But their savings were later frozen in the first and second blocked accounts respectively, in accordance with the Ordinance. Moreover, property taxes were imposed on them, and, further, on July, 1948, 30% of the sum of the second blocked account was confiscated. Consequently, those evacuees are suffering in poverty. It is, therefore, necessary that the restrictions on the payment of postal savings of the evacuees shall be immediately withdrawn in order that payment of their savings may be made free.

Dated May 19, 1949.

Report on the Petition concerning revival of Konohana Post Office. (Petitioners: Masaharu Matsuki, Headman of the Ward, Konohana-ku, Osaka City, and 22 others.) (Introducer: Mr. Taneo Maeda.) (No. 312.)

The population of Konohana-ku, Osaka City, numbers over 35,000 and is one of the most important industrial areas in Japan, which has recently achieved a remarkable progress in recovery. However, the affairs of communications in the Ward being transferred to the jurisdiction of Eukushima Post Office in the neighboring district since the loss of Konohana Post Office owing to the war disaster, the residents in the ward are suffering a great inconvenience and disadvantage. It is hoped, therefore, that Konohana Post Office will be re-established.

Dated May 19, 1949.

Report on the Petition concerning construction of a new building for Ogikubo Post Office. (Petitioners: Yoshio Kusumi, No. 186, Nishiogikubo 1-chome, Suginami-ku, Tokyo-to.) (Introduced by Mr. Takeo Yamamoto and Mr. Noboru Ishihara.) (No. 384.)

The purport of the Petition is as follows:

Ogikubo Post Office was established in the old building of Iogi-machi Office by repairing it in 1936, and its main office, post and insurance branch offices are separated in three different places. Moreover, the buildings are narrow and decayed so that they are not only preventing business efficiency, but also causing a great inconvenience to the local residents. It is, therefore, hoped that a new building which shall hold all the offices together will be built during 1949 at a site east of and next to the present main office building.

Dated May 19, 1949.

Report on the Petition concerning Establishment of a Post-office at Otsuka, Ebina-cho. (Petitioners: Choichi Shimura, Headman of Ebina-cho, Koza-gun, Kanagawa-ken, and 2 others.) (Introduced by Mr. Nobuyuki Iwamoto.) (No. 447.)

The Otsuka area in Ebina-cho, Koza-gun, Kanagawa-ken, is a fast developing town with a growing population, and yet is not provided with a single post-office, depending entirely upon the three post-offices at Atsuki, Chogo and Zama for mailing, all of which are over four kilometers off, to the serious inconvenience of local people. Accordingly, it is proposed that a post-office be established there without delay.

Dated May 19, 1949.

Report on the Petition concerning Establishment of a Post-Office at Tsurugigamine of Hinokihara-mura. (Petitioners: Zenki Chiba, Head of the Association comprising Kita-yama-mura and two other Villages, and 1 other.) (Introducer: Mr. Yoshie Owada.) (No. 529.)

Hinokihara-mura in Yama-gun, Fukushima-ken is divided into the northern section and the southern section, between which is located Lake Hinokihara. While the northern part has a post-office, the southern part has none despite that it has more households, a bigger population by the steady incoming of settlers, and more public facilities including a school. Naturally, the people in the south utilize more often means of communication than those in the north. Such being the situation, this Petition calls for the Government consideration so that a post-office can be established at Tsurugigamine.

Dated May 19, 1949.

Report on the Petition for Opening of Mail Collection and Delivery Business by the Funakoshi Post Office. (Petitioners: Ichishiro Iwasawa, Mayor of Okatsu Town, Momou District, Miyagi Prefecture, and 20 others.) (Introduced by Mr. Yasukichi Uchimi.) (No. 560.)

The Petitioners point out that Okatsu Town, Momou District, Miyagi Prefecture, being surrounded by mountains on three sides, lacks modern means of communications almost entirely and its inhabitants are experiencing untold inconvenience in conducting commercial transactions on marine products since the post office in charge of collection and delivery of mail matters in the neighborhood is located 6 to 10 kilometers away. They therefore desire that the Funakoshi Post Office will be caused to start collection and delivery of mail matters for the town and its vicinity.

Dated May 19, 1949.

Report on the Petition for Opening of Mail Collection and Delivery Business by the Nishiyama Post Office. (Petitioners: Masaharu Kobayashi, Headman of Futada Village, Kariha District, Niigata Prefecture, and 45 others.) (Introducer: Mr. Kakuei Tanaka.) (No. 561.)

The petition states that though Futada Village, Kariha District, Niigata Prefecture, occupies, geographically speaking, a favored position for economic development, yet the Nishiyama Post Office at the village at present does not undertake collection or delivery of mail matters so all mails from or to the village are once forwarded far to the Takahama Post Office for delivery despite the great inconvenience and loss of time being suffered by the villagers and various local organs. The petitioners ardently hope that the Nishigama Post Office will be caused to open mail collection and delivery service for the village.

Dated May 19, 1949.

Report on the Petition for establishing a post office at Tokuzawa, Mureoka-mura. (Petitioners: Noriyoshi Ito and 100 others of Tokuzawa, Mureoka-mura, Fukushima-ken.) (Introducer: Mr. Yoshie Owada and 6 others.) (No. 615.)

Mureoka-mura, a local center situated at the border of Fukushima and Niigata Prefectures has only once-a-day postal service. In view of the great inconveniences suffered by the people of the locality, a post-office is needed at Tokuzawa of that village.

Dated May 19, 1949.

Report on the Petition for Establishment of a Post Office in Nakagawa Village. (Petitioner: Enzo Kodaka, Head of Nakagawa Village, Isumi County, Chiba Prefecture.) (Introducer: Mr. Satoru Mori.) (No. 904.)

Nakagawa Village, Isumi County, Chiba Prefecture, is a distribution center of agricultural and forestry products and a key transportation point in the county, with a population of 3,780 and 662 houses. Also as an administrative, industrial and econo-

mic center, it possesses its village office, schools and other public facilities, though it still lacks a post office, much to the inconvenience of the villagers and others. Under the circumstances, it is petitioned that a post office be promptly established in this village.

Dated May 19, 1949.

Report on the Petition for Construction of a New Building of the Sendai Postal Insurance Branch Bureau. (Petitioners: Daisuke Amano, 5, Shinkoji, Sendai City, and 666 others.) (Introducer: Mr. Teisuke Iizuka.) (No. 984.)

The Sendai Postal Insurance Branch Bureau, having its building requisitioned by the Occupation Forces after the termination of war, is now housed in a temporary barrack built during the war for a factory. Under the circumstances, the employees fall sick in succession in the winter season, threatening to seriously affect the business promotion of the Bureau, to say nothing of its efficiency. In view of the situation of this Bureau, therefore, it is petitioned that a new building he promptly constructed for it.

Dated May 19, 1949.

Report on the Petition for Improvement of the Telephone Exchange System of the Saga Exchange Office and Construction of the New Office Building. (Petitioners: Yoshitaka Noguchi, Minami-Jukkenbata, Saga City, and 2,210 others.) (Introducer: Mr. Makoto Miike, and 4 others.) (No. 997.)

As the switch-boards of the Saga Exchange Office are of antiquated magnetic system, which were installed many years ago, they are so badly worn out that telephonic communications are very often disconnected. Moreover, the office building has been extremely narrowed by the increase of installed switch-board and the expanded personnel, this obstructing the functions of this exchange office. Under the circumstances, it is petitioned that the switch-boards of the Saga Exchange Office he changed into those of automatic system and at the same time, its building be reconstructed.

Dated May 19, 1949.

Report on the Petition concerning establishment of a Post Office at Benten-mura. (Petitioners: Chiyomatsu Ito, Headman of Benten-mura, Okatsu-gun, Akita-ken and another.) (Introducer: Mr. Sadasuke Iizuka.) (No. 1,005.)

Benten-mura, Okatsu-gun, Akita-ken has a population of 3,300 with 508 families. This village occupies the foremost rank in farm production in the district. There is a hospital which is pride of the prefecture, but the village is lacking in communication facilities so that the people there with much inconvenience have to make use of the post offices of Yuzawa-cho or Iwasaki-cho, over a ri distant. Accordingly it is requested to set up a post office in the village.

Dated May 19, 1949.

Report on the Petition for Commencement of the Collection and Delivery of Mail Matter by Sanki Post Office. (Petitioner: Toyomi Tanaka, Master of Sanki Post Office, Hatto-gun, Tottori-ken and 3 others.) (Introducer: Mr. Naomichi Inada.) (No. 1,057.)

The three villages of Sanki, Kunifusa, and Yatsugami have a total population of 4,500. Sanki Post Office is located nearer to any of the three villages than any post-office now doing the business of collecting and delivering mail matter. In keeping with the remarkable industrial development of later, the business to be handled by any post-office in the district in question is rapidly growing large in volume. As Sanki Post-Office is not doing the collection and delivery of mail matter, the inhabitants of those three villages are experiencing considerable inconvenience. It is desired, therefore, Sanki Post-Office should quickly authorized to commence the business of collecting and distributing mail matter.

Dated May 19, 1949.

Report on the Petition for a Special Post-Office (without doing the collection and delivery of mail matter) to be Establish in Front of Haraki Station. (Petitioners: Mr. Sukeo Kakijima, Deputy Headman of Kannan-mura, Tagata-gun, Shizuoka Prefecture, and 2 others.) (Introducer: Mr. Yuji Komatsu.) (No. 1,112.)

Nirayama Village, Tagata-gun, Shizuoka Prefecture, is a center of local industries and finance. On account of the absence of any post office in the village, however, the villagers are experiencing all sorts of inconvenience. It is desired, therefore, that a post-office should be established in front of Haraki Station of Nirayama-mura.

Dated May 19, 1949.

Report on the Petition for Establishment of a Non-delivery Post Office in Oaza-Sugaya District in Takine-machi. (Petitioner: Takeo Kumagaya, Chief of Takine-machi, Tamura-gun, Fukushima-ken and Seven Others.) (Introducer: Mr. Ichiro Ouchi.) (No. 1,217.)

Oaza-Sugaya district in Fukushima-ken has a coal mountain called Otakine of the Abukuma mountains the deposit of which is said to be rich and in future is expected to be the center of cement-manufacturing industry, not to mention agricultural and forest industry. Hence the proposed petition.

Dated May 19, 1949.

Report on the Petition for Instalment of a Direct Telephone Service between Tanegashima and Kagoshima-shi. (Petitioners: Hiroshi Mogami, Chief of Nishinoomote, Tanegashima, Kumage-gun, Kagoshima-ken and 3 others.) (Introducer: Mr. Yosuke Iwakawa.) (No. 1,289.)

The distance between Tanegashima and Kagoshima-shi is fifty ri over the sea and the connection between them is very unsatisfactory. Hence the proposed petition.

Dated May 19, 1949.

Report on the Petition for Construction of a New Post Office Building at Nerima and for Improvement of a Telephone Exchange System. (Petitioner: Rensaku Kamiyama, No. 13, Kita-5-chome, Toyotama, Nerima-ku, Tokyo-to.) (Introducer: Mr. Ryutaro Kato.) (No. 1,290.)

The system of telephone exchange at the Nerima Telephone Office is a magneto single system in spite of its largest subscribers; moreover the building is outworn and narrow, thus constituting a bottleneck to telephone communication and retarding the rehabilitation, economic and cultural, of the Nerima districts. Hence the proposed petition for construction of a new building and change of the existing system into an automatic one in 1949.

Dated May 19, 1949.

Report on the Petition for Establishment of a Post Office in Tahara-mura. (Petitioner: Kiichi Kikuchi, Speaker of the Tahara-mura Village Assembly, Iwate-ken and 13 others.) (Introducer: Mr. Saeki Ozawa.) (No. 1,312.)

Tahara-mura has no post office, despite the fact that it is an agricultural village covering the area of four ri from east to west and of two ri from south to north with 700 houses and 4,700 population. Hence the proposed petition.

Dated May 19, 1949.

Report on the Petition for Payment of Military Post Office Deposits. (Petitioner: Nishinosuke Takahashi, No. 1, Akabane-cho, Shiba, Minato-ku, Tokyo and 3 others.) (Introducer: Mr. Shoichi Kasuga.) (No. 1,345.)

About 1,800,000 bills of the military post office savings owned by military men and civilians in foreign countries during the war remain unpaid due to the unclarified number of their savings books. If a directory of names as classified by the number and office is compiled in regard to the savings books which have more than one hundred yen in deposit as at present, then the payment become possible through the application of depositors. Hence the proposed petition for relief of the livelihood of bereaved families.

Dated May 19, 1949.

Report of the Petition for Inclusion of the Telephone Service within the Jurisdiction of the Shakujii Telephone Bureau in the Tokyo Telephone Bureau. (Petitioner: Mitsugen Matsuda, Shakujii Branch, Nerima-ku, Tokyo-to and 300 others.) (Introducer: Mr. Ryutaro Kato.) (No. 1,347.)

As the telephone system within the jurisdiction of the Shakujii Telephone Bureau is an automatic, semi-urgent one, messages with Tokyo urgent telephone districts are made through the Ochiai Branch of the Tokyo Central Telephone Bureau and those with other districts than the above ones are intermitted by the Tokyo Telephone Bureau, thereby causing much inconvenience to users. Hence the proposed petition.

Dated May 19, 1949.

Report on the Petition for Change of the Telephone District of Itabashi-ku. (Petitioner: Suji Shiori, No. 150, Narimasu-cho, Itabashi-ku, Tokyo-to and 47 others.), (Introducer: Mr. Ryutaro Kato.) (No. 1,348.)

As Narimasu-cho, in Itabashi-ku, and Shida-cho, Kamiakazuka-cho and part of Shimoakazuka-cho in Nerima-ku are included within the jurisdiction of the Yamato Telephone Bureau, Saitama-ken, there is much inconvenience in time and economy. Hence the proposed petition.

Dated May 19, 1949.

Report on the Petition for the Opening of Collection and Distribution Service at the Minami-Hata Post Office. (Petitioner: Kinroku Matsubara, Head of Minami-Hata-mura, Nishi-Matsuura County, Saga Prefecture.) (Introducer: Mr. Shigeru Hori.) (No. 1,408.)

The village of Minami-Hata, Nishi-Matsuura County, Saga Prefecture, has the number of 760 houses with a rapid increase in the collection and distribution of postal articles and in the volume of savings and insurance service of the Minami-Hata Post Office. The postal collection and distribution are carried on via the two post-offices in the neighboring villages beyond the mountains with a delay of a whole day. Therefore, the people post their urgent mails at the post-office of the neighboring village at present. As the said village is the only village in the county without an independent collection and distribution post-office, the Petition asks for the raise of the said post-office as a collection and distribution post-office.

Dated May 19, 1949.

Report on the Petition for the Opening of Collection and Distribution Service at the Katagami Post Office. (Petitioner: Hiroyuki Takehara, Katagamigo, Nagaura-mura, Nishi-Sonoki County, Nagasaki Prefecture.) (Introducer: Mr. Hachiro Tsubouchi.) (No. 1,416.)

Nagaura-mura, Nishi-Sonoki County, Nagasaki Prefecture has its post-office in the southern extremity of that village. Therefore, another post-office was established at Katagami as its main objective. The place is situated actually in the center of the village and has about 600 houses. The people derives a great deal of convenience in the matters of the distribution of telegrams. The acceptance of mail, the handling of of savings, etc. However, with no collection and distribution. When a collection and distribution clerk is employed in the said post-office it is clear that the efficiency in distribution will be promoted with the economy of personnel expense effected than at present. Therefore, the Petition asks for the opening of the collection and distribution service at the said post-office.

Dated May 19, 1949.

Report on the Petition for

the Installation of Telephone Line at Iho Village. (Petitioners: Yoshinobu Karibe, Iho Village, Shinji County, Ibaraki Prefecture and 75 others.) (Introducer: Mr. Akiyoshi Suzuki.) (No. 1,442.)

Nestled on the mountainside, Iho-mura of Niiharu County of Ibaraki Prefecture is far away from its neighboring town or village an access to which is made only through a narrow path of 6 kilo. In such a case as the occurrence of a crime, it has experienced a great deal of inconvenience in making a connection with its neighbors. Therefore, the Petition asks for an installation of the telephone line to that village.

Dated May 19, 1949.

Report on the Petition concerning Opening of Collecting and Distributing business in Nagata, Kurifu, Kuchinoerabu post offices, etc. (Petitioner: Kametaro Nagata, Post master of Onoma Post Office Yakushima, Kumage-gun, Kagoshima-ken.) (Introducer: Mr. Yosuke Iwakawa.) (No. 1,638.)

As Yakushima Island, Kagoshima-ken has bad roads with a large amount of regional rains and communication facilities are inadequate, it is requested to raise the status of the Nagata, Kurifu and Kuchonoerabu post offices to that of post offices which collect and distribute postal matters and to start telegraph and telephone services at the Oseda and Yudomari post offices.

Dated May 19, 1949.

Report on the Petition concerning opening of collecting and distributing business at the Ichonono Post Office. (Petitioner: Nasuke Saito, Headman of Tsukawa-mura, Nishi-Oitama-gun, Yamagata-ken and two others.) (Introducer: Kansaku Makino.) (No. 1,647.)

The postal matters concerning Tsukawa-mura, Nishi-Oitama-gun, Yamagata-ken are collected and distributed by the Uzen-Tsukawa post office, but if the Ichonono post office opens collecting and distributing business, time will be remarkably saved on account of geographical access. Accordingly it is requested that the Ichinono post office open collecting and distributing business as soon as possible.

Dated May 19, 1949.

Report on the Petition for Building a Post Office in Nishi-Shibushi Village. (Petitioners: Toyoji Motoyama, Isakida, Nishi-Shibushi-Village, Soi County, Kagoshima Prefecture and 909 other persons.) (Introducer: Mr. Susuku Nikaido.) (No. 1,813.)

Isakida Area, Nishi-Shibushi village, So-o county, Kagoshima Prefecture is a remote district surrounded by Mt. Kirishima and Mt. Naikura, etc. with very inconvenient means of communications. Even the nearest post office is located at a distance of some 10 kilometers which is anything but inconvenient to the inhabitants. It is therefore petitioned to have a post office established in Isakida area in the village.

Dated May 19, 1949.

Report on the Petition concerning the starting mail collection and distribution business in Nishime Post Office. (Petitioners: Isamu Tachikawa, Master of Nishime Station, Yuri county, Akita Prefecture and other persons.) (No. 1,820.)

In Nishime village, Yuri county, Akita Prefecture, management of institutes for high degree utilization of natural resources is being conducted which attract a large number of visitors for the purpose of spot study. Especially with the founding of the Prefectural Agricultural School, the volume of communications in Nishime Post Office has been swelling up from year to year, but the post office at present does not carry on the collection and deliver of mails. This hampers the business management of various corporations which is the veritable bottleneck for the development of the village. It is therefore petitioned to have the service of mail collection and delivery started in the Nishime Village post office.

Dated May 19, 1949.

Construction Committee:

Report on the Petition concerning State aid to the Repairing expenses of the Ota-river and the Haranotani-river. (Petitioners: Kanji Togura, Headman of Fukuroi-cho, Iwata-gun, Shizuoka-ken, and fifteen others.) (Introduced by Mr. Atsuro Adachi.) (No. 1.)

The Ota river and the Haranotani river irrigate over 20,000 cho of land extending over 20 towns and villages in Iwata, Suchi and Okasa guns. As no works of maintenance and repairing have been given them for scores of years, there are a number of places which are considered precarious and the inhabitants in the neighborhood are feeling very uneasy. Accordingly, it is requested that a state aid amounting to ¥102,900,000 be granted as a repairing expense for the 1949 fiscal year.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Reparation Work on the Ina river. (Petitioners: Yoshio Senoo, Mayor of Itani and five others.) (Introduced by Mr. Kenzaburo Hara.) (No. 4.)

The Ina river which rises in the north of Kawabe-gun, Hyogo-ken has a number of meanders and the embankments are defective. Besides, owing to indiscriminate deforestation in its upper course, scores of points in the embankment are broken in the rainy season every year and much damage in houses, fields and factories is inflicted over 4,000 cho of land in the lower course.

In 1941, a reparation work was started but only subsidiary points were attended to. As main repairing work has not yet been started, the inhabitants living along the banks are in uneasiness and anxiety. Accordingly it is requested to carry out a thorough repairing work as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work of the Osawada River. (Petitioners: Soichiro Iwaki, Headman of Nagauchi-mura, Kunohe-gun, Iwate-ken and one other.) (Introduced by Mr. Masakatsu Nobara and 2 others.) (No. 8.)

As no repairing work is given to the Osawada River, a branch of the Nagauchi River, in Nagauchi-mura, Kunohe-gun, Iwate-ken, a flood occurs when it rains heavily and in two or three years, marked damage is inflicted on areas along its course. Accordingly it is requested that a sand defending work be carried out with state aid.

Dated May 20, 1949.

Report on the Petition for Stepping of the Irrigation Work on the Toyohira River. (Petitioners: Tomiyo Takata, Mayor of Sapporo and eight others.) (Introduced by Mr. Hidejiro Uno, and 11 others.) (No. 10.)

Main Points, the first stage work of the irrigation work of the Toyohira River around Sapporo City based on the Hokkaido Colonization Program has been completed, but as to the second stage work, about 80 per cent has not yet been finished and owing to the change of conditions it has become necessary to set on foot much additional establishment. Accordingly it is requested to complete the remaining second stage work as soon as possible and transferring the dam embankment at the new water way to a place below the Naeho Iron Bridge, to carry out a river bed staying embankment work near the Kamokamo River sluice gate and near the sluice gate to the electric power house below the Azuma Bridge.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work under the National Direct Control in the Yamakuni River. (Petitioners: Tokuju Hosada, Governor of Oita Prefecture and sixteen others.) (Introduced by Mr. Yoshiharu Fukuda.) (No. 17.)

The Yamakuni River which runs between Fukuoka and Oita prefectures, used to inflict heavy damage in areas along the river. Since 1946, a sand defending work has been carried out in the upper course under direct national control and since 1949 repairing work has been conducted in the lower course under direct national control. But we believe the result of reparation work in lower course of a river depends upon the process of sand defending work in upper course. Accordingly it is requested to carry out sand defending work under direct national control keeping step with the repairing work of that river.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work in the Sumii River. (Petitioners: Masaaki Imada, Headman of Shishi-mura, Iishi-gun, Shimane-ken, and three others.) (Introduced by Mr. Takeo Ohashi, and one other.) (No. 20.)

The Sumii River, which runs in Shishi-mura, Iishi-gun, Shimane-ken, causes much erosion of land on occasions of flood, owing to volcanic ashes covering its alluvial areas. Due to continued heavy floods since 1943, heavy damage has been done to fields, embankment, roads, bridges, etc. Prompt measures must be taken, but the village finance is too poor to take them up. Hence it is requested to carry out its sand defending work by state aid.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work along the Fujiki River. (Petitioners: Riei Watanabe, Headman of Yamaguchi-mura, Hikawa-gun, Shimane-ken and five others.) (Introduced by Mr. Takeo Ohashi and one others.) (No. 21.)

Owing to indiscriminate deforestation during the war, the Fujiki River which runs in Yamaguchi-mura, Hikawa-gun, Shimane-ken has repeatedly flooded year after year. If it is let alone, the cultivated fields in the alluvial area will sustain increased damage and a serious result is feared. Accordingly it is requested to carry out a sand defending work along the river.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work along the Hibara River. (Petitioners: Bunichi Takao, Headman of Hibara-mura, Hikawa-gun, Shimane-ken and five others.) (Introduced by Mr. Takeo Ohashi.) (No. 22.)

Since 1939, the Hibara River has had its bed washed away every year and consequently much damage was done to cultivated fields along the banks, especially the damage of the flood in 1943 being the heaviest. If it is let alone, the alluvial areas of that river will be laid waste. Accordingly, it is requested to carry out sand defending work along the river as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work along the Hanba River. (Petitioners: Shudo Wakatsuki, Headman of Iinashi-mura, Nogi-gun, Shimane-ken and three others.) (Introduced by Mr. Takeo Ohashi.) (No. 23.)

The Hanba River, a branch stream of the Iinashi River in Nogi-gun, Shimane-ken has got its bed remarkably sunk of late years, and sand and earth being washed away have greatly affected the lower courses. If let alone, it is clear that disastrous damage will be done. Consequently, it is requested that a sand defending work be carried out with state aid as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work along the Sobuya River. (Petitioners: Seishi Nagai, Headman of Hirose-cho, Nogi-gun, Shimane-

ken and another.) (Introduced by Mr. Takeo Ohashi.) (No. 24.)

The Sobue River has been contributing a great deal to increased production of food providing water to the areas along the river. Lately there is remarkable drift of earth and sand, and the areas in the lower courses, owing to drifts of sand, are laid bare to the risk of a flood. Accordingly, it is requested to carry out sand defending work along this river as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of Road Improvement in Hiroshima Prefecture. (Petitioner: Jitsu Suzuki, Mayor of Kure-shi.) (Introduced by Mr. Kozaburo Miyahara and one other.) (No. 26.)

Development and rise of regional industry and economy depend on good arrangement and extension of communication system, but in Hiroshima Prefecture roads are narrow and full of steep hills and meanders so that they can hardly fulfil their functions. Consequently in spite of being endowed with good conditions of situation and rich products of forests, fields, seas and mines, the development of industry and economy has not attained so much as it should. Accordingly it is requested to carry out repairing works in five prefectural roads of the Mihara-kure, the Otake-Hamada, the Hiroshima-Hamada, the Kasubuchi-Mihara and the Hiroshima-Yuki lines as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Increase in State Aid to the Expense for the Land Planning and Arrangement for the Rehabilitation of Kure. (Petitioner: Jitsu Suzuki, Mayor of Kure.) (Introduced by Mr. Kozaburo Miyahara.) (No. 28.)

The Special City Planning Work for the rehabilitation of Kure-shi has been carried on since 1946, but the state approved expense is only ten per cent of the total expense and the completion of work is far in the offing. If the work continues to go on so slowly, the number of house removals will increase as the result of land arrangement and it is plain the expense will increase and difficulties will crop up. Accordingly it is requested to increase the approved amount of expense on a large scale.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of Repairing Work of the Road between Osaki and Kagoshima. (Petitioners: Masatomo Kamada, No. 2858, Oshita, Tabusemura, Heki-gun, Kagoshima-ken and seven others.) (Introduced by Mr. Eikichi Manbayashiyama.) (No. 30.)

The Osaki-Kagoshima road which cuts across Satsuma Peninsula at its middle part, forming the shortest way, plays an important part in carrying to Kagoshima a large amount of goods produced in south Satsuma. In 1948, a repairing work was carried out with state aid but as certain sections are left untouched, the road has not adequately fulfilled its functions. Accordingly it is requested to carry on the road repairing work in the 1949 fiscal year.

Dated May 20, 1949.

Report on the Petition for the increase in State Aid to Expense for Engineering Work of Damage Recovery in Yamaguchi Prefecture. (Petitioner: Tatsuo Tanaka, Governor of Yamaguchi Prefecture.) (Introduced by Mr. Ichiro Aoyagi.) (No. 32.)

Since the tidal waves in 1942, Yamaguchi Prefecture has sustained wind and flood damage every year but through the united effort of the people in the Prefecture a temporary repair was done but influenced by high prices, the recovery was far from being complete and in 1948 and 1949, flood damage amounted to over ¥100,000,000. Without recovery of this damage, there is no hope for increase in production and rise of local industries. Hence in view of pressed economic condition of the prefecture, it is requested to increase state aid to damage recovering expense as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of the Kiya River Control Work. (Petitioner: Tatsuo Tanaka, Governor of Yamaguchi-ken.) (Introduced by Mr. Ichiro Aoyagi.) (No. 33.)

The Kiya River control work was started in 1940 and 85 per cent of its work was completed. With the sudden change of conditions immediately after the war, it was found necessary to give priority to the completion of the Koto River control work and the work in this river had to be given up temporarily. But now in view of the facts that as the Koto River work was completed in the 1948 fiscal year, it is easy to transfer labor and materials, and that the reconstruction of Shimonoseki and the revival of factories in the Chofu zone call for the necessity of this work, it is requested to take up the work in the 1949 fiscal year and complete it as soon as possible.

Dated May 20, 1949.

Report on the Petition for carrying out of Sand Defending Work along the Matsuo River. (Petitioners: Hisao Shigechika, Headman of Kamitsukimura and another.) (Introduced by Mr. Seiichi Omura.) (No. 34.)

The Matsuo River in Kamitsuki-mura, Kume-gun, Okayama-ken drifts sand and earth owing to waste condition of its source, and through narrowness of its breadth and plenty of meanders in upper and lower courses, much damage is sustained in areas along its banks. Accordingly it is requested to carry out a sand defending work along the river.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of the Yuu River Repairing Work. (Petitioners: Han Shigehiro, Headman of Yuu-cho, Kuka-gun, Yamaguchi-ken and seven others.) (Introduced by Mr. Ichiro Aoyagi.) (No. 36.)

The Yuu River which rises at Iriku-mura, Kuka-gun, Yamaguchi-ken and runs through the important "Bocho" rice producing zone, heavily flooded in the storm of September 1945 and inflicted much damage on the fields and others along the banks. Since then through the strained efforts of the Yuu people for over two years temporary repair has been half finished. But the river bed has risen one or two meters above that before the damage and fears are still entertained. Accordingly it is requested to carry out a thorough water controlling and sand defending work in the source and the upper course of the river.

Dated May 20, 1949.

Report on the Petition for Carrying out Sand Defending Work in Kuraomura. (Petitioners: Fukujiro Maruyama, Headman of Kurao-mura, Chichibu-gun, Saitama-ken and six others.) (Introduced by Mr. Hiroji Asami.) (No. 38.)

Kurao-mura, Chichibu-gun, Saitama-ken is at the source of the Arakawa River. The village has sustained much damage by floods. As sand defending work was carried out in a part of the source of the river, the area where the work was completed escaped damage, while at Ikehara, Tomita, Aisumi and other areas where the work is under way, the people are feeling uneasy but the village finance is too poor to take any appropriate steps. Accordingly it is requested to carry out sand defending work at the three foregoing divisions and other areas as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Repairing Work in upper courses of the Nogawa River and the Shiramizu River. (Petitioners: Saburo Saito, Headman of Higashinecho, Kita-Murayama-gun, Yamagata-ken, and eleven others.) (Introduced by Mr. Kansaku Makino.) (No. 43.)

The Nogawa River and Shiramizu River at Kita-Murayama-gun, Yamagata-ken rise in Mount Funakata and Mount Arayama at Togomura respectively and join the Mogami River. Since the heavy flood in 1904, repairing works have been given though imperfectly. Owing to deforestation in the water source zone during the war, floods have occured every year and it is certain a heavy damage will be inflicted. Accordingly it is requested to carry out repairing works in the upper courses of the Nogawa River and the Shiramizu River as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work in rivers in Okayama-ken and other thirty-two items. (Petitioners: Akiho Hagiwara, Headman of Nishi-Awakura-mura, Hideta-gun, Okayama-ken, and sixty one others.) (Introduced by Mr. Seiichi Omura.) (No. 48.)

Owing to lying waste of sources, the rivers in Okayama Prefecture drift sand and soil abundantly and plenty of meanders and narrowness of breadth in upper and lower courses cause them to flood at heavy rainfalls inflicting much damage over alluvial areas. Accordingly it is requested to carry out sand defending work in the following rivers:

(1) The Shioya River, (2) the Seto River, (3) the Takiya River, (4) the Kijiyama River, (5) the Nishiyama River, (6) the Kofusa River, (7) the Kageya River, (8) the Kamewari River, (9) the Matsuo River, (10) the Okuyama River, (11) the Shionouchi River, (12) the Nishiya River, (13) the Makamitani River, (14) the Hadenishitani River, (15) the Owari River, (16) the Sakura River, (17) the Kochi River, (18) the Sugitani River, (19) the Dodo River, (20) the Koza River, (21) the Uesugi River, (22) the Nishikochi River, (23) the Awaya River, (24) the Momotani River, (25) the Kamimori River, (26) the Miyashiro River, (27) the Uchiana River, (28) the Nagaya River, (29) the Mitani River, (30) the Otaki River, (31) the Komatsu River, (32) the Shiraka River, (33) the Tetsuyama River.

Dated May 20, 1949.

Report on the Petition concerning Repairing of Road between Nakatsu and Iida. (Petitioners: Shigeru Takata, Mayor of Iida and another.) (Introduced by Mr. Saburo Hirano.) (No. 49.)

The road between Nakatsu-cho and Iida-shi, Nagano-ken is only 50 kilometers long only two hours drive by a motor car. But a section in the area of Nakatsugawa, Nakatsu-cho, 3,200 meters long, is very small in width so that vehicles have to take a circuitous route by way of Shiojiri and Tatsuno stations, taking six hours. On that account, rise of industry, exploitation of resources and tourist industry are much impeded. Accordingly it is requested to carry out a repairing work on the foregoing road.

Dated May 20, 1949.

Report on the Petition concerning Excavation of Tunnels in Kanayama Pass. (Petitioner: Kikutaro Nakada, Headman of Shimkap-mura, Yufutsu-gun, Hokkaido.) (Introduced by Mr. Yoichi Kawaguchi.) (No. 59.)

On the local expense road between Asahigawa and Urakawa, Hokkaido there is Kanayama Pass on the border between Ishikari and Iburi, seven kilometers from Kanayama Station on the Nemuro trunk line. The pass is 517 meters above the sea level and over five kilometers long. As it has many meanders, transportation is much restricted so that the rich forestry and mine resources in Shimkap-mura and Hitakamura in Yufutsu-gun are hindered from being exploited. Hence, it is requested to excavate tunnels in that pass.

Dated May 20, 1949.

Report on the Petition concerning Improvement of the Second Aoyama Metropolitan Control Tenement Houses. (Petitioners: Kiyoshi Yamada, Hi-

gashi-5, No. 24, 5-chome, Aoyama-Kitamachi Akasaka, Minato-ku, Tokyo-to, and 198 others.) (Introduced by Mr. Kyoji Funada.) (No. 64.)

The Second Aoyama Metropolitan Control tenement houses have a number of unsatisfactory points causing much inconvenience to the daily life of the dwellers. Hence it is requested to make the following improvements as soon as possible.

(1) Setting up of glass-doors.

(2) Making roofs over wells and waterwork spouts.

(3) Use of earthenware pipes in water pipes and sink pipes.

(4) Establishing of running water in upstair rooms.

(5) Immediate Establishing of Kitchens.

(6) Repairing of damaged points and completion of unfinished work.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of Repairing Work in the Kurobe River. (Petitioners: Kosaku Ogino, Headman of Sakurai-cho, Shinkawa-gun, Toyama-ken, and seven others.) (Introduced by Mr. Ryosaku Kaji.) (No. 66.)

The Kurobe River is one of the most rapid streams in the country and has repeated floods since olden times. Especially the flood in 1934 inflicted remarkable damage in the areas along the river. In 1937 a repairing work extending over twelve years was started, but owing to the war with China, recent high prices etc., the work has been delayed while the river condition is getting worse and is threatening a heavy disaster. Accordingly it is requested to step up the repairing work on this river.

Dated May 20, 1949.

Report on the Petition concerning Carrying out Water Controlling Work in the Tomida River. (Petitioners: Enjiro Yukawa, Headman of Higashi-Tomida-mura, Higashi-Tomida-gun, Wakayama-ken and eleven others.) (Introduced by Mr. Takashi Hayakawa.) (No. 69.)

The Tomida River which rises in the borders between Wakayama and Nara prefectures and runs the grain zone of Nishi-Muro-gun, Wakayama-ken has soft soil banks which easily collapse and its bed is raised with drifts of sand. The irrigation works in its lower course near the mouth snag the flow of sand and stones so that the bed has risen over two metres. Consequently fields are lower than the river bottom and the stream is so much hindered that even a small flood spreads over wide paddy fields and causes decrease in crops. Accordingly it is requested to carry out recovery and enforcement works in the embankments as soon as possible and attend to radical repairing works and sand defending works in water source areas.

Date May 20, 1949.

Report on the Petition concerning Sand-Defending Work in the Mamigasaki River in Higashizawa-mura. (Petitioner: Jukitsu Suzuki, Mayor of Yamagata-shi) (Introduced by Mr. Tosuke Matsuura.) (No. 71.)

The Hanokizawa area in the upper course of the Mamigasaki River had collapses of land by the flood of 1920. Since then drifts of sand and earth have increased. Besides as a result of indiscriminate deforestation of late years, the land in Higashizawa-mura has been laid waste and the risk of collapses of the embankment is great. As this river supplies city water for Yamagata-shi and irrigates over 3,000 cho of land under cultivation, it is requested to carry out sand defending work in the upper course and repairing work in the lower course as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning Stepping up of the building of the prefecture road between Izashiki and Otomari. (Petitioners: Toichi Tahira, Mayor of Kanoya and five others.) (Introduced by Mr. Iku Maeda.) (No. 82.)

The building of the prefectural road between Izashiki, Sata-cho, Kimotsuki-gun, Kagoshima-ken to Otomari was restarted in 1947. It is said that the work will take four or five years until completion. If it takes so much time, it is regrettable for the communication and industry of the district, and besides the exploitation of Osumi Peninsula will be retarded. Hence it is requested to step up the work of the completion of the road.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Dredging and Sand-defending work at the mouth of the Imakiri River. (Petitioners: Zenkichi Awada, Headman of Matsumomura, Itaya-gun, Tokushima ken and 6 others.) (Introduced by Mr. Yoshinori Kashiwabara.) (No. 83.)

The Imakiri River, a branch of the Yoshino River, used to play an important part in navigation and water discharging, but lately there has been remarkable drift of sand at the river mouth and owing to heavy rain storms of recent years, the river mouth has been very much snugged, causing hindrance of current and difficulty of navigation. Thus important industries depending upon boat carriage of this river are much damaged. Accordingly, it is requested to carry out dredging and sand defending work at the mouth of the river.

Dated May 20, 1949.

Report on the Petition concerning Aid to Building of Peoples' Dwellings. (Petitioner: Zenpei Ka., Chairman of the Miyazaki Prefectural Assembly.) (Introduced by Mr. Yoshimitsu Kawano, and 4 others.) (No. 90.)
(In addition to this, there was one other same petition as this.)

More than three years have elapsed since the end of the war but in spite of peoples' crying want, shortage of dwellings is not ameliorated and is threatening their lives. On the other hand, economy of the masses is too pressed and hard up to attempt reconstruction by themselves. On that account, there is nothing for it but to depend upon Governments' strong housing measures and the wholesale accommodation of national funds. Accordingly it is requested to take the following steps as soon as possible.

(1) To build small houses on a large scale with national aid in 1949 fiscal year.

(2) To establish a dwelling fund.

(3) To increase accommodations to dwelling expense for workers who are engaged in important industries.

(4) To require no permission for building a dwelling below fifteen "tsubo" with materials on hand.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Recovery Work for damage in the Uono River. (Petitioners: Teiji Yamazaki, Chairman of the Town and Village Meeting in Minami-Uonuma-gun, Niigata-ken and 18 others.) (Introduced by Mr. Shiro Watari.) (No. 96.)

The Uono River that runs through Minami-Uonuma-gun, Niigata-ken annually overflows on account of indiscriminate deforestation of its water-source zone. On each occasion of flood, sand and stones discharged from upper courses raise the river bed and even a small flood often destroys embankment. Especially the Ione typhoon in 1948 inflicted heavy damage to the crops along the river. Consequently it is requested to carry out recovery work for the damage in the River as soon as possible for the stabilization of the people concerned and for increased production.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand Defending Work in Rivers belonging to the Uono River System. (Petitioners: Togaku Kumoo, Chairman of the Town and village meeting Minami-Uonuma-gun, Niigata-ken and nineteen others.) (Introduced by Mr. Shiro Watari.) (No. 97.)

The Mikuni, the Nobori, the Mizunashi, the Takawa Rivers which are branch streams of the Uono River drift sand and earth on account of the wasted condition of their sources and all river beds have risen. On that account, on every occasion of flood, embankment is broken up and much damage is sustained in the fields along the rivers. If they are let alone fields of five thousand 'cho' will have to be abandoned. Accordingly for the stability of the life of the people concerned and increase in food production, it is requested to carry out sand defending work in the rivers belonging to the Uono River system.

Dated May 20, 1949.

Report on the Petition concerning Rebuilding of the Shinmachi Bridge. (Petitioner: Tomonari Kono, President of the Tokushima City-Planning Co-operation Association.) (Introduced by Mr. Yoshinori Kashiwabara.) (No. 119.)

In carrying out a disaster preventive fifty meter wide road from Tokushima Station to the foot of Bizan Hill, the Shinmachi Bridge only ten metre wide is let alone in the middle of the road. As it curtails the function of the disaster prevention, it is requested to draft a rebuilding budget of the bridge.

Dated May 20, 1949.

Report on the Petition concerning Repairing of Prefectural Road between Niigata and Toyama. (Petitioners: Jugoro Takahashi, Headman of Seiitsu-mura, Mishima-gun, Niigata-ken and six others.) (Introduced by Mr. Juichiro Tsukada.) (No. 121.)

The prefectural road between Niigata and Toyama which is an important line running along th coast of the Sea of Japan. But as the width of the road is only nine shaku, it cannot adequately give abundant traffic passage and much blocking is experienced for the development of industry in the districts concerned. Hence it is requested to repair the road in 1949 fiscal year.

Dated May 20, 1949.

Report on the Petition concerning Repairing of All Streams in the Kaai River System. (Petitioner: Tadashi Miura, Miyoshi cho Futami-gun, Hiroshima-ken.) (Introduced by Mr. Hiroshi Funakoshi.) (No. 122.)

All streams in the Kaai River system run through important agricultural areas in Hiroshima-ken and Shimane-ken and empty themselves into the Sea of Japan. At the point where the Kaai River and Umaarai River join rocky hills protrude from both banks and leave no staying point for water. Thus at a heavy rainfall, muddy waters overflow the banks and cause heavy damage. As the embankments in this system are not strong, they are liable to collapse and river beds are raised with drifting sand. Thus damage is on the increase every year Accordingly it is requested to give repairing work to all rivers of this water system in the 1949 fiscal year.

Dated May 20, 1949.

Report on the Petition concerning Repairing work at the Lower Course of the Abukuma River. (Petitioner: Teiji Sato, Headman of Tsunoda-cho, Igugun, Miyagi-ken.) (Introduced by Mr. Ichiro Shoji.) (No. 123.)

The Abukuma River which is one of the longest rivers of our country, flooded in its main and branch streams in the heavy storm of September 1948 and inflicted much damage to farm producton. As a measure of recovery, it is requested to shorten the annual repairing plan in the lower course of the River to less than five years and to start the work at a section between the boundary at Tateyama-mura, Igu-gun and a point in front of the Sakura-mura Suwa Shrine.

Dated May 20, 1949.

Report on the Petition concerning State Aid to Expense for Road Building in Katsuda-cho. (Petitioners: Yoshio Yasu, Headman of Katsuda-cho, Naka-gun, Ibaraki-ken, and another.) (Introduced by Mr. Toshiro Tsukahara.) (No. 126.)

Katsuda-cho, Naka-gun, Ibaraki-ken suddenly developed with the operation of the

Mito Factory of the Hitachi Works and the Hitachi Koki Stock Co. during the war and started a land arrangement of city planning. But at the end of the war, the work of planning was suspended. Now the town has made a program of building a trunk road of cutting through the town and connecting with the prefectural road from Omiya to Hiraiso for reestablishment of production in the future. But as the total expense amounts to ¥5,000,000, it is requested to grant state aid amounting to ¥2,500,000.

Dated May 20, 1949.

Report on the Petition for Opening of a Tunnel at Hanao-Pass. (Petitioners: Hiromi Uchida, Headman; Motoshiro-mura, Minami-Naka-gun, Miyazaki-ken, and 3 others.) (Introduced by Mr. Yoshimitsu Kawano, and 4 others.) (No. 141.)

Motoshiro-mura of Minami-naka-gun, Miyazaki-ken, an out-of-the-way village among hills, utterly lacked transportation facilities but in 1909, a road was opened as far as Toi-mura, much to the benefit of the residents of these villages However, the road runs over the steep pass of Hanao, and large-sized and heavy vehicles which are next using the road in an increasing number are exposed to a serious danger. A tunnel if bored through the pass via Tachiutsu, Kuroi and Kuronida will bring up the transport of the rich fishing and forestal products of the area. It is, therefore, desired that a state subsidy be granted on the project for opening a tunnel through the said Hanao Pass.

Dated May 20, 1949.

Report on the Petition for Increased Government Share of the Investigation Expenses for Construction of Oyodo Dam. (Petitioners: Iwakichi Arakawa, Mayor of Miyazaki-shi, and 22 others.) (Introduced by Mr. Yoshimitsu Kawano and 4 others.) (No. 142.)

The projected Oyodo dam to be constructed across the Narrow valley in the middle stream of the Oyodo River is expected to hold approximately 170 million cubic meters of water upon completion. The area to be submerged underwater is mainly covered with coppice woods. and the sacrifice of farmland and homestead is expected to be negligately limited. Upon completion the dam will render it practicable to reduce the scale of the conservation work of the Oyodo River and at the same time it will form a power source capable of developing 460 million k.m. of electricity, and thereby improve in great measure the supply of power in Kyushu. It is, therefore, desired that the Government's share of the investigation expenses for its construction be increased so that the basic survey may be completed within the fiscal year 1949-1950.

Dated May 20, 1949.

Report on the Petition for Expediting Conservation of the Upper Stream of the Muko River. (Petitioners: Shuntaro Bogaki, Headman, Hirono-mura, Arima-gun, Hyogo-ken, and 3 others.) (Introduced by Mr. Kenzaburo Hara) (No. 151.)

The conservation of the upper stream of the Muko River at Hiranomura which had been suspended due to financial reasons during the war was resumed and partially completed in 1948, but still the river is giving serious damages to human life, houses. cattles and farms through flood. It is, therefore, desired that the conservation of the upperstream of the said river be expedited.

Dated May 20, 1949.

Report on the Petition for Accelerating the continued Conservation work of the Kano River at Ohito-machi. (Petitioners: Akio Suzuki, Mayor, Ohito-machi, Takata-gun, Shizuoka-ken, and 26 others.) (Introduced by Mr. Tsurukichi Hatakeyama) (No. 156.)

The works for the conservation of the Kono River which runs across the level area of Takata has been going on at Ohito-machi and completed to the extent of approximately 60 per cent, but if the work be suspended now, a serious flood damage will result. It is, therefore, desired that the said conservation work be continued.

Dated May 20, 1949.

Report on the Petition for the Execution of a Project to Divert the Course of the River Hei. (Petitioners: Keizo Sawaguchi, Kawauchi, Kawai-mura, Shimohei-gun, Iwate-ken, and 45 others.) (Introduced by Mr. Takeo Yamamoto.) (No. 164.)

The Hei River caused an unprecedented devastation all along its catchment in Ione typhoon of 1948. It is, therefore, desired that as a long-range, radical measure for the security of inhabitants' living and industrial rehabilitation of the region, the government would promptly carry out the project of diverting the course of the said river.

Dated May 20, 1949.

Report on the Petition for Conservation of the Yodo River and the Yamato River. (Petitioner: Hiroo Kondo, Mayor, Osaka-shi.) (Introduced by Mr. Tadao Asaka.) (No. 177)

The River Yodo and the River Yamato, two major rivers of Osaka-fu, used to cause serious damages through flood breaking their levies, and their conservation works were started in 1939 but so far they have not been brought to completion. If, however, things are left as they stand at present, two cities of Osaka and Sakai will be exposed to immeasurably serious dangers. It is, therefore, desired that conservation works of the said two rivers be promptly executed in order to banish for ever the damages from flood and high tide of Osaka Bay.

Dated May 20, 1949.

Report on the Petition for Designation of the Road between Toyohashi and Toyama as a National Road. (Petitioners: Kaoru Ito, Headman, Kawakami-mura, Ena-gun, Gifu-ken and another.) (Introduced by Mr. Riemon Okamura.) (No. 186.)

The road leading from Toyohashi-shi to Toyama-shi via Iiida-shi and Sakashita, Shimoro and Takayama of Gifu-ken passes through an area noted for wealth of natural resource and also for its scenic beauty and hot spring resorts. Besides, the road has a high utility value linking Tokai district with the Japan-sea seaboard via the shortest route. It is, therefore, desired that the said road be designated as a national road.

Dated May 20, 1949.

Report on the Petition for Prompt Reconstruction of National Road No. 23. (Petitioner: Masamitsu Kamata, Mayor Sakaide-machi, Kagawa-ken.) (Introduced by Mr. Suenobu Shimada.) (No. 188.)

The National Road No. 23, artery line of Shikoku district, includes a 2.6 kilometer section where to width of the road is highly inadequate. Up to this date the said section has been left unheeded without reconstruction which circumstance is highly regrettable, inasmuch as it will bring about dangers as well as the deterioration of the function of this road over which a daily traffic of 250 to 300 motor-trucks is kept. It is, therefore, desired that the said section of the national road be promptly reconstructed.

Dated May 20, 1949.

Report on the Petition for Reconstruction and Opening of the Coal-Transport Road of Toyotomi-mura. (Petitioners: Sozaburo Soma, Headman, Toyotomi-mura, Teshio-gun, Hokkaido, and 1 other.) (Introduced by Mr. Shinichi Tamaoki and another.) (No. 190)

In the area of Toyotomi-mura, Teshio-gun, Hokkaido, there are two mining stations of Mitsubishi and of Japan Soda Co., and only means of transportation between the said village and these mining stations is provided by the latter's private railways. However, the development of the inland resources in the future is expected to bring about heavier demands for transportation between this section, and these private railways will hardly be able to meet them. Thus the expansion of the road is absolutely necessary to supplement their transport capacity. It is, therefore, desired that the road between Toyotomi-mura, and Sanko be reconstructed and opened for traffic.

Dated May 20, 1949.

Report on the Petition for Opening of a Road between Akaishi and Kanzaki. (Petitioner: Takeo Shimizu, Mayor, Iwanai-machi, Iwanai-gun, Hokkaido.) (Introduced by Mr. Masanobu Ogawara.) (No. 192.)

The west coast of Shakotan Peninsula, Hokkaido abounds in varieties of fish throughout the year and is also rich in agricultural and forestal resources, but because the place is hard of access these resources are left undeveloped. It is, therefore, desired that a road be opened between Oaza-Akaishi of Kamienai-mura, Kou-gun, to Oaza Kanzaki of Yobetsu-mura, Shakotangun, in order to develope these resources.

Date May 20, 1949.

Report on the Petition for Opening of a Coastal Road between the Tobetsu River and Higashi-Doba. (Petitioner: Takeo Shimizu, Mayor, Iwanai-machi, Iwanai-gun, Hokkaido.) (Introduced by Mr. Masanobu Ogawara.) (No. 193.)

The section of the semi-local-expense Esashi-Iwanai road which leads from the Tobetsu River, Oaza Shikishima, Shimano-mura, to Aza-Higashi-doba, Oaza-Kitashiri-betsu, Isoya-mura, includes a steep slope at the side of Mt. Raiden, and the road is practically closed to traffic. This fact is preventing the development of local industrial and promotion of people's welfare. It is, therefore, desired that a new road be opened along the coastline instead of over hilly sections as planned for.

Dated May 20, 1949.

Report on the Petition for Government Subsidy on Conservation of the Matsuura River. (Petitioners: Takenosuke Endo, Headman, Onizuka-mura, Higashi-Matsuura-gun, Saga- and 7 others.) (Introduced by Mr. Shigeru Hori.) (No. 218.)

The Matsura-River, the largest river in Saga-ken, caused damages to 2,000 chobu (4.900 acres) of fertile paddies, roads railways and crops totalling several billion yen through flood which followed torrential rainfalls in July and September, 1948, and no small-scale conservation works is considered effective with which to avert similar disasters in future. It is, therefore, desired that the Government would subsidize the project for the conservation of the said river.

Dated May 20, 1949.

Report on the Petition for Execution of Conservation Works of the Kamo River. (Petitioners: Tsuyoshi Kojima, Headman, Takano-mura, Tomada-gun, Okayama-ken, and 2 others.) (Introduced by Mr. Seiichi Omura.) (No. 225.)

The Kamo River which as it courses down takes a sharp turn at a point where hilly zone of the southern end of Kaminiwa-mura, Tomada-gun meets the level ground of Takano-mura, same "gun", easily rise in flood and causes serious damages in its catchment even with light rainfalls. Particularly the situation has been aggravated still further by the war-time reckless felling of trees at its source. It is, therefore, desired that the conservation work of the said river be promptly executed.

Dated May 20, 1949.

Report on the Petition for Conservation of the Tone River and the Arakawa. (Petitioners: Soichiro Takemasa, Chairman, Flood Control Committee of Saitama Agricultural Cooperatives, No. 91, 2-chome, Nakamachi, Urawa-shi, and 5 others.) (Introduced by Mr. Hiroji Asami and 12 others.) (No. 253.)

The conservation of the two Rivers of Tone and Arakawa are now on progress, but the work is incomplete in many sections, and with flood season shortly ahead, the inhabitants

in their zones are under constant fear and unrest. It is, therefore, desired, that the Government would complete the conservation works by the flood season of 1949 and at the same time execute the works to raise Kuribashi railway bridge over the River Tone along with the raising of the railway bridge of Tobu line.

Dated May 20, 1949.

Report on the Petition concerning promotion of reconstruction of the River Mano. (Petitioners: Kogai Miura, Headman of Inai-mura, Ojika-gun, Miyagi Prefecture, and 33 others.) (Introduced by Mr. Yasukichi Utsumi) (No. 291.)

The River Mano, having its source at Inai-mura, Ojika-gun, Miyagi Prefecture, is a tributary to and joins the River Kitakami at the point of its lowest stream, so, if the main River Kitakami is overflowed, the River Mano will be flooded owing to its upstream flow, and, also, in the time of drought in summer, the tide pours in and overflows the river, damaging the cultivated land along it. It is, therefore, hoped that the work of embankment will immediately be carried into execution, constructing a dam at the upper part of the stream which controls the current and a water gate at the point of confluence which prevents counterflow and will be utilized for irrigation in time of drought and providing, at the same time, a drainage at Bankokuho.

Dated May 20, 1949.

Report on the Petition concerning increase in state subsidy for the repair work on the River Kiso. (Petitioner: Hanitsu Ito, Oki-machi, Nakajima-gun, Aichi Prefecture.) (Introduced by Mr. Kinsho Kono and 2 others.) (No. 292.)

As emphasis is chiefly laid on the repair work on the tributaries, Yuki and Nagara Rivers, in reconstruction projects for the River Kiso, and the repair work on the main River Kiso, the principal objective of the projects, is rather neglected, the whole area covering the main River is exposed to a constant danger of being visited with an accidental disaster at any time. It is, therefore, necessary that state subsidy for the repair work in the year of 1949 shall be increased in order to carry out the reconstruction work on the said River immediately.

Dated May 29, 1949.

Report on the Petition concerning construction of a tunnel at the Kamaya Passes. (Petitioners: Ietoshi Sasaki, Governor of Miyagi Prefecture, and 17 others.) (Introduced by Mr. Yasukichi Utsumi.) (No. 294.)

The prefectural road between Okachi and Iinogawa, Momou-gun, Miyagi Prefecture is situated in the area having fishery grounds off Kinkazan rich in aquatic products and very useful as a means of transportation for exporting forestry and mineral products. But, the road being steep near the Kamaya passes becomes a great obstacle not only to the transportation of produce but to the development of the region. It is, therefore, requested that a tunnel will be constructed through the Kamaya passes.

Dated May 20, 1949.

Report on the Petition concerning construction of the industrial and tourist roads in Miyazaki Prefecture. (Petitioners: Yahei Ishii, Chairman of the Town and Village Assembly, Minaminaka-gun, Miyazaki Prefecture, and 14 others.) (Introduced by Mr. Fuhazo Tanaka and 5 others.) (No. 300.)

Minaminaka-gun, Miyazaki Prefecture, is endowed with plentiful forestry resources and has various sights along its coast, but, owing to the imperfect conditions of the roads, the resources are left unused and the sights are not fully utilized to attract tourists. It is, therefore, necessary that the industrial road through Toshiro, Mitsumata and Hokugo villages to the port of Aburatsu, the industrial road from Toshiro through Otsuka to the port of Aburatsu and the industrial and tourist road through Udo, Aburatsu, Hosoda, Nango and Ichiki to the point of Toi, Honjo and Fukushima shall be constructed.

Dated May 20, 1949.

Report on the Petition concerning subsidizing the breakwater project for Nishi Osaka. (Petitioner: Totaro Asano, Chairman of the Flood Prevention Committee of Nishi Osaka, in the Prefectural Office Building of Osaka-fu, Osaka City.) (Introduced by Mr. Taneo Maeda.) (No. 302.)

Nishi Osaka is the industrial area where the amount of yearly industrial production reaches several ten billion yen. But, it suffers every year flood invasion, owing to the sinking ground, causing an enormous sum of losses.

The fundamental and best measure for preventing it is to raise the level of the whole area, but it is almost impossible now to put it into practice. So, as an alternative, the plan is now under way to start a three years' continuous project for constructing a breakwater which can also become an escape way in emergency and completing a powerful draining equipment. It is, therefore, hoped that state subsidy will be granted for the project.

Dated May 20, 1949.

Report on the Petition concerning the Burden on the Town and Village of Payment for the Cost of Development Projects in Miyazaki Prefecture. (Petitioners: Yahei Ishii, Chairman of the Town and Village Assembly, Minami-Naka-gun, Miyazaki Prefecture, and 14 others.) (Introduced by Mr. Fuhazo Tanaka and 5 others.) (No. 313.)

Whereas poverty in local finance is intensified more and more every year, there is, after all, no other means, under the limited financial circumstances, but to plan to alleviate the burden of payment by the local districts for their share in various expenditures. It is hoped, therefore, that measures will be taken, in executing the program of construction of the roads and repair work of the harbors in Miyazaki Prefecture, not to have the towns and villages overburdened with expenditures.

Dated May 20, 1949.

Report on the Petition concerning reconstruction of the embankments of Rivers Yodo and Kanzaki. (Petitioner: Tamijiro Nakoshi, Chairman of the Nishiyodo River Damage Prevention Committee, in the Building of Nishiyodokawa Ward Office, Osaka City.) (Introduced by Mr. Masao Maeda.) (No. 316.)

Nishiyodokawa Ward, Osaka City, is the sole industrial area of the City and leads the other areas of the country in productive capacity. But, it suffered serious damage on account of the breakdown of the coast dykes and embankments of Rivers Yodo and Kanzaki which was caused by the high tides of 1944 and September of 1945. The repair work on the damages has not progressed since, in consequence of which there is a great obstacle to an increased production. It is, therefore, necessary, that reconstruction work shall immediately be carried out on the right bank of River Yodo, the embankment of River Kanzaki, and the coast dykes at the mouths of both Rivers, within the area.

Dated May 20, 1949.

Report on the Petition concerning execution of flood prevention work on the River Kitakami. (Petitioners: Kyuichi Kikuda, Chairman of the Village Assembly, Usugoromo-mura, Iwai-gun, Iwate Prefecture and 3 others.) (Introduced by Mr. Saburo Asari.) (No. 338.)

As the whole area along the River Kitakami suffered heavy damages owing to the inundation which occurred in both years of 1927 and 1928, the flood prevention work on it is now under way. But the reparian area near the border of Miyagi Prefecture including several towns and villages along the lower stream of the River Iwai, in spite of the fact that it has repeatedly suffered a flood damage every year, has not been provided, it is regrettable to say, with any preventive equipment for the reason that it is situated along the narrow part of the stream. It is, therefore, requested that, simultaneously with the promotion of repairing work for the River Kitakami flood prevention work on the narrow part of the lower stream of the River Iwai will be included in it.

Dated May 20, 1949.

Report on the Petition concerning state subsidy for reconstruction of war damages. (Petitioners: Rinzo Sugiura, representative of Aichi Prefectural area, Central Japan Area, The War Damages Reconstruction Land Planning and Adjustment Committee, in the Office Building of the Planning Division, Civil Engineering Section, Aichi Prefecture, and 4 others.) (Introduced by Mr. Kanichi Tsuji.) (No. 343.) (In addition to this there was another same petition as this.)

The reconstruction project for war damaged cities is based on the fundamental reconstruction plan, according to which a predetermined designation of lots to be changed shall be completed in the near future. However, the results of the past three years have proved to have made a small progress, due to lack in appropriations. Consequently, even if an area to be changed shall have been designated, it will not actually be accompanied by the use of land, which greatly impedes the execution of the project and reconstruction of cities. As the fiscal year of 1949 is the one that will determine the fate of the project, it is desirable that the state subsidy shall be granted for it in the Central Area.

Dated May 20, 1949.

Report on the Petition concerning promotion of reconstruction of the national road in Chiba Prefecture. (Petitioners: Chokugai Yamazaki, Mayor of Kisarazu City, and 74 others.) (Introduced by Mr. Yoshiro Kodaka.) (No. 345.)

The reconstruction work for Boso national road was undertaken in 1943 and is now being continued. Boso Peninsula is approximate to Tokyo and Yokohama areas and very near to such cities as Ichikawa and Funabashi, having tourist scenes within it, so the said national road that passes through it is very important from the point of view of industry and tourist business. It is, therefore, desirable that the part of the road that remains unreconstructed shall be completed during the year of 1949, that the estimated amount of expenses for reconstructing the roads between Hota and Katsuyama, Sanuki and Minato, and Kimitsu and Sanuki appropriated, and that the road from Chiba through Kisarazu and Tateyama going round the coastal belt of the Peninsula designated as the first-rate main-line of the national roads, necessitating the repair and maintenance of principal roads crossing it.

Dated May 20, 1949.

Report on the Petition concerning repair of the road in Wada-mura. (Petitioner: Toyohei Nishida, Headman of the Village, Wada-mura, Nemuro-gun, Hokkaido.) (Introduced by Mr. Goichi Ito. (No. 359.)

The Main Prefectural Roads from Sapporo to Nemuro and from Nemuro to Ochiishi which cross the village of Wada-mura, Nemuro-gun, Hokkaido are out of repair, seriously hindering the restoration of industries in the village. It is, therefore, asked that the roads will be repaired and its expenses estimated on the budget of 1949.

Dated May 20, 1949.

Report on the Petition concerning execution of flood prevention works on the Rivers Kumahara and Sugikura. (Petitioner: Yoshie Kozaka, Headman of the Village, Kamigo-mura, Sannohe-gun, Aomori Prefecture.) (Introduced by Mr. Iwao Kawasaki and one other.) (No. 362.)

The River Kumahara which

flows from a source at Mt. Shikaku situated on the border of Aomori and Akita Prefectures pours a plenty of mud and sand, in consequence of the abusive cutting down of trees in the forests along the upper stream, and has become shallow on account of the flood of July 1947, which gave great damage to the reparian areas and the subsequent floods occurring every year. Consequently, the paddy fields and land along the River are at the brink of ruin. Moreover, its tributary Sugikura pours a plenty of mud and sand, also, causing damage to the whole area along it. It is, therefore, asked that the flood prevention works on both Rivers will immediately be started.

Dated May 20, 1949.

Report on the Petition concerning the state subsidy for reconstruction of roads and embankments in the district of Kumage, Osumi. (Petitioners: Kaku Shigenari, Governor of Kagoshima, and 2 others.) (Introduced by Mr. Susumu Nikaido.) (No. 385.)

There are many rivers, the River Kimotsuki and other, in the district of Kumage, Osumi, Kagoshima Prefecture, and, on account of the lack of flood prevention or repair work on these river banks, there occur damages every year in time of rainy season to the cultivated land and houses. It is, therefore, requested that repair and flood prevention work on the banks will immediately be executed. Again, the roads in the district which remains unrepaired give a great hindrance to the industrial development. It is also requested that the repair work on seven roads including one between Tarumi and Shifushi will immediately be carried into execution.

Dated May 20, 1949.

Report on the Petition concerning execution of flood prevention work on the Rivers Takase and Jizoin. (Petitioners: Sensuke Kanai, Headman of the Village, Chido-mura, Soegami-gun, Nara Prefecture, and 2 others.) (Introduced by Mr. Masao Maeda.) (No. 425.)

The Rivers Takase and Jizoin, Nara Prefecture, flows to the west through the middle part of Yamato plain, the flood prevention work on which is very important.

The River Takase, especially the middle part of it, and the River Jizoin, the whole of it, having many curves, narrow widths and weak embankments are repeatedly flooded every year on account of deforestation in the upper region from which they arise, in consequence of which great damage is caused to the production in the district. It is, therefore, requested that flood prevention work will be done on the above mentioned two Rivers immediately, in order to develop industry and stabilized the people's livelihood.

Dated May 20, 1949.

Report on the Petition concerning extension of the road in width along the coast of Atami. (Petitioners: Ryohei Aoki, Chairman of the City Council, Atami City, and 4 others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 426.)

The coast of Atami is chiefly made of the land reclaimed, and the road along it is imperfect. It is damaged by waves every year, and the traffic is blocked whenever the damage occurs.

Again, thousands of vehicles and wagons run every day on the road which is only about six feet away from the place where Omiyano Matsu, the only famous sight along the coast, is situated, so it is necessary that the road near it shall be reconstructed in the rotary type in order to protect the famous sight and maintain safety in traffic, and, further, that the road in the whole area of its neighborhood shall be repaired.

Dated May 20, 1949.

Report on the Petition concerning paving the road between Ito and Shimoda. (Petitioners: Tsurukichi Hatakeyama, member of the House of Representatives, and 5 others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 427.)

As the road between Ito and Shimoda is the sole important traffic line for 200,000 people who live in Izu Peninsula, it is requested that it will be paved and completely equipped for bus traffic for the development of industry.

Dated May 20, 1949.

Report on the Petition concerning designation of the Prefectural road in Izu Peninsula as the State road. (Petitioners: Manzo Kada, Headman of the Town, Shimoda-machi, and Chairman of the Town and Village Assembly, Kamo-gun, Shizuoka Prefecture, and 7 others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 428.)

Izu Peninsula is a famous place for its beautiful scenery, but, being poor in means of transportation, handicapped much in developing industry and tourist business. It is, therefore, asked that the prefectural roads in Izu will be designated as the State ones, and reconstructed as a circular way, in order to complete the facilities as fit for tourist business.

Dated May 20, 1949.

Report on the Petition concerning paving the road between Odawara and Atami. (Petitioners: Akitsuki Mune, and 3 others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 429.)

The road from Tokyo to Odawara is paved, but the one from Odawara to Atami, it is a great regret to say, remains unpaved, in spite of the fact that, at present, the automobiles related to the Occupation Army alone which pass it amounts to several hundred a day. It is, therefore, requested that the above-mentioned road will immediately be paved.

Dated May 20, 1949.

Report on the Petition concerning reconstruction and paving of the road between Atami and Mishima. (Petitioners: Morie Yamaguchi, member of the Prefectural Assembly, Shizuoka Prefecture, and 8 others.) (Introduced by Mr. Tsurukichi Hatakeyama.) (No. 430.)

The road from Atami to Mishima connects with Hakone and is an important one as a tourist business line. It is, however, covered with mud and sand, whenever there is rain, bringing a serious obstacle to traffic. It is, therefore, requested that it will immediately be reconstructed and paved.

Dated May 20, 1949.

Report on the Petition concerning the Designation of the Azuma and Aichi Lines, Prefectural Roads, as National Highways. (Petitioners: Haruo Shiozawa, President of Town and Village Headmen Association in Shimoina-gun, at No. 777, Iida O-aza, Iida-shi, Nagano-ken, and 9 others.) (Introduced by Mr. Chusuke Imamura.) (No. 453.)

Shimoina-gun, Nagano-ken, has close economic relations with the Kansai district especially Nagoya-shi, Nakatsugawa-cho and Sakashita-cho of Gifu-ken, and yet the prefectural roads opening for these regions are in a very poor condition and cause much inconvenience to the local people. Accordingly, it is proposed that the Azuma and Aichi Lines be designated as national highways from the points of view of developing forestry resources, industry in the Iida area and power stations on the River Tenryu as well as inviting foreign tourists.

Dated May 20, 1949.

Report on the Petition concerning the Construction of a Road within the Kombumori-mura. (Petitioners: Shoichi Kato, Headman of Kombumura, Kushiro-gun, Hokkaido, and 1 other.) (Introduced by Mr. Goichi Ito.) (No. 459.)

The Kombumori-mura, Kushiro-gun, Hokkaido is rich in natural resources with a large catch of fishes and a big amount of production in charcoal and timber, but their development is much obstructed by the lack of good overland routes. Accordingly, construction of a road between the Kombu forest and Roshamai be carried out in part within the current fiscal year so as to develop the local industry and ensure the economic stabilization of the people.

Dated May 20, 1949.

Report on the Petition concerning the Carrying out of Drainage Works on the Outskirts of Osaka. (Petitioners: Heitaro Kashiwara, 1-chome, Nakanoshima, Kita-ku, Osaka, and 7 others.) (Introduced by Mr. Tomizo Oshitani.) (No. 466.)

About 78 per cent of the people of Osaka live in the suburbs, the greater part of which escaped war damages, and which form the center of productive activities of Greater Osaka as an industrial city. But the ground of most of those areas is under the sea-level so that even on five days dirty water remains there, making the whole region damp. Besides the ground is steadily sinking, with the result that heavy rainfalls accompany frequent floods, causing a great deal of inconvenience to the industry, and making the areas unsanitary. Accordingly, it is proposed that drainage works be carried out there.

Dated May 20, 1949.

Report on the Petition concerning the Granting of Subsidies from the State Treasury to cover Expenses for Construction of Houses in the Flood-hit Areas in Iwate-ken. (Petitioner: Koichi Sato, President of the Water Damage Rehabilitation Association in Iwate-ken.) (Introduced by Mr. Takeo Yamamoto and 6 others. (No. 469.)

With regard to the request filed for construction of 2,481 houses washed away by the flood in Iwate Prefecture, permission was granted for 1,400 houses, with allocation of building materials. But no such permission is yet forthcoming for the remaining 1,081 houses, resulting in an decrease in production. Therefore, an early allocation of materials as well as the granting of state subsidies is requested. At the same time, in view of the fact that most of the 4,830 houses in the area which were partially destroyed by the flood, are not fit for dwelling, it is also proposed that their dwellers be granted through some proper steps funds for construction of their houses on a long term.

Report on the Petition concerning the Repairing of the Road between Udoro and Shari. (Petitioners: Tsurumatsu Yonezawa, Headman of Shari-cho, Shari-gun, Hokkaido, and 1 other.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 474.)

The town road between Udoro and Shari, Shari-gun, Hokkaido, a part of which, 6 ri in length, was originally a sharp-graded and winding mountain lane, was designated in August 1947 as a road of semi-local expenses. In view of the fact that it runs through regions with rich land and sea resources, besides being an important route for development of local areas in addition to being a route of connection with Udoro fishing port, it is proposed that the said road be repaired without delay.

Dated May 20, 1949.

Report on the Petition concerning the Granting of State Subsidies to Cover Riparian Works Expenses in Iwate-ken. (Petitioner: Koichi Sato, President of the Water Disaster Rehabilitation Association in Iwate-ken.) (Introduced by Mr. Takeo Yamamoto and 6 others.) (No. 477.)

This petition requests that ¥720,000,000 the remaining amount yet to be defrayed as a State subsidy for water disaster rehabilitation expenses in Iwate Prefecture for the fiscal year 1948 and ¥1,400,000,000 now being requested for defrayment from the national treasury for the current fiscal year, that is, ¥2,120,000,000 in all, be granted without delay. It is also requested that, in view of the fact that embankment works on the upper streams of Tanzawa, Sarugaishi, Waga and Shizukuishi are closely relat-

ed to repair works of the river Kitakami, the former project be carried out soon with the defrayment of ¥8,300,000,000 from the national treasury.

Dated May 20, 1949.

Report on the Petition concerning the Carrying out of Drainage Works in Joto-ku. (Petitioners: Heitaro Kashiwara, Chairman of the Osaka Municipal Construction Committee founded within Osaka Municipal Government, and 3 others.) (Introduced by Mr. Tomizo Oshitani and one other.) (No. 478.)

The eastern Osaka regions covering Joto, Higashinari and Ikuno are newly developed areas where, with a low ground-level, water drains ill and rainfalls often flood because of poor drainage facilities, with even houses flooded. Such a state of affairs can not be left from the points of view of traffic, sanitation and hygiene. In view of this, the Osaka Municipal authorities have already worked out a five-year drainage program and submitted it to the Government for sanction. And it is proposed that permission be given without delay to the said project.

Dated May 20, 1949.

Report on the Petition concerning the Carrying out of Sand Prevention Works on various Rivers in and around Kure. (Petitioners: Jutsu Suzuki, Mayor of Kure, and 1 other.) (Introduced by Mr. Kosaburo Miyahara.) (No. 479.)

Although sand prevention works on 59 rivers and streams flowing in and around Kure were set about as from 1946 in consequence of heavy rain disasters in September 1945, very little was done up to the end of 1948, showing only 18 per cent of progress. Thus, the citizens are constantly exposed to water disasters. Accordingly, it is proposed that fundamental sand prevention works on 48 rivers, which are recognized as projects of vital urgency, be carried out under a five-year program.

Dated May 20, 1949

Report on the Petition concerning Increase in State Subsidies to cover War Damage Reconstruction Expenses in Kure. (Petitioner: Jutsu Suzuki, Mayor of Kure.) (Introduced by Mr. Kosaburo Miyahara.) (No. 485.)

With the central areas of Kure demolished during the war, Kure has lost the functions as a city, and so its reconstruction is urgently called for. It should be noted that forming a good natural harbor, Kure's development as a port of trade and as a commercial city is much expected. Also the city has a very promising future as an international sightseeing basis. Accordingly, it is proposed that State subsidies to meet rehabilitation expenses be substantially increased.

Dated May 20, 1949.

Report on the Petition concerning Houses to accommodate Repatriates. (Petitioner: Shinrokuro Hozumi, Chairman of the National Federation of Organizations of Repatriates.) (Introduced by Mr. Atsuro Adachi.) (No. 506.)

Housing conditions for repatriates are so poor that there has come to be seen even a tendency of aggravation of the public feelings. In view of this, it is proposed that the following steps be put in effect:

(1) Full preparations enough to accommodate repatriates who are expected to return home next year but who have no relatives or friends to rely upon;

(2) Construction of people's houses designed to accommodate repatriates on a large scale;

(3) Establishment of a House Reconstruction Bank, and increase in the amount of loans to housing associations;

(4) Compulsory purchase of idle houses;

(5) Establishment of a House Construction Special Account through imposition on large or unused houses.

Dated May 20, 1949.

Report on the Petition concerning Granting of State Subsidies to meet Flood Disaster Investigation Expenses in Iwate Prefecture. (Petitioner: Koichi Sato, Chairman of the Flood Disaster Reconstruction Commission in Iwate Prefecture.) (Introduced by Mr. Takeo Yamamoto and 6 others.) (No. 522.)

The Iwate Prefecture Flood Disaster Reconstruction Council has instituted an investigation department, designed to contribute to the implementation of a lasting flood relief program, comprising agricultural and industrial experts and technicians as well as those working at meteorological observatories. A lot of valuable data have already been submitted. Since a considerable length of continual survey is necessary, and in the light of shortage of funds, this Petition calls for the Government consideration to grant a State subsidy of ¥2,000,000, as part of investigation expenses.

Dated May 20, 1949.

Report on the Petition concerning the Carrying Out of Elevation and Repair Works of Bridges in Osaka. (Petitioners: Heitaro Kashiwara, Chairman of the Osaka Municipal Council Construction Committee, and 2 others.) (Introduced by Mr. Taneo Maeda.) (No. 524.)

Transportation by water in the industrial city of Osaka is very important side by side overland transportation, but due to the sinking of the ground level, various bridges spanning the rivers Rokumaya, Nishijima and Okisaki have sunk under ground from 1.40 m to 1.50 m., rendering impossible water traffic by ships, and dropping transportation capacity to one-third of the original volume. Such being the state of affairs, this Petition urges the Government consideration to facilitate elevation and repair works of those bridges under State subsidies so as to expand production.

Dated May 20, 1949.

Report on the Petition concerning an Increase in State Subsidies for Public Undertaking Expenses in Iwate Prefecture. (Petitioner: Jumpei Murakami, President of the Iwate Prefectural Assembly.) (Introduced by Mr. Saburo Aseri and 3 others. (No. 533.)

Iwate Prefecture suffered a great deal from a series of floods in 1948 and 1949. And yet, the Government total aid is only 8 per cent of the entire expenses likely to be needed for rehabilitation. Mountains around the foundhead of the River Kitakami and its branch streams are so desolate that further serious flood damage must be reckoned with. Accordingly, this Petition requests that State subsidies to cover public undertaking expenses be increased.

Dated May 20, 1949.

Report on the Petition concerning executions of repair work on the banks of the River Ono. (Petitioners: Rokuichi Chishima, Chairman of the League for accelerating the Reconstruction of the Banks of the River Ono, Ga-mura, Inashiki-gun, Ibaraki Prefecture, and 32,000 others.) (Introduced by Mr. Tomisaburo Hashimoto.) (No. 553.)

The River Ono which has its source at Onogawa-mura, Tsukuba-gun, Ibaraki Prefecture, and flows southward through eleven villages into the Lake Kasumigaura covers the areas rich in the rice paddy fields in a zig-zag and roundabout way. There is almost no embankments along it and, especially, the deeper part of it has recently been damaged extremely, in consequence of which even a light rain brings flood, damaging every year in succession the lots, fields, roads and bridges. It is, therefore, requested that the repair work on the river banks will immediately be carried out for the purpose of increasing food production and stabilizing the people's livelihood.

Dated May 20, 1949.

Report on the Petition concerning Promotion of Construction of Tunnel through Kanmon Road. (Petitioners: Moriji Matsuo, Mayor of Shimonoseki, and 23 others.) (Introduced by Mr. Minoru Sakamoto.) (No. 554.)

The State Road No. 2 which runs from Tokyo to Kagoshima is the important trunk line connecting Honshu with Kyushu. It is, however, interrupted by Kanmon Strait, making a great obstacle to traffic and the development of industry. The construction of the tunnel through the Strait was begun in 1939 and the work had been finished by about one-third at the end of the war. Subsequently, a plan for completing the work in 6 consecutive years at a cost of 900 million odd yen was adopted by the third Diet. If its completion is delayed, it will necessarily follow that an economic loss and risk will greatly be increased. It is, therefore, requested that the work will immediately be completed.

Dated May 20, 1949.

Report on the Petition concerning Continuation of Flood Prevention Work on the Banks of the River Kawaguchi within the Area of Kawaguchi-mura. (Petitioners: Murashichi Takano, Headman of the Village, Kawaguchi-mura, Minami Tama-gun, Tokyo-to and 7 others.) (Introduced by Mr. Chojiro Kuriyama and one other.) (No. 555.)

The River Kawaguchi in the district of Kawaguchi-mura, Minami Tama-gun, Tokyo-to, is small in width and has many curves. Consequently, its banks easily collapse and are overflowed with mud and sand every time in case of flood. The flood prevention work has begun in 1939, yet there still remains the banks, 1,650 meters in length, unrepaired, in consequence of which the work is not of much use to prevent the flood damage. It is, therefore, requested that it will immediately be completed.

Dated May 20, 1949.

Report on the Petition concerning Opening of Roads Connecting with Otomo Town. (Petitioners: Yogo Ishitsu, Mayor of Otomo Town, Yamagata County, Hiroshima Prefecture and 14 others.) (Introduced by Mr. Tsune Uda and Mr. Hisao Yamamoto.) (No. 576.)

The purport of this Petition is that Otomo Town, Yamagata County, Hiroshima Prefecture, is located at the northernmost extremity of Hiroshima Prefecture. The village, which adjoins Shimane Prefecture across the Chugoku mountain range, is a purely farming one, but its agricultural situation is in a very alarming plight, as its arable land is very limited; while repatriates from abroad have swollen up its population, together with war victims, who have returned to the village. It is petitioned, therefore, that Otomo Town be connected without delay with the Ikadatsu-Mejikabara line, the Kumome-Giku line, the Kayabara-Jogahara line and the Giku-Mejikabara line leading to the Jogahara forestland, designated for clearance, by opening those lines without delay.

Dated May 20, 1949.

Report on the Petition concerning Riparian Works in Hiroshima Prefecture and 5 other Items. (Petitioners: Yoshiwake Ikeda, Mayor of Yasuura Town, Kamo County, Hiroshima Prefecture and 30 others.) (Introduced by Mr. Tsune Uda and Mr. Hisao Yamamoto.) (No. 597.)

The purport of this petition is that the watersheds of various rivers in Hiroshima Prefecture have been seriously devastated due to reckless deforestation carried out during war time and land reclamation, carried out after the war, with the result that rivers are filled up with debris, with the heavy rains in recent years working terrible havoc with the villages along the valleys. It is true that the local people are undertaking riparian works, but it is beyond the power of poor local finances. It is petitioned, therefore, that state subsidies be granted to

the riparian works on the following rivers:

(1) The Debara and Kawai Rivers in Yamagata County.
(2) The Noji, Irasuke and Tashiro Rivers in Kamo County.
(3) The Numada River in Toyoda County.

Dated May 20, 1949.

Report on the Petition concerning Building of a Bridge across the Ota River just beyond Kameyama Station. (Petitioners: Motoi Mikami, Mayor of Oda Village, Takada County, Hiroshima Prefecture and Another.) (Introduced by Mr. Tsune Uda and another.) (No. 598.)

The Ota River running through the middle of Asa County, Hiroshima Prefecture is spanned with bridges at two points in the County. The result is that traffic between six towns and villages along the river, a distance of some 20 kilometers is maintained with ferry service at more than ten points, so that those farmers who own farms on the other side of the river are obliged to make several miles detours for carrying their farm tools. Those students and workers who commute to Hiroshima and Kabe Districts by utilizing Kameyama and Iimuro Stations are also subjected to serious inconveniences. It is petitioned, therefore, that a bridge be built over the Ota River just beyond Kameyama Station without delay.

Dated May 20, 1949.

Report on the Petition concerning Granting of State Subsidies to Widening Roads in Ichimura Village. (Petitioners: Yutaka Yamazaki, Mayor of Ichimura Village, Mitsuki County, Hiroshima Prefecture and 16 others.) (Introduced by Mr. Tsune Uda and another. (No. 599.)

The purport of the petition is that Ichimura Village, Micho County, Hiroshima Prefecture is a farming village. The Mihara-Fuchu road on the right bank of the Micho River, which flows through the middle of Ichimura Village is 3 meters wide, but the road on the left bank is only one meter wide, causing serious inconveniences to communication and transportation. It is petitioned, therefore, that state subsidies be granted to widening the said road on the left bank.

Dated May 20, 1949.

Report on the Petition concerning Opening of Water Service at Kamishihoro Village. (Petitioners: Taisuke Suzuki, Mayor of Kamishihoro Village, Kato County, Tokachi Province, Hokkaido and two others.) (Introduced by Mr. Yoshitsugu Hayashi.) (No. 600.)

The purport of this petition is that Kamishihoro Village, Kato County, Hokkaido is a farming village, whose households have increased to some 480, thanks to a number of settlers coming from Japan proper since 1929. Now, the soil of this village consists of clay, and its topography is rolling, so that it has a very poor drainage. In sinking a well, they often dig some 200 feet deep, but to no purpose, while the upper stream of the Ebe River is often dried up. The result is that villagers are suffering from a dearth of drinking water. In consequence, many villagers have already left the village. It is petitioned, therefore, that a water service be established for Kamishihoro Village without delay for developing agrieulture, especially since the plan to conduct water from the upper stream of the Meto River is dropped.

Dated May 20, 1949.

Report on the Petition concerning continuation of riparian works on the Koikawa River. (Petitioners: Katsuzo Tanaka, Mayor of Tanishi Village, Nishitama County, Tokyo and 11 others.) (Introduced by Mr. Yoshio Namiki.) (No. 601.)

The purport of this petition is that the Koikawa River at Sugao, Tanishi Village, Nishitama County, Tokyo, a tributary of the Hirai River, is full of turns, so that it easily floods, causing heavy damage to the districts along it. Riparian works on the river have been continued up to the present since the financial year of 1946, but it is reported that the riparian works will be suspended due to budgetary reasons, causing deep disappointment to the villagers concerned. It is petitioned, therefore, that riparian works on the river will be continued for enhancement of the welfare for the villagers.

Dated May 20, 1949.

Report on the Petition for new roads in Hiroshima Prefecture. (Petitioners: Itsuya Onda, Mayor of Higushino-mura, Toyoda-gun, Hiroshima Prefecture, and 7 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 610.)

In view of a great number of repatriates engaged in agricultural development works in Hiroshima Prefectures, Government subsidies are requested for Constructing 3 roads to connect the newly developed areas with other local centers.

Dated May 20, 1949.

Report on the Petition for Government subsidies for restoration of damages caused by disasters in Gohara-mura. (Petitioners: Naoki Fujiki, Mayor of Gohara-mura, Kamo-gun, Hiroshima Prefecture and 16 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 612.)

Damages caused by the storms & flood of September, 1945 are not yet fully restored due to the financial stringency. Government subsidies are, therefore, requested to alleviate the people's sufferings.

Dated May 20, 1949.

Report on the Petition for the Operation of the Residence Finance Bank. (Petitioner: Yonekichi Kanemasa, Chairman of the Kansai Industrial Rehabilitation Conference, c/o No. 19, Tosabori Toori 2-chome, Nishi-ku, Osaka.) (Introduced by Mr. Taneo Maeda.) (No. 629.)

With regard to the reported establishment of the Residence Finance Bank, the Petition is to apply for considering following points in its operation. (1) Operation of the Bank by democratic organization. (2) Increase of fund over the present sum of ¥10,000,000,000. (3) Utmost priority to the residences for workers and clerks. (4) Prevention of abuse of the fund by financing individuals and building businesses. (5) Consideration of the importance of the Hanshin districts through the adoption of the principle of stressing on important areas.

Dated May 20, 1949.

Report on the Petition for the Repair of National Highway between Himeji and Wakazakura. (Petitioner: Motohide Iwami, Mayor of Himeji City, Hyogo-ken.) (Introduced by Mr. Kyohei Horikawa.) (No. 637.)

The national highway No. 20 connecting the Sanin District with the Sanyo District branches off from the national highway No. 2 at Aoyama, Yobe-mura, Shikama-gun, Hyogo-ken, and reaches to Tottori City via Tokura Pass, Yamasaki-machi, Shisou-gun, traversing the Chugoku district. The actual state of the highway is just the same on both side of the Prefectural border line with steep slopes and sharp curves in addition to very narrow width of road. Thus, the traffic has been made so difficult that conveyance of agricultural and forestal products along the route has been considerably hampered. So, the Petition is to apply for an earlier start of reconstruction work of the highway as it would contribute to the economic recovery of the Nation.

Dated May 20, 1949.

Report on the Petition for the Waterway-improvement of the River Toshima. (Petitioners: Motoi Mikami, Chief of Oda-mura, Takata-gun, Hiroshima-ken, and 16 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 638.)

Though the valley of the River Toshima traversing through Takada-gun, Hiroshima-ken is very fertile farmlands covering over 300 cho, the embankments of the river have been often broken down owing to negligence for considerably long time. The drainage is so bad that every rain-fall would flood over farm-lands on both sides of the river, bringing in heavy damages to crops. As the damages caused by the floods are increasing yearly, the Petition is to apply for an earlier improvement of the waterway.

Dated May 20, 1949.

Report on the Petition for the Promotion of the Prefectural Highway between Gifu and Toyama into the Status of State Highway. (Petitioners: Masao Araki, Mayor of Funatsu-machi, Yoshiki-gun, Gifu-ken and 11 others.) (Introduced by Mr. Riuemon Okamura.) (No. 644.)

Funatsu-machi, Yoshiki-gun, Gifu-ken has an environment full of such mineral resources as lead and zinc amounting to over 70% of our products in addition to that it is haunted by many sight-seeing tourists owing to its position as a base in the Middle Japan Mountainous National Park. It is located, however, too far from the railway to enjoy the convenience of high-way communications. Thus, the Petition is to apply for the promotion of the prefectural high-way between Toyama City and Gifu City into the status of State high-way and the connection of designated prefectural highway No. 67 and 68 to the State high-way Toyama-ken No. 2.

Dated May 20, 1949.

Report on the Petition for the Repair of the Right Bank of the River Kitakami within Shirayama-mura. (Petitioners: Kimpachi Suzuki, Shirayama-mura, Isawa-gun, Iwate-ken and 332 others.) (Introduced by Mr. Saburo Asari and 2 others.) (No. 645.)

A big embankment on the River Kitakami is now under construction on the opposite bank of Shirayama-mura. Though it is expected to build another bank on the side of Shirayama-mura, such an one-sided embankment would endanger the whole village to the rain if it collapsed. Thus, the Petition is to apply for an instant start of construction work on this side of the river.

Dated May 20, 1949.

Report on the Petition for the Building of People's Residence. (Petitioners: Tatsuo Tanaka, Governor of Yamaguchi-ken, and 1225 others.) (Introduced by Mr. Ichiro Aoyagi.) (No. 665.)

As the housing shortage of the day is hampering the recovery of production and endangering the stabilized livelihood of people, it is of an urgent need to establish a powerful counter-measure to it. But, an acquisition of a residence by own hand is almost impossible for working people in general and it is necessary to build as many houses as possible to lease. Considering that the management of house renting business is believed not to pay unless it is operated by the State or public organizations as a public utility works, the Petition is to apply for the priority given to the construction of residence for working people in drawing up the residence construction plan for 1949.

Dated May 20, 1949.

Report on the Petition concerning the Establishment of a bank of housing. (Petitioners: Morihara Matsuo, President of the People's Houses Construction Society, Yamaguchi Prefecture and 30 others.) (Introduced by Mr. Ichiro Soyagi.) (No. 669.)

If a brank of housing was set up by means of the Government capital to supply necessary funds for the construction of dwelling houses in the terms of long-term and lower interests, the present housing shortage would be eased very much and production expension and stabilization of people's livelihood would follow. It is, therefore, requested that such bank be established without the least delay.

Dated May 20, 1949.

Report on the Petition for the Execution of the Reconstruction Works of River-bank within Arai, Hino-machi. (Petitioners: Sakae Yoshitani, Mayor of Hinomachi, Tokyo and 24 others.) (Introduced by Mr. Atsuyasu Fukuda.) (No. 674.)

The bank of the River Asakawa within Arai, Hino-machi, Minami-Tama-gun, Tokyo was destroyed by the floods in 1947 and 48 and is not yet reconstructed. With the rainy season at hand, it is feared that the crop and cattle would be inevitably damaged by another flood and the Arai Bridge on an essential route of traffic might be broken down. Such being the case, the Petition is to apply for the immediate execution of the reconstruction of the bank.

Dated May 20, 1949.

Report on the Petition for the Construction of Road connecting Shimo-Takehito, Takehito-mura with Dojo, Zoga-mura. (Petitioners: Takashi Fujiwara, Chief of Tono-mura, Toyoto-gun, Hiroshima-ken and 72 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 675.)

As the road leading from Takehito-mura, Tono-mura and Zoga-mura, Hiroshima-ken to the prefectural highway is steep and narrow, the inconvenience of the villagers in carrying agricultural and forestal products is very great. Such being the case, the Petition is to apply for the construction of road connecting Shimo-Takehito, Takehito-mura with Dojo, Zoga-mura via Kami-Tono, Yoshinagaya and Miyamitsu, Tono-mura.

Dated May 20, 1949.

Report on the Petition for the Furtherance of the Repair of the Bank of the River Kogai within Mase-mura. (Petitioners: Koichiro Kubota, Chief of Mase-mura, Ibaraki-ken and 2,610 others.) (Introduced by Mr. Akiyoshi Suzuki.) (No. 676.)

While the conservancy works of the River Kogai are now going on, the construction of bank for the length of 3 kilometer within Mase-mura has been left untouched and repeated every year to defray much expense for repair and flood-prevention resulting in big damage to farm products. Such being the case, the Petition is to apply for the furtherance of the reconstruction works.

Dated May 20, 1949.

Report on the Petition for the Reconstruction of the River Shijimi. (Petitioners: Ichiro Okutani, President of the Hekinan City Assembly, Aichi-ken and 30 others.) (Introduced by Mr. Shiro Nakano.) (No. 677.)

The River Shijimi starting from Aburagafuchi, Hekinan-gun, Aichi-ken and running into the Bay of Koromogaura via the southern part of Hekinan City had been the only one river to drain the basin of its upper and middle stream and used for river-transportation in its lower stream. Owing to the sinking of land in large area on the river by the three big earthquake since January, 1945, the drainage was so ruined that every light rain would enundate farm-lands and the navigation of cargo-boats was made impossible causing heavy loss to the inhabitants. Such being the case, the Petition is to apply for the execution of a fundamental reconstruction of the river.

Dated May 20, 1949.

Report on the Petition for the Construction of Road within Yoshikawa-mura. (Petitioners: Tokumi Namifuji, Chief of Yoshikawa-mura, Hiroshima-ken and 4 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 678.)

Owing to the incomplete road situation within Yoshikawa-mura, the transportation of goods through the area is greatly hampered. Thus, the Petition is to apply for prompt construction of two route through the village.

Dated May 20, 1949.

Report on the Petition for the Construction of Development Road within Otsuchiyama, Oda-mura. (Petitioner: Teiji Hirata, Head of the Otsuchiyama Development and Agricultural Cooperative, Oda-mura, Hiroshima-ken and 26 others.) (Introduced by Mr. Tsune Uda and one other.) (No. 681.)

As the only means of the Prefecture-operated reclamation land on the hill-side of Mt. Otsuchiyama in Oda-mura, Hiroshima-ken to connect with the outer world is a narrow mountain path on which a single passenger can hardly pass, it is not only almost impossible to carry out materials for the work or products thereof by cart or on cattle-back but also very dangerous for children attending school. Such being the case, it would bring so great inconvenience and anxiety to the villagers in case of emergency that it would impede the progress of the work and disturb the self-possession of the settlers. Thus, the Petition is to apply for the prompt construction of road connecting the first working section of the reclamation land with the second one.

Dated May 20, 1949.

Report on the Petition for the Furtherance of Reconstruction of the Bank of the River Saba. (Petitioners: Toshio Tanabe, President of the League for Furtherance of Reconstruction of the Bank of the River Saba, c/o Municipal Office of Bofu City and 2 others.) (Introduced by Mr. Ichiro Aoyagi.) (No. 707.)

The banks of the River Saba traversing through the central part of Yamaguchi-ken have never been repaired since 1918 and more and more ruined by pebble-digging on the river-bed after the war. Its repair work has been so delayed due to the short of appropriation for it that the inhabitants in the lower stream district cannot be at ease. Such being the case, the Petition is to apply for an earlier completion of the repair work of the banks.

Dated May 20, 1949.

Report on the Petition for the State Subsidies to the Appropriation for Public Works to recover disaster-stricken Areas within Ibaraki-ken. (Petitioner: Shichihei Kikuta, President of the Prefectural Assembly, Ibaraki-ken.) (Introduced by Mr. Takeshi Yamazaki.) (No. 722.)

While Ibaraki-ken is one of leading agricultural prefectures with wide farmlands traversed by major rivers including the River Tone, the State subsidies to the prefecture for the public works to recover disaster-stricken areas is so small that the breakage of banks, embankments, roads and bridges are not yet repaired with the flood season in sight. Such being the case, even a little rain would endanger farmlands of 30,000 cho. So the Petition is to apply for the measure by the end of the fiscal year to enable the prefectural authorities to loan ¥70,000,000 for the recovery of damages by the disaster of 1947 and the supplementary appropriation of ¥100,000,000 for the disaster in 1948.

Dated May 20, 1949.

Report on the Petition for the Conservancy of Banks of the River Makita. (Petitioner: Hideo Suzuki, Manager of Flood Prevention Association, Takiwanaka, Yoro-gun, Gifu-ken.) (Introduced by Mr. Keiichi Tanaka.) (No. 772.)

The River Kanekusa which joins the River Makita within Takata-machi and Kasago-mura, Gifu-ken is greatly influenced by the back-water from the rapid stream of the latter whenever it is flooded and often is going to break. Since the beginning of the repair work of the River Makita under the direct control of the Government, the volume of back-water is increasing more and more. Such being the case, the Petition is to request for the symultaneous completion of the construction of the back-water gate on the River Kanekusa as an attached work to the River Makita repair works by placing it under the direct control of the Government.

Dated May 20, 1949.

Report on the Petition for the Increase of State Subsidies to the Repair Work of the River Sonose. (Petitioners: Kikutaro Hara, Mayor of Tokushima City and 3 others.) (Introduced by Mr. Masaru Manabe and 2 others.) (No. 773.)

Due to the geological and geographical conditions, the River Sonose starting from Mt. Takahoko on the border of Sanakawachi-mura and Takahoko-mura, Tokushima-ken and traversing the Tokushima Valley quickly increases the volume of its water and causes heavy damages by flood. Thus, the Petition is to apply for the drastic increase of the State subsidy in order to complete the repair work of the river as early as possible.

Dated May 20, 1949.

Report on the Petition for the Furtherance of the Second Period Repair Work of the River Yoshino. (Petitioners: Seiichi Okada, President of the Association for the Repair of the River Yoshino, Higashi-Shimmachi, Tokushima City and 44 others.) (Introduced by Mr. Masaru Manabe and 2 others.) (No. 774.)

Since the completion of the first period repair work of the River Yoshino, one of the largest river in our country, traversing Tokushima-ken, 37 years have passed away. Meantime, the river-bed has risen by two meters and the change of water-course and defects in work done to match the lower river-bed have weaken the banks on both sides so badly that there are breaks, collapse and cracks of bank and leakage of water everywhere. Such being the case, the Petition is to apply for the increase of the appropriations for the second period repair work in order to accomplish it as early as possible to ease the anxiety of the local inhabitants.

Dated May 20, 1949.

Report on the Petition for the Increase of the State Subsidy to the Sand-breaking Work on the Rivers belonging to the System of the River Yoshino. (Petitioners: Ikuo Kawamata, President of the Association for the Completion of Sand-breaking work on the River Yoshino, Kamoshima-machi, Tokushima-ken and 13 others.) (Introduced by Mr. Masaru Manabe and 2 others.) (No. 775.)

The streams belonging to the system of the River Yoshino within Kawada-machi and eleven other towns and villages in Woe-gun and Awa-gun, Tokushima-ken have caused floods every year by heavy rains, pouring down enormous quantity of sand by which the river-beds were raised to make elevated rivers by and by to the deepest horror of the inhabitants at every flood. Such being the case, the Petition is to apply for the increase of the State subsidies to the sand-breaking works on the streams belonging to the river system.

Report on the Petition for the Repair of the Imakiri. (Petitioner: Yoshinobu Miyata, President of the Tokushima Prefectural Assembly.) (Introduced by Mr. Masaru Manabe and 2 others.) (No. 776.)

The mouth of the River Imakiri, a northern branch of the River Yoshino, which flows into the Old River Yoshino at the tenth lock-gate in Takashi-mura, Myosai-gun and again separates from it at Takafusa, Kitajima-machi, Itano-gun to pour into the sea at Nagahara, Matsumo-mura running through the villages of Ojin, Kawauchi, Kitajima and Matsumo, has recently been so chocked by drift sands that it cannot drain the water in the storm every year causing heavy damages to farm-lands by submergence. Such being the case, the Petition is to apply for the land improvement by filling the sunken low land within Kawauchi-mura with dredged sands of the river and the immediate execution of the construction of sand-breaking banks and water-

courses with a view to increase food production and encourage industries.

Dated May 20, 1949.

Report on the Petition for the Construction of Bridge at the Point where the road connecting Iwai-machi with Noda-machi crosses the River Tone. (Petitioner: Shichihei Kikuta, President of the Ibaraki Prefectural Assembly.) (Introduced by Mr. Takeshi Yamazaki.) (No. 777.)

As all roads connecting Ibaraki-ken with the Prefectures of Tokyo, Chiba and Saitama only go through the two bridges at Torite and Kurihashi, the inhabitants of Sashima-gun, Yuki-gun and Naokabe-gun, the Center of the Prefectural industry are feeling much inconvenience and disadvantage in conveyance of their agricultural products which have to be carried by detours. Such being the case, the Petition is to apply for the construction of bridge at the point where a line connecting Iwai-machi, located between Totte and Kurihashi, with Noda-machi crosses the River Tone.

Dated May 20, 1949.

Report on the Petition for the Reconstruction of the Nokawazaka Girder-bridge. (Petitioner: Eimatsu Okazaki, Mayor of Sendai City and 13 others.) (Introduced by Mr. Ichiro Shoji and 2 others.) (No. 778.)

The pass with girder bridge at Nokawazaka on the Takeoka line, an important route connecting Sendai City with Yamagata City, is very dangerous as it is so steek and has so many curves that there are not a few accidents of tumbling-down of cars etc. Thus, the Petition is to apply for the construction of iron-frame or reinforced concrete girder bridge along the existing bridge on its east-side.

Dated May 20, 1949.

Report on the Petition for National Subsidization of the Riparian Works in 3 Wards in Koto Areas, Tokyo. (Petitioners: Seiichi Otsuka, Director-General of the Society for Achievement of Riparian Works in 3 Wards, and Chairman of Katsushika Ward Assembly, care Katsushika Ward Office, and 2 Others.) (Introduced by Mr. Moritoshi Nakajima and one other.) (No. 802.)

In view of the fact that Adachi, Katsushika and Edogawa Wards experienced very severe flood damage in the autumn of 1947 owing to the imperfection of flood prevention and riparian works in these three wards, which lying to the east of River Sumida, form the lowest and most damp region of the Metropolis with the Arakawa Drain, Ayase, Edogawa, Shinkawa and many other rivers running through it and border on Tokyo Bay, it is petitioned in the interests of the 700,000 citizens there that the riparian works in the 3 wards be executed with national subsidization.

Dated May 20, 1949.

Report on the Petition for the Construction of a National Highway from Minamiyamada to Nishiakao via Kose Pass. (Petitioners: Shigeru Tajima, Head of Minamiyamada Village, Higashi-Tonami County, Toyama Prefecture, and 52 Others.) (Introduced by Mr. Muneaki Tsuchikura.) (No. 803.)

The mountainous region on the border between Hida and Echigo Provinces is a snow-bound district with the highest altitude throughout the country, and with the interruption of transportation between the Minami-Tonami and the Takayama District for about 4 winter months, the people of the border region experience a serious drawback to cultural activities and industrial development, even their living itself being at stake. Under the circumstances, it is petitioned that for the economic reconstruction and the stabilization of the people's livelihood there a national highway be constructed between Minami Yamada Village to Nishiakao via Kose Pass.

Dated May 20, 1949.

Report on the Petition for the Repairing of the Road Running through Yabugami Village. (Petitioners: Tamenojo Aoki, Head of Yabugami Village, Minami-uonuma County, Niigata Prefecture and 32 others.) (Introduced by Mr. Kakuei Tanaka.) (No. 804.)

The mountainous road starting from National Highway No. 9 at Ichimurao Section, Yabugami Village, Minami-Uonuma County, Niigata Prefecture, and terminating at the borders of Chujo Village, Naka-uo County, is a hard pass known as 48 winding Pass, which compels the transportation of agricultural and forestry products as well as goods in general to depend upon man power. Under the circumstances, it is petitioned that for increasing agricultural and forestry products and clearing the accumulated goods, a section of this road for about 5 kilometers from the starting point in Minami-Uonuma County be promptly repaired.

Dated May 20, 1949.

Report on the Petition for Inclusion of Otsuki Road into National Highway and Its Repairing. (Petitioner: Kinichi Amano, Sasago Village, Kitatsuru County, Yamanashi Prefecture.) (Introduced by Mr. Hisashi Amano.) (No. 805.) (In addition to this, there was one other same petition as this.)

In view of the fact that the Katsunuma-Otsuki Line, a Yamanashi prefectural road, is the short cut between Kofu City and Tokyo Metropolis, which is 20 kilometers shorter in transportation time the 8th National Highway and further, it promises to become an important transportation route of silk, cocoons, charcoal and fire wood, lumber, grapes, and other prefectural products and also an excellent tourist route, it is petitioned that this line be included in the National Highway and promptly be placed under repairing.

Dated May 20, 1949.

Report on the Petition for Execution of Sand Prevention Works on the Upper Reaches of the Himekawa. (Petitioners: Seiki Takeda, Head of Kita-Kotani Village, Kita-Azumi County, Nagano Prefecture.) (Introduced by Mr. Kaneshichi Masuda.) (No. 828.) (In addition to this, there was one other same petition as this.)

The River Himekawa, which originates from Shiniki Village, Kita-Azumi County, Nagano Prefecture, is yearly elevated in river bottom owing to the sand and soil carried down from the gathering ground which is badly affected by collapse, erosion and landslide. Prevention of heavy damage done by this river to the areas on its banks is a matter of urgent necessity for Nagano and Niigata Prefectures, but it is impossible to expect the completion of its riparian works under the financial situation of these two prefectures. Under the circumstances, its is petitioned that sand prevention works be promptly executed under national management on the upper reaches of this river.

Dated May 20, 1949.

Report on the Petition concerning Anti-Flood Measures in Fuse City. (Petitioners: Zenjiro Matsui, Chairman of the Fuse City Assembly, and 1 other.) (Introduced by Mr. Bukkotsu Matsunaga.) (No. 835.)

The drainage system of Fuse City is now almost buried up or destroyed in many spots, completely ceasing to function, this owing to the negligence in wartime years. Moreover, this city is located on a low and damp area and easily inundated even with a small rainfall, much to the obstruction to increased production and the detriment to the public health. Under the circumstances, it is petitioned that as anti-flood measures of this city, the authorization of the water supply and drainage construction works, the national subsidization to them, the approval of floatation of loans for them, the allocation of necessary materials, etc. be carried out.

Dated May 20, 1949.

Report on the Petition concerning Improvement of Himekawa River. (Petitioner: Torao Hayashi, Governor of Nagano Prefecture.) (Introduced by Mr. Etsujiro Uehara and one other.) (No. 836.) (In addition to this there was one other same petition as this.)

The River Himekawa, which originates from Shiniki Village, Kita-Azumi County, Nagano Prefecture, yearly expreiences an extreme elevation of river bed and alterations in river currents owing to sand and soil carried down from its gathering ground, which is heavily affected by collapse and erosion, causing much damage to the areas on its banks. Under the circumstances, it is petitioned that river be included in national managed rivers and the sand prevention works on its upper reaches and the riparian works on its lower reaches be promptly executed.

Dated May 20, 1949.

Report on the Petition for Continuation of the Repairing Works on the Nakadori Line, a Municipal Road. (Petitioners: Tomoyasu Yamane, Head of Chifuku Village, Abu County, Yamaguchi Prefecture, and 1 other.) (Introduced by Mr. Keiichi Yoshitake.) (No. 837.)

The Nakadori Line belonging to a municipal road, which runs through Chifuku Village, Abu County, Yamaguchi Prefecture, is the shortest transportation road of an enormous amount of lumber and charcoal and firewood produced from the national forest in Sawa County and at the same time, it constitutes an important motor road connecting Bofu City and Chifuku Railroad Station. Although since 1948 its Repairing Works have been executed with the national subsidies, it cannot perfectly function unless the repairing of the remaining portion of 800 meters has been carried out. Under the circumstances, it is petitioned that budgetary measures be taken for the continuation of the repairing works for 1949.

Dated May 20, 1949.

Report on the Petition for Execution of the Bank-Revetment Works On Gokase River in Iwai Village Areas. (Petitioners: Hisashi Sato, Chief of the Nishi Usukine District Office, Miyazaki Prefecture, and 136 Others.) (Introduced by Mr. Shigeto Sato.) (No. 839.)

Since in 1945 Iwaigawa Village, Nishi-usukine County, Miyazaki Prefecture, was heavily damaged by the flood, the revetments of River Gokase, which runs through its areas, have yearly been collapsing, endangering the village agricultural warehouse and other establishments on the banks. Under the circumstances, it is petitioned that the revetment works on this river in the village areas be quickly executed.

Dated May 20, 1949.

Report on the Petition for Continuation of the Riparian Works on Abashiri and Other Rivers. (Petitioner: Ujiichi Sugimoto, Head of Memambetsu Village, Abashiri County, Hokkaido.) (Introduced by Mr. Tetsuzo Matsuda.) (No. 873.) (In addition to this, there was one other same petition as this.)

The Abashiri River which originating from Tsubetsu Town, Abashiri County, Hokkaido, runs into Abashiri City via Memambetsu, is flooded in every rainy season to heavily damage the farmlands on its banks. For this reason, the riparian works were started in 1934 but those on part of its upper reaches and most of its lower reaches remained unfinished for various circumstances in 1946 slated for their completion, leaving the farmlands to suffer from flood disaster every year. On the other hand, the Memambetsu River in Memambetsu Village is extremely winding and upheaves in river bed, this causing the entire basin suffer much from dampness. Under the circumstances, it is petitioned that the riparian

works on the Abashiri River and the re-channelling works on the Memambetsu River be executed.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Revetment Works on the Biei River. (Petitioners: Shimpei Mochizuki, 1-chome, Kaguracho Section, Kagura Village, Kamikawa County, Hokkaido, and 3 Others.) (Introduced by Mr. Yoshitsugu Hayashi.) (No. 875.)

The Biei River which originates in Mt. Tokachidake, Hokkaido, is yearly flooded owing to its rapid stream, devastating the entire basin. Although as temporary measures for this, temporary mud embankments are constructed, this makeshift falls far short of preventing the damage. Under the circumstances, it is petitioned that the revetment works be promptly executed on the river as a permanent measure.

Dated May 20, 1949.

Report on the Petition concerning the Riparian System of the Medium and Small rivers in Hokkaido. (Petitioners: Shimpei Mochizuki, 1-chome, Kaguracho Section, Kagura Village, Kamikawa County, Hokkaido, and 3 Others.) (Introduced by Mr. Yoshitsugu Hayashi.) (No. 876.)

As the riparian works on the medium and small rivers in Hokkaido are executed with no importance placed on revetment but in the shape of temporalizing embankment works only for prevention of flooding waters. Therefore, in case of a heavy rainfall, they easily collapse to cause great damage to the basin. In view of this situation remarkable of the medium and small rivers in Hokkaido, it is petitioned that the riparian works be conducted on the revetment system.

Dated May 20, 1949.

Report on the Petition for Resumption of the Dam Construction Works for the Yura River. (Petitioners: Jun Kimura, Mayor of Kyoto Prefecture, and 8 Others.) (Introduced by Mr. Shigesaburo Maeo.) (No. 878.)

The riparian works for the Yura River in Kyoto Prefecture are a pending problem for many years. The works were started in 1943 but were temporarily suspended during wartime years. After the war there took place a succession of great disasters in Fukuchiyama City areas, which caused the resumption of the embankment works for the river in the city. However, owing to the risen water level in the portions of the river adjoining the city due to the lost function of the former river water collecting section, the parties concerned are worrying about the threatening damage. Under the circumstances, it is petitioned that the embankment works be continued for 1949 concurrently with the resumption of the dam construction works for the control of waters in its upper reaches.

Dated May 20, 1949.

Report on the Petition for Execution of Sand Prevention and Watercourse Opening Works on Valley Uso. (Petitioner: Masanao Baba, President of the Committee for Countermeasures for Uso Valley Flood Disasters, Minatoyama Cho, Hyogo Ward, Kobe City.) (Introduced by Mr. Kenjin Matsuzawa and one other.) (No. 880.)

Uso Valley in Minatoyama-cho, Hyogo Ward, Kobe City, frequently causes flood disasters, especially those in 1938 and 1945 being so far-reaching as beyond all description. Later, the sand prevention dam was constructed for this valley under national and city managements. But it proved still insufficient to prevent the disaster, and it is evident that the narrow and shallow watercourse will cause in the rainy season a disastrous damage again to the crowded houses located below the valley. Under the circumstances, it is petitioned that the sand prevention and watercourse breaking works be promptly executed on this valley under national management.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Repairing of Fuji Bridge. (Petitioner: Masashige Sugiyama, President of the Society for Realization of the Building of Fuji Bridge, Kajikazawa Town, Minami-Koma County, Yamanashi Prefecture.) (Introduced by Mr. Yoshimori Fukazawa and 2 others.) (No. 881.) (In addition to this, there was one other same petition as this.)

Fuji Bridge spanning the Fuji River is heavily damaged or washed away by the floatage from the upper reaches whenever there is a flood every year, causing inconvenience to the traffic of man and horse and the transportation of goods. For this reason, the repairing works were started some time ago, so far 60 per cent of them having been completed. If they should be suspended in this stage, it would be necessary to restart the works in the future, at the cost of enormous expenditure and labor. Under the circumstances, it is petitioned that in view of the importance of its role in the connection of important roads, the repairing works be conditioned until completion.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Embankment Works on the Lower Reaches of the Abukuma. (Petitioners: Tomi Saito, Head of Tateyama Village, Igu County, Miyagi Prefecture, and 16 Others.) (Introduced by Mr. Ichiro Shoji.) (No. 883.)

Owing to the slow progress of the riparian works on the down stream of the Abukuma River, the entire basin is heavily damaged every year by floods. In view of this situation, it is petitioned that the established embankment plan for Nakaya area of Tateyama Village, Igu County, Miyagi Prefecture be quickly executed by advancing its starting date as an urgent measure.

Dated May 20, 1949.

Report on the Petition for Expansion of Breadth and Repairing of the Trunk Roads in the Akan National Park. (Petitioners: Kohei Sato, Mayor of Kushiro City, and 6 Others.) (Introduced by Mr. Kyoichi Ito.) (No. 884.)

Although the Akan National Park is one of the world's scenic spots and as such claims great importance from the standpoint of this country's tourist policy, its sightseeing roads are ill-equipped and narrow, much to the obstruction of the tourist industry. Under the circumstances, it is petitioned that the following roads be expanded in breadth and repaired with national expenditure: (1) The section from Kushiro to Kitami-Aioi via Lake Akan, (2) the section from Kushiro to Kitami-Mihoro via Teishikutsu, Kawayu and the shore of Lake Kussharo, and (3) the section from Lake Akan to the Teishikutsu Spa town.

Dated May 20, 1949.

Report on the Petition for Repairing of a Section of the Prefectural Road from Takaoka to Furesaka, Kume Village, via Busshoji Village. (Petitioners: Shigemitsu Sone, Head of Busshoji Village, Himi County, Toyama Prefecture, and 10 Others.) (Introduced by Mr. Muneaki Tsuchikura.) (No. 967.)

The prefectural road connecting Takaoka and Furesaka, Kume Village via Kuniyoshi Village, Nishi-Tonami County and Busshoji Village, Himi County, has a difficult place to pass in the Tsutsura Tunnel on the border of Nishi-Tonami and Himi Counties. The steep and widing roads on both sides of this tunnel collapse in many spots and entirely closed to passage in the snowy season, suspending transportation of various materials from the agricultural and mountainous villages on the route to Takaoka City and other consumption centers. This state of things greatly affects the local industry. Under the circumstances, it is petitioned that improvement works be executed on the Tsutsura Tunnel on the prefectural road.

Dated May 20, 1949.

Report on the Petition concerning Alteration of the Confluence of the Oda and Takahari Rivers. (Petitioners: Kenji Nakajima, President of the Society for Realization of Improvement of the Oda River, care Yada Village Office, Kibi County, Okayama Prefecture, and 59 Others.) (Introduced by Mr. Ryugo Hashimoto and 9 Others.) (No. 968.)

On the occasion of the riparian works on the Takahari River which runs through Kibi County, Okayama Prefecture, the Yanai Reservoir was constructed as an attendant undertaking. But this reservoir has never functioned on account of extreme leakage of water. Moreover, the drainage of the Oda River, which runs through Oda County, is neglected and the back current of the Takase River is left to cause much damage to the areas of their banks. Under the circumstances, it is petitioned that the Yanai Reservoir be abolished and the confluence of the Oda and Takase Rivers be changed.

Dated May 20, 1949.

Report on the Petition for Continuation of the Repairing of National Highway No. 23. (Petitioners: Katsuhide Mihara, Mayor of Marugame City, and 1 other.) (Introduced by Mr. Hirobumi Taman and one other.) (No. 969.)

National Highway No. 23 is narrow in breadth and frequent in winding, this being especially so in the city of Marugame and causing frequent traffic accidents there. Although its improvement works were started in 1939 as an undertaking spreading for years, they were suspended owing to the changed execution plan, much to the inconvenience of the people concerned. Under the circumstances, it is petitioned that the repairing of this road be executed on the original plan.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Construction of the Sakura Tunnel of Moji City. (Petitioners: Tokizo Ogata, Suwanocho, Kurume City, Fukuoka Prefecture, and 2 Others.) (Introduced by Mrs. Masako Fukuda.) (No. 970.)

Moji City is divided into Omote Moji and Ura Moji by the mountains branching off from the Chikushi Mountain Range, and these two sections are connected by the Sakura Tunnel which is only 3 ken in breadth. Since the termination of the war, the population of Ura Moji has been growing year after year, resulting in the increasing utilization of this tunnel. Under the circumstances, it is petitioned that the works for enlarging the Sakura Tunnel for traffic, which were started during war years, be continued for execution.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Rehabilitation Works on the Disaster-visited Nanakita River and Repairing of its River mouth. (Petitioners: Mitsuo Saheki, Chairman of the Sendai Municipal Assembly, and 2 Others.) (Introduced by Mr. Saburo Chiba and one other.) (No. 971.)

The riparian works on the Nanakita River, which runs through Sendai City, are now underway, having been started in 1946 as an undertaking extending for many years. Although its river mouth was straightened by the flood of 1947 much to improve its course, it has now moved 500 meters to the north, being threatened to sustain damage by the coming flood disaster. Under the circumstances, it is petitioned that the rehabilitation works on the river be accelerated and the improvement works on its river mouth promptly executed.

Dated May 20, 1949.

Report on the Petition for Rehabilitation and Repairing Works on the Zaru River. (Petitioners: Mitsuo Saheki, Chairman of the Sendai Municipal

Assembly, and 2 Others.) (Introduced by Mr. Saburo Chiba and one other.) (No. 972.)

For budgetary and other reasons, the Zaru River, which runs through Sendai City, remains yet to be perfectly rehabilitated from damages caused by the disaster, leaving the basin to suffer from heavy damage and causing serious obstruction to an increased food production. Under the circumstances, it is petitioned that the rehabilitation works on this river be rapidly completed together with the prompt execution of its basic improvement works.

Dated May 20, 1949.

Report on the Petition for Rehabilitation of the Natori River and Execution of its Revetment Works. (Petitioners: Mitsuo Saheki, Chairman of the Sendai Municipal Assembly, and 2 Others.) (Introduced by Mr. Saburo Chiba and one other.) (No. 973.)

The improvement works on the Natori River, which runs through Sendai City, are so imperfectly done for budgetary and other reasons that even its damage rehabilitation and its reinforcement leave much to be desired. It is evident that under this situation this river will cause damage in the future flood. Under the circumstances, it is petitioned to rapidly execute the following works: (1) Embankment and reinforcement of both banks at the downstream of Hirose Bridge; (2) the 1st period embankment works on the left bank in Imaizumi area; (3) the 2nd period works on the left bank in Imaizumi, Tanetsugu and Ipponmatsu area; (4) the completion of the embankment at Onoda.

Dated May 20, 1949.

Report on the Petition for Rehabilitation and Revetment Works on the Hirose River. (Petitioners: Mitsuo Saheki, Chairman of the Sendai Municipal Assembly and 2 others.) (Introduced by Mr. Saburo Chiba and one other.) (No. 974.)

The Hirose River, which runs through Sendai City, is extremely devastated, and it is evident that in a flood season it will cause heavy damage. Under the circumstances, it is petitioned that for the rehabilitation and permanent riparian works on this river, its embankment and revetment be rapidly executed.

Dated May 20, 1949.

Report on the Petition for Construction of a Submarine Tunnel between Wakamatsu and Tobata. (Petitioners: Tokizo Ogata, Suwano-cho, Kurume City, and 2 Others.) (Introduced by Mme. Masako Fukuda. (No. 996.)

The construction of a submarine tunnel between Wakamatsu and Tobata cities will not only do away with the damage arising from the collisions of ships and vessels plying in Dokai Bay and secure the safety of voyage, but will also contribute greatly to the development of industry through establishment of transport connection between North Kyushu and the Kanmon district. Under the circumstances, it is petitioned that the construction works promptly be executed.

Dated May 20, 1949.

1,012. Report on the Petition for Rehabilitation and Perfect Riparian Works on the Disaster Visited River Umeda. (Petitioners: Mitsuo Saheki, Chairman of the Sendai City Assembly, and 2 others.) (Introduced by Mr. Saburo Chiba and one other.) (No. 999.)

The rehabilitation works on the River Umeda, which runs through Sendai City, have not yet been carried out enough to fully strengthen its embankments, resulting in its inundation accompanied by heavy damage to the city at every flood. Under the circumstances, it is petitioned that the rehabilitation works and the perfect riparian works be promptly executed on the river.

Dated May 20, 1949.

Report on the Petition for Construction of a Road between Shiwa and Hiroshima. (Petitioners: Shigai Maruyama, Headman of Nishishiwa-mura, Kamo-gun, Hiroshima-ken, and 4 others.) (Introduced by Mr. Shunji Nakagawa.) (No. 1,011.)

The road running from Hachihonmatsu Station on the Sanyo Line to Karuya Station on the Geibi Line was recognized in 1932 as a prefectural road. Since then, however, the construction of the said road is making very poor progress, causing serious inconvenience to all parties concerned in connection with the transportation of the materials required for the reconstruction of Hiroshima City, while retarding the industrial development of all rural villages along the said road. It is desired, therefore, that necessary measures be taken to accelerate the construction of the road in question.

Dated May 20, 1949.

Report on the Petition for Improvement of the Prefectural road between Yajima and Kisakata. (Petitioners: Seiji Murakami, Chief of the Alliance for Completion of the Prefectural Road between Yajima-machi and Kisakata-machi of Akita Prefecture and 4 others.) (Introduced by Mr. Seiji Murakami.) (No. 1,012.)

The prefectural road between Yajima-machi and Kisakata-machi of Akita-ken is one of the lines recognized for construction by the prefectures concerned. The road in question is left half finished owing to the suspension of the improvement work. In the meantime, the districts around the foot of Mt. Chokai contain immense natural resources and have been designated as a special area in connection with the plan for development of Akita-ken. Without the completion of the roads indispensable for the execution of the development work, the development plan can not bear fruit. Moreover, the road in question is an important line leading to Miyagi-ken on one hand and to Iwate-ken on the other hand, while connecting the Pacific Coast with the Japan Sea Coast. It is desired, therefore, that the road in question should be completed by means of the state expenditure.

Dated May 20, 1949.

Report on the Petition for Financial Aid for Restoration of Kanto District from Flood Damages. (Petitioner: Eiichi Iwata, Member of the Metropolitan Assembly of Tokyo, No. 635, Daitamachi 1-chome, Setagaya-ku, Tokyo.) (Introduced by Mr. Shoichi Kasuga and 2 others.) (No. 1,033.)

The river improvement works in the Kanto District, including those under government management as well as those under management of prefectural governments, are in a state of actual suspension owing to reduction of budgets. If they are left unfinished as they are, the prefectures of Gumma, Saitama, Ibaragi and Chiba, which are regarded as natural granaries of this country, will be revisited by floods before long. Moreover, the desired increase of food production will be considerably retarded due to the suspension of reclamation works. It is desired, therefore, that the expenditure for restoration from disaster damages and the expenditure for public works should be substantially increased, and that measures be taken to finish river improvement works, while accommodating required funds interest-free or at a low interest.

Dated May 20, 1949.

Report on the Petition for Accommodation of the Fund for Reconstruction of Nonose-mura which was Devastated by Fire. (Petitioners: Takeo Kawanishi, Headman of Nonose-mura, Nakakoma-gun, Yamanashi-ken.) (Introduced by Mr. Yoshimori Fukazawa.) (No. 1,042.)

Nonose-mura, Nakakoma-gun, Yamanashi-ken, suffered a loss of over ¥366,000,-000 in a fire that occurred in the village in April, 1949. The village is too poor to effect the relief of the sufferers for itself. It is desired, therefore, that the fund required for the reconstruction of the village should be accommodated by the State.

Dated May 20, 1949.

Report on the Petition for the Improvement of the River Kitakami. (Petitioners: Han-emon Horyoden, No. 44, 30th Section, Otobe, Otobe-mura, Tsukuba-gun, Iwate-ken and 663 others.) (Introduced by Mr. Masakatsu Nohara and 5 others.) (No. 1,047.)

The left bank of the River Kitakami as it runs along Otobe, Nagaoka, and Hikobe Villages gives way every time the river water rises rises high, giving heavy damage on the cultivated land in those villages. After completion of the works to strengthen the bank on the other side of the river will expose those villages to much heavier damage than heretofore. It is desired, therefore, that embankment works should be executed also for protection of Otobe, Nagaoka, and Hikobe Villages from heavier damage due to anticipated floods.

Dated May 20, 1949.

Report on the Petition for Excavation of the Inland Canal between Ishikari and Tomakomai and Reclamation of the marsh along the canal. (Petitioners: Mr. Shotaro Tanaka, Mayor of Tomakomai, Hokkaido and 19 Others.) (Introduced by Mr. Hidejiro Uno and 3 others.) (No. 1,056.)

The region between Ishikari-machi and Tomakomai City of Hokkaido was formerly a sea. On account of the special nature of the ground, it is easy to excavate a canal through the region. Moreover, the excavation of the canal will bring about various benefits as follows. It is desired, therefore then, the inland canal in question should be excavated and reclamation works should be executed: (1) Reduction of the ground between Hokkaido and Honshu from the viewpoint of ferry service, accompanied by reduction of traffic congestion and increase of transportation capacity, (2) Render cultivation possible of 35,000 chobu of the virgin soil in the spacious region in question, accompanying the speedy development of the districts on both banks of the canal; (3) Development of major, middle, and small industries, and a partial solution of questions concerning the disposal of the surplus population; (4) a rise of temperature owing to introduction of sea water and penetration of oceanic climate; (5) Increase in value of the beauty spots in the region in question and reduction of difficulty relative to electrification of the railways; (6) Increase in economic value of the port at the estuary of the River Ishikari and increase of the value of the neighboring ground from agricultural point of view on account of the transportation of soil.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Sand Prevention Works for the Fudogawa as it runs through the Center of Ichiki-mura. (Petitioners: Takezo Yokoyama, Headman of Ichiki-mura, Kita-Aizu-gun, Fukushima Prefecture.) (Introduced by Mr. Yoshie Owada.) (No. 1,072.)

The Fudo River that runs through the central part of Ichiki Village of Kita-aizu-gun, Fukushima Prefecture often rises high as the mountain wherein this river rises is steep and precipitous in physical features. When the Ione typhoon passed over this region, the river overflow its banks and done great damage to the villagers. The Prefecture and Village have executed temporary repair works. The completion of works against the floods is impossible under the present financial circumstances of the village and the prefecture. It is desired, therefore, necessary expenditure should be included in the national budget.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Sand Prevention Works in the Upper Reaches of the River Iwai. (Petitioners: Tokiichi Abe, Mayor of Ichinoseki, and one

other.) (Introduced by Mr. Yaichi Takada and 5 others.) (No. 1,079.)

Owing to the visits of the Katherine and Ione typhoons, there took place some landslides in the upper reaches of the Iwai River of Iwate-ken. If sand prevention works are not completed in time, the banks of the Iwai River which were completed as works in the first stage of the river improvement program will be demolished in the rainy season to come, inflicting losses on many people. It is desired, therefore, that required sand prevention works should be quickly executed in the upper reaches of the Iwai River.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Kitakami River Improvement Works and Stricken Districts Reconstruction Works. (Petitioners: Taiji Itao, No. 36, Higuchi, Shitai-mura, Izawa-gun, Iwate-ken and 6 others.) (Introducer: Mr. Saeki Ozawa and 5 others.) (No. 1,080.)

The Works for restoration of the Kitakami River from the damage done by disasters are not started as yet, and the people concerned are restress with the rainy season fast approaching. It is, therefore, desired that the expenditures for the Kitakami River Improvement Works and Stricken Districts Reconstruction Works should be increased by means of subsidies from the National Treasury. At the same time, it is desired also that the repairs of the Tokiwa Banks in Shitai-mura should be repaired.

Dated May 20, 1949.

Report on the Petition for Spanning the River Tokachi between Makubetsu and Ikeda. (Petitioners: Shinichi Terada, Chief of Tokachi Branch of the Hokkaido Office, and 17 others.) (Introducer: Mr. Teisuke Takakura and one other.) No. 1,082.)

The road line between Ikeda-machi, Nakagawa-gun, Hokkaido and Obihiro via Makubetsu is regarded as an important route for the transportation of farm products. As the River Tokachi is not spanned by any bridge and people on the one side of the river are connected with the people on the other side by means of ferry boats. When the river rises high, the ferry service is exposed to great danger and ferriage rise much higher than usual, rendering land transportation precarious and unreliable. It is desired, therefore, that the River Tokachi be quickly spanned with a bridge close by the ferry stations on the boundaries of Makubetsu-machi and Ikeda-machi.

Dated May 20, 1949.

Report on the Petition for Acceleration of the Works for Reconstruction of the Stricken Areas in Kawachi District. (Petitioners: Eiji Kirihara, Chairman of the Municipal Assembly of Kawachi and one other.) (Introducer: Mr. Noboru Ishiwara.) (No. 1,100.)

The works for reconstruction of Kawachi district of Kagoshima-ken are making poor progress owing to insufficient expenditure. It is desired, therefore, measures should be taken to speed up the following works: (1) The special city planning for Kawachi district, (2) the Kawachi River improvement works and the Disaster Restoration Works for the same district, (3) Reconstruction of Taihei Bridge, and (4) Repairs of the Port at the Estuary of the River Kawachi.

Dated May 20, 1949.

Report on the Petition for Execution of the Hii River Improvement Works. (Petitioner: Daijiro Hara, Governor of Shimane Prefecture.) (Introducer: Mr. Kozaemon Kimura adn 3 others.) (No. 1,101.)

The River Hii which rises in Mt. Sentsu, Shimane Prefecture, on accounts of the special physical nature at its water head, washes down immense quantities of sand, and the consequent elevation of the river bed is exposing 8,000 chobu of cultivated land on its both banks to terrible damage by floods. It is desired, therefore, that the following river improvement measures should be taken immediately.

1. Removal of about 1,500,000 square meters of sand pile in the lower reaches of the river;
2. Acceleration of the sand prevention works in the upper reaches of the river;
3. Establishment of a permanent river improvement policy based on a comprehensive scientific investigation of the river along the entire course from its water head to its estuary.

Dated May 20, 1949.

Report on the Petition for More Houses to be Built to Accommodate the Masses of People. (Petitioner: Yukio Kishida, Governor of Hyogo Prefecture.) (Introducer: Mr. Gashiro Shioda.) (No. 1,123.)

There is great shortage of houses in Hyogo Prefecture, and the working masses of people who are unable to get their own houses constructed are experiencing unspeakable difficulties. The prefectural government, however, is too poor to meet the requirements of the people in this connection. It is desired, therefore, 50% of the building expenses should be defrayed from the National Treasury to accommodate the houseless people of Hyogo Prefecture.

Dated May 20, 1949.

Report on the Petition Concerning Town Planning of Itabashi-machi. (Petitioners: Mr. Tamiji Hosoya, No. 26, Itabashi-machi, 2-chome, Itabashi-ku, Tokyo and 13 others.) (Introducer: Mr. Toyokichi Matsui.) (No. 1,134.)

The rotary at 5-chome of Itabashi on the national road running from Itabashi-machi, Itabashi-ku, Tokyo, is known as a "fatal rotary." In the town planning decided on by Tokyo Metropolis in June, 1947, it was decided that the site of the said rotary should be turned into a part of the new national road in order to reduce the degrees of the acute angle formed by a piece of ground protruding

toward the center of the road at No. 899, 5-chome, Itabashi-machi. This decision, however, was suddenly cancelled in accordance with the opinion of the Town-lots Adjustment Committee of the 14th Section of Tokyo Metropolis, and it decided that the desired expansion of the road should be effected at No. 26 and 31 of 2-chome, Itabashi on the opposite side of the road in question. This greatly threatens the safety of the inhabitants of the place. It is, therefore, desired that the adjustment of the road should be carried out as originally decided on in 1947.

Dated May 20, 1949.

Report on the Petition for Execution of Sand Guards Constructions Works on the Ikoma Mountain on the Side Facing the Pacific. (Petitioners: Toshisada Yamazaki, Headman of Nawate-machi, Naka-Kawachi-gun, Osaka Prefecture, and 6 others.) (Introducer: Mr. Bukkotsu Matsunaga.) (No. 1,139.)

The mountain range of Ikoma, as a result of reckless deforestation washes out much earth and sand at every rain-fall, and may give rise to disastrous floods any time. It is desired, therefore, that construction of sand guards should be started at once in order to protect the lives and properties of many inhabitants at the foot of the mountain as well as various factories in the same districts from the possible floods.

Dated May 20, 1949.

Report on the Petition for an Increase of the National Subsidy for Execution of the Works to Strengthen the Embankments of the River Onga. (Petitioner: Kinzo Yoshida, Ashiya-machi, Onga-gun, Fukuoka-ken.) (Introducer: Mr. Bunkyu Tashiro and one other.) (No. 1,156.)

Onga-gun, Fukuoka-ken, forms the biggest colliery zone throughout Japan. As a result of coal mining, however, the embankment is lowered, the river bed has risen due to accumulation of peat and dust coal, and the dirty water from mines is doing considerable harm to crops. Even a little rainfall of about 200 millimeters is exposing the neighboring houses and to great danger from a flood arising from demolition of the embankments. It is desired, therefore, that the works for strengthening the embankments of the river should be subsidized by the state.

Dated May 20, 1949.

Report on the Petition for Extension of the Embankment Works along the Abukuma River. (Petitioners: Kunisuke Suzuki, Head of Oeda-mura, Date-gun, Fukushima-ken and two others.) (Introducer: Mr. Ichiro Ouchi.) (No. 1,198.)

The districts along the Abukuma River running through the northern part of Date province, Fukushima-ken, are rich in fertile fields, but since olden times they have frequently suffered from damages due to floods; in particular, in recent years due to the inundation of the river the damaged done to houses, crops and fields are tremendous. It is understood in this connection that the Government plans to extend the existing banks down to the neighborhood of Harikawa bridge, but it is clear that the said plan, even if realized, cannot prevent the said river from flowing backwards. Hence the proposed petition for extension of the banks down to the point of three hundred meters away from the above bridge.

Dated May 20, 1949.

Report on the Petition for Continuance of the Riparian Works along the Abe River. (Petitioners: Shigeru Masuda, Mayor of Shizuoka-shi and 31 others.) (Introducers: Messr. Naoki Nishimura and one other.) (No. 1,199.)

The sources of the Abe River in Shizuoka-ken was dislocated over 1,800,000 square meters due to the occurrence of big scale landslides and at every rainfall, sand and earth are accumulated upon the river beds, thereby causing inconvenience to irrigation, in addition to the danger of flood damages and, to cope with the situation, riparian works were started in 1937, but in 1945 the said works were cancelled with only half of them finished. With the dilapidation of the sources, the danger of inundation is increasing rapidly. Hence the proposed petition for continuence of the above works as well as promotion of the embankment works in Okochi.

Dated May 20, 1949.

Report on the Petition for the Government's Subsidy to the Expenses for Rehabilitation of damages and Embankment Works in Miyake Island. (Petitioners: Tadanobu Miike, Chief of Kakita Village, Miyake-jima in Tokyo-to and 10 others.) (Introducer: Mr. Yoshiro Kikuchi.) (No. 1,225.)

Due to the typhoons which visited the island twice in 1948, local houses, agricultural products, port facilities suffered from unprecedented losses and in particular, due to the landslides in Mt. Yuzan which is the watershed of the island, the districts around the foot of the mountain were covered with volcanic ashes, sand and stones: in addition the fishing ground which is the second in production of tengusa in our country was buried. Local inhabitants are now making all efforts for rehabilitation, but they can do little things with poor local finance. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Construction of a Bridge over the Tone River between Namekawa and Kaneetsu. (Petitioners: Saburo Kaizuka, Chief of Namekawa Town, Katori-gun, Chiba-ken and 3,405 others.) (Introducers: Mr. Tomisaburo Hashimoto and 2 others.) (No. 1,226.)

The construction of a bridge over the Tone River between Namekawa in Chiba-ken and Kaneetsu in Ibaraki-ken will contribute much to the promotion of trade of

such goods as charcoal and bamboo which are produced in the former prefecture and reed-glass and fish produced in the latter and of transportation of such important products as 300,000 koku of rice and wheat and 10,060,000 kan of potatoes which are produced in Inashiki-gun. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition concerning the acceleration of the sand prevention work of the river Hijikawa. (Petitioners: Shigeo Murakami, Headman of Minami-kume Village, Kita County, Ehime Prefecture and 24 others.) (Introducer: Mr. Hideo Konishi.) (No. 1,228.)

The river Hijikawa, one of the largest rivers in Ehime Prefecture, has repeated floods almost every year and devastated the basin of its lower reaches causing serious damages upon farm lands, houses, roads, railways, etc. The people of the region are always leading their life under the threat of flood. It is, therefore, requested that in order to accelerate the sand prevention work.

At the source of the river, the expenses for the work be increased by the Government.

Dated May 20, 1949.

Report on the Petition for Improvement and Repairing of Roads. (Petitioners: R. Shimamura, President of the All Japan Road Users' Association and 8 others.) (Introducers: Mr. Sakichi Shirai and 5 others.) (No. 1,229.)

No adequate measures are taken to cope with the roads in dilapidated conditions. Hence the following proposals: (1) Increase in budgetary appropriations for repairing and improvement of roads; (2) Operation of the counterpart funds of American aids to Japan; (3) Promotion of road-making industry as unemployment relief measures; (4) Establishment of a rational taxation system on those who use roads; (5) Appropriations of the revenues from oil taxes to the expenses for roads; (6) Improvement and construction of roads for industrial use; (7) Rationalization of the road repairing plans (8) Whole scale revision of the related laws.

Dated May 20, 1949.

Report on the Petition for Promotion of the Construction of Shinyotsugi Bridge and Another. (Petitioners: Seiichi Otsuka, President of the Katsushika Ward Assembly in Tokyo-to and one other.) (Introducers: Mr. Moritoshi Nakajima and one other.) (No. 1,230.)

The petition purports to construct Shinyotsugi Bridge over Arakawa waterway along Road No. 13 planned by the Metropolitan government as early as possible, with a view to facilitating the daily life of Tokyo citizens thereby opening a gate-way in the northeastern part of Tokyo leading to Chiba and Ibaraki prefectures.

Dated May 20, 1949.

Report on the Petition for the Increased Government's Subsidy to the Embankment Works in Kanagawa Prefecture. (Petitioners: S, Kato, Chief of the Kanagawa Prefectural Office of the All Japan Conservancy and Embankment Association and 19 others.) (Introducer: Mr. Yoshiteru Kogane.) (No. 1,231.)

The sources of rivers of mountainous districts in Kanagawa-ken are in dilapidated conditions due to the War, causing inundation thereby frequently at the time of rainfall. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Opening of a Road in Asofu-mura for Development of Local Forests. (Petitioners: Yoshio Okumura, Chief of Asofumura and 334 others.) (Introducer: Mr. Riuemon Okamura.) (No. 1,232.)

A plan for development of Yamanomura districts was recently worked out by Asofu village in Gifu-ken, but the said districts are located far from transportation centers thus causing inconveniences to local inhabitants and impeding the development program. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for the Increased Government's Subsidy to the Repairing Works along the Upper Reaches of the Watarase River. (Petitioner: Asashichi Kimura, Mayor of Ashikaga-shi.) (Introducer: Mr. Hirohide Ishida and one other.) (No. 1,256.)

The Watarase river which flows into the Tone river has contributed much to local industrial development, but the districts along the above river have frequently suffered from inundation from olden times and especially the typhoon which visited the area in September, 1947, caused tremendous damages. Although local inhabitants are now making efforts for rehabilitation, little progress has so far been made due to shortage of the funds. Hence the proposed petition.

Dated May 20, 1949.

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Report on the Petition for the Increased Government's Subsidy to the Expenses for Adjustment of War-damaged Cities in Wakayama-ken. (Petitioner: Seinosuke Tarui, President of the Federation of the Commissions for Adjustment of Citylots in Wakayama-ken, c/o Wakayama Prefectural Government Building.) (Introducer: Mr. Hiroichi Seko.) (No. 1,258.)

More than three years have elapsed since the plan for adjustment of damaged cities was put into effect in Wakayama-ken, but so far little progress has been made due to shortage of the funds, thus causing the increase of the construction of unauthorized buildings by citizens who could not wait for the transfer of lands and the resultant objection raised by the landlords concerned. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Promotion of Embankment Works along Sugau Marsh. (Petitioners: Kiichi Komura, Head of the First Reclamation Association, Oisawa-mura, Kitasoma-gun, Ibaraki-ken and 5 others.) (Introducer: Mr. Chubei Onose.) (No. 1,260), and one other petition of the same purport as above.

The area for reclamation along Sugau Marsh which serves to adjust inundation of the Tone river has no embankments but its development can be expected only when embankments are constructed. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Opening of an Industrial Road in Island Tanegashima. (Petitioners: Tetsunosuke Yamaguchi, Chief of Minami-Tanegamura, Tanegashima, Kumage-gun, Kagoshima-ken and 13 others.) (Introducer: Mr. Yosuke Iwakawa.) (No. 1,279.)

Half of the total area of Island Tanegashima has been left uncultivated and its cultivation is of vital importance, but due to the unsatisfactory conditions of local roads, transportation of goods is very difficult to undertake. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Continuance of Embankment Works along Fukudatani River. (Petitioners: Kenjiro Ueno, Chief of Wada-mura, Hikami-gun, Hyogo-ken and 7 others.) (Introducer; Mr. Kiichi Arita.) (No. 1,280.)

Fukudatani river is marked by many curves, running through Fukuda and Kusabe villages and in the southern part of Ogawa-mura. Due to reckless deforestation at the sources of water the river beds were gradually promoted, thus causing damages to local houses and fields at every time heavy rainfall. Hence the proposed petition for the completion of embankment works already started in 1949.

Dated May 20, 1949.

Report on the Petition for Increased Budgetary Appropriations for Adjustment of Lots in War-damaged Cities. (Petitioner: Kiyoshi Katsume, Mayor of Kagoshima-shi.) (Introducer: Mr. Yosuke Iwakawa.) (No. 1,305.)

The Government has worked out a five year plan for rehabilitation of war damaged cities with the appropriations of 20 billion yen, but due to shortage of the budgets for adjustment of lots upon which the reconstruction enterprise is to stand, the said enterprise came to a standstill with the transfer sixty per cent of land finished. It is feared that a grave social problem will arise under these circumstances. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Construction of a Lock-gate in Futamata-mura. (Petitioners: Sanuemon Goshima, Chief of Iinokawa-cho, Momou-gun, Miyagi-ken and 8 others.) (Introducer: Mr. Yasukichi Uchiumi. (No. 1,308.)

The petition purports to construct a lock-gate at the separation point of Mogami river and Oinami river at Nashiki in Futamata-mura and Futako in Otaniji-mura in order to prevent flood damages in the area extending over cultivated fields of 3,500 chobu in Otamiji, Iinokawa-cho, Futamata-mura and Okawa-mura in Momou-gun, Miyagi-ken.

Dated May 20, 1949.

Report on the Petition for Construction of an Iron Bridge over Takachiho Valley. (Petitioners: Juemon Anzai, Takachiho-machi, Usuki-gun, Miyazaki-ken and 216 others.) (Introducers: Mr. Juen Sato and 7 others.) (No. 1,309.)

The prefectural road connecting Nobeoka-shi and Kumamoto-shi is an important road for transportation of agricultural and mineral products in Higashi-usuki, Miyazaki-ken, but the part of the above road in the district of Takachiho valley is marked by sharp curves slopes, thereby reducing the transportation power of trucks and horse-carts almost to half. Hence the proposed petition for construction of an iron bridge over the said valley with a view to eliminating dangers and inconvenience.

Dated May 20, 1949.

Report on the Petition for Inclusion of the Road between Nagoya and Niigata in the State Road. (Petitioners: Torao Hayashi, Nagano Prefectural Governor and 74 others.) (Introducer: Mr. Chusuke Imamura.) (No. 1,310.)

The improvement of the central cross-country road from Nagoya to Niigata-shi through Iida-shi, Matsumotodaira and Zenkojidaira will contribute much towards the development of local forest, agricultural, sericultural and textile industries. Hence the proposed petition for inclusion of the road in question in the category of a state road and enforcement of improvement works.

Dated May 20, 1949.

Report on the Petition for Continuance of Construction Works of Tunnels along the Prefectural Road of Mori and Inui. (Petitioners: Kohei Yamaguchi, Chief of Kumakiri-mura, Suchi-gun, Shizuoka-ken and 18 others.) (Introducers: Mr. Tokuro Adachi and 2 others.) (No. 1,369.)

The construction works of the prefectural road of Mori and Inui, in Shizuoka-ken, is almost finished except the part of tunnels since they were started in 1927. In view of its importance for development of its hinterland forest and convenience of local inhabitants, it is petitioned that the construction works of tunnels be continued.

Report on the Petition for Construction of Embankments along the Coast of Akaoka-machi. (Petitioner: Soshun Tsubouchi, No. 3 Shibasakuradamon Minato-ku, Tokyo-to.) (Introducer: Mr. Nagahiro Nagano.) (No. 1,371.)

As Akaoka-mura in Kochi-

its bosom. Recently, there has been an activity of land-slides affecting the area of over 50 chobu. The sands from the slides run over the embankment of the lower stream of the Takizawa River and three hundred houses in the hamlet of Okada in the Kyowa Village are in danger of being buried. If this is left unchecked, it is clear that there will be not only the Okada hamlet overrun by the sands but also a great damage done to the fertile cultivated-land of 1,100 chobu belonging to the three villages down the river. The overflown sands formed the Teni River which is over 8 meters higher than the level of the cultivated land. The Okada hamlet which is situated between the two banks of the Okada River and the Takizawa River is in the state of an immediate danger of being buried when there is once a disaster. Therefore, the Petition asks for the construction of a tunnel as the road for escape as well as the construction of drainage work.

Dated May 20, 1949.

Report on the Petition concerning the Prevention of Land-Slides along the Basin of the Sai River and 1 Other Case. (Petitioners: Zen Shimizu, Member of the Nagano Prefectural Assembly, and 17 others.) (Introduced by Mr. Tadao Kuraishi and one other.) (No. 1,519.)

The jurisdiction of the Sai River Sand Prevention Office includes the five villages in the basin of the Sai River traversing the Kita-Azumi County and the Higashichikuma County of the Nagano Prefecture. Belonging to the third stratum on the whole, the soil nature is sandstone and highly weather-beaten shale. The region has been harassed by the sand-slides since old times. Since 1885, the sand prevention work has been continued. Recently, however, the allotment of badget for the work hasn't been far from expectation with the result of the continuation of the devastation of cultivated land and of the increased damages inflicted upon the inhabitants. Therefore, the Petition asks for an early adoption of measure for counteracting the land-slides.

Dated May 20, 1949.

Report on the Petition for the Continued Execution of the Sand-Prevention Work on the Kuzurano River. (Petitioner: Minoru Adachi, Head of the Kado Village, Hikami County, Hyogo Prefecture.) (Introduced by Mr. Kaichi Arita.) (No. 1,520.)

Kazura Village of the Hikami County of the Hyogo Prefecture a genuinely farming mountain village in the midst of forest and field with many mountain streams. In every rain fall the Kuzuno River which traverses through the center of the village overflowed with sands washed out and reduced endlessly both banks in utter devastation. Since the execution of the sand prevention work was undertaken under the subsidy of the National Treasury, however, the construction of embankment starting from the upper stream gradually been executed. Consequently, that section of the river where the work was once could escape the devastation of flood. But the large area of the basin along the lower stream where the construction work is left unaccomplished has suffered damages in every flood. If because of the question of budget, the work is suspended, there will be a decrease in the effects of construction work already accomplished. The inhabitants along the banks of the river cannot pursue their work. Therefore, the Petition asks for the continuation of the said construction work.

Dated May 20, 1949.

Report on the Petition for the Execution of Sand-Prevention Works of All the Rivers in the Hyogo Prefecture and 7 Other Cases. (Petitioners: Kiichi Nishikaito, Head of Yamaguchi Village, Arima County, Hyogo Prefecture and 102 Others.) (Introduced by Mr. Kenzaburo Hara.) (No. 1,521.)

All the rivers in the Hyogo Prefecture have many places destroyed at their sources that cause the flow of enormous amount of sands. Consequently, great damages are inflicted upon the people by the burial and the outflow of cultivated lands along the banks and the destruction of the embankment and the road. Therefore, as a counter-policy of these damages, the Petition asks for the execution of the sand-prevention works of the following rivers: (1) The Funasaka River; (2) The source of water-course of Sumoto-hon-machi; (3) The Matsuzakitani River; (4) The Kusumoto River; (5) The Tanino River; (6) Origaya; (7) The Matsugaya River and (8) The Kakinokitani River.

Dated May 20, 1949.

Report on the Petition for the Execution of the Embankment Work in the Upper Stream of the Hida River. (Petitioners: Kakujiro Imai, Mayor of Gero Town, Masuda County, Gifu Prefecture and 12 Others.) (Introduced by Mr. Ryuemon Okamura.) (No. 1,569.)

The region of Hida at the upper stream of the Hida River is steep topographically. There are the greatly destroyed places at many a point along its tributaries. Moreover, the deforestation was rampant during the war and the transportation of timbers damaged the surface of earth which became the cause of destruction. Owing to the overflow of the sands an enormous damage was done such as the overflow and burial of cultivated lands and the bridges carries away. Therefore, the Petition asks for the execution of the embankment work in the upper stream of the Hida River.

Dated May 20, 1949.

Report on the Petition concerning Carrying out of Sand-defending works in the Sakuratanigawa. (Petitioners: Isamu Mukai, resident worker, Kashiyama, Ichiba-mura, Kato-gun, Hyogo-ken and seven others.) (Introduced by Goro Okada.) (No. 1,619.)

Kato-gun, Hyogo-ken to the Kako river. As it has a narrow breadth and numerous meanders and its hill-side banks are torn in many points, it carries a lot of sand even in little rain-falls. When it floods, fields are covered with muddy water, communications are disrupted and a large amount of money is needed for reestablishment. Accordingly it is requested to carry out sand defending works in the stream.

Dated May 20, 1949.

Report on the Petition concerning Enrollment of the Matsumoto-Takayama Prefectural road into the national roads. (Petitioners: Naohisa Tsutsui, Mayor of Matsumoto-shi, Nagano-ken and ten others.) (Introduced by Mr. Riemon Okamura.) (No. 1,622.)

The prefectural road between Matsumoto and Takayama is an only important road connecting Nagano-ken and Gifu-ken. As the improvement and extension of the road promote exploitation of the resources of the two prefectures and facilitate the transportation of lumbers which are among the most important products of this district, besides an excellent sightseeing road, will be built it is requested to enroll the road into the national roads for its improvement and extension.

Dated May 20, 1949.

Report on the Petition concerning Sand defending works in the Yamada River and three others, and three other matters. (Petitioners: Kozaburo Kitamura, Headman of Miwa-cho, Arima-gun, Hyogo-ken and five others.) (Introduced by Yoshitaro Yoshida.) (No. 1,627.)

The Yamada river, the Amakotanigawa and the Ofunatanigawa, tributaries of the Mukogawa, have a number of collapsed points in the banks. Consequently, at every rainfall, they have flooded and carried a lot of sand and earth, causing much damage. Accordingly it is requested to set up strong sand defense works at Kurandodani-Kuchitani, Ryogen-mura, Mukogun and other important points.

Dated May 20, 1949.

Report on the Petition for Furtherance of the Repair of the Tedorigawa and one other petitions. (Petitioner: Takashi Nakamura, No. 87, Mikawa-machi, Ishikawa-gun, Ishikawa-ken and 3,073 others.) (Introducer: Mr. Sakujiro Nashiki and one other.) (No. 1,629.)

The Tedori-gawa in Ishikawa-ken which starts from among Mt. Hakusan and pours into the Japan Sea traversing the Kaga plain, has been ruined so much by the reckless denudation of its water-head forests that the river-bed has been raised from 2 to 8 shaku by piled-up sands with its mouth choked up. The thirteen repeated floods since 1942 have been enlarging the flood-stricken area every year in the valley which plays the role of grain-elevator of early cropped rice to provide the Kansai district with the most of its demand for rice in the between season annually. Such being the case, the Petition is to apply for the full payment by the Treasury of the expenditure of the repair of the river with a view to further it thoroughly.

Dated May 20, 1949.

Report on the Petition for the execution of riparian work of the river Bansho by the Government. (Petitioners: Mayor of Saheki City and two others.) (Introduced by Mr. Isamu Murakami.) (No. 1,644.)

A great land sliding of very rare kind occurred in the mountain along the upper reaches of the river Bansho which is running in Minami-Amabe country of Oita Prefecture. The river basin, especially the City of Saheki is in danger of being inundated in case of typhoon or heavy rain because the river mouth had been buried for the military purpose during the war. The riparian work is being carried out now. But the amount of expenses for it is too big for the inhabitants to bear. It is, therefore, requested that a step be taken so as to execute the said work by the Government.

Dated May 20, 1949.

Report on the Petition for Continuation of Riparian Works of the River Oita. (Petitioned by Tamotsu Ueda, Mayor of Oita, and 20 others.) (Introduced by Mr. Isamu Murakami, and 4 others.) (No. 1,655.)

Riparian works of the river Oita, designated as a key river ever since the Meiji era, were set about in 1941, carried on throughout the war, but suspended on the way despite that the embankment of the right bank on the downstream was nearing completion. But, with the danger of a flood growing at this season, and taking into consideration that the left bank of the river first requires attention before the right one, there are mounting fears of the local populace. Since the local finance is such, however, that it can not meet the expenses at all, and also in view of the fact that it is more urgent and necessary to repair the said river than the river Yamakuni, designated last year as a river to be looked after under state care, the Government is asked to see to it that the said undertaking is carried on with a state defrayment.

Dated May 20, 1949.

Report on the Petition for the Building of a Tunnel through the Shiojiri Pass. (Petitioned by Kenjiro Miyasaka, Mayor of Okaya, and 16 others.) (Introduced by Mr. Chusuke Imamura and 1 other.) (No. 1,663.)

There is a heavy traffic of vehicles on National Road No. 8, an industrial road, which connects Okaya City with Shijoiri and Matsumoto via the steep Shiojiri Pass. But this road is so bad with numerous steep, winding slopes that it is very dangerous for vehicles. Besides, it is suspended to all traffic throughout winter due to heavy snowfalls so that all vehicles are obliged to take a round about way covering scores of miles. However, all such in-

ken along the Pacific coast suffers from tidal damages every year. Hence the proposed petition.

Dated May 20, 1949.

Report on the Petition for Enforcement of Works for Strengthening the Banks along the Nishiyodo River within Nishisei Village. (Petitioner: Soshun Tsubouchi, No. 3 Shibasakuradamon, Minato-ku, Tokyo-to.) (Introducer: Mr. Nagahiro Nagano.) (No. 1,372.)

The banks along the Nishiyodo river have recently broken down, causing damages to local districts. Although the construction works are now under way, the banks are still very weak. Hence the proposed petition with a view to removing the anxiety of local inhabitants.

Dated May 20, 1949.

Report on the Petition for Construction of a National Road from Ino to Kawanoe through Shimizu and Honkawa. (Petitioner: Soshun Tsubouchi, No. 3 Shibasakuradamon Minato-ku, Tokyo-to.) (Introducer: Mr. Nagahiro Nagano.) (No. 1,373.)

The district extending from Ino to Kawanoe through Shimizu and Honkawa in Kochiken is noted for forest, mining, agricultural and hydroelectric industry in Shikoku. Hence the proposed petition with a view to promoting local industry and culture.

Dated May 20, 1949.

Report on the Petition for Compensation for Evacuation due to the Construction of a Dam on the Mononobe River. (Petitioner: Soshun Tsubouchi, No. 3, Shibasakuradamon Minato-ku, Tokyo-to.) (Introducer: Mr. Nagahiro Nagano.) (No. 1,374.)

Owing to the construction of a dam along the Mononobe river in Kochi-ken, several tens of villages and local forests and fields are sacrificed. Hence the proposed petition for compensation by building a new village.

Dated May 20, 1949.

Report on the Petition concerning the Counter-Policy for Flood-Damages Caused by the River Naka. (Petitioners: Kikuju Ozawa, Edakawa, Katsuda Town, Naka County, Ibaraki Prefecture and 293 others.) (No. 1,448.)

The River Naka of the Ibaraki Prefecture has been left without the counter-policy for its flood-damages adopted ever since old times. The river-bed has greatly been raised by the visitation of constant floods to the consternation of the people of the villages. Therefore, the Petition asks for the adoption of counter-policy of flood control by starting simultaneously the construction of embankments on both sides of the river, by executing the dredging work, by building the bridges spanning the river, etc.

Dated May 20, 1949.

Report on the Petition for the Promotion of Repairing Work of Embankment on the West Bank of the Tenryu River. (Petitioners: Yoshitomo Kimbara, Head of Wada Village Hamana County, Shizuoka Prefecture and 8 others.) (Introduced by Mr. Kohachi Nakamura.) (No. 1,450.)

Because of the deforestation perpetrated along the upper stream of the River Tenryu during the war, there has been a remarkable increase of floods of muddy water in every heavy rain in recent years. In view of the actual condition under which the inhabitants along the banks were obsessed with the sense of insecurity, the repair construction of embankments have been put into execution. However, the embankments in Wada Village, Hamana County, Shizuoka Prefecture sank three meters below the embankment on the eastern bank by the earthquake with the threatening danger of floods. Despite this fact, it is a matter of great regret that the repairing work hasn't yet started. Under these circumstances, the Petition asks for an immediate execution of repairing work of the embankments in the localities of Wada Village, Toyonishi Village and Tatsuike Village.

Dated May 20, 1949.

Report on the Petition for the Execution of Embankment Work of the River Watarase. (Petitioners: Matsutaro Yanagida, Head of Yana Village, Ashikaga County, Tochigi Prefecture and 4 Others.) (Introduced by Mr. Takashi Morishita.) (No. 1,451.)

It is a fresh memory that in 1947 and 1948 the great floods of the River Watarase caused the enormous damages along the basin of the river. Despite the fact that since then the engineering works of reconstruction and re-enforcement have actively been carried on the embankment north of Mount Iwai, it is regrettable that the embankment from Tanaka, Yamabe Town to the district of Shimmei of Ryoda Village is left out to the threats of danger. Therefore, the Petition asks for the execution of engineering work of reconstruction and re-enforcement of the embankments of the river Watarase from Tanaka to Yamabe Town to the district of Shimmei of Ryoda Village.

Dated May 20, 1949.

Report on the Petition concerning the Synthetic Exploitation of the Yabe River. (Petitioners: Taisaku Inatomi, Head of Fukushima Town, Mitsui County, Fukuoka Prefecture and 23 others.) (Introduced by Mr. Tamotsu Kaburagi.) (No. 1,452.)

The Yabe River which runs through four counties of Yame, Yamato, Mitsu and Miike of the Fukuoka Prefecture has remarkable changes in the volume of stream: in the drought season there is a shortage of irrigation water and in the rain season there is the occurrences of floods. The result is a great damage done to the cultivated lands along the basin of the river. When the Yabe River is provided with the construction of a dam, not only it is possible for the increased production of staple foodstuffs but also it is a great boon to water-power electricity, sightseeing, afforestation, etc. Therefore, the Petition asks

for the adoption of synthetic exploitation of the basin of the river by constructing a dam.

Dated May 20, 1949.

Report on the Petition concerning the Change of No. 2 Line of the National Highway. (Petitioners: Gengo Okada, Mayor of Aioi City and 8 Others.) (Introduced by Mr. Tsukasa Okami.) (No. 1,453.)

The national highway, No. 2 line further west from Aioi City enters into the Okayama Prefecture via Wakasano Village, Aritoshi Village and Funasaka Village. Along this highway lies the belt of pure farm-villages with the result of low degree of its utilization and also there exists various obstacles in the construction of the expected line. Therefore, the Petition asks for the change of this line to the coast line southeard from Aioi City via the commercial and industrial belt of Aioi City, thereby enhancing the degree of utilization of the national highway.

Dated May 20, 1949.

Report on the Petition for the Spanning of the Oyabuto Bridge Replaced by an Iron Bridge. (Petitioners: Isamu Sakamoto, Head of Ryosen Village, Kita-Tsuru County, Yamanashi Prefecture and 1 other.) (Introduced by Mr. Hisashi Amano.) (No. 1,454.)

The Oyabuto Bridge spanned between Ryosen Village, Kita-Tsuru County, Yamanashi Prefecture and the Oyabuto Marsh in the compound of Iwa Village was built twenty-nine years ago and is in the state of dangerous deterioration. Therefore, the Petition asks for the spanning of the said bridge by an iron bridge.

Dated May 20, 1949.

Report on the Petition for the Spanning the Bridge over the Chikuma River in the compound of Kami-Imai of the Toyoi Village. (Petitioners: Kennosuke Kiyono, Head of Toyoi Village, Shimo-Mizu-uchi County, Nagano Prefecture and 23 Others.) (Introduced by Mr. Zentaro Kozaka.) (No. 1,455.)

When there is an overflow of the Chikuma River, the farmers in the compound of Imai, Toyoi Village, Shimo-Mizu-uchi County, Nagano Prefecture have to make a detour of 20 kilo for both ways to reach their cultivated lands which lie under their nose about 1 kilo away, the fact of which becomes a great obstacle in their farm management. Therefore, the Petition asks for the spanning the bridge over the Chikuma River in the compound of Imai.

Dated May 20, 1949.

Report on the Petition for Repairing of the River Tanita. (Petitioners: Keijiro Ogiwara, Mayor of Tatebayashi Town, Yuraku County, Gumma Prefecture and 18 others.) (Introduced by Mr. Renya Masuda and 4 others.) (No. 1,461.)

With its fountain-head in southwest of the Yuraku County of the Gumma Prefecture and traversing through the grain belt of the county, the Tanita River has raised its river-bed to the extreme degree owing to the deforestation perpetrated during the war. Damages such as the embankment destruction, etc. have followed in close succession. Particularly a devastating damage was inflicted to the neighborhood of the basin of the river by the great flood of September, 1947. Therefore the Petition asks for the execution of repairing work of the said-river for saving the neighborhood of the basin from flood devastation and for the increased production of foodstuffs.

Dated May 20, 1949.

Report on the Petition concerning the Transfer of the Point of Spanning the Yahagi Bridge. (Petitioner: Naoji Goto, Mayor of Yahagi-Town, Hekkai County, Aichi Prefecture.) (Introduced by Mr. Noriyoshi Miyake.) (No. 1,462.)

With regard to the execution of transfer of the point of spanning the Yahagi Bridge at Yahagi Town, Hekkikai County, Aichi Prefecture to be undertaken at this time, there exist two theories, north and south regarding the position of the bridge. As the spanning of the bridge at the northern point has fewer obstructions and is also more effective for the expansion of the town, the Petition asks for the selection of the northern point in the execution of work on the bridge.

Dated May 20, 1949.

Report on the Petition for the Continuation of Engineering Work for Preventing the Sands from Overflowing from the Nanatane River. (Petitioner: Tsuruichi Ono, Mayor of Fukusaki Town, Kanzaki County, Hyogo Prefecture.) (Introduced by Mr. Kyohei Horikawa.) (No. 1,517.)

The engineering work for the prevention of sands from overflowing of the Nanatane River in the precinct of Fukusaki Town, Kanzaki County, Hyogo Prefecture has been in the course of execution as a continuation work since 1946. In case the work is suspended in the fiscal year of 1949, however, there will rather be an increase in the dangerous nature of flood damages by the intensity of the flow of water. As the inhabitants along the banks of the river have an earnest desire for an early completion of the work, the Petition asks for the continued execution of the work also in the fiscal year of 1949 and again as a fundamental flood control policy at this time the execution of the sand preventing levee work in the upper river upon an investigation of actual condition.

Dated May 20, 1949.

Report on the Petition concerning the Prevention counter-policy of Land-slide of the Chausu Mountain. (Petitioners: Hajime Watanabe, Head of Kyowa Village, Sarashina County, Nagano Prefecture and 4 others.) (Introduced by Mr. Tadao Kuraishi and one other.) (No. 1,518.)

Mt. Chausu, Kyowa Village, Sarashina County, Nagano Prefecture has been known since old times as having the land-slides in the section of

conveniences are done away with by boring a tunnel through the Shiojiri Pass, which would not only shorten the above distance but also keep the traffic in operation all the year round, thereby contributing a great deal to public convenience. Accordingly, the Government is asked to carry out the said tunneling undertaking.

Dated May 20, 1949.

Report on the Petition concerning the Road Repairing between Nagachi and Okaya. (Petitioners: Kenjiro Miyasaka, Mayor of Okaya City and 12 others.) (Introduced by Mr. Chusuke Imamura, and 1 other.) (No. 1,666.)

The Shimo Suwa and Ina line of the Prefecture connecting Suwa, Kami Ina and Shimo Ina as the liaison road, No. 8, the National Highway has a great value of utilization as a road for industrial purposes, and its traffic volume equals that of major cities. However, it is badly paved which produces water pools in the rainy season endangering the passage of people, horses and cars, becoming great obstacles to the development of local industries. It is, therefore, requested to repair the road between Nagachi-village and Okaya City in the line, starting at the same time its paving work at once.

Dated May 20, 1949.

Report on the Petition to cut a tunnel in Wada Pass and also to repair the Road between Shimo Suwa and Maruko. (Petitioners: Shoichi Nagata, Mayor of Shimo Suwacho, Nagano Prefecture and 17 other persons.) (Introduced by Mr. Hyakuro Hayashi and one other.) (No. 1,667.)

The National Highway No. 14 joining Shimo Suwa and Maruko Towns in Nagano Prefecture has a very degree of utilization as a road for industrial purposes, but its surface is uneven having steep grades and sharp curbes making it very dangerous to transportation. Especially, in winter, snowfalls are very heavy, making its use impossible, and people are obliged to make a detour of several tens of miles. However, if a tunnel could be cut through the Wada Pass, it would narrow distance, and passage of cars and horses would be possible, affording a great deal of convenience. It is therefore requested to start repairing of the National Highway No. 14 as well as the work of cutting a tunnel in Wada Pass.

Dated May 20, 1949.

Report on the Petition concerning Roads-repairing between Ochiai and Imai. (Petitioners: Kenjiro Miyasaka, Mayor of Okaya and eleven others.) (Introduced by Mr. Hyakuro Hayashi and one other.) (No. 1,668.)

No. 8, the National Highway from Ochiai Village, Suwa County, Nagano Prefecture to Imai, Okaya City, via Shimo Suwa-cho, Suwa City is highly utilized as a road for productive industry with a traffic volume second to none in those in cities, but due to the ruggedness of the road surface, it is turned into muddy way in the rainy season, entailing a great inconvenience to traffic operation. It is, therefore, requested to repair the road between Ochiai village and Chino town which is comparatively less busily used in No. 8, National Highway, and to start paving the road between Chino town and Imai road, Okaya city.

Dated May 20, 1949.

Report on the Petition concerning the strengthening of Riparian Works. (Petitioners: Yoshio Asanuma, President of the Alliance for Repairing River Yamakuni, Nakatsu City, Oita Prefecture and 16 others.) (Introduced by Mr. Yoshiharu Fukuda and one other.) (No. 1,697.)

To curtail important work connected with the conservation of rivers so necessary for rehabilitation of the country on the ground of administrative adjustment and structural reforms form the cause of flooding rivers, leading to the ruin of lands, and impairing the rise of industry. It is therefore, petitioned to study the special measures on the following items:

1. Strengthening of riparian works and prevention of disaster.
2. Securing of personnel to be engaged in riparian works.

Dated May 20, 1949.

Report on the Petition concerning the Repairing of River Homan. (Petitioner: Toshio Yamazaki, Alderman of Tsukushi Village, Tsukushi County, Fukuoka Prefecture and 4 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1,726.)

The watercourse of River Homan, Fukuoka Prefecture runs into the three countries of Tsukushi, Asakura and Mitsui as well as five villages of Tsukushi, Mikasa, Yasu, Mikuni and Tateishi. Due to numerious indentations, the water flow is obstructed in the rainy season. Furthermore, its narrow width and low dam cause floods swamp beautiful fields along the bank, and some places along the bank are veritably converted into rivers over a night, doing tremendous damages. It is impossible to prevent permanently the disasters from happening simply through temporary emergency measures. It is therefore petitioned to introduce radical and basic repairing to River Homan.

Dated May 20, 1949.

Report on the Petition for the Continuation of the Oya River Sand Slide Prevention Engineering Work. (Petitioner: Kengo Okada, Mayor of the Aioi City, Hyogo Prefecture.) (Introduced by Mr. Tsukasa Okami.) (No. 1,727.)

With a view to prevent disasters in Aioi City due to the desolation of fountainhead of River Oya, in the precincts of Aioi City, Hyogo Prefecture, the engineering work for constructing embankment for the prevention of sand slide in the aforesaid fountainhead of the river since 1948, it is reported that the continuation of the said engineering work will be very

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difficult under present various circumstances. However, should the work be suspended, the situation would be come very serious, the people would feel uneasy apprehending disasters, gravely affecting the development of Aioi City whose life depends upon the harbor. It is therefore, petitioned to continue the engineering work.

Dated May 20, 1949.

Report on the Petition concerning the Carrying out of the Sand Prevention Engineering Work in the Tributary of River Yamakuni. (Petitioner: Tokizo Ogata, Suwamachi, Kurume City, and 2 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1,729.)

River Yamakuni flows along the boundary line between Fukuoka and Oita. Due to the difference of river conservation measures interests of the peoples of these prefectures stood in opposition which gave rise to various problems. But this river was brought under the direct charge of the Government and the Ministry of Construction was to attend to its repairing work, and sand prevention engineering work at the fountain zones of Higashi Tomoe Village and River Tomoe which were found sadly ruined by reckless felling of forest-trees at the termination of the war. However as a most ideal plan for river conservation, it is petitioned to carry out the sand prevention engineering work in each tributary of the same river under one definite plan running through the fountainhead zone to the mouth of the river.

Dated May 20, 1949.

Report on the Petition concerning the Enlargement and Repairing of the Width of No. 2 Prefectural Road of the Usami Line. (Petitioner: Tokizo Ogata, Suwanomachi, Kurume City, and 2 others.) (Introduced by Mr. Shigeki Nakajima.) (No. 1,730.)

The Usami Line No. 2 Prefectural road which branches off eastward and southward at the eastern terminus of Futamatase halfway from the prefectural road passing to Kae County from Shinokuri of the East Line, Kasuya County, Fukuoka Prefecture had such mines as Kameyama, Shimen and Katsuta far back in the mountain districts where nearly one million tons of coal is produced a year, and serves as the great transportation way that forms the nerve center of Kasuya coal mine embracing about 50,000 population interested in coal mine pits. However, since the war, not only the whole was left to ruin, but its passage is narrow being only in 21 feet in width so that the communication difficulty there is beyond our power of description. It is therefore, petitioned to widen the road to 36 feet paving it with asphalt.

Dated May 20, 1949.

Report on the Petition for Repairing the Akizuki-Okuma Line of the prefectural Road. (Petitioner: Taku Hayashi, Mayor of Akizuki Town, Asakura County, Fukuoka Prefecture.) (Introduced by Mr. Shigeki Nakajima.) (No. 1,733.)

Akizuki-Okuma road Asakura county, Fukuoka Prefecture is an important highway leading toward Buzen and Chikugo, but the work for repairing was suspended in 1946, but since it is convenient means of transportation for timbers along the line, conveying fire wood and coal and of communications between coal fields and agricultural zones, and its influence upon local industry is very great. It is therefore petitioned to start the work continuing repairs as soon as possible.

Dated May 20, 1949.

Report on the Petition concerning the Starting of the Riparian Works along Karasu-gawa. (Petitioners: Koichi Kojima, Mayor of Takasaki and 6 others.) (Introduced by Mr. Yasuhiro Nakazone.) (No. 1,750.)

Arable lands in various sections of Ishiwara, Handa and Terao in Takasaki city are turned into one flat lake with paddy fields of about 100 chobu or more by the overflowing of Karasu-gawa running through the city from north to south whenever these there are heavy rainfalls, making it impossible for the people along the bank to find safety in their occupation. It is therefore petitioned to start riparian works at once connecting both the sections of Ishiwara and Terao.

Dated May 20, 1949.

Report on the Petition concerning the Strengthening the repairing works of River Ono. (Petitioners: Momondo Abe, President of River Ono Conservation Alliance, Society and 14 other persons.) (Introduced by Mr. Yoshikuni Kanamitsu and 3 others.) (No. 1,808.)

That the conservation work of rivers which is the root of increasing agricultural products indispensable to the rehabilitation of our country should be scrapped off according to the desk plan and that the employees in charge of the work be decreased mechanically under the name of administration readjustments run counter the spirit of the Economic Nine Principles. Since life and property of the people in towns and villages along the river are placed in uneasy situation as the season for flood damages is at hand, it is petitioned that the conservation facilities of River Ono in Oita Prefecture be strengthened and prevention measures against disasters likely be caused by the reduction of number of employees connected with the river work be firmly established.

Dated May 20, 1949.

Report on the Petition concerning the Starting of Coastal Sand Prevention Engineering Work between Nishime Village and Honjo-machi. (Petitioner: Kichinosuke Masaki, Chairman of Nishime Village Council, Yuri County, Akita Prefecture and 1 other.) (Introducde by Mr. Seiji Murakami.) (No. 1,821.)

For the purpose of sand prevention along the shore, a sand hill with gradual slanting surface was built up inside of which black pines were planted, but in order to

make this system successful, it involved heavy personnel expenses and time, and also it was necessary to keep a wide space of land un-utilized due to the gradual slanting surface of the sand hill. If, however, at a point about 100 meters from the waterside, a series of solid levee 3 meters high be made of concrete and stone, it may requite quite a large amount of expenses at one time, but the work would be of permanent nature, but more economical after all, the area for engineering would comparatively smaller. It is therefore petitioned that the same prevention work be started to cover a distance of about 5,000 meters at national expenses, extending north ward from Ideto-section, Nishime village, Yuri county, Akita Prefecture to the left bank of the mouth of River Furukawa of the same county.

Dated May 20, 1949.

Report on the Petition for the Full Defrayment of the Office Expenses of the Health Insurance Cooperation by the Treasury. (Petitioner: Akira Kamiyama, Standing Director of the Federation of the Health Insurance Cooperation, c/o No. 55, Aoyama-minamicho 1-chome, Akasaka, Minato-ku, Tokyo.) (Introduced by Mr. Ichiro Aoyagi and another.) (No. 626.)

The purport of the Petition is to apply for the full defrayment of the office expense of the Health Insurance Cooperation. Despite the importance of the mission of the Cooperation to contribute to the stabilization of the worker's subsistence, the State subsidies to it still remains only at one tenth of that of ten years ago and the confusion in business circles has reflected to its finance causing its financial maintenance very difficult.

Dated May 12, 1949.

Report on the Petition for Increasing National Subsidies for the Health Insurance Association. (Petitioner: Ryuma Sugai, Chief of the Kyoto Branch, National Federation of the Health Insurance Associations.) (Introduced by Mrs. Masako Fukuda.) (No. 863), and on another petition of the same purport as above.

The health insurance associations, which are now playing an important role in the management of the health insurance system, are experiencing extreme financial difficulties owing to the meager sources of revenue, in addition to the soaring medical treatment expenses and increasing business. Under the circumstances, it is petitioned that national subsidies for the health insurance associations be increased.

Dated May 12, 1949.

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