

COPY

Vancouver, 4th May, 1914.

Messrs. C. Gardner Johnson & Co.,
Vancouver.

Dear Sirs:

We have much pleasure to address you after a long interval since we last wrote you about s. s. "Fukui Maru's" collision case. You remember we have promised you to consign our steamers to your goodselves, whenever these steamers go to your Port; however, we have had no chance of doing so until this time.

The s. s. "Komakata Maru" (or "Komagata Maru" written both ways) ex "Sicilia" goes to your Port with the Indian Immigrants (about 370 in all) from Hongkong, Shanghai, Manila, and Japan. This steamer belongs to a Partnership called "Shinysai Kisen Kaisha" of Kobe. One of the partners, Mr. A. Nagata, had to help the Indian Charterer to buy the coals in Moji in order to give the steamer a proper draft. The Charterer bought 1000 tons for bunkers and 1,500 tons more to make the draft, for which Mr. Nagata gave a guarantee to the amount of 8,000 Yen, on promise that Mr. Nagata shall have absolute lien on the coals, and so we made fresh contracts as per "A" & "B". The point is this - the steamer must have sufficient coals on board to go to Hongkong, if she has to go back there on account of the Canadian Government ordering her to leave the Port, or when there is no hope of landing the immigrants, or when the Charterer does not pay 2 months hire on or before the 11th June as per agreement "C".

It is in the power of Captain to demand a proper amount of coal to remain on board as long as there is any probability of her going back to Hongkong in ballast; but at the same time the Charterer has to pay 8000 Yen as soon as possible. Please see what can be arranged about it and you will use your discretion in consultation with Captain to act according to the circumstances. Although the Charterer has a great hope of selling the coal at a

'great profit, we cannot believe it, as you have the Nanaimo Mine close to you. When you find any trouble about landing these immigrants you will please telegraph to us at once. We propose to use Scott's Code, 10th Edition.

Our Captain knows that the Charterer has to pay 8,000 Yen within one week after arrival whether he can sell the coal or not.

We send you all papers connected with the Agreement and also a copy of the Charter Party.

We request you to cable us immediately on receipt of this letter and you will greatly oblige.

Yours faithfully,

Sgd.) Y. SATO & Co.