

[Y. Sato & Co. to Charles Gardner Johnson & Co., Shipping Agent, Vancouver.
Copy]

Handwritten note: No. 1000 10/10/1916

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Vancouver, 4th Aug, 1916.

Messrs. J. Gardner Johnson & Co.,
Managers:

Dear Sirs:

We have much pleasure to address you after a long interval since we last wrote you about the S. S. "Hinomaru" collision case. The remainder of the proceedings are to be held in your presence, wherever these proceedings go to your port; however, as we have had no chance of doing so until this time.

The S. S. "Hinomaru" (or "Hinomaru") writes both ways as "Hinomaru" goes to your port with the Indian Department (about 200 in all) from Vancouver, Seattle, and Japan. This steamer belongs to a Japanese owner "Hinomaru" Kisen Kaisha" of Kobe. One of the passengers, Mr. A. H. H. H., had to help the Indian Department to buy the goods he had in order to give the steamer a proper crew. The Department bought 1000 tons for bunkers and 1,000 tons more to make the draft, for which Mr. H. H. H. gave a guarantee to the amount of 5,000 tons, as evidence that Mr. H. H. H. shall have adequate time on the vessel, and as we made fresh contracts as per "A" & "B". The point is this - the steamer must have sufficient coal to go to Hongkong, if she has to go back there as a result of the collision, otherwise leaving her to leave the port, or when there is no hope of leaving the vessel, or when the steamer does not pay a certain time as we before the 11th day as per agreement "C".

It is in the power of Japan 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 steamer has to pay 5000 tons as soon as possible. It is our duty to be arranged about it and you will see your discretion in consultation with Captain H. H. H. according to the circumstances. Although the steamer has a great hope of sailing the coal at a

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ARTIST

Johnson, Charles Gardner, 1857-1926; Y. Sato & Co.