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FOLDER NO.

8-5

NJCCA

SKEENA FISHERMAN'S ASSOCIATION

1937 letters of protest

JAPANESE-CANADIAN
COLLECTION

PLEASE RETAIN
ORIGINAL ORDER

XXVI. C. 5

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TELEPHONE RED 880

NORTHERN B. C. RESIDENT FISHERMEN'S ASSOCIATION

P. O. Box 880

Prince Rupert, B. C.

June

1939

Major J. A. Motherwell,
Chief Supervisor of Fisheries,
Vancouver, B. C.
Dear sir:-

Enclosed herewith you will find a petition which
has been signed by many white & Japanese fishermen, which is
presented to you for your kind consideration.

Yours sincerely,

Northern B. C. Resident Fishermen's Ass'n

Prince Rupert, B.C.
June, 1939.

Mr. J. Boyd
Prince Rupert, B.C.

Dear Sir:

Fishing rights to the Japanese fishermen have been limited to a certain extent, but, the Japanese who are engaged in halibut fishing have fishing rights that are equal to those of white fishermen. For many years some Japanese have been depending on this type of industry for their living. We have noticed recently that the Department of Fisheries has issued a law by which licenses are required, to carry on Halibut and Cod fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away. In this respect we feel that as British subjects we should have equal rights with the white men in this industry.

Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights. Furthermore, from this point of view, we think this district welcomes even foreign fishermen from the United States, British subjects, though of Japanese origin should have the right to be treated with not less favour than foreign fishermen and we beg your kind consideration of this matter.

This petition goes to you with the endorsement of the following White and Japanese fishermen.

Fellow fishermen.--

W. F. Rushton (Rev Canon) I am happy to sign
this petition, especially from the standpoint of our nation
born fishermen amongst whom, on this coast, I have worked
for many years.

Roberts Fishermen

H. Baehley.

NSCCA
SKEENA FISHERMAN'S ASSOCIATION
837 Union Street
8-5

Prince Rupert, B.C.,
June, 1939.

Major J.A. Motherwell,
Chief Supervisor of Fisheries,
VANCOUVER, B.C.

Dear Sir:-

Fishing rights to the Japanese fishermen have been limited to a certain extent, but, the Japanese who engaged in halibut fishing, and fishing rights that were equal to the white fishermen. For the past few years some have been depending on this type of industry for their living. We have noticed recently that the Department of Fishery has issued a law by which licenses are required to carry on Halibut and Cod Fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away. In this respect we feel that as British subjects we should have equal rights with the white men in this industry.

Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights and we beg your kind consideration.

This petition goes to you with the endorsement of the following white and Japanese fishermen.

NSCCA
SKENA FISHERMAN'S ASSOCIATION
037 0000 0000

PETITION

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

Prince Rupert, B.C.
June, 1939.

Mr. J. Boyd
Prince Rupert, B.C.

Dear Sir:

Fishing rights to the Japanese fishermen have been limited to a certain extent, but, the Japanese who are engaged in halibut fishing have fishing rights that are equal to those of white fishermen. For many years some Japanese have been depending on this type of industry for their living. We have noticed recently that the Department of Fisheries has issued a law by which licenses are required, to carry on Halibut and Cod fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away. In this respect we feel that as British subjects we should have equal rights with the white men in this industry. Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights. Furthermore, from this point of view, we think this district welcomes even foreign fishermen from the United States, British subjects, though of Japanese origin should have the right to be treated with not less favour than foreign fishermen and we beg your kind consideration of this matter.

This petition goes to you with the endorsement of the following white and Japanese fishermen.

Fellow fishermen.--

PETITION

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

DEPARTMENT OF FISHERIES,
Office of the Supervisor of Fisheries

At Prince Rupert, B.C.,
April 24th, 1923.

File: 7-2,
Dunsmuir

I beg to acknowledge receipt of your communication of the 22nd inst. with reference to the issuing of boat puller licenses covering the Skeena and Nass River Areas.

As far as the writer is concerned, such licenses will be given to local residents, preferably to men with families to support or who are depending on this type of work for their living. Should there be any licenses not taken out by men in the category, High School students will then be given consideration.

You are perhaps aware, that there is a 20% reduction this year applying to boat puller licenses, and in fact as this reduction is concerned, it will apply to Vancouver residents, but I would remind you that very few Vancouver residents have boat puller licenses, and this will result in a reduction of licenses covering local residents who held such licenses in previous years. It has not yet been decided by the writer as to the individuals who will this year lose out due to the reduction in number as above mentioned.

Yours truly,

The Secretary,
Nippon Anglican Young People's Assn.
Box 949, Prince Rupert, B.C.

PETITION

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

NORTHERN B. C. RESIDENT FISHERMEN'S ASSOCIATION

P. O. Box 880

Prince Rupert, B. C.

June , 1939.

Major J. A. Motherwell,
Chief Supervisor of Fisheries,
VANCOUVER, B. C.

Dear Sir:-

We are enclosing herewith a petition to which we wish
to give our endorsement and ask your kind consideration.

Yours truly,

/CMM

NJCCA
SKEENA FISHERMEN'S ASSOCIATION
837 Allen Street

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RECEIVED 1 FEBRUARY 1964

Bottom Clinton, 1877.

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To the Honourable,
The Minister of Fisheries,
Ottawa
Canada.

PETITION

The Halibut Marketing Board of British Columbia

ORDER NO. 2.

(In force from April 1st, 1938 until further order.)

THE HALIBUT MARKETING BOARD OF BRITISH COLUMBIA, pursuant to the provisions of "The Natural Products Marketing (British Columbia) Act," Revised Statutes of British Columbia, 1936, Chapter 165, and Amendments and of the "British Columbia Halibut Marketing Scheme," approved by Provincial Order-in-Council of the 18th day of March, 1937, makes the following orders and determinations:—

1. In this Order, unless the context otherwise requires:

- (a) "ACT" means the "Natural Products Marketing (British Columbia) Act," Chapter 165 of the Revised Statutes of British Columbia, 1936, and Amendments thereto.
- (b) "BOARD", except where immediately preceded by the word "Provincial", means the "Halibut Marketing Board of British Columbia" authorized to administer this scheme.
- (c) "CAPTAIN" means a person operating a Canadian vessel used in the catching of halibut for sale.
- (d) "PERSON" includes any partnership or corporation.
- (e) "PRODUCER" means a person engaged in the catching of halibut for sale.
- (f) "FISHERMAN" means a person who, being a resident of British Columbia, is engaged otherwise than as Captain on a Canadian boat engaged in the catching of halibut for sale.
- (g) "PROVINCIAL BOARD" means the Board constituted under Section 3 of the Act.
- (h) "REGISTERED PRODUCER" means a producer registered under this scheme.
- (i) "REGULATED PRODUCT" means halibut of every kind, size and grade caught by residents of British Columbia operating in boats of Canadian Registry.
- (j) "TRIP" means the voyage of a fishing vessel for the purpose of fishing halibut and commences when the vessel departs for the fishing ground and concludes when the vessel arrives in port for the purpose of disposing of its catch.
- 2. The provisions of this order shall apply to all fishermen and all captains without regard to the size of the vessels on which they operate, the amount of gear with which they fish or whether or not they are only partially engaged in the catching and marketing of halibut.
- 3. Each fisherman shall register his name and the name of his vessel with the representative of the Board.
- 4. Each Captain shall register his name, the name of his vessel and the names of his fishermen with the representative of the Board and shall immediately notify the representative of the Board of any change in the personnel of his fishermen.
- 5. Each Captain shall procure from the Board a licence on the prescribed form for the marketing of halibut caught by Canadian vessels, and no person, other than a duly licensed Captain whose licence is in good standing, shall directly or indirectly market any halibut caught by a Canadian vessel; the sum payable to the Board by each Captain for each such licence shall be the sum of \$1.50 a month or fraction thereof, commencing with the 1st day of April, 1938,

SKENA FISHERMAN'S ASSOCIATION
037 6666 6711

NJCCA

NSCCA

SKENA FISHERMAN'S ASSOCIATION

937 Ullin Street

PETITION

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

and the payment of each month's fee shall be due and payable on marketing the first catch of halibut in that month.

6. Each fisherman shall procure from the Board a licence on the prescribed form and, save as in Section 5 hereof provided, no person, other than a duly licensed fisherman whose licence is in good standing, shall fish for or participate in the marketing of halibut; the fee payable to the Board by each fisherman for each such licence shall be the sum of \$1.50 a month or fraction thereof, commencing with the 1st day of April, 1938, and the payment of each month's fee shall be due and payable on marketing the first catch of halibut in that month.

7. The marketing of halibut shall be regulated by the Board by establishing periods of time applying to every halibut vessel during which no halibut shall be marketed directly or indirectly by any captain or fisherman, and, in order so to regulate the marketing of halibut, the following orders are hereby put in effect:—

(a) All vessels, irrespective of the date of commencement of their first trip in the 1938 season, shall lay up thirteen days between the first and second trips, twelve days between the second and third trips and ten days following the third and subsequent trips for the remainder of the season. This lay-up will NOT be dropped prior to the close of the 1938 season in areas where the season is closed with a clearance and closing date; Provided that in any area which is closed by a closing date only, vessels in such area, on or after the date on which the International Fisheries Commission announces the last date of fishing, may defer the serving of their lay-up time until the season closes.

(b) The calculation of lay-up time shall begin at noon on the day fish is sold, except when fish are discharged in a port other than port of sale, in which case time shall count from noon on the day of discharge. Vessels may be outfitted during the lay-up period, but time used in going from port of sale to port of outfit, where port of outfit is closer to the fishing banks, shall not be counted as lay-up time.

(c) All vessels temporarily retiring from halibut fishing during the 1938 season in order to engage in any other employment, and having average penalties, lay-up penalties, or deferred lay-up time to serve, shall serve such time in port, either during the ten days immediately following the last halibut trip, prior to retirement, or in addition to the regular lay-up between the first and second trips after the resumption of halibut fishing in the year 1939. Time to be served in this manner does not include the normal lay-up for the last halibut trip prior to retirement, as this lay-up may be served at any time during retirement.

(d) OVERAGES. All vessels will be permitted to weigh out and retain without penalty a leeway or 100 pounds of halibut per man, per trip, above the quotas, as hereinafter defined. Vessels weighing out over this leeway shall have added to their lay-ups one day for each 500 pounds of halibut, or part thereof, of such excess. Such excess halibut, not exceeding 100 pounds per man, may be turned over to the Halibut Overage Fund and any further penalty consequently avoided with respect thereto. With regard to any remainder, however, the penalty as above set forth will apply.

(e) SHORTAGES AND DELAYS. All vessels fishing in Area 3 and having at the termination of a trip less halibut than the quota will receive credit on the lay-up immediately following such trip, consisting of one day for each 200 pounds of halibut per man, per trip, of shortage. Vessels fishing in Area 2 will similarly receive one day's credit for each 150 pounds of halibut per man, per trip, of shortage. These credits will be given only if the trip on which the shortages occur has been of a duration of at least 16 days in Area 3 and 10 days in Area 2. If the trips are of less duration, the credits will be reduced by the number of days fewer than 16 in Area 3 and fewer than 10 in Area 2.

(f) CREDIT. Vessels delayed in leaving their home ports shall receive full credit for the time lost. Vessels delayed by breakdown at sea will not be given credit for the first two days, but will be given credit for delays exceeding two days.

(g) Producers engaged during part of the season in occupations other than fishing halibut shall not thereby be entitled to any deduction of time from the prescribed lay-up period when marketing halibut is resumed by them, and when any producer has ceased fishing or marketing during the season, under

circumstances requiring served in port either to such retirement, or trips after resumption

(b) Quotas shall on each vessel fishing on each vessel shall be as follows:

Area 3—Thirty days

(i) When a vessel is damaged fish, the fund's

(b) For the opening will be scheduled according to the date of departure of the vessel, and the fund's

Area 3 vessels shall be divided into two groups, legal opening date, and first group.

Area 1 boats shall effect for the 1939 season

(i) Any vessel has required to serve the season. All vessels leaving in 1938.

(ii) The serving of any Customs port on the date of departure from the average running the date on which the port of sale. For the from Seattle shall be Petersburg three and

(ii) Whenever a British Columbia, or salvage or tow any oil even though it may be the vessel leaves any in such services, no

8. Each captain shall give to the representative the quantity of halibut provided that a captain International Fisheries he has authorized the turn over its statistics

9. Every captain or every captain shall, be representative of the Board observed the full lay fisherman shall, on any halibut without previous lay-up period

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

PETITION

circumstances requiring increased penalties, the period of increase shall be served in port either during the time immediately following the last trip, prior to such retirement, or in addition to regular lay-up between the first and second trips after resumption of fishing.

(h) Quotas shall be based on the amount of halibut available for marketing on each vessel from the catch of each trip, exclusive of halibut livers, and shall be as follows:

Area 3—Thirty-five hundred (3500) pounds per man, per trip.

Area 2—Twenty-eight hundred (2800) pounds per man, per trip.

(i) Where overages are turned in to the Overage Fund, the overage may consist of the second class fish. When a vessel has an overage and is penalized by the buyer for mishandling, the fund will only bear its proportionate share of the penalty, not the entire penalty.

(j) When a vessel has an overage, part or all of which consists of insured damaged fish, the fund's share will be figured at number two price.

(k) For the opening of the 1938 season the departure of Area 2 vessels will be scheduled according to the alphabet system, the entire Area 2 fleet to be split in four groups over a total period of ten days. The first group leaving may begin fishing on the legal opening day and the other groups at regular intervals, so arranged that the last group shall leave to start fishing ten full days after the legal opening date. The departure of Area 3 vessels will be spread over a fifteen day period according to the order in which such vessels tied up at the close of the 1937 season.

Area 3 vessels engaged in fishing any species of fish other than halibut, will be divided into two groups; the first group to start fishing five days after the legal opening date, and the second group to start fishing ten days after the first group.

Area 1 boats shall comply with Area 2 regulations.

The above regulations for departures for the 1938 season will continue in effect for the 1939 season.

(l) Any vessel having an overage on the last trip of the season will be required to serve the penalty before leaving on the first trip of the following season. All vessels having overages from 1937 will serve penalties before leaving in 1938.

(m) The serving of lay-up time may be divided between port of sale and any Customs port on the East side of the Gulf of Alaska. When this is done, the date of departure from the last Customs port shall be determined by adding the average running time between port of sale and last Customs port to the date on which the vessels lay-up would have ended if served entirely in port of sale. For the purposes of this provision, the following running time from Seattle shall be considered as average: To Ketchikan three (3) days; to Petersburg three and one-half (3½) days; to Sitka and Juneau four (4) days.

(n) Whenever a halibut vessel, after leaving any port of S.E. Alaska, British Columbia, or Washington on a halibut trip, diverts from its trip to salvage or tow any other vessel, the vessel shall be given credit for time lost, even though it may receive pay for the towing or salvage services. If, however, the vessel leaves any of the ports mentioned above for the purpose of engaging in such services, no credit will be given.

8. Each captain shall, within forty-eight hours after marketing each catch, give to the representative of the Board full and accurate information as to the quantity of halibut on his vessel and the Area from which it was taken, provided that a captain who regularly furnishes statistical information to the International Fisheries Commission may be exonerated from this provision if he has authorized the said International Fisheries Commission in writing to turn over its statistical data to the Board.

9. Every captain and every fisherman shall observe the lay-up periods and every captain shall, before leaving port, have his licence marked by the representative of the Board to indicate that he and the members of his crew have observed the full lay-up period required by this order, and no captain or fisherman shall, on any pretext whatsoever, either directly or indirectly market any halibut without having ceased from marketing and laid-up for the full previous lay-up period, and, in the case of captains, without having had his

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

PETITION

licence marked by the representative of the Board, as aforesaid, such licence to be produced to said representative on request.

10. No Captain shall, by reason of his having engaged as fisherman or captain on any vessel other than that of which he is registered as captain, either directly or indirectly, market halibut or permit the same to be marketed for his sole or partial benefit, unless he has first observed the full lay-up period.

11. No fisherman shall, by reason of his having engaged as fisherman or captain on any vessel other than the one in respect of which he is registered as a fisherman, either directly or indirectly market all or any portion of the halibut from such other vessel, or cause or permit the same to be marketed for his sole or partial benefit, unless he has first observed the full lay-up period, provided that in any such case a fisherman may be permitted by writing under the hand of the representative of the Board to engage or share in the marketing from any other vessel if by not so doing he would suffer hardship by being deprived of the right to so share, or that the vessel on which he obtains the right to engage or share in the marketing as aforesaid would be forced to cease marketing beyond its normal lay-up period.

12. (a) In computing quotas under Section 7, Sub-Section (b), no vessel shall be permitted a limit for a greater number of men (including captain) than said vessel carried in the year 1936 in halibut fishing.

(b) In computing quotas under Section 7, Sub-Section (b), any fisherman or captain who becomes disabled after leaving last port of entry to the fishing grounds shall nevertheless be counted as a member of the crew.

(c) No Captain or fisherman shall dispose of fish to any person in such a manner as to evade an increase of lay-up period or other penalty.

(d) When Producers sell at a port other than the home port of their vessel, they may have the privilege of serving half only of the lay-up period, between the catch so marketed, and the next trip, but after the next catch is marketed, the total lay-up period with accrued days shall be observed by said Producers. Any vessel laying-up for a lesser period than hereby provided shall have added to its next lay-up a penalty of two days for such failure.

When vessels take all or part of their lay-up in ports other than their home ports, the date of validation shown on the halibut licence will be prima facie evidence of the date of departure, and in ports where there is no Customs Officer, the date of the sales slip will be prima facie evidence of the date of arrival at such port.

13. (a) MISCELLANEOUS. Any vessels giving halibut to buyers for the purpose of avoiding overage or other penalties shall be penalized one day for each hundred pounds of halibut so given.

(b) Vessels under the control of this curtailment programme shall observe curtailment rules when landing trips in out-of-the-way ports.

(c) Vessels shall be permitted to take fish for any fisherman who becomes disabled after leaving the last port of entry. No vessel shall be permitted to have fish for men who leave the vessel prior to its departure from the last port of entry.

(d) No credit will be given vessels, temporarily retiring from halibut fishing, for delays suffered during the period beginning with the date of sale of the last halibut trip prior to retirement, and ending on the date of departure from port for resumption of halibut fishing.

14. In addition to the penalties provided by the "Natural Products Marketing (British Columbia) Act", Revised Statutes of British Columbia 1936, Chapter 165, and Amendments, for violation of this order by fishermen and captains, any captain or fisherman violating this order shall be liable to have his license cancelled by the Board.

BY ORDER OF THE HALIBUT MARKETING BOARD OF
BRITISH COLUMBIA.

W. D. VANCE, Chairman.
J. M. MORRISON, Secretary.

Certified copy of Order No. 2 of the Halibut
Marketing Board of British Columbia.

Secretary.

PETITION

To the Honourable,
The Minister of Fisheries,
Ottawa, Canada.

The within petition of resident Japanese fishermen residing in the Northern portion of British Columbia sheweth that in the year 1920 a memorial from the central committee of Fishermen of British Columbia was forwarded to the Honourable Minister of Fisheries dated March 17th, 1920, asking that in the future there be no further reduction in the number of licences issued to Japanese Fishermen and also that there be no further increase of same, which recommendation was endorsed by practically all the Fishermen's Associations on the British Columbia coast.

The memorial in question recited:-

- (a) The Association considers it is only fair that as long as the Japanese are residents and citizens of B.C. that a certain proportion of them should be accommodated in the fishing industry.
- (b) That the Japanese organizations were willing to accept the present number of licences issued to their members as a fair and reasonable proportion of total licences issued and would not ask for further increase.
- (c) With the granting of their petition by Dominion Government the Japanese would cease further court actions and in so far as the British Columbia Fishermen and the Dominion Government are concerned that phase of the fishing question would be ended.
- (d) Nothing has occurred to affect or change any of these reasons and the Japanese organizations have fully lived up to their part of the agreements made at that time.

SKENNA FISHERMAN'S ASSOCIATION
037 letter of protest

NJCCA

(e) The Northern British Columbia Fishermen's

Association being a subscriber to the above memorial
see no reason for altering the stand taken at that
time.

We understand that boat pullers' licences are supposed
to be issued in number equivalent to that of gill-net licences,
but that in practice other than Japanese fishermen can obtain
any number of gill-net licences in place of boat-puller licences
whenever they wish, and this is what they are actually doing.

YOUR PETITIONERS humbly request that the Department
of Fisheries reconsider its decision to alter the Fisheries
Regulations in the premises.

DATED at Prince Rupert, B. C., this 24th day of
February, A.D. 1929.

SKENA FISHERMAN'S ASSOCIATION 037 6600 0/1929

NJCCA

Prince Rupert, B.C.
December 4, 1929

Major J. L. O'Brien
Chief Supervisor of Fisheries
Vancouver, B.C.

Dear Sir:

Fishing right to the Japanese fishermen have been limited to a certain extent, but, the Japanese who engaged in halibut fishing, have fishing rights that are equal to those of white fishermen. For many years past Japanese have been depending on this type of industry for their living. We have noticed recently that the Department of Fisheries has issued a law by which licenses are required, to carry on Halibut and Cod fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away.

Although local authority of Fisheries explains that new regulation has no ground of discrimination of Japanese fishermen. But anxiety is felt regardless of this, because of the following reasons.

1. We are not in receipt of the clear explanation, as to why the license is necessary in operation of halibut fishing, commencing from next year, where such is not required in the past years.
2. We are informed by the Department of Fisheries that a new license of licenses other than that of the salmon gill-net license will be issued to the fishermen of Japanese origin in the northern waters.

The license required under the new ruling, as we see it, will be classified as a new one. Therefore in this particular case, if the above explanation is utilized, our most concrete conclusions that, fishermen of Japanese origin whether they are Canadian by birth or naturalized, will be barred from procuring the halibut license.

In this respect we feel that as British subjects we should have equal rights with the Whitemen in this industry. We have no complaint regarding the new regulation, which requires the halibut fishermen to take out a license, and that he should be a British Subject. But we do oppose the discrimination against Japanese fishermen by a political act for no evident reason.

Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights. Furthermore, from this point of view, we think this district welcomes even foreign fishermen from the United States, British subjects, though of Japanese origin should have the right to be treated with not less favour than foreign fishermen and we beg your kind consideration of this matter.

This petition goes to you with the endorsement of the following white and Japanese fishermen.

Yellow fishermen:-

PROPOS. D AMENDMENTS TO REGULATIONS.

Nov. 9/39

Chief of Police of Vancouver
Nov 15 1939

Clause 5.-Define in the regulations the westerly boundaries of the
coastal river Gillnet areas, in such manner as to prohibit
the easterly shores of Dundas, Melville, Stephens,

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**CANADIAN NATIONAL
TELEGRAM
AND CABLE
SERVICE**

D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

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STANDARD TIME

VANCOUVER BC MAR 1247P 20

MRS M NAKATANI

322 FILTON ST PRINCERUPERT BC.

REGRET TO ADVISE THAT IMPOSSIBLE TO MEET YOUR REQUEST NOW
BUT AFTER YOUR ARRIVAL WILL TRY BEST TO ASSIST YOU.

CAPTAIN M YAMADA

125P

#

2215 mar

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men

SKENNA FISHERMAN'S ASSOCIATION 037 Allen Street
NJCCA

Nov. 9/39

Chief Inspector of Fisheries

Nov 15/39

Clause 5.-Define in the regulations the westerly boundaries of the Maas and Skeena River Gillnet areas, in such manner as to prohibit Gillnetting westerly of the easterly shores of Dundas, Melville, Stephens, Prescott and Porcher Islands.

In connection with clause 5 the Association has the following recommendation to make: That the westerly boundaries of the Maas and Skeena rivers shall be as follows: commencing from a point on the south end of Haystack Island (near Wales Island and the International boundary) thence in a southerly direction to a point on the easterly shore of Dundas Island opposite Green Island, thence along the southerly and easterly shores of Dundas Island to the southerly point of Leboeuf Island, thence in a south-easterly direction to the most westerly of the Taylor Rocks, thence in a more easterly direction to the Hammer Rocks, thence in a southerly direction to the first point on the easterly shores of Stephens Island south of Keil Point. Gillnetting to be permitted on the westerly shores of Porcher, Prescott and Stephens Island nearest Archibald Island, to Archibald Island thence in a westerly direction so that the line passes south of the Butterworth rocks.

~~---X---X---X---~~

Clause 2 That the small area outside pertaining at present reserved for salmon trawlers be re-allocated for gillnetting ^{as proposed to the above clause with ground that such will only create unnecessary friction between the gillnetter & trawler.}

General Clause 19 That section 10, paragraph 2, subsection D, be amended by adding the words

"or accepting" after the words "any person buying." This is for the purpose of better definition of fishing operations under the permit for fish purposes. accept the amendment on the ground of conservation of fish weather B.C. Gov acc"

such movement was far more than this

Further

Further in this part of report we think the city is becoming more of a fishing center than the river. It is better to put the subjects through the origin of the river right to the mouth of the river. Some the least from the river for fish purposes.

Prince Rupert B.C.
May 1939.

Major J.A. Motherwell,
Chief Supervisor of Fisheries,
Victoria B.C.
Vancouver B.C.

Dear Sir:-

Fishing rights to the Japanese fishermen have been limited to a certain extent, but, the Japanese who engaged in halibut fishing, had fishing rights that were equal to the white fishermen. For the past few years some have been depending on this type of industry for their living. We have noticed recently that the Department of Fishery has issued a law by which licenses are required to carry on Halibut and Cod fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away. In this respect we feel that as British subjects we should have equal rights with the white men in this industry.

Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights and we beg your kind consideration.

This petition goes to you with the endorsement of the following white and Japanese fishermen.

Forth more,
In this point of view; we think, this city welcomes foreign fishermen from all parts of British subjects, though Japanese origin, ~~however rights we do have~~ ^{who have} ~~any~~ ^{rights} ~~to the~~ ^{to the} ~~British~~ ^{foreign} fishermen ~~with more the less~~ ^{down} than this.

Yours

Forth more, in this point of view, we think this city is a place where all subjects, though of Japanese origin, ~~however rights we do have~~ ^{who have} ~~any~~ ^{rights} ~~to the~~ ^{to the} ~~British~~ ^{foreign} fishermen ~~with more the less~~ ^{down} than this.

*Byrd & Co
Inspector of Fisheries
Prince Rupert*

Prince Rupert, B.C.
June, 1939.

Major J. A. Motherwell
Chief Supervisor of Fisheries
Vancouver, B.C.

Dear Sir:

Fishing rights to the Japanese fishermen have been limited to a certain extent, but, the Japanese who engaged in halibut fishing, have fishing rights that are equal to those of white fishermen. For many years some Japanese have been depending on this type of industry for their living. We have noticed recently that the Department of Fisheries has issued a law by which licenses are required, to carry on Halibut and Cod Fishing. The significance of this to the Japanese seems to be that their fishing rights are being taken away. In this respect we feel that as British subjects we should have equal rights with the white men in this industry. Prince Rupert being the centre of halibut fishing and as the supplying centre for this important industry, is continuing to grow. A component part of this extension of our city lies we believe in a consideration of this matter of fishing rights. Furthermore, from this point of view, we think this district welcomes even foreign fishermen from the United States, British subjects, though of Japanese origin should have the right to be treated with not less favour than foreign fishermen and we beg your kind consideration of this matter.

This petition goes to you with the endorsement of the following white and Japanese fishermen

Fellow fishermen.--

NSCCA
SKENA FISHERMAN'S ASSOCIATION
837 Union Street

NSCCA

SKENA FISHERMAN'S ASSOCIATION

837 Lake Street

Prince Rupert, B.C.
June, 1939.

Mr. J. Boyd
Prince Rupert, B.C.

Dear Sir:

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This petition goes to you with the endorsement of the following white and Japanese fishermen.

Follow fishermen.--

24. m. Jackson
Thomas D.

ONLY
MISSION

no citation,

Prince Rupert, B. C.

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[illegible]

NJCCA

SKENIA FISHERMAN'S ASSOCIATION
037 666 0000

FOLDER NO. 8-5

CANADIAN MANUFACTURERS ASSOCIATION INC.
VANCOUVER, BRITISH COLUMBIA



The Secretary,
Northern B. C. Resident Fishermen's Association,
P. O. Box 880,
Prince Rupert, B. C.