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- Grandfather came to Ladner 95 years ago and started fishing.
- Dad was also a fisherman.
- Both Grandfather and Father built their own boats.
- They lived on the dyke and fished on the Fraser River.
- There were about 15 canneries at this time.
- Names the different canneries and their location.
- Dad had one of the first gas engines.
- It was a 3½ HP Palmour, one cylinder.
- There were linen nets with a 150 Fathom limit to the nets those days.
- Remembers when young brother and himself were rowing their skiff that the salmon were so thick in the river that they would hit them with their oars.
- Remembers one time setting the net for about ten minutes and then picking it up by hand those days, throwing the pink salmon back into the river to get the hundred sockeye limit.
- Threw around 3 to 400 pinks back in just that short time.
- The river was just loaded with salmon.
- That condition existed on the Fraser River until the Hell's Gate slide.
- I owned my first gillnetter at the age of 14.
- My Dad bought this boat: 24 foot flat bottom boat with a two cycle Fairbanks engine with a 150 fathom net, from Ewens Cannery.
- We paid \$138.00 for boat and net in the summer by fishing, then went back to school in the fall.
- In 1933 Dad and I built a 24 foot flat bottom gillnetter and put a 4 cylinder Star car motor in it.
- Explains how they converted a car motor into a boat engine.
- Sold that boat and engine the following year for \$215.00.
- At that time other boats were going for \$600.00.
- Explains how they built their boats.
- In those days nearly everyone built their own boats, except the ones that had theirs built in Steveston, like the Japanese fishermen.
- They put single and double two cylinder Easthope and Palmour for awhile and then they switched to high speed gas engines mostly from cars at first.

- The multi cylinder marine engine didn't show up until later on in the 1940's.
- In 1941, sold my boat for \$300.00 and bought my dad's for \$300.00, so prices were still pretty low then.
- Talks on other boats he had.
- When I was a youngster, we fished five days a week, from six o'clock Monday morning until six o'clock Saturday morning.
- Built two boats in 1962, one for son and one for himself.
- And we put Berkley jet drives in them.
- They were the first jet driven gillnetter for the shallow water off the mouth.
- Remembers the early days of fishing, his dad would fish with his uncle up from Bellingham (U.S.A.) they didn't worry about international boundaries in those days.
- There were thousands of boats gillnetting in the River and the Gulf before the Hell's Gate slide.
- Remembering back in 1935 when younger brother starting fishing, his whole sockeye season into the fall; he only got \$135.00 of fish.
- There just wasn't any fish, the sockeye were at their low point.
- It was pretty bad.
- We had the pinks but the Americans took most of them before the salmon commission came in.
- Recalls when he had his first little skiff and still going to school; unloaded it twice a day, come in the afternoon unloaded it, then out again, and come in the morning and unload it again.
- Had 2,000 fish in five days, 1,700 pinks which I got \$17.00 and three hundred mixed sockeye, coho, spring salmon, the total receipt for the five days was \$33.65.
- Took 2,000 off by hand, unloaded, everyone myself at the wharf.
- Had to pay for my net, gas, grub out of my earning.
- Remembers having one white spring salmon that weighted 52½ pounds and getting 5¢ for the fish.
- No one was an independent fishermen in those days, we all worked for a cannery.
- Before the little group in Delta formed their Co-op which was a packing Co-op, we used to fish for B. C. Packers.
- Nick Stevens picked up our fish for B. C. Packers.

- Then we fished for Phoenix Cannery, we always fished for one of the fisheries association.
- You had to have someone who could handle your fish when the run came, you had to have someone to sell your fish too.
- In those days sometimes if there was a heavy run they would put a barge ~~fish~~ in the fishing grounds close to the activity and if the collector couldn't get around to you he went up to the barge to get the fish.
- The only people fishing in the Canoe Pass were the Indians and the Japanese.
- Believes the canneries preferred the Japanese because they were such hard working, assertive people.
- Explains the different prices for the fish during the season.
- The boats were so thick in the Fraser River in the early 1900's that you could almost walk from boat to boat.
- Believes there were a lot more fishermen then than today.
- Talks about fishing up north.
- Compares the designs and engines of the old boats and new boats.
- Says the designs of the new seine boats aren't as safe as the old boats.
- Describes the safety equipment on the boats of today.
- Recalls a story of how he also fell off his boat during rough weather.
- The Japanese have always been more safety conscious and had better equipped boats.
- In those days boats always travelled together; this was important because these old engines were breaking down and it was good to have someone close by you if you needed help.
- Ten or twelve people would leave at the same time, usually on the tides, we took advantage of tides because these boats were so slow, and we always waited for the slowest ones.
- From the first day from Ladner we would be lucky to get to Secret's Cove by dark.
- Speaks on all the boats travelling together.
- Out in the water the fishermen always looked after each other.
- When the fishing was poor on the Fraser River you went to Rivers Inlet.