

OSAKA METROPOLITAN POLICE DEPARTMENT

T R A N S L A T I O N

Oct. 26, 1949

T O : Chief of Price & Finance Section,
Osaka Prefectural Government

FROM : Chief of Public Relations Section,
Osaka Prefectural Government

RE : Report No. 36 on regular conference at
Osaka Civil Affairs Team

About street-stall ban problem

TASAKA Deputy Mayor:

The ban will be put in practice in Osaka as well as Tokyo, I am told. However, the circumstances in Osaka under which this problem is required to be settled differ much from those in Tokyo and the public attention on this ban seems to have been stirred up according to the newspapers. So, we are going to give most careful attention in meeting the issue, thoroughly studying the matter beforehand.

After talking over this problem with the Governor, I want to decide the steps therefor.

Governor:

This problem has been already under the investigation on the part of Osaka Municipal authorities. As for the prefectural government, it is necessary to scrutinize the differences of circumstances between the two cities, Tokyo and Osaka, and to ascertain what GHQ is intending thereby and investigate to what degree the stalls affect the beauty of the streets and public health.

In addition to these, this ban being connected with the unemployment problem, I want to resolve this problem with deliberate study.

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Capt. George:

No instructions have been received from the superior organization, so I hope this problem will be settled down by yourselves.

Copies distributed to:

Deputy Governors, Chief of General Affairs Department, Chief of Secretariate Section, Chief of Proceeding Section, Chief of Planning Office, Chief of Commerce & Industry Department, Chief of the 1st Section of Commerce & Industry, Chief of the 2nd Section of Commerce & Industry, Price & Finance Section, Chief of Welfare Department, Chief of Social Section, Chief of Public Health Department, Chief of Public Health Section, Chief of Labor Department, Chief of Employment Section and Chief of Prefectural Assembly Bureau.

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PITO-1844

November 9, 1949

STREET-STALLS BAN PROGRAM AND
ITS PROGRESS IN TOKYO

This information is based on the report made by Police Inspector Kawabata and several other members of this police headquarters who returned from Tokyo after contacting with Tokyo Metropolitan Police Department (Mr. Haruo ISOYAMA, Chief of Traffic 1st Section) and Tokyo Metropolitan Office (Mr. Hiroshi HOSAKA, Chief of Administration Sub-section, Roads Section, Construction Bureau; The section chief was absent).

I. Whether the street-stall elimination plans would be modified or not?

There has been made no change whatever on the policy which shut out all the street-stalls on the public roads by March 31, 1950, as primarily planned at the beginning. Only 45 street-stalls located in two places, however, will be tolerated to exist until May, 1950, on account of the permission granted for their occupying the roads. In short, such control as now expected to be imposed upon them this time has been originally founded upon the recommendation of the Occupation Forces, leaving no room for Japanese authorities to change the principle of the policy nor to request the Occupation Forces to do so. On the side of Tokyo Metropolitan Police Department they had naturally no intention of requesting the Occupation authorities to moderate the policy.

Tokyo Metropolitan Office is firmly determined to carry out the program to the last in the way as required and then make reports to the Occupation Forces on its impractical points, if any turn up in the results, and to seek for their pertinent suggestions to meet the actual circumstances, but they can not change the policy whose practice is still under way, the officials revealed.

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II. Speculation on the possible moderation of the policy by the Occupation side.

Tokyo Metropolitan Police Department is of the opinion that it is hardly conceivable that the Occupation Forces would change their policy. Tokyo Metropolitan Officials believe that the Occupation Forces would make no change in their policy on the ground of the facts that even a month before Aug. 4, 1949, when the official recommendation of this policy was made, an allusion had been made to them to eliminate the street-stalls and also several conferences had been held to discuss the ways and means of putting the present close-down policy into practice and finally that as the news agencies in Tokyo have been in general taking rather critical attitudes toward the policy, the Occupation Forces resorted to such a step as to issue an order to the Governor of Tokyo to summon up the responsible men from all newspaper agencies on Oct. 31 to give them pertinent suggestions about the matter.

III. Street-stall operators' reactional campaigns against the policy.

Sept. 14. The policy was made public.

Sept. 15. A protest against the policy was made to the governor by the representative operators.

Sept. 21. The representative union members conference was held with 300 member of 75 organizations attending and the "Counter-measure committee against elimination of street-stall" was inaugurated.

Oct. 7. Public opinions were recorded on "man-on-the-street" by NHK.

Oct. 12. A campaign was launched for the petition against the policy be signed by a million people by this date and is still under way.

Oct. 13. At the site of the former music hall in Hibiya, the street-stall operators' general meeting was held with 10,000 participants to raise their spirits.

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A fairly vigorous campaign against this policy has been put on stage as stated above but the individual dealers are rather quiet because there is a rather lengthy time left for them till the expiration of the elimination term. Though on Oct. 13, 1949, every political party sent their representative speakers to the street-stall owners' general meeting to encourage them, the administrative authorities do not take so much account for the political significance of this problem in view of the fact that there has been such a gap between the Communist Party and street-stall operators as emotionally made them irreconcilable each other and all other political parties except the Socialist Party seemed reluctant to be further concerned with this matter than sending their speakers to their general meeting on the day.

IV. The Present Conditions of Stalls Under Operation. The number of authorized stall-traders and practically operating stall-traders, is outlined as follows:

Number of places designated for stall-traders --- one hundred and sixty three (163).

Number of authorized stall-traders --- nine thousand nine hundred and eighty two (9,982).

Number of practically operating stall-traders --- 6,036 according to an investigation conducted by the ward offices (the number of authorized road occupants). 8,965 according to an investigation conducted by the police stations (the number of stall-traders on places other than roads).

Remarks: A discrepancy between the number calculated by the police stations and that by the ward offices arose from the fact that the ward offices on one hand summed up stall-traders authorized to pitch their stalls on the roads and the police stations on the other totalized now operating stall-traders authorized by the police station chiefs to pitch their stalls on places other than roads - for example the latter number includes those in the plazas in front of railway stations.

Besides the above-mentioned stall-traders, there are a number of unauthorized stall-keepers. It is said among concerned persons that the whole number of stall-traders may run up to about 20,000.

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Here go stall-traders' detailed usage of a few roads as a result of our investigation.

1. Ginza avenue.

This avenue has street-car aisles and a demarcation clearly drawn between road and footpaths. Stall-traders pitch their stalls on both of about 5.50 meters wide footpaths of this avenue, using about 1.50 meters wide part to the road-side. Thus their stalls stand stumbling-blocks in pedestrians' way.

2. Shinjuku avenue.

This thoroughfare has likewise street-car aisles and a division of car-way and sidewalks. Stall-traders do their business on both of about 3.50 meters wide sidewalks, using about 1.40 meters part respectively to the car-way side. Since this avenue is heavily-traffickated, their stalls block traffic to such an extent that pedestrians can not walk freely.

3. Asakusa streets.

Streets radiating from the Kannon-do (the temple of goddess of mercy) have no street-car tracks nor have divisions of car-ways and sidewalks. The streets are about 9 meters wide and lined with stalls which use about 1.40 meters wide parts of each street. These streets are less traffickated than the above-mentioned two avenues, so stalls do not block traffic so badly.

Besides the above three we find night snack-stalls which cater to light appetites and pitched on other streetcar-tracks-laid roads with divisions of car-ways and sidewalks, and they block traffic to the same extent as the afore-cited stalls.

One of the worst influences wrought by these stalls is to spoil the beauty of cities and towns. Along the sidewalks, stalls are huddled in a considerably long line to the car-way sides, so the stalls not only block pedestrians' free strolling, but also are a dangerous factor for pedestrians' crossing roads without giving them clear views from sidewalks to car-way.

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V. The progress of the measurements for the ban.

1. Tokyo Metropolitan Police Department:

- a. Since the police were instructed by Occupation authorities not to intervene in the wholesale ban till its completion, no special branch in charge of the ban exists in the department, though Police Department Chief squashed his signature on the ban notification to the stall-traders.
- b. Each stallage-license issued by police station chiefs since March this year has an expiration term of about one year, so a great number of stallage licenses which are valid till a long way after March, 1950 are in stall-traders' possession. To make the projected ban integral, the police headquarters instructed each police station to rewrite each stallage license as valid till the end of March, 1950, on the ground that road occupation license takes precedence of the stallage license. The headquarters presumes that the above-mentioned rewriting of stallage licenses has already been completed.

2. Tokyo Metropolitan Office.

- a. On the ground that this street-stall ban purports to be promoted by Tokyo Metropolitan Office, Road Section, Construction Bureau of Tokyo Metropolitan Office mainly tackles this eradication of street-stalls. As the office was prohibited from earmarking any fund for the ban, no special bureau for the ban has not been up in the office.
- b. Road occupation licenses which expire at the end of March, 1950, are rectified by Road Section so they may not be nullified by the end of March, 1950.
- c. Road Section is trying to find some open places for removal of street-stall traders.
- d. On the 25th of this month commission orders by Governor of Tokyo were handed over to district commissioners in capacity of agents for pending

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removal of stall-traders, in eleven wards out of twenty three wards in Tokyo.

Commission orders are to be extended to district commissioners in nine other wards. In the remaining three wards the selection of commissioners is now progressing. However, this movement for agency is still in such a cradle stage as the establishment of agency commissions has got under way.

T R A N S L A T I O N

26 December 1949

SUBJECT: Street Stalls Abolition Problem

FROM: Osaka Metropolitan Police

1. Gist

The release of his opinion about "The Street-Stalls Abolition and Removal Problem", by Chief Suzuki, Director of the Osaka Metropolitan Police Bureau, who came back from Tokyo recently after attending the All Japan Self-government Police Directors Council, created a great sensation. Needless to say, stall-keepers, every political party, and the press are seriously discussing this problem. The JCP especially, in order to take advantage of this problem for expansion of the party itself and for exploitation in the next election for members of the House of Councillors, took up the problem immediately, and began to try to make the stall-keepers join the party. On the other hand, the Democratic Party, members of the Municipal Assembly, and the Osaka Prefectural Union of the Socialist Party passed a resolution against this problem for political reasons. The stall-keepers unions, however, rejecting the obstinate offer of JCP assistance, decided to cope with it for themselves. They elected members of a committee among them in every district to organize a countermeasure deliberative committee, and turned their efforts to negotiation with the authorities concerned. Due to a favorable turn of circumstances, the street-stalls problem countermeasure deliberative committee was disorganized, and street-stall enterprisers unions were separately organized in three areas into which Osaka City was divided. At the same time, a cooperative union is going to be organized at the beginning of next year with the help of the Democratic Party and members of the Municipal Assembly. It is said that two or three councillors will be engaged to the cooperative union from those members. Every union in Osaka Prefecture desires earnestly to unite together. They are doing their best to make the problem favorable for them. It is expected that they will conduct activities under the guidance of the Democratic Party.

2. Trend of Street Stall Unions

The stall keepers unions organized the Osaka City Street Stalls Counter-Measure Deliberative Committee, which was studying legal and pertinent ways for improvement of business and negotiating with the authorities concerned. With some party help and businessmen's endeavors, an

Street Stalls Abolition Problem (cont.)

inaugural meeting of a cooperative union was held by 500 businessmen in the music hall at Yuhigaoka, Tennoji-ku, Osaka. This cooperative union is a single union consisting of three blocks (Shinsei, South and East) into which Osaka City is divided. Proceedings of the meeting are as listed below:

Chairman Masayoshi Maeyama, who is a chairman of the Street-Stall Counter Measure Deliberative Committee, made an inaugural speech.

Next, the following speakers were elected:

Shinsei District	--	Tokio Kosaka
South District	--	Sakae Shimamoto
East District	--	Shotaro Takaoka

The proceedings went so smoothly that all the plans were passed to leave to the Board of Directors. The meeting adjourned at 1630 hours after speeches by the representative of the Board of Directors and some guests.

The following staffs of each district were decided:

East District

Chairman of the Board of Directors	--	Shotaro Takaoka
Managing Director	--	Yasukichi Yoneda
Directors	--	Yonezo Yoneda and 20 other persons
Managers	--	Mitsuji Takamoto and Toshikazu Yamagishi

South District

Chairman of the Board of Directors	--	Sakae Shimamoto
Managing Director	--	Kazuyoshi Umemachi
Directors	--	Shozo Akasaka and 20 other persons
Managers	--	Tetsu Noma and Hisakichi Hirano

Shinsei District

Chairman of the Board of Directors	--	Masayoshi Maeyama
Managing Director	--	Haruichi Nakagawa
Directors	--	Tokio Kosaka and 20 other persons
Managers	--	Fukusaburo Matsushita and Matsutaro Matsumoto

Street Stalls Abolition Problem (cont.)

Five hundred attendants deliberated seriously on the questions and closed the meeting seriously. Members of the Democratic Party and of the municipal assembly, T. Shimizu, K. Shimizu, Kuroda, Hiyama, Yokoyama, Nagata and Kitayama; Hisaiichi Tadokoro of the Osaka Prefectural Union of the Democratic Party; and others attended this meeting; therefore this cooperative union's activities in the future will be considerably under the guidance of the Democratic Party.

3. Trend of Branches of the Former Unions

a. Every branch of the former unions also are for formation of the cooperative union. Some staffs worry about losing their old position and power, but on the whole, they agree to formation of the cooperative union.

b. The Konohana Stall-Keepers Union agree to formation of the cooperative union because they want equal distribution of profits and are against head office centralization and union bosses.

4. Trend of Political Parties

The Socialist and Democratic Parties made their attitude clear by issuing statement. They are very much interested in this problem of street stalls abolition, because they can take advantage of this problem in the next election for members of the House of Councillors. The Communist Party also began to try to make the stall keepers join their party. Each party was separately taking its activities from its own standpoint; however, since circumstances turned out to be favorable for the stall keepers, it seems that the parties' enthusiasm was dampened. Persisting in its fundamental policy, the staffs of the unions rejected JCP assistance; therefore the Communist Party lost the reason for struggle against the problem. The Democratic Party made its attitude against the problem clear, holding a round table conference and taking considerably remarkable action. It is attaining good results by giving powerful assistance to the businessmen who carried out a move against it by organizing the Street Stalls Counter-Measure Deliberative Committee, in order to make a new start as a cooperative union. The Socialist Party started activities in the Fukushima district, but due to the change in circumstances, became as lukewarm as the Democratic-Liberal Party and other parties.

a. Trend of the Communist Party

As to the Communist Party, the committee of the Sumiyoshi group agitated the businessmen, and the committee of the Northern Osaka

Street Stalls Abolition Problem (cont.)

group rallied shoeblacks, car ticket sellers and blackmarket newspaper boys. Some ten-odd of these people visited the Sonezaki Police Station to tell their request.

In the jurisdiction of the Fukushima Police Station, the Production Safeguard Union, Fukushima Branch, and the JCP Western Osaka District Committee together held a mass meeting of people in this district on 7 November to take up this problem. Yamanaka, a member of the municipal assembly made a speech against it and the Communists made an agitating speech to the businessmen. On the other hand, cells and members of the Production Safeguard Union of every district tried to expand the struggle and intervene in the affair, but their attempts resulted in failure because the staffs of the unions persisted in their fundamental policy and rejected their intervention. They are only watching for an opportunity for intervention.

b. Trend of the Democratic Party

The Democratic Party took conspicuous action with an opposite view, and gave solid assistance to the Street Stalls Counter-Measure Deliberative Committee to organize a cooperative union. It is now successful and plans to establish a federation of unions early next year, engaging two or three councillors of the party. It seems that the Democratic Party has taken the unions in its power.

c. Trend of the Socialist Party

By request of the prefectural union, the Fukushima Branch of the Socialist Party was prepared to carry out propaganda about this problem; however due to the change in circumstances, it seems that its enthusiasm was dampened. Minami, member of the municipal assembly, and Okama, chairman of the same assembly, took a leading part in the problem but did not take part in establishment of the cooperative union.

The Democratic-Liberal Party does not take positive action, but it keeps pace with the other parties.

5. Unions' attitude in regard to parties' activities

The unions at first persisted in its fundamental policy, "We will carefully a systematical action without this problem being made political capital of" and rejected completely assistance of the JCP.

Street Stalls Abolition Problem (cont.)

In the course of organization of the cooperative union and disorganization of the Street Stalls Counter-Measure Deliberative Committee, they threw away their persistence and received solid assistance from the Democratic Party, members of the municipal assembly. It is expected that they will do their best still under the guidance of Democratic Party members.

6. Future prospects

At this junction when issuance of the street stalls abolition order is near, the Street Keepers Cooperative Union will stage a more powerful and extensive move with the help of the Democratic Party, if the conditions of abolition are strict. In the meantime it is expected that the JCP, whose intervention in the affair was rejected, will cling to the discontented businessmen in the union to break the cooperative union and start again a struggle against the abolition of street stalls. It is going to be a problem of public peace. We cannot be optimistic about the future.

file
OKAY
7/26/50

28 Feb. 1950

TO : Mr. Fritz, PSD, GHQ
 FROM : Chief of Guard & Traffic Div., MPD
 : Director of Construction Bureau, Tokyo
 : Metropolitan Government
 SUBJECT: Requesting your kind consideration in connection with the removal of open-air stalls.

Prompted by your kind advice in August last year concerning the removal of open-air stalls from the roads of this city, and also in consideration of promoting traffic and public safety and fire-fighting facility and maintaining sanitation and good appearance of the city, we have decided on a policy to have such stalls on the public thoroughfares removed by the end of March of this year. The stall operators concerned have already been advised of it, and the quarters concerned are making efforts for the proposed removal.

At present, in the metropolitan area, there are, besides these stalls, many newspaper sellers, "Treasure Lottery" sellers and shoe-blacks crowding in front of the stations and on roadsides; and since they all occupy parts of the public thoroughfares, they might be considered as objects of the removal plan.

However, the newspaper seller who stands on the roadside only for short times in the morning and evening, selling the day's papers to the passers-by, is thought to be of no great hindrance to traffic, public safety nor fire-fighting activities. In addition, most of the newspapers read by the citizens are in fact sold them by these roadside newspaper sellers, who thus closely connected with the mission of newspapers to convey fresh informations and viewpoints to the people are generally considered both of value and necessity. Therefore we do not think it appropriate to look on them with the same regard with which sellers of other goods are to be viewed.

Again, the roadside sale of "Treasure Lottery" should also be considered different in nature from that of other goods, since it is not only of public nature as one of the national policies to secure the revenues of the Government or local autonomous bodies but also it occupies only very small areas of the thoroughfares for a certain limited period.

As for the roadside shoe-blacks, they apparently constitute eye-sores spoiling the good appearance of the city; but their frequent use by the Occupation personnel as well as by the citizens when there are no other facilities available for having their shoes cleaned make them a necessity for the city life.

As stated above, the roadside sales of newspapers and "Treasure Lottery" and the roadside operation of shoe-blacks have close connections with the national finance and the people's daily life; and not only do they constitute comparatively little hindrance to traffic and other activities but their continued existence is supported by the public opinion. Such being the reasons, we would like only to strictly supervise their methods of keeping stalls and business operation, in the light of the spirit of the proposed removal of open-air stalls, but hope to exclude them from

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the list of stalls to be removed under the current removal plan.

Your generous consideration and opinion are kindly requested in this connection.

B Hana

*Director of Guard & Traffic Bureau Bureau
M.P.D.*

For Kejiro Fukudama

Eiyo Ishikawa.

Director of Construction Bureau