

Supply—Fisheries

five feet to allow groups of fishermen to get together and build a dragger, which works on the same principle as the long liner, to a length of fifty-five feet or more, and that we grant the same subsidy. There are two applications before us now. One boat was started before the order in council was passed. These draggers are well known in the United States. A lot of them go fishing on the Grand Banks, and we feel that we should have our share of the fish caught by this method. They have also draggers on the west coast, where they are very successful, so much so that we shall have to come to an agreement with the United States probably to limit the number of fish caught.

The brief presented to us by the united fishermen says that they do not want the unrestricted use of trawlers, meaning that they do not want the trawlers to fish anywhere. We are going to see, through the system of granting a licence, that the trawlers fish far away from the shore.

Mr. HANSON (York-Sunbury): They never fished inshore.

Mr. BERTRAND (Laurier): They will have to fish at a certain distance from the shore which has not been defined because we have not yet granted any licences. We feel that these two kinds of boats, the dragger and the long liner, in which the fishermen can work more easily than in the dories, and furnish the purchaser with a continuous supply of fish, are going to be of great importance. That is the view of a good many fishermen. If they do not like the draggers they can go in long liners. The hon. member has been arguing in favour of the schooner, but we know that while the schooner is good, it cannot compete with the others because it cannot fish at any time of the year.

Mr. KINLEY: One fished for forty-eight weeks.

Mr. BERTRAND (Laurier): One did fish for forty-eight weeks, but there are thirty here and I see that some of them fished twenty-seven, twenty-four, fifty-one, twenty-four, forty-two, twenty, fifty weeks and three weeks.

Mr. KINLEY: These boats are carrying their own fish to the West Indies and they could not get transportation. Furthermore, they have been induced by the wartime shipping board to carry produce from the United States to the Caribbean sea ports, so that they are in other war business at the moment.

[Mr. E. Bertrand.]

Mr. BERTRAND (Laurier): But during the winter season, when the weather is rough on the banks, you see trawlers and draggers from the United States which are fishing and you hardly see any schooners, according to our reports.

Mr. KINLEY: Suppose I admit that for the purpose of argument only.

Mr. BERTRAND (Laurier): I am not through; I wish to finish. The hon. member said that the schooner is a profitable boat and that is true. Everyone knows that the shares are divided into sixty-four, and gentlemen may buy a share at \$300 or \$500—I do not know—and it brings a very large return to the shareholders. That is true; but it does not bring as large a return to the fishermen as the long liner will bring.

Mr. KINLEY: I hope that what the minister says is true.

Mr. BERTRAND (Laurier): The reason is that the latter will land much more fish so that the fisherman's share will be larger.

Mr. KINLEY: Suppose for the sake of argument we admit that the other is a superior machine—

Mr. BERTRAND (Laurier): Well, let us try it.

Mr. KINLEY: —why then does the minister want to subsidize our people out of business? It seems to me that by giving a subsidy to the long liner and the beam trawler he is admitting that they cannot survive without that assistance. For years I have heard about the efficiency of the beam trawler, and here, when we find fishing at its most profitable in the history of the industry, we have to subsidize with government money the building of beam trawlers. The minister says that the fishermen do not do so well in the fishing schooners. Well, let me tell him that the fishermen in Lunenburg do better in the fishing schooner there than fishermen in any other type of fishing vessels in the maritimes. As regards the beam trawlers, the minister will find that the men on them are not Canadians but many are Icelanders and Newfoundlanders, and they are good men. To argue that our fishing schooners should be out of business by reason of the fact that Newfoundlanders are coming to Nova Scotia to fish does not appeal to my reasoning. Let me tell the minister that many of the Lunenburg fishermen are to-day in the army, the navy, the air force and the merchant navy, the result being that we are denuded of men on the shores of Nova Scotia. The reason