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CANADA'S FISHING INDUSTRY

(By F. W. WALLACE in "The Journal of Commerce")

CHAPTER II Canadian Fishermen and Their Methods

Nearly one hundred thousand persons are engaged directly in Canada's fisheries. Of this number, about 65,000 men are employed on boats catching the fish and some 25,000 men and women work in the canneries and fish houses ashore. Indirectly engaged in the fishing industry there are a vast number of people catering to the needs of the men and the fleets. Sailmakers, ropemakers, vessel builders, coopers, teamsters, canners, oilskin manufacturers and many others gain a livelihood indirectly through the fisheries.

The vessels and boats employed in the industry amount to 36,170, of which 1,669 are schooners and tugs. Nearly 6,000 of the fishing boats are propelled by gasoline engines. Most of our fishing craft depend upon sail and oar, but the handy gasoline engine is fast becoming the popular mode of propulsion and a large business is done in supplying gasoline and oil for use in fishing boats.

In the offshore fisheries of the Atlantic, the handy and seaworthy two masted schooner is employed. These vessels range from 60 to 120 tons; are built upon yacht-like lines, and carry crews from twelve to twenty-six men—according to the method of fishing practised. The schooners who fit out for the fresh fishing are known as "shacklers," or market fishermen, and their trips are never of long duration, as the fish caught has to be preserved on ice. A "shacking" trip runs from seven to fifteen days. Other vessels fit out for haddocking, halibuting, and salt fishing. The haddockers make their berths upon the banks where the haddock is known to congregate and fish exclusively for them, and the same applies to the halibuters. In the case of the latter a stronger line and heavier hook is used, as the halibut is a fighting fish, and, unlike the cod and haddock, it will struggle to free itself even when hauled into the dory. The salt bankers make lengthy trips of from two to three months at sea, and the fish caught is salted on board. Another class of fisherman is the mackerel seiner-vessels which fit out exclusively for mackerel, which they capture by means of a seine net.

The methods of fishing employed upon the banks is either by handlines from the vessel itself, or from small boats called dories; or by means of long trawl lines from dories. Taking the handliners first. The crews of these craft fish over the side of the vessel when she is anchored or hove to upon the berth or bank with baited hand lines equipped with two hooks on each. The fish caught are hove into pens upon the vessel's decks, and as soon as a catch has been made by a man, he rebaits his line, and continues fishing until it is time to knock off. The fish caught are dressed down—that is, cleaned, gutted, and either salted or stewed upon ice in the hold. Dory handliners work the same way, only from dories instead of from the vessels. The trawlers work with tubs of baited trawl lines from dories (double or single). Each man rigs up three to four tubs of trawl gear, which consists of a line some 2,100 feet long, into which "gangings" or "snood lines" are hitched at intervals of 32 to 36 inches apart. Upon each ganging or snood is a hook, and to each tub of trawl there will be some 600 hooks. In the double trawl dories three or four of these tubs will be baited up and set at a time, which means that considerably over a mile of line and from 1,800 to 2,400 baited hooks will be "set" into the shoal waters of the bank. The trawls are anchored at each end so that they will lay along the bottom where the fish are feeding (fish are never caught on the surface or in very deep water), and when the lines have "set" long enough, they are hauled in and the fish caught are swung off into the pens fitted in the dory bottom. Two men go in each dory, and while one is hauling in the gear, the other is coiling it down in the tubs again. The schooner will remain hove-to in the vicinity of the dories and be ready to pick

them up in case of fog or sudden squalls. When the haul has been made, the dories are picked up by the vessel, and the catch is pitched into pens on the schooner's decks, and afterwards "dressed down" and either salted or stewed upon ice in the hold. Some vessels use only single dories, with one man in each and one to three tubs of gear, set one at a time. Mackerel seining is done by means of a large seine boat and a huge purse seine or net. When the mackerel is sighted "schooling" upon the surface of the water, the seine boat is launched from the vessel's deck, and paying out the seine net, the fish are surrounded by the meshes, and the bottom of the net is drawn up like a huge purse effectually imprisoning the fish. The schooner sails up, and the net is hauled alongside, while the fish caught are bailed out and either iced, or salted and barreled.

In the methods of fishing described above, the trawls are all hauled in by hand, but in halibut fishing the men in the dories bring the fish in by means of a small hand winch known as the "gurdy." Halibut is always carefully handled, as the flesh is so tender, and would show marks of rough usage immediately.

The halibut and cod fisheries of the Pacific are prosecuted in the same manner but the vessels are of a heavier build and equipped with auxiliary power—sail being of very little use in the sheltered and tortuous fishing grounds of the Pacific Coast. Steam vessels carrying a heavy type of dory, also engage in the halibut fishery. The halibut are also captured from steamers by means of "long line" trawls set from the vessel and hauled in by steam winch. This method dispenses with dories altogether.

Trawls and handlines are largely used by the boat fishermen of both the Atlantic and Pacific and the method of operation is exactly similar to that of the dory fishermen on the offshore schooners.

Gill nets, often a mile in length, are used extensively in the fisheries of the Great Lakes, and are set and hauled from steam tugs. Drag seines are also used in lakes and rivers where the shores are flat and smooth enough to permit of their use. The fish are encircled within the net and the whole seine hauled upon the beach.

The salmon fisheries of British Columbia are carried on with huge trap nets set across the mouths of the rivers and inlets where the salmon swarm during the spawning season. These traps are often two miles in length and cost as high as \$25,000. Cod, herring and mackerel are also caught in trap nets. In the high tidal basin of the Bay of Fundy and in many places on the Atlantic coast, weirs, formed of stakes interlaced basket fashion with brush and saplings and having an opening facing the flood tide, are used in the capture of herring and sardines. When the fish enter the weir at high water, the entrance is closed and the falling tide permits of the easy capture of the fish.

In the lobster fishery a form of trap made of laths, hoops and netting is used. A piece of bait is placed inside the trap ballasted with stones and sunk. A painted buoy with line attached marks the location of the trap. Upon the lobster grounds of the Atlantic coast many thousands of these lobster traps can be seen floating on the water. The fishermen haul their traps from sail, row and motor boats. For traps located a long way offshore steam tugs called smacks and well-boats are employed. The latter are so called because of the wells which they have in their holds for keeping the crustacean alive until marketed.

Hoop nets, dip nets, bag nets and scoop nets are largely used in the lake and river fisheries. Oysters are dragged from the beds by means of rakes and tongs while clams are dug for on the low water flats by a hoe-like implement.

Steam trawling, the great method of fishing in European waters, is not practised to any great extent in Canada. Two or three steam trawlers operate out of Atlantic and Pacific

ports but the bulk of our off-shore fishing craft are sail and motor using the method described above. In steam craft from 100 to 200 feet long, fitted with steam winches and capstans for hoisting and the "Otter" type of trawl is used. This trawl is like a huge net with two heavy wooden doors at either side of the mouth which keep it open and to which the trawl bridle is made fast. Arriving on the bank to be fished, the trawl net is lowered or "shot" into the sea, and the warps paid out until the net is well down and astern. When the gear has been paid out enough the warps are made fast to a towing barge and the trawler steams ahead at a speed regulated by the judgement of the skipper. After towing the trawl long enough, the engines are eased to "dead slow" and the warps holding the trawl net are hauled in by means of steam capstans or winches until the trawl net is alongside. Hauling it on deck, the bottom or "cod end" is opened and the fish caught are dropped into the deck pens, where they are "dressed down" similar to the operation in vogue upon the other vessels.

With the exception of a number of Japanese and Chinese employed in the fisheries of British Columbia, the fishermen of our country are almost wholly Canadian born—very few foreigners are to be found in the Canadian fishery compared with the Scandinavians, Italians and Portuguese in the fishing industry of the United States.

Good citizens, educated and intelligent, the Canadian fishermen are among the best of their class in the world, and as seamen, the men of the Atlantic and Pacific deep-sea fleets are unequalled for daring, hardiness and resourcefulness. The encouragement of the fisheries retains to the country a splendid breed of men, which, like the farming element, are the backbone of the nation and people we can ill afford to lose.

In fact, every effort should be made by the Canadian people to enlarge the industry and increase the number of men engaged in it. Every man, woman and child has it within their power to assist in this—the very best way of encouraging the industry is for each Canadian to see that fish forms a larger portion of his diet than has been the case in the past.

CORRECTING KITCHENER'S MANNERS

An incident that happened during the South African War is told as a good story concerning General Sir Horace Smith-Dorrien and "K. of K." A somewhat impolite order handed to Sir Horace an important dispatch from Lord Kitchener, and also delivered a verbal message in a manner that was rather brusque.

"Say that I will be ready in two hours," replied Sir Horace, "and the next time you speak to me say 'please!'"

When the orderly returned to Lord Kitchener, he recited the following: "General Sir Smith-Dorrien will be ready in two hours, Sir, and the next time you speak to him will you kindly say 'please!'"

CAN'T DO BOTH

Among Billy Sunday's Converts in an Eastern city was a stripling of a horse-jockey, a rider in the running races. At the close of the revival a conference was held in which all was not harmony. Several speeches were made pro and con, and the spirit of some of the participants was heated. Finally the little jockey was asked to express himself. He said: "Well, friends, I don't know much about religion, for I ain't had it long; but I know something about horses, and I've allers noticed that when they're kickin' they ain't pullin'."

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WITH ELEPHANTS IN CAMP

There can be no more fascinating domestic animal than the elephant. Compared with camels, in company of which I camped many years ago in the plains of Morocco, elephants are as scholars to clowns, and to watch one of them walking over difficult ground, the trunk a little curled so that the head of it just taps the earth to find security for the feet, the great ears flapping the flies from its massive neck, and the little eyes twinkling with that suggestion of humor inseparable from elephant physiognomy, is one of the most interesting sights of Indian travel.

It is, however, in camp that the tourist can watch these extraordinarily interesting creatures to best advantage. Here it is that he can see them at their evening meal, with the mahouts packing their rations of paddy in a plantain leaf or a bird's nest wrapping of grass and thrusting the bundle into the cavernous mouth as if they were posting a parcel; or, where bananas are plentiful, he can watch some old tuskier manfully eating his way through the heap that he has brought in from the jungle, hanging down on both flanks like May Day decorations on a village green.

Admirable—indeed, in some parts of India indispensable—as they are, there is no doubt that elephants are very uncertain-tempered and at times treacherous animals. Seen casually, their docility is amazing, and the way in which one will help the mahout up with his trunk and then salaam at the word of command suggests to the imperfect observer that better would not melt in its mouth. Yet the mahouts have many scars to show, and not a few eventually lose their lives, while a very knowledgeable superintendent of the pikhanna (i. e., elephant establishment) belonging to the Maharajah of Cooch Behar told me that, though he had had to do with elephants for years, he never went very near, and certainly never handled, them, leaving such intimate business to the mahouts.

The elephant in camp is seen at its best when enjoying its evening bath. While the mahout puffs and scrubs, the great animal lies luxuriously in the shallow water, rolling from side to side at the word and showing every sign of perfect enjoyment.

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I have mentioned the uncertainty of elephant temper. Kipling somewhere tells of an elephant who determined to return for his forgotten loves and no longer to sell his back for a meal of paddy; and there is, in fact, no more remarkable episode in the domestic history of the elephant than the suddenness with which one will sometimes return to the jungle throwing off in a moment the proud submission that it has yielded to its puny mahout for years. The Maharajah of Cooch Behar, on whose elephant I rode a short time ago, told me of a very curious instance in which a very favourite elephant of his father's suddenly and without warning took it into his head to "go jungle," refusing to let the mahout fix the chain about its ankles when the day's work was done, edging little by little towards the forest, then, when surrounded by the most powerful tuskiers in the establishment bolting incontinently through the ring and taking to the wild for good and all. As the value of a full grown working elephant may be placed at several hundred pounds, such sudden defection, however interesting it may be to the psychologist, is a matter of no little concern to the owner.—The Animal World.

Dogs live to 15 to 25 years, cattle 25 years, the horse 25 to 35 years, the eagle 30 years, the stag 35 to 40 years, heron, lion and bear 50 years each, the raven 80 years, elephant, turtle, parrot, pike and carp 100 years each.

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