

of cooperatives. Year after year the department has been providing certain amounts for the education of adult fishermen and these men have organized cooperatives in many places. I do not want to give the number of cooperatives because I might be wrong, but there is a large number. They have also organized credit unions. It is a very good policy that we intend to follow, and there is no doubt that after the war a larger amount should be granted for the purpose of helping the fishermen in that way.

As to the long liners, it is a boat similar to the boats used in the west for fishing for halibut. There is a long line, 300 fathoms long, which is set mechanically in the water, with hooks on it.

Mr. HANSON (York-Sunbury): A long trawl.

Mr. BERTRAND (Laurier): It is a long line. It has not a pocket-net like the dragger.

The schooners which the hon. member for Queens-Lunenburg speaks of have been very good boats and are still good fishing boats for salt fish at certain times of the year. They carry dories manned by two of the crew, and they are left on the sea fishing, while the mother ship goes elsewhere, perhaps seven to fourteen dories, according to the size of the ship. The hon. member knows very well that to-day it is very difficult to get fishermen for these dories because it is very hard work. The consequence has been that the boats have been diminishing in numbers since long before the war. I have the figures here. In 1920 there were 146 of these schooners, up to forty tons and over; in 1925, ninety-nine; in 1930, eighty-three; in 1935, fifty-three; in 1940, forty-nine; and in 1942, forty-four. Then of vessels between twenty and forty tons, and these are also schooners, there were in 1920, eighty-eight, and the numbers varied in the following years from seventy-one to seventy-three, eighty, eighty-five and seventy-seven.

Smaller boats between ten and twenty tons are not considered schooners, and their numbers have increased.

Now as to the number of fishermen, the number of fishermen, including those on the small boats, was in 1920, 5,568; in 1925, 4,473; in 1930, 3,948; in 1935, 3,526; in 1940, 4,112, and in 1942, 3,757. Those figures include the smaller boats between ten and twenty tons, the number of which rose to 750 in 1942. So that the schooners have been going down in numbers and the men employed have also been going down in numbers.

There is another aspect. These vessels have been obliged more and more to use Newfoundlanders.

Mr. KINLEY: What is wrong with that?

Mr. BERTRAND (Laurier): Will you please allow me to answer? There are certain circumstances that the hon. member did not mention. In 1926 the estimated crews numbered 1,840 men; in 1927, 1,660; and then it goes down to 320 in 1943, when sixteen vessels were operating. In that year there were 183 residents of Newfoundland among the fishermen, or fifty-seven per cent. I have here figures of the fish landed at Lunenburg and Halifax by vessels. Take first the *Fairmose*, which is the best boat according to this return. It landed 3,596,395 pounds of fish at Lunenburg on twenty-eight trips, or an average of 128,448 pounds per trip, and the vessel worked for forty-eight weeks.

Mr. HANSON (York-Sunbury): That is a good record.

Mr. BERTRAND (Laurier): A very good record. I have also figures for the draggers. The *Cape Agulhas* in 1941 landed 6,059,400 pounds.

Mr. KINLEY: She is a beam trawler.

Mr. BERTRAND (Laurier): It is the same principle. It landed 6,059,400 pounds in forty-eight trips, or almost double the amount landed by the *Fairmose*. The average days per trip were 7.6, which means that the vessel was out for almost fifty-two weeks in the year.

Mr. KINLEY: What did that boat cost?

Mr. BERTRAND (Laurier): It carries a smaller crew. There is one more man in the *Fairmose*. The trawler crew is twenty men and the schooner carries between fourteen and twenty-eight men. The *Fairmose* is a big boat and would have a crew of about twenty-eight.

Mr. KINLEY: About twenty-seven.

Mr. BERTRAND (Laurier): It might cost more, but it has been landing a great amount of fish.

Mr. HANSON (York-Sunbury): They are all under charter, as a matter of fact, from the other side.

Mr. BERTRAND (Laurier): We are also granting a certain amount of subsidy for these boats. But we found that in the east nobody was using the subsidy, and the fishermen have accordingly asked us to reduce our requirements as to the size of the boat. We had specified a minimum length of seventy-two feet. Now they ask us to reduce that to fifty-