

Fishing Industry—Beam Trawlers

Mr. KINLEY: They have plants at Lockeport and other places where they produce fresh fish.

Mr. ILSLEY: At Lockeport the business is fifteen per cent fresh unfrozen and eighty-five per cent fresh frozen; at Lunenburg, thirteen per cent fresh unfrozen and eighty-seven per cent fresh frozen; at Halifax, for the Maritime National Fish Company, 57.4 per cent fresh unfrozen and 40.6 per cent frozen.

Mr. KINLEY: What about Lunenburg?

Mr. ILSLEY: I have already given the figures for Lunenburg—thirteen per cent fresh unfrozen and eighty-seven per cent fresh frozen.

Mr. KINLEY: And Lockeport?

Mr. ILSLEY: I have given it. I must proceed with my speech if I am to finish. I have given those figures. The point is this. Companies such as the Lunenburg Sea Products, a most efficient company, which conducts its business at Lockeport and Lunenburg, although it does some at North Sydney, can operate with schooners because it is doing very largely a fresh frozen fish business. The character of the Maritime National Fish company's business is entirely different.

I want to show the trend of the business during the past few years, and the proportion of these ground fish supplied by the trawlers. In 1934 the total catch in Nova Scotia was 161,110,000 pounds. By 1937 the total had risen to 181,574,000 pounds.

The trawler catch in 1934 was 17,972,000 pounds, and in 1937 that had increased to 18,057,000 pounds.

The catch by offshore schooners in 1934 was 23,132,000 pounds, which by 1937 had increased to 76,870,000 pounds.

The catch of the inshore fishermen in 1934 was 120,005,600 pounds, and by 1937 that had decreased to 86,646,000 pounds.

That is, there was in those four years a 12.7 per cent increase in production, of which increase four-tenths of one per cent was on account of the production by trawlers, and there was an increase of 232.3 per cent in production by schooners and a decrease of 27.8 per cent in the catch of the inshore fishermen. So the business of the inshore fishermen has not been taken away by increase in trawler production of fish but by the 232 per cent increase in schooner production.

Mr. KINLEY: There is an innovation since the earlier years, namely the diesel engine schooner.

[Mr. Ilsley.]

Mr. ILSLEY: The price spreads committee report was in 1934 and that dealt with the schooners. The proportion of total catch on account of trawlers was as follows:

	Trawler catch, Percentage	
	All Atlantic coast Per cent	Nova Scotia Per cent
1930.. .. .	12.3	17.3
1931.. .. .	11.9	17.1
1932.. .. .	11.3	17.4
1933.. .. .	8.9	14.5
1934.. .. .	7.4	11.1
1935.. .. .	8.9	13.2
1936.. .. .	7.5	10.7
1937.. .. .	7.3	9.9

For 1938 I think the proportion landed in Nova Scotia by trawlers was about ten per cent.

Mr. ISNOR: It was 9.96 per cent.

Mr. ILSLEY: It is admitted, I think, by everyone that for supplying the fresh fish market in the winter, next to the trawlers the best method is the Lunenburg schooners. The hon. member for Queens-Lunenburg will say that they are the best method, but even the closest friends of the trawlers would admit that the Lunenburg schooners are the next best. It must be realized that there are no inshore fisheries at Halifax to amount to anything; a few fishermen are along the coast outside Halifax, but anyone carrying on a fresh fish business at Halifax has to rely on fish from the banks in the north Atlantic, and the only way to get fresh fish from there is by trawlers or schooners.

Mr. STEVENS: Can they not get fresh fish along the east coast?

Mr. MICHAUD: It is no longer fresh when it gets to Halifax.

Mr. STEVENS: Why did this Maritime National Fish company, with which the minister is very familiar, buy and close up the plant on the strait of Canso where they used to get a supply of shore fish?

Mr. ILSLEY: I do not know anything about that. And if the hon. member, when he uses the words "with which the minister is very familiar," is intimating that I have any brief for the Maritime National Fish company he is very much mistaken.

Mr. STEVENS: I simply say the minister is obviously very familiar with the operations of the Maritime National Fish company.

Mr. ILSLEY: Not at all. I will come to that if I can. I want to follow out what I was saying. There is no doubt, everyone has always admitted, that if the trawlers were discontinued their place would be taken by the