

Storage Facilities for Fish

facilities. If the government were to assess the situation and then set about to install cold storage and other facilities, there are a large number of species of fish in the waters around our shores that could be economically exploited to the advantage of fishermen who depend on fisheries for their livelihood.

That is why I am proud to support the resolution of my colleague. I feel that if cold storage and other facilities were provided, fishermen would be encouraged to develop other species of fish. I can think of several species off the shores of my riding, such as shrimp, that are there in abundance but are not being properly exploited because of lack of proper facilities and wherewithal on the part of fishermen which would enable them to develop economically that aspect of the fishing industry.

Obviously, there is also need for other facilities. I realize the the motion deals primarily with cold storage facilities, but other facilities are also badly needed. I refer to haul-out facilities for people with boats, slipways to make it easy for fishermen to pull in their boats from the ocean in periods of rough weather, breakwaters, wharves, mechanical hoists on wharves, harbour facilities, dredging, cold storage facilities and additional bait storage facilities. These facilities are badly needed in the Atlantic area and in Newfoundland to enable fishermen to ply their trade and increase their income which in many cases is below the poverty line.

I do not intend to take up any more time of the House because I know other hon. members want to take part in the debate, and I am sure the House will want to vote on the resolution before we adjourn. I strongly urge the House to approve the resolution of my colleague, because it means so much to a large number of Canadians who are struggling to make a living and are not given too much encouragement to stay in the fishing industry so far as assistance by the federal government is concerned.

[Translation]

Mr. Albert Béchard (Parliamentary Secretary to Minister of Justice): Mr. Speaker, first of all I wish to thank the hon. member for Humber-St. George's-St. Barbe (Mr. Marshall) who has provided us, this afternoon, with the opportunity of dealing with a subject that is of vital interest to Canadians who depend on fisheries for their livelihood. Such opportunities are only offered during the throne speech debate and the budget debate.

It can readily be seen, Mr. Speaker, that such a debate is of the highest interest to me because of the population pattern in my riding and its geographic location. In fact, the people of Bonaventure—which includes since 1968 the Magdalen Islands—rely heavily on fishing for their livelihood. However, I should say in all honesty that the Magdalen Islands are more closely related to this industry than other parts of my riding. This is why my comments, though motivated in part by what I would call the continental part of the Bonaventure-Magdalen Islands riding, will stress mostly the importance of harbour, storage, cold storage and other facilities for the people of the Magdalen Islands.

• (4:10 p.m.)

I think it is important to point out that the jurisdiction over fisheries in the province of Quebec is shared by both

[Mr. Carter.]

levels of government but a great deal of administrative and other decisions are taken by the authorities of the province of Quebec, the federal government having nothing to do with them. However, I think that co-operation between the two levels of government has always been honest and sustained. The fact remains that the Canadian government is taking positive and beneficial steps for the Quebec fishermen. It does so very successfully, and even more for those who earn their living from that occupation, at sea, at the factory and in business.

Hon. members, particularly those from the province of Quebec, will recall that in the early 1960's under ARDA, which was passed by the Canadian government, an economic study financed by both federal and provincial governments was undertaken by the government of the province of Quebec in the pilot area of the lower St. Lawrence, of the Gaspé region and the Magdalen Islands.

The organization responsible for that study was the Bureau d'aménagement de l'Est du Québec known as BAEQ. The study was to determine the economic possibilities of the pilot area in various sectors: industry, agriculture, fisheries, culture, etc., in order to raise the economic standard of that area and indirectly to improve the well-being of the population because the economy was progressing at a much slower pace than anywhere else in the province of Quebec and in Canada.

Following that long and costly study, a voluminous report was submitted in 1966 by the BAEQ study group to both governments, particularly to the government that had established it, namely the government of the province of Quebec. The Quebec government and the federal government followed up this report with the signature, in May 1968, of an agreement on the development of the pilot area making available to it the amount of \$268 million, \$212 million of which was provided by the federal government.

Everyone knows the problems that we faced in the implementation of that program. Among other things, it provided for the centralization of endeavours in many sectors in order, as it was said, to ensure more efficiency, better organization and higher production, as well as a higher revenue for those involved in the various industrial sectors of the pilot area.

For my part, I agree with the approach set forth in the BAEQ report. In fact, Mr. Speaker, such a policy, if well implemented, cannot but benefit those directly concerned, in this instance, the fishermen.

Of course, governments cannot do more than allows the budget voted by Parliament. Now, in the past, because of the large number of wharves and seaports—and this was easy to understand considering the means of transportation available to fishermen—the government had to rely on its yearly appropriations to make repairs or improvements in many places, in order to maintain good harbour facilities for the benefit of fishermen. But because of that sprinkling of public funds here and there the fishermen did not always have the necessary facilities.

That is why nowadays, considering the new transportation means, it seems normal to wish to centralize such harbour facilities so as to provide fishermen with the fishing wharves and ramps they need, where their boats will always be safe even in bad weather.