

In 1946, for example, a 55 or 60 foot dragger could be built for \$23,000. In 1953 the cost had gone up to \$39,000. In 1955 it cost \$46,000 and in 1957, although the boats were extended by four or five feet, the cost had gone up to \$53,000 in New Brunswick and up to \$65,000 in Nova Scotia.

Now, during the same period in 1946 to 1948 the subsidy of \$165 per gross ton amounted to about 25 per cent of the vessel. In 1955 this cost was down to 18 per cent and in 1957 it only represented from 14 to 16 per cent of the cost.

As those figures which I have just quoted will show, the price for construction of a dragger equipped with modern equipment has practically doubled in the last ten or twelve years.

The same subsidy of \$165 had also applied to the construction of long liners, certain types of long liners built under that plan. Now, in 1956 the subsidy, we will see by these figures that the picture is a little different. In 1950 the subsidy amounted to about 25 per cent of a cost of a long liner, in 1952 it went up to 30 per cent of the cost and in 1955 in the province of Quebec, for example, it represented 23 per cent, while in New Brunswick it was only 20 per cent. In New Brunswick for the same year 1955 it was 23 per cent, which will show that the cost of long liners has not gone up in proportion with that of draggers and in view of the use which has been made of this program and as it only represents, I would say, a small amount per year even this figure of \$350,000 I doubt—and I would like Mr. Clark to give us a list of the subsidies for the last three or four years—I doubt if it has ever reached this amount and in view of what I have just mentioned I would ask the minister and the government to give very serious consideration to increasing the subsidy to \$265 per gross ton instead of \$165 and by doing this we will maintain the proportion we had when the program was instituted in 1946 and 1948 and I would certainly place that with the department for their consideration.

Mr. MACLEAN (*Queens*): Thank you, Mr. Robichaud. I might say that this is not quite the first time that similar representations have been made to the department. It is receiving serious consideration and the facts of the matter are that costs of construction are going up and have been going up very rapidly.

The main problem, of course, is one of cost. It is pretty well purely a financial question as to how much money a government is justified in subsidizing a particular type of operation in one part of the country because there have been not only demands for an increased rate but demands for a much wider application and demands for an increase in the range of equipment and if one were to satisfy all these demands it would increase the whole cost several times. But nevertheless I do appreciate the very sound point that has been made in this regard.

Mr. CROUSE: Mr. Chairman, apropos of what has been said, there are many mixed feelings on this matter of increased subsidy and in discussing the item with some of the fish buyers they have raised the point that if we in Canada increase subsidies we must still sell 70 per cent of our catch to the United States and there will be a hue and cry raised to increase the tariff on our fish which are sold in the United States.

We already heard read by Mr. Robichaud a statement of which I have a copy here of action which is contemplated in Washington at the present time to provide a \$43 million program and if we increase our subsidy we will get the American fishermen going to their government asking for a further increase and it is the case of which government has the most money and finally instead of the fisheries being the home of the fisherman it will be up here in the hands of the government.