

use of trawlers. I know the minister will say that the fishing schooners of to-day can supply the market. I say they cannot, because they are affected by weather conditions. The fishing schooners of to-day are the same class of vessels which we had fifteen years ago. We had fishing schooners operating out of Nova Scotia for many years, but they could not supply the market for fresh fish, for the simple reason that they were unable to maintain a steady supply. There would be weeks during the fall and winter months when gales of wind would prevent the landing of any fish, consequently the Canadian market could not depend on a regular supply of this important commodity, and to meet the demand importations were made from the United States. Do we want to revert to that situation? I do not think so. Last winter, it is true, a number of schooners operated out of Halifax, Lunenburg, and Liverpool, but there were times when the demand could not be supplied. There was either a feast or a famine; there was a full supply in fine weather and in stormy weather there was none. If we reverted to this style of fishing we would be confronted with the same difficulty.

What would our friends in the western provinces do if we put on a tax on all the wheat they harvested with the aid of the new combine machine? That machine does away with the necessity for hundreds of labourers. What would happen if this government told the western harvesters that they could not operate by these new methods, but must go back to the methods in vogue many years ago? How would they consider a proposal of that kind? Yet that is practically what this government is doing in connection with the trawlers. When any new invention has been put on the market the use of which would favourably affect the fishing industry, we have been confronted with the same condition. Years ago we used the hand line, and when we discarded the old method there were objections raised. In 1875 the fishery officer for Nova Scotia reported, as contained in the report of the Commissioner of Fisheries to the minister, as follows:

The short yield of cod may be accounted for as follows: this fishing is pursued around the shores of Nova Scotia entirely in open boats which can only remain on the fishing grounds during comparatively smooth weather, and as winds this year were continuous and heavy during the fishing season, little was done in shore fishing.

I would also beg to call your attention to what overseer Ross says with reference to trawl fishing. I have no personal knowledge of this mode of fishing, but wherever practised it is generally considered injurious to the fisheries for reasons stated by Mr. Ross.

This statement here made has reference to the time we used the hand line. The present system was adopted in 1875, and it was thought that it would ruin the fisheries. To continue reading:

After a very careful investigation of the subject I have come to the conclusion that it is a very great injury to the fisheries of our coast, for the following reasons, namely, trawls are set on Saturday and left so during Sunday; many fish disengage themselves from the trawls, and in several instances are so cut and mangled as to die in the water. Another evil from the result of trawl fishing is the practice of cleaning the fish taken wherever the trawls are set. Some of the oldest fishermen in this country tell me that the codfish spawn in these bays and along these shores. If this is true, and I have no reason to doubt it, the sooner that mode of fishing be abolished the better for our country because it is not the people of our province that derive the most benefit from trawl fishing, but the Americans. Just imagine a fleet of forty vessels, fitted out with five trawls each, and five or six hundred hooks on each trawl; how quick they will sweep the fishing grounds of all kinds.

That is what the fishermen thought away back in 1875. Then in 1910 the steam trawler was introduced, and it has been used in the fish industries of every country. To-day we are faced with the same complaint which was lodged in 1875, except that in this instance it is levelled against the steam trawler, and it is suggested that this particular vessel is going to ruin the fishing industry. The fact of the matter is that the industry requires markets. If we had a wider market for our fish, and if the department would give a little more attention to the marketing of our fish rather than passing legislation such as this, our industry would profit to a greater extent than it has in the past. If the department had put forth efforts to find new markets there would have been no difficulties in the province of Nova Scotia regarding the use of the trawler. The reason the contention with regard to trawlers arose is that in 1927 conditions were very bad in the fish markets of the country. Prices were very low, and the fishermen thought they were not getting adequate prices for their catch. That was not because of the trawler, which had nothing to do with it; it was because of the condition of the market, and if you and your department had expended a little more effort in securing markets rather than in passing legislation such as this it would have been very much more in the interests of the fishing industry. The trouble with the department is that you are endeavouring to develop the fishing industry by legislation and by bolstering it up with subsidies, when what is required is good, com-