

and approves plans and specifications of the many types and classes of fishing vessels financed by the Board.

Since the Board's inception, it has granted 2,827 loans to New Brunswick fishermen for a total of over \$44.1 million. Outstanding loans amounted to \$19.6 million at the end of March 1974. Loans are repayable within five to eight years on most small in-shore fishing vessels. Repayment schedules on large trawlers may extend to 15 years based on the gross proceeds of the catch. Others are on a 15-year annual instalment contract. Most of the new fishing vessels being built for fishermen and processing firms in the province are financed by the Board. The Board acts as agent for Environment Canada's financial assistance program which makes funds available to owners of new fishing vessels not eligible for the shipbuilding subsidy granted by the Department of Industry, Trade and Commerce.

Sport fishing contributes substantially to the economy of the province. Great Atlantic salmon rivers like the Miramichi, the Restigouche and the Saint John are known around the world for their prolific production of this majestic game fish and attract many thousands of tourists to the province each year. Anglers catch as many as 50,000 salmon a year in the Miramichi system alone. Many other species are also sought by both residents and non-residents in the hundreds of streams, rivers and lakes of the province.

**Quebec.** In 1974 Quebec fishermen landed 117 million lb. of fish and shellfish in the vast reservoir formed by the St. Lawrence River, gulf and estuary. The landed value to the fishermen was \$13.5 million and the market value of the produce reached \$30 million, compared with \$17 million five years earlier.

The industry is very important to the economy of the Magdalen Islands, the lower North Shore and the Gaspé peninsula. There are about 5,000 commercial fishermen, including 500 full-time coastal fishermen, 700 sea-going helpers and 600 officers and crew operating the seiners, long-liners and draggers. Thirty processing plants employ about 1,700 workers (seasonally adjusted). Fishermen and shipowners build and repair their fishing vessels within the region, thus giving employment to shipyards. Local labour is also used for building and maintaining the various marine installations necessary for docking, safety and discharge of cargo, for operating ice-making plants, and in freezer and storage operations.

In 1974 redfish (34.3%), cod (28.0%) and herring (15.2%) made up 77.5% of the total catch. In terms of value, the proportions were: cod 32.0%, lobster 17.4%, redfish 14.4% and shrimp 9.9%.

The Quebec sea-going fishing fleet includes 150 wooden or steel-hulled vessels of between 15 and 450 net registered tons; 3,355 craft of all types are engaged in the coastal fishery. The government has tried to modernize the ocean-going fleet through grants and construction loans for the building of a 132-ft steel seiner and prototype 65-ft container-seiner also steel-hulled, as well as seven wooden long-liners and draggers.

Government aid to the commercial fishery consists of loans for building or refitting of vessels, grants toward acquisition of coastal craft and fishing gear, and a wide range of technical assistance. The Commercial Fisheries Branch allocated \$1.2 million during the year in grants for boat-building, the purchase of fishing gear, collection of catch from coastal fishermen, land-based teams, marketing assistance and marine insurance. Interest-free loans amounting to \$2.2 million were approved for construction and repair of fishing vessels.

The main objectives of the Commercial Fisheries Branch under the Canada-Quebec Agreement of 1968 (renegotiated in 1971) were a more efficient use of funds from the private as well as government sectors and concentration of fisheries in centres with well-equipped port facilities. Under the terms of the initial Agreement, \$4.8 million was budgeted for infrastructure related to ocean-going fisheries, and this amount was increased to \$10 million in the Agreement as renewed. The program is expected to reach its full rate of growth in 1975.

In the Gaspé region, five production centres have been set aside, three of which will be developed as industrial fisheries complexes at Rivière-au-Renard, Paspébiac and Grande-Rivière for specialized production, with secondary production centres at Newport and Sandy Beach. In the Magdalen Islands, three centres have been set aside—an industrial complex at Cap-aux-Meules and secondary production centres at Havre-Aubert and Grande Entrée. Landing points will supplement these centres, providing coastal fishermen with unloading and storage facilities. They will not have processing plants on site but will be linked by a fish transportation system to the nearest production centres. The Commercial Fisheries Branch