

Loans are repayable within two to 25 years, depending on their type. For large steel trawlers the maximum repayment period is 25 years; for wooden ones, 20 years. Most new vessels built for fishermen and fish processing firms are financed by the provincial fisheries department.

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 each year. Anglers catch as many as 50,000 salmon a year in the Miramichi system alone. Many other species are sought by both residents and non-residents in hundreds of streams, rivers and lakes. Tuna sport fishing has become an interesting venture for tourists in northeastern New Brunswick.

Quebec. In 1976 Quebec fishermen landed 28 million kilograms of fish and shellfish in the vast reservoir formed by the St. Lawrence River, gulf and estuary. The landed value to the fishermen was \$28.8 million and the market value of the produce was \$39.9 million.

The fishing industry is of prime importance on a regional basis. It is the backbone of the economy of the Magdalen Islands and the lower North Shore and is a major activity in the Gaspé peninsula. Overall there are 6,460 commercial fishermen, including full-time coastal fishermen, sea-going helpers and officers and crew operating the seiners, long-liners and draggers. Some 30 processing plants employ about 1,300 workers. In this sector, commercial fishing has a multiplier effect on employment and incomes. 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 1976 cod (37.8%), redfish (18.2%) and herring (11.9%) made up 67.9% of the total catch. In terms of value, the proportions were: cod 30.8%, lobster 20.1%, shrimp 11.4% and redfish 6.0%.

The Quebec sea-going fishing fleet includes wooden or steel-hulled vessels of between 15 and 450 net registered tons; 3,728 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 building a 40 m steel seiner and prototype 20 m container-seiner also steel-hulled, as well as seven wooden long-liners and draggers.

The commercial fisheries branch allocated 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 were approved for construction and repair of fishing vessels.

A main objective of the marine fisheries branch under the Canada-Quebec Agreement of 1968 (renegotiated in 1971) was 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 facilities related to ocean-going fisheries, and this amount was increased to \$10 million in the agreement as renewed. The program was to be completed by 1975 but due to increased costs it became necessary to make a supplementary agreement concerning the industrial base structure in the amount of \$14 million to be spread over the 1974-78 period to continue work already begun.

When this work in the Gaspé region is completed, five production centres will have been set aside, three to be developed as industrial fisheries complexes at Rivière-au-Renard, Paspébiac and Grande-Rivière, the latter a limited production centre with secondary centres at Newport and Sandy Beach. In the Magdalen Islands, two centres have been set aside — an industrial complex at Cap-aux-Meules and a secondary centre at Havre-Aubert. Landing points will provide 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 marine fisheries branch hopes to have landing points completed at Gascons and Les Méchins in the Gaspé region and Millerand and Étang-du-Nord in the Magdalen Islands before the present agreement expires. Other auxiliary landing points will be maintained to serve the needs of many coastal fishermen.