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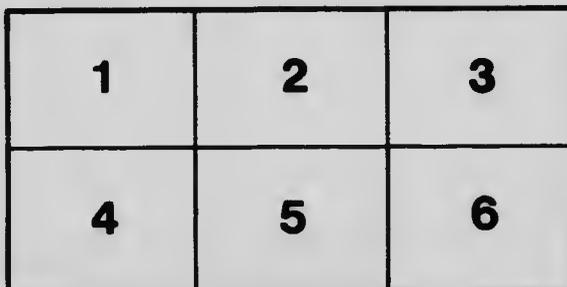
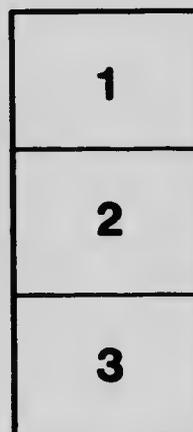
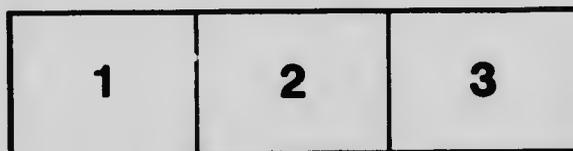
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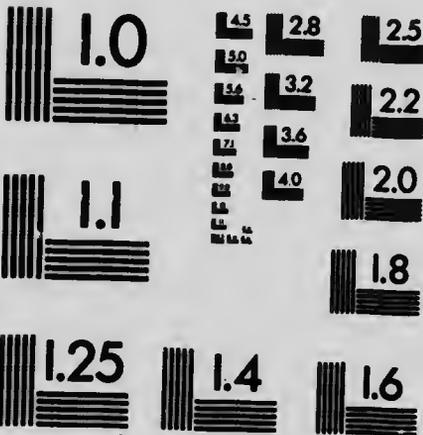
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ADDRESS

BY

Hon. J. D. Hazen, K.C., LL.D., M.P.,

MINISTER OF MARINE AND FISHERIES AND MINISTER
OF THE NAVAL SERVICE.

DELIVERED AT THE LUNCHEON
OF THE DIRECTORS OF THE CANADIAN NATIONAL
EXHIBITION, TORONTO, ON
" FISHERIES DAY," SEPTEMBER 3rd, 1915

ADDRESS

BY

Hon. J. D. HAZEN, K.C., LL.D., M.P.,
Minister of Marine and Fisheries and Minister
of the Naval Service

Delivered at the Luncheon of the Directors
of the Canadian National Exhibition,
Toronto, on "Fisheries Day,"
Sept. 3rd, 1915

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MR. PRESIDENT AND GENTLEMEN:

I congratulate you upon the success of the Toronto Exhibition, an event which has come to be regarded with greater interest from year to year, and in spite of the upheaval caused by the greatest war of all ages, I am glad to find that you are still doing business at the old stand, "as usual"—only more so.

It is peculiarly gratifying at the present time to know that business conditions in Canada, as compared with those in nearly all other countries in the world, are in a satisfactory condition. In conversation with gentlemen prominent in the business world of Ontario, here to-day, I have been informed that there has been a marked improvement during the past three months, and that there is no cause for despondency or even for alarm so far as business conditions in the province of Ontario are concerned.

Speaking of that portion of the Dominion with which I am most familiar, I may say that in the province of New Brunswick, and the Maritime Provinces generally, conditions since the outbreak

of the war have been practically normal. Never in the history of our province was so high a price paid for the deals which are annually shipped from New Brunswick to the English markets and which make up one of our staple industries. Our farmers have received good prices for their products, and this year will be blessed with bountiful harvests, and the same is true of our fisheries on nearly all parts of the Atlantic coast. On the other hand, in our Western Provinces there is now being garnered the greatest grain crop in Canada's history. When I was down in Gaspé the other day, investigating fishing conditions at first hand I was informed that the catch of codfish during the present year was unprecedented, and some of the fishermen attributed this to the disturbance caused by the submarines in the North Sea. I give you this reason for such consideration as you think it is worth, saying at the same time it is probably as good as reasons given by men of more scientific training from time to time with respect to the changed conditions that take place in the number of fish that seek our shores from year to year.

Three years ago the Department of which I am the head determined to make an exhibition of the fishery wealth of Canada at this Exhibition, for the purpose of demonstrating to those from the inland

part of the Dominion, who in tens of thousands come to visit you, the possibilities possessed by the Canadian fisheries and the advantages which are offered by the use of fish as a food. So successful was the Exhibition in 1913 that we repeated it again last year, and on both occasions the Directors were pleased to award us a gold medal. This year we decided to carry the matter still further and established on the grounds a restaurant at which a substantial fish dinner can be obtained for the sum of 25 cents. During the few days that the Fair has been open, the success of this restaurant has been fully established. Yesterday about 1,600 meals were served at it and when I visited it a short time ago it was crowded with people. The fish served are from the Atlantic and the Pacific and Great Lakes, and I hope and believe that the result of this object lesson will be to largely increase the sale of fish in Ontario and the interior of Canada. (It is understood that on the day following the speech over 5,000 dinners were served in the restaurant.)

I might say that the members of the Executive of the Canadian Fisheries Association which meet here to-day are delighted with its success, and men engaged in the fishing trade in your city have informed me this morning that their business has

been very largely increased as a result of the exhibition made during the past two years.

I have not come here however for the purpose of making a general speech but of dealing particularly with the question of the extension and growth of the fisheries. I must therefore come down to my text at once.

HISTORY.

The history of the Canadian Fisheries is full of interest and adventure. Indeed in it, in a large measure, bound up the early history of the northern portion of this continent.

Fishing may properly be classed amongst the ancient and honourable callings. It was a comparatively old means of earning a livelihood in the days of Our Saviour, and it was from amongst the fishermen that He drew His most illustrious Disciples. At that time the gill-net and drag-seine were used in a considerable way to supply fish to the inhabitants of the towns and cities of the Holy Land lying around and in the vicinity of the lakes.

There seems to be no record of when nets were first used, and there may be something in the opinion that it was the spider's web that first suggested to reasoning man the idea of capturing fish in a similar contrivance.

No doubt the earliest fishing ventures were confined to the lakes and rivers, and it was only as the demand for fish increased and the supplies in these waters were not adequate to meet the need, that fishermen began to venture forth to sea.

In the early days, owing to lack of proper transportation facilities, it was impossible to supply fresh fish to the markets at any considerable distance from the coasts. Hence the necessity for curing arose.

The fact that the codfish dried in the sun and air, makes a palatable and nourishing food that can be sent any distance from the sea-coast, was early learned, and almost immediately following the acquiring of this knowledge, boats began to venture farther seaward in search of fish.

As early as the 12th Century, the hardy Basque (from the Bay of Biscay) and Norse fishermen were faring forth in their small unwieldy boats as far as Iceland, and it is claimed by some historians that even before the discovery of this continent by Columbus, these fishermen had visited the coasts of what are now known as Newfoundland and the Gulf of St. Lawrence, and English fishermen soon followed their lead. In any event, in the 14th Century, English fishermen had come as far westward as Iceland, and following the discovery of the North American coast by the Cabots, they, almost immedi-

ately, extended their operations to the shores of what are now known as Newfoundland, the Maritime Provinces and the State of Maine. In these early days, foreigners called these countries by the generic name "Baccalaos"—the land of dried codfish.

Indeed, it may be said that the first and chief result of the discovery of North America, was the immediate establishment of a great fishery.

"In all ages of the World, the fishery has been the mother of commerce and the parent of navigation, and it was the cod fishery, first pursued at Iceland and later on the coasts of North America, that made English sailors, and that made Britain a great maritime power. DeWitt says that 'The navy of England became formidable by the discovery of the inexhaustibly rich fishing banks of Newfoundland.'"

EXTENT AND VALUE OF THE FISHERIES.

Canada is blessed with an inexhaustible fish supply. Indeed, our fisheries are the most extensive in the world. In addition to such famous fishing banks as the Georges, Roseway, Lahave, Banquero, Misaine, Sable Island, the Grand Banks, and many others adjacent to our Atlantic coast, we have on that seaboard, without taking into account the smaller bays and coves, about five thousand miles of seaboard,

practically every mile of which is stocked with excellent food fish, and the whole length of it is dotted with harbours and coves from which the fishermen can carry on their calling with comparative ease and safety. Off the Pacific coast we have by far the richest and largest halibut fishery in world. The deep seas there are also stocked with many other excellent varieties of food fish, and along the shore line there are over seven thousand miles of coast waters into which flow such large glacier-fed rivers as the Fraser, Skeena, Naas and others, up which every year swarm countless thousands of five different varieties of salmon.

In addition to our sea fisheries, we have over 220,000 square miles of fresh waters, most of which are abundantly stocked with excellent fish, the supply of which is being kept up by our hatcheries.

The annual value of the fisheries now runs from about \$31,000,000 to about \$34,000,000, depending on the extent of the salmon run to the Pacific rivers. In the Fraser river, there is a big run every four years, and in the three succeeding years the run to that river is on a sliding scale.

The approximate total marketed value of all kinds of fish, fish products and marine animals taken by Canadian fishermen from the sea and inland rivers and lakes during the fiscal year ended March 31,

1915, amounted to \$31,057,550. The value of the fisheries of each province being as follows:—

British Columbia.. . . .	\$11,487,312
Nova Scotia.. . . .	7,730,191
New Brunswick.. . . .	4,940,083
Ontario.. . . .	2,600,000
Quebec.. . . .	1,924,430
Prince Edward Island.. . . .	1,261,666
Manitoba.. . . .	825,417
Saskatchewan.. . . .	132,017
Alberta.. . . .	86,659
Yukon.. . . .	69,775

Of this amount the sea fisheries contributed \$27,170,483 and the inland fisheries \$3,887,067.

The fishing industry now gives employment to almost 94,000 people, over 84,000 of these being engaged in the sea fisheries.

To carry on the fisheries, 282 steam vessels, 1,236 sailing and gasoline vessels, 431 carrying smacks and 38,058 boats are employed. Of the boats, 9,261 are now fitted with gasoline engines.

There is now invested in fishing gear, vessels, etc., about \$24,500,000, over \$22,000,000 being invested in the sea fisheries.

While the fisheries are now one of the industries of first importance to the country, their present value

and importance are merely an index of what they can and will be made in the next few years.

LACK OF PROGRESS IN THE EASTERN FISHERIES AND
DAWNING OF A NEW DAY.

While it is true that the fisheries are now worth from \$31,000,000 to \$34,000,000 annually, and not so many years ago their value was less than \$20,000,000, the fact remains that this increase is practically altogether due to the phenomenal development of the salmon and halibut fisheries of the Pacific coast and of the fresh-water fisheries.

Now, what is the cause of this non-progression in the Atlantic fisheries? It certainly is not due to any failure or shortage in the supply, nor to the necessity of going greater distances to make catches, nor to the need of considerable capital to engage in the industry. The supply of fish in our waters is as great as it ever was, and the fact that in the European waters, where fishing is so intensively prosecuted by all the countries bordering thereon, during every month in the year, there is no sign of depletion, is an evidence that we have little to fear in that direction.

The whole difficulty in Canada, is the question of demand. The great bulk of the fish on the Atlantic

coast is being sold in a salted and dried condition. The market for such fish is limited, and is being adequately supplied each year; but Canada itself should afford an exceedingly large and continuously growing market for the products of the fishermen.

We live in the north temperate zone, where fish are in greater abundance and of better quality than in the southern waters, and where, consequently, they should form an important portion of the daily food supply of the people. That the day is coming, when such will be the case, and when there will be a steady and rapid growth of the fishing industry, is evidenced by the development that has taken place in recent years in the fresh and mildly-cured fish business in this country.

This will be referred to later on; but it may be here stated, that while this development has been a rapid one, it is merely a fraction of what there is room for.

It is not surprising that in this new country, with its unsurpassed agricultural resources, and, until recently, with butcher's meat readily available in all portions of it at moderate prices, there has been little demand, away from the immediate water fronts, for fish; but a result of this condition, is that the Canadian-born population has grown up without a taste for fish, and what is worse, with little knowledge

of our fisheries and of the value of fish as food. Even more unfortunate, is the fact that comparatively few housewives have learned how to cook fish so as to make it attractive and tasty, and at the same time to maintain, and, what may be readily done, even enhance its food value.

Canada is now face to face with the problem of a meat shortage. The settlement of those portions of the prairies, which in past years formed vast cattle ranches, and at the same time the increase in the value of grain, has made cattle raising for meat purposes on the small farm, a difficult problem. At such a time, it is of incalculable value to the country to be able to turn to its waters to make up the shortage and to find there an inexhaustible supply of excellent nitrogenous food, to be had for the catching.

It is of the utmost importance at such a time, that people should speedily become informed of the excellency of fish as a food, as well as of its palatability, and of the fact that with the transportation facilities now available, it is quite practicable to lay fresh fish, smoked fish, etc, down in practically all parts of the country in as good condition as when shipped from the starting point.

There seems to be a widespread opinion that fish is not a nourishing food, and that, consequently, it may not, with safety to health and strength, replace

meat to any large extent. The sooner this impression is dispelled, the better. Not only is fish like meat rich in nitrogenous food—that is, food which supplies the body with the strength to do its work and builds up its tissues, but does not go to the supplying of fat and heat—but high medical authorities advise that it cannot be too strongly insisted on, that for working people of all classes—those who work with their heads, as well as those who work with their hands—fish is an economical source of the energy they require to enable them to carry on their work, and it furnishes the very materials that children and young persons need to enable them to grow healthy and strong.

How much more economical it is as a supplier of the bodily needs than meat, keeping in view the price that has to be paid for each, is little appreciated. Without going into the analysis of the different kinds of butcher's meat and fish, it may be stated in a general way, that fish is only about 2 per cent poorer in nitrogenous constituents than meat; but on account of its greatly cheaper price, it is a much more economical food than meat. For instance, if dressed cod—fish with the entrails removed—can be purchased for 8 cents per pound, beefsteak would need to be sold at 8½ cents per pound to be as cheap a source of nourishment. If fresh haddock can be

bought for 8 cents per pound, fresh mutton would require to sell at 7 cents to be as cheap a food. If halibut sells at 16 cents per pound, fresh pork would need to sell at slightly less than 15 cents to be as economical a food, as halibut is even richer in nitrogen than meats.

Also, sight should not be lost of the fact that unlike meat, up to a large measure the greater the demand there is for fresh fish, the more cheaply can that demand be supplied.

At the present time, there is no demand in this country—though there is an unlimited demand in Europe—for the smaller-sized fish. Hence, the fishermen do not find it worth while bringing these fish to shore, or if they do, they receive very little for them. Further, there are different varieties of excellent food fish that are taken in large quantities by the fishermen for which there is no market. Large quantities of skate, the wings of which are in demand in the Old Country, are caught by our fishermen; but there is practically no market therefor. Different kinds of flounders, like the English plaice and witches, are caught, which, though they make excellent eating, there is no market for. Many other varieties might be mentioned. Obviously, if the fisherman could take his whole catch to shore and be assured of a market for it all, he could afford to sell

that whole catch at a cheaper rate per pound and still make the same amount of money on it.

If the demand is large enough to enable the dealers to ship fish in carload lots, the cheapest transportation rates will be available, which will enable the dealers to sell the fish more cheaply without reducing their own profits.

WHAT THE GOVERNMENT HAS DONE TO EXPAND THE INDUSTRY.

It is only a few years ago that the more important Canadian centres, such as Toronto and Montreal, were obtaining such supplies of sea fish as they were consuming, from United States sources, though in some instances the fish were first imported into that country in carload lots from Canada. The business from the Canadian seacoasts was so small, that the railways did not find it feasible to place refrigerator cars at the disposal of shippers, and the express rates were so high that successful competition with Portland and Boston was not possible.

The Government, with a view to overcoming these conditions, and to enable the dealers to expand the fresh fish business in this country, took up the matter; but it was found impossible to induce the express companies to lower their rates. It was,

however, hoped that if it were shown them that a large business were available, they would find it desirable in their own interests to make the rates such as would assure that business being handled by them.

In the first place, an arrangement was made with the railways, whereby refrigerator cars to be hauled by fast freight, were placed at the disposal of the shippers. Such care are now available from the Atlantic coast three days each week. The Government further undertook to accept responsibility for the payment of one-third of the express charges on less than carload-lot shipments from the Atlantic coast to points as far west as the eastern boundary of Manitoba, and from the Pacific coast, as far east as that boundary. It also, for a time, had a refrigerator express service in operation from the Atlantic coast.

The results have been highly satisfactory. The importation of fish from the United States to supply the Canadian markets, it may be said, has been stopped, only such varieties now being imported as are not available in Canadian waters and for which there is a demand at hotels. The increase in the shipments by express alone may be judged from the fact that in the fiscal year 1909-1910, the Department's one-third of the rates amounted to about \$29,-

000, while last year it was in the vicinity of \$80,000. In addition to the less than carload-lot shipments by express, several carload lots per week, consisting of halibut and salmon, are shipped from the Pacific coast to Toronto and Montreal and Winnipeg, while from the Atlantic coast, large quantities are shipped in refrigerator cars by fast freight. Moreover, during the whole winter season, large shipments of frozen fresh fish are made from both coasts by freight.

To bring the value of fish for food before the public, my Department, as I previously stated, has for the past two years arranged for a Fisheries Exhibit at this great Exhibition, which is visited by people from all parts of the country, and this exhibit is being repeated this year on a larger scale than before, and in addition, an arrangement has been made for the operation of a first-class Fisheries Restaurant on the grounds, where patrons of the Fair can be served with a first-class fish dinner for 25 cents.

That much benefit to the business has resulted by bringing to the attention of the visitors in such a direct way the different kinds of fish, shown in an attractive manner, there can be no room for doubt.

My Department has also prepared and distributed a very large number of copies of a little booklet,

entitled "Fish and How to Cook It." It not only contains a large number of recipes for preparing fish for table use in cheap and tasty ways, but it also embraces in a condensed readable form much valuable information about fish and its value as a food.

To keep up the supply of fish in our fresh-water lakes, and of such anadromous fish as salmon, which must ascend to the fresh waters of the upper portions of the rivers for spawning purposes, the Government operates what is probably the largest fish-breeding service conducted by any one government. There are now over fifty fish hatcheries propagating such excellent varieties of fish as salmon, shad, whitefish, salmon trout, pickerel, etc., in addition to fourteen lobster hatcheries. The annual appropriation for this service alone, is now \$400,000. Its effectiveness is no longer a question of doubt. Attention need only be called to Lake Erie, in which there is no close season, but on which extensive hatching operations have been carried on, on both sides of the line, and as a result of which the catches in the lake have vastly increased in the past twenty years. In Lake Winnipeg, the fish supply was represented to be fairly depleted a few years ago, but it has now been so built up that during the present summer fish have been more abundant than at any time since the early days of fishing in this lake.

In many other ways the Government is giving direct assistance in the development of this great industry.

NEED OF ADVERTISING.

It cannot be expected that the Government can for all time continue to pay a portion of the transportation charges on fresh fish. Moreover, with a large enough demand therefor, no reason for so doing would obtain, as carload-lot transportation rates would be available, and if the express companies could not see their way to make their rates low enough to enable the business to be handled by express, experience has shown that it is perfectly feasible to transport fresh fish in refrigerator cars by fast freight. Indeed, shipments proceeding in the latter way are surer of reaching their destination in perfect condition than iced shipments in ordinary express cars.

As has previously been indicated, the growth of the industry from now on depends primarily on the consumer. He must be educated to use more fish,—to give it a daily place on his bill-of-fare. To accomplish this, the dealers must do their part by proper advertising. It may be well to call their attention to the fact that notwithstanding the enormous proportions to which the fresh fish business has grown in the United Kingdom, those in the business there

realize that there is room for greater expansion, and to bring this about, they are, by united effort, carrying on an advertising campaign to encourage the use of more fish. They have formed themselves into an association known as the "National Sea Fisheries Protection Association." Its members embrace all branches of the industry, and the advertisements made by this association embrace the publishing of large attractively coloured posters of fishing scenes, calling attention of the public to the desirability of using more fish, as well as coloured wall-cards and the distribution of booklets containing useful information regarding the value of fish as food and recipes for cooking it.

It is encouraging to know that an association having similar aims in view has recently been formed in Canada, known as the "Canadian Fisheries Association," and it is hoped that much will be done by its efforts to educate the public into freely using fish.

Possibly the greatest outstanding need in developing the fish business in our different cities is the absence of proper fish stores. The general practice is to sell fish in meat shops, the sellers not being persons who are skilled in handling fish, and the fish itself is often displayed in anything but an attractive way. The time has surely come when up-to-date fish stores, from which all kinds of fish in perfect

condition and prepared ready to place in the oven can be obtained, would be paying ventures if properly operated in all our cities and more important towns.

What energy in pushing the sale of fish, combined with advertising, will do, is evidenced by the fact that in one of our growing towns this year, a concern increased its sales of fish in one month by \$10,000.

A POSSIBLE FIELD FOR EXPANSION OF TRADE.

One effect of this disastrous war is to very seriously curtail the fish supply of the Motherland. Not only have a large number of the most efficient fishing vessels there been taken over by the Admiralty for war purposes, but the area in which fishing may be carried on has been much restricted, so that there is little likelihood, until the war is over, of a normal supply being available from the usual sources.

It seems quite feasible that this shortage should be made up by Canada. While the shipping of fresh fish packed in ice, to the Old Country, may not be practicable, the shipping of frozen fresh fish there has already passed beyond the experimental stage, and, no doubt, properly smoked and filleted fish would also be acceptable. I, therefore, think it well to direct the attention of the fish dealers to the possibilities of the business to be done there.

When I was here a year ago the Canadian Expeditionary Force was being mobilized at Valcartier and I then took the opportunity of saying that I believed that when that great force—twice as great as the Spanish Armada, and 50 per cent greater than the force of Britishers commanded by Wellington at Waterloo—crossed the seas to take its place side by side with the British, French and Belgian troops, on the battlefields of Europe, that the conduct of the men composing it would be worthy of the traditions of the races from which they sprang and that they would act in such a manner as to fill with pride the breasts of all—Canadians and British. That that prediction has been amply borne out is witnessed by what occurred since the Canadians took their places in the battle line, and individually and collectively, acts of heroism have been performed by them that will live in the history, and redound to the glory of Canada and the Empire for all time to come.

Other contingents have since gone and more will go, and I desire to congratulate this city on the very generous response thus given to the call to serve our King and country, on the splendid showing made by its sons and on the fact that large numbers are being recruited here every day to be sent forward, as more will be sent forward to the front so long as their services may be required.

Canada has taken its full share in the war. This is being done by the Government with the approval of the great majority of the people of our Dominion, and I am sure that they will continue to support the Administration in doing all that it can in order to preserve inviolate all those institutions and liberties and that democratic system of government which our fathers fought for and achieved, which we have inherited and which it is our duty to hand down, inviolate, to our children and our children's children.

The patriotism of Canadians may be evidenced in many ways, and if the result of the steps being taken at this Exhibition by my Department is the cause of a larger consumption of fish than at present, those who assist in that laudable undertaking will realize that they are not only doing something for their own material and physical benefit, but that they are also performing a patriotic act in developing and extending one of Canada's greatest natural resources, which is capable of endless expansion, and are also encouraging the employment upon the waters in and about Canada of a hardy, honest and God-fearing race of men who can be called upon when the occasion may require for the protection of the country in which they live and the maintenance of its cherished institutions.

