BOSTON FISH PIER LANDINGS AND EX-VESSEL PRICES BY SPECIES AND COMPARISONS

	Trips	Total pounds
1958	2,421	123,808,000
1959	2,055	111,238,000
1960	1,855	108,355,000
1961	1,683	115,016,000
1962	1,630	115,481,000
1963	1,639	105,111,000

	Trips	Pounds	Value	Average price
1963	1,639	105,111,000	$10,568,000	$10.05
1962	1,630	115,481,000	10,262,000	8.89

Although there were nine more trips in 1963 than in 1962, the total landings were 10 million pounds less. According to the Bureau of Commercial Fisheries, the 1963 landings were the lightest in 32 years. Understandably, with less fish the cost to the processor was higher—which in turn was reflected toward the consumer which in turn created some sales resistance.

The decline of jobs, vessels, and dollar value of fleet landings is similar to a lesser degree at Gloucester, Massachusetts, Portland, Maine, and New York.

New Bedford, Massachusetts has been more forunate because of a more diversified fishing operation and the fact that a sea scallop industry was developed through private initiative and capital that ranked New Bedford as the Sea Scallop Capital of the World. However, the Canadians seized upon this market development with their Government assistance and a well government subsidzed fleet took control of this production and the market—by exporting the majority of their production to the United States. Ironically, we find the major part of this production sold and consumed on the eastern seaboard. New Bedford in the late fifties had a modern fleet of 76 scallopers with 12 man crews whereas in 1967 there were only 31 vessels actively engaged in the sea scallop fishery. This is particularly serious to a 100,000 population city like New Bedford where the economical dollar has depended on a high of (31¢) thirty-one cents and an average of (27¢) twenty-seven cents from its fishery. Perhaps this is why in this modern day, New Bedford has been and continues to be placed in a depressed area category by the United States Department of Labor with the resulting large welfare load and cost that accompanies such a designation which must be paid by the taxpayer more fortunate to be gainfully employed.

SUMMARY

The Fishing Industry is a public asset as much as the resource itself. The industry is the means through which the resources benefit the public. Unlike the resource, which must be managed by the public through its governments, local and national, the industry supplies its own management. But industry can fulfill its proper function only when healthy and strong. The strength of the Fishing Industry has been drained away in several directions.

Fish, as food, is a highly recommended part of our nation's diet—which must be supplied to the ever increasing population. Those associated with the domestic Fishing Industry find it increasingly difficult to remain competitive in this highly concentrated foreign fishery import market, which continues its yearly growth at the expense of the domestic dealer.

Traditionally, the Fishing Industry is comprised of hard working people desiring to maintain their business independence and realize a return on investment in their particular phase of the fisheries. With the depletion of the fleet, the decline in fish processors, the exodus by large investors from the United States toward foreign fishery enterprise, the outlook is certainly bleak.

How can the American Fishing Industry on one hand seek Federal aid through legislation: for example (50 percent boat building subsidy, funds for research and development, review of territorial water rights), and on the other side of the ledger be concerned about reductions in tariffs that would negate any values received when this legislation obtains House approval? The charts and statistics compiled by the Bureau of Commercial Fisheries verify the plight of the New England Fisheries.