



LIFEGUARD POST AT CAVENDISH BEACH

Sport fishing benefits subject of discussion

Methods of evaluating the benefits to be derived from sport fishing were considered at a three-day symposium on the economic aspects of sport fishing, which is being held in Ottawa under the sponsorship of the federal Department of Fisheries.

A paper on the methods and techniques of such evaluation, presented by R.A. Spargo of the Department of Fisheries, form-tenance and operating costs.

Jim Lewington, EPA's president, puts it this way: "The most important single development for the future in this area is the tremendous potential of Labrador and the certain expansion into that region. EPA will be geared to handle this development and to provide the essential air link between that area and the remainder of the Atlantic Provinces."

The new airline now rates as Canada's third largest commercial carrier, after TCA and CPA. For the first time it truly represents the four Atlantic Provinces. The new organization is administered by nine directors and an executive staff of six. The directors are: E. L. Hickman, chairman, A. C. Crosbie, vice chairman, A. J. Lewington, M. B. Jones, W. H. Harris, W. A. Andrews, L. R. Curtis, Gordon Pushie, W. J. Keough.

ed the basis of a panel discussion in which participants attempted to categorize the values to be derived from sport fishing. They stressed the difficulties encountered in assessing national, regional and local benefits.

Mr. Spargo's paper stated that a matter of fundamental importance was that the values are personal, dealing with a way of life, and that the problem is to measure these in terms of dollars and cents. The role of economic evaluation in decision-making by governments was also discussed, and the viewpoint expressed that natural resources can be used for sport fishing and other forms of recreation or, alternatively, for commercial and industrial use, when the economic value to the public of the alternative use is greater than the economic value of sport fishing plus the non-economic values referred to.

The measurement methods considered covered a broad range, including expenditures made by sportsmen for equipment, goods and services, travel and the tolls or fees charged in some places for fishing privileges.

Members of the panel, in addition to Mr. Spargo, were Dr. E.P. Weeks, Director of the Atlantic Development Board, Ottawa (chairman); Dr. N. H. Morse and D.A. Benson, Canadian Wildlife Service, Ottawa; Dr. J.L. Knetich, Resources of the Future, Inc., Washington, D.C.; Dave Young, Manitoba Department of Mines and Resources, Winnipeg; and K. R. Allen, Fisheries Research Board of Canada, Biological Station, Nanaimo, B.C.

DATA NEEDED
The great need for economic data in the management of the sport fishery was stressed in another panel discussion, dealing with the Economics of Sport Fisheries Management. The paper on this topic was presented by William M. White, Bureau of Sport Fisheries, U.S. Department of the Interior, Washington, D.C.

"In my opinion," stated Mr. White, "the primary economic objective of the public manager of any natural resource should be to use his ever-limited financial and manpower resources in such a way as to maxi-

ize on a sustained basis the contribution of the fishery to the needs and well-being of people. This necessitates resource stewardship and husbandry of the highest efficiency in the face of sharpening competition for water and living space on the one

hand and for funds and manpower on the other." Panel chairman Dr. A.L. Pritchard admitted the need for economic data, adding it must be decided as to how the required information is to be gathered and indeed the specific data that will best serve the management cause. On the other hand he contended that economics must be regarded as only one consideration in the management program; there are other criteria, some intangible.

Dr. Pritchard is Director of the Conservation and Development Service, Department of Fisheries of Canada. Other panel

members were: Dr. R. R. Logie, Chief of the Fish Culture Development Branch (Maritime Area), Department of Fisheries; Halifax; K.R. Allen, Fisheries Research Board of Canada, Biological Station, Nanaimo, B.C.; and G.E. Coudwell, Director of Fisheries, Saskatchewan Department of Natural Resources.

Mr. White said that in the United States very little economic principle is being applied in management of the sport fishing resource, and developments in this field in Canada are closely watched by the United States authorities.

MAJOR
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tion and projected EPA into the large airline picture. EPA's major expansion to date occurred in 1963 when the company purchased the assets and control of Maritime Central Airways, its old rival, from C. F. Burke and his associate F. T. Briggs.

Talks about merging started as far back as 1951 between Ches Crosbie and Carl Burke, both of whom recognized that there would eventually be only room for one regional carrier in the Atlantic Provinces. It was expected that EPA would

finally take the initiative in purchasing the other rival since Newfoundland carrier was intricately linked with essential government services and contracts while MCA was a privately owned organization.

Ches Crosbie died suddenly during the latter part of 1962, but a deal to a successful conclusion in September of the same year, at which time the Maritime Airline was purchased, its name taken out of circulation, and its employees and equipment absorbed by the Newfoundland carrier.

Actually, EPA changed its name also in the transaction and became Eastern Provincial Airways (1963) Limited. The new organization took over the assets of both EPA and MCA.

GAINS BIG FLEET
The purchase of MCA gave the new organization a fleet of 36 Aircraft including 4 Dart Heralds, 6 PBV Canos, 2 C-46's, 2 S-55 Helicopters, 1 DC-4, 5 DC-3's, 5 Otters, 5 Beavers, 4 Cessna 185's and 2 Super Cubs. The route network jumped to 4200 unduplicated route miles, stretching from Sept Iles on the West to St. John's in the East, and from Halifax on the north to Sondrestrom, Greenland in the North. Upwards of 400 employees are based throughout the system with the largest concentration at Gander.

Gander International Airport has been chosen as the main base of operations because of its facilities and its central location for the company's northern expansion program. The base also houses the main aircraft maintenance facilities which are presently being expanded for the extensive job ahead. Moncton, which was MCA's main base, will be maintained as a subsidiary base both for operations and maintenance.

The new organization has also applied for a license to serve Sydney and Halifax along with its Newfoundland service. This will provide another valuable link in the system and enable the airline to make more efficient use of its equipment.

The merger of the two rival airlines into a single operation releases the new carrier from the geographical boundaries which hitherto hemmed in both MCA and EPA. It enables the

organization to expand into the Northland and to give better service to all areas. The combined fleet can now operate to better advantage and save on expensive duplication of main-

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