THE EAST COAST OYSTER FISHERY

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INTRODUCTION

The purpose of this paper is to describe the conditions in the East Coast Oyster Fishery with a view: (a) to point out the major problems; and (b) to discuss possible solutions to these problems. There is a growing feeling within both government and industry that the conditions prevailing in oyster fishery are not conducive to the development of a healthy oyster industry in the Maritimes. If this is so, then it becomes essential to review the conditions in and the prospects for the industry. If the potential problems that are likely to confront the industry can be foreseen, it should help in designing appropriate measures to deal with them.

This paper is intended to serve as a basis for discussion among oyster fishermen and dealers. It is hoped that such discussions would lead to greater understanding and appreciation of the nature of the problems and to the solution of these problems.

THE EAST COAST OYSTER FISHERY

Oyster fishery as it exists at the present time consists of leasehold arrangements, licencees and permit holders. The Federal Government, presently, leases over 6,800 acres of sub-tidal land to approximately 2,300 persons. More than 90% of this acreage is in areas of the South Western Gulf of St. Lawrence; the remaining 10% is in the

Bras d'Or Lake area of Cape Breton. The following is a breakdown of the distribution of oyster leases by province.

OYSTER LEASES - AUGUST 1971

	Number of Leases	Acreage Leased
Prince Edward Island	1,180	3,911
New Brunswick	831	2,056
Nova Scotia	258	775
TOTAL	2,269	6,742

Oyster Production

Average oyster landings in the Maritime Provinces approximated 3 million pounds (in shell weight) annually during 1966-70, valued at over ½ million dollars. Among the provinces, Prince Edward Island alone accounted for more than two thirds of total maritime landings during 1961-70. Nova Scotia was second with 18% followed by New Brunswick which accounted for over 13% of oyster landings during the same period. However, during 1970 and 1971, New Brunswick landings were much higher as compared with Nova Scotia.(see Table 1)

MARITIME OYSTER LANDINGS

(Quantity in '000 lbs. and Value in '000 $)

	Nova Scotia		New Brunswick		Prince Edward Island	
	(Q)	(V)	(Q)	(V)	(Q)	(V)
1961	692	44	123	6	3,267	405
1966	748	97	700	97	2,072	365
1970	161	25	479	86	2,079	433
1971	167	28	685	133	1,863	389
1972	242	33	726	144	1,017	183

The public fishery is the source of about 87% of total oyster production in the Maritimes. Less than 15% of total landings in the Maritimes originate from oyster culture. Fishing oysters from public grounds can be compared to gathering of wild berries as opposed to harvesting them through cultivation. As a result production costs of oysters from public grounds are somewhat high. Table 2 indicates the average landed price of oysters in the Maritime Provinces during 1961-1972.

2.2. Oyster Marketing

The bulk of Maritime oysters are marketed in shell in Montreal and Quebec city during the Fall. The oyster parties in these cities have

traditionally utilized a large proportion of the Maritime production. Only negligible quantities are presently sold in Toronto. Very small quantities are sold to retailers. The Maritime oyster industry is highly dependent on the Canadian market and only an insignificant volume is exported to the U.S. market. There are practically no exports from the Maritimes to markets outside of North America.

Almost all oyster production in the Maritime Provinces is marketed in shell. There is no production of shucked or canned oysters in the region at the present time.

Maritime oysters are marketed through a loose mixture of buyers, brokers and wholesalers. Oysters are packed by small buyer/packers (about 75-100 during the season), in five peck wooden boxes. Most of them are small operators who ship directly to brokers and wholesalers. Besides local buyers, there are others such as packer/dealers, fishermen/packers/dealer/leaseholders, fishermen/packers, etc. This wide variety of arrangements make it difficult for distributors in the market area to gain access to a reliable and consistent volume of quality oysters.

There are about 15 oyster brokers, 25 wholesalers and 80-90 retailers in Montreal and Toronto. The delivered price of Choice Malpeque oysters in Montreal and Toronto currently, is about $38.00 per box. In

contrast, the delivered price of American oysters (eg. from Long Island) in Montreal and Toronto is about $24.00 per box. The grading of Maritime oysters, until recently, was seldom good; they were generally poorly cleaned and buyers could not rely on a particular count per box which would assist in further retailing. Many oysters spoiled due to poor storage conditions. However, due to the changes in inspection regulations, during 1972, the situation has improved considerably. These regulations are designed to make the Maritime oysters more competitive in the market place.

The total Montreal shell market, at present, is about 300-350 boxes per week for about eight months. A substantial portion of this market is controlled by American oysters. The total shell trade in the Toronto area is about 125 boxes per week, for about eight months of the year.

2.3 Canadian Consumption of Oysters

The total Canadian consumption of oysters in shell (fresh form) was 3.7 million pounds in 1971. Imports of fresh oysters from the U.S. accounted for almost 27% of Canadian domestic consumption in 1971. This represents a marked increase as compared with earlier years. Oysters imported in shell generally accounted only for 15% of domestic consumption during the 1966-1970 period. (see Table 3)

TOTAL CANADIAN CONSUMPTION OF OYSTERS

	OYSTERS IN SHELL* (shell weight)		SHUCKED (meat weight**)		CANNED (meat weight**)	
	Total Cons. ('000 lbs.)	Per person Consumption (lbs.)	Total Cons. ('000 lbs.)	Per person Consumption (lbs.)	Total Cons. ('000 lbs.)	Per person Consumption (lbs.)
1961	4,511	0.25	649	0.036	990	0.054
1966	3,904	0.19	652	0.033	1,331	0.066
1970	3,390	0.16	1,042	0.049	1,765	0.082
1971	3,715	0.17	993	0.046	1,339	0.062

Imports generally account for over 80% of Canadian consumption of shucked oysters and over 90% of the domestic consumption of canned oysters. The share of overall domestic production has been continuously declining since 1966, while imports of all oyster products have grown over the same period from 1.8 million pounds in 1966 to over 3 million pounds in 1971.

Fresh and frozen oysters are imported into Canada mainly from the United States. Japan is only a smaller supplier of this product to Canada. Canned oysters on the other hand come from Japan and only small quantities are imported from the United States. Negligible quantities also come from other countries such as France, Hong Kong and Korea. (see Table 4)

* Excludes Pacific oysters in shell.

** Meat weight converts to shell weight by a factor of 8.

Imports of fresh and frozen oysters which remained at over 800 thousand pounds during the 1961-65 period increased in subsequent years and accounted for over 1.3 million pounds in 1970 and 1.8 million pounds in 1971.

Imports of canned oysters increased from 785 thousand pounds valued at $424 thousand in 1961 to nearly 1.7 million pounds valued at nearly $1.3 million in 1970. However, canned oysters showed a substantial decline in 1971. In total, imports of oysters, fresh, frozen and canned, almost doubled in value during this period, from over one million dollars in 1961 to over two million in 1970 and 1971.

3. PROBLEMS OF THE MARITIME OYSTER FISHERY

The oyster fishery on the East Coast faces a number of problems. Briefly stated, the Maritime oyster industry is small, technically and managerially deficient, poorly organized, yet full of potential for rapid expansion.

3.1 Rapid Expansion in Production

Within the next 2-3 years, the oyster production in the Maritimes is expected to more than double, mainly because of the activities and the

rising interest in oyster culture. Landings have the potential of increasing from about 3 million pounds at present to 6 million pounds or even more by 1975.

ESTIMATED MARITIME OYSTER LANDINGS

(in thousands of pounds)

	1971	1975 (estimated)
Nova Scotia	167	2,000 to 2,400
New Brunswick	685	1,800 to 2,000
Prince Edward Island	1,863	2,000
TOTAL	2,715	5,800 to 6,400

3.2 Fragmentation of Industry

The oyster industry is at present in a very fragmented state. As a result, the marketing of oysters is far from orderly. There does not appear to be any concerted approach among the three provinces about oyster marketing. Marketing suffers from poor structure and organization. The fishermen who are engaged in the oyster fishery are not close to the market place. Not only their numbers are large but they are scattered over a large area, thereby making it difficult for them to get together to discuss problems of mutual interest. The part-time nature of their

work also contributes to poor production and marketing practices. Many of the problems in marketing seem to stem from the inability of oystermen to organize themselves and to orient production to meet the requirements of the market. These include many types of services that go with the product such as grading, packing, storage and quality control.

Oystermen by and large are not aware of the developments that are taking place in the three Maritime Provinces. The large number of small buyers that exist at the present time are in no position to provide adequate marketing services. The many improvements that are necessary to make the oyster industry more profitable in the Maritimes call for the organization of the industry itself. This necessarily must be the stepping stone in the whole process of development.

3.3 Poor Preparation of Product for the Market

Maritime oysters are prepared for shipment to market by packing in five peck wooden boxes in a number of small sheds or packing houses located throughout the Maritime Provinces. These sheds have inadequate packing facilities, are usually crowded and unclean, and generally give a poor appearance for what one would normally expect in preparing a quality product for shipment to market. Only a small number of shippers

have establishments which would meet requirements established for other fish processing operations. It has been the custom in the Maritime Provinces to ship oysters to market without washing them and consequently a considerable amount of dirt and seaweed accompanied the oysters to the market area. Washing is now a requirement of the Fish Inspection Regulations which should prove beneficial to the industry.

Generally, the small packing house operations are inadequate to provide the quality or product required by the market and to provide the continuity in supply that large distributors require. Improvement in the methods of preparing oysters for market should include: the size and type of pack, standard labelling of boxes, date stamping, the use of brand names, improved delivery into the market area, and improved processing facilities.

3.4 Competition from American Oysters

Maritime oysters face severe competition from American oysters in Canadian markets. The purchaser of Maritime oysters until recently could not rely on a fixed count per box which would assist in further marketing. In contrast, the American oysters are freshly fished, available throughout the year within a one week order period and sold by count in convenient paper boxes. They are uniform in size and shape and excellent in meat quality and flavour. They are cleaner and cheaper than Maritime choice

grades. The delivered price of Malpeque Choice oysters in Toronto at present is $38.00 per box as compared with $24.00 for long Island oysters. If Maritime oysters can be made available at competitive prices, say $27-28 per box, there would be a greater demand for the product. As a result of the competitive edge of American oysters, a large portion of the Canadian market is being lost to the U.S. product. Moreover, at the present time, the supply of Maritime oysters does not meet the domestic demand.

American oysters appear to be competitively superior to Maritime oysters not only in appearance and price but also in terms of regularity of supply. American oysters are available almost on a year round basis, but Maritime oysters are available only during the fall season. If the oyster fishing season can be lengthened in the Maritimes to provide product over longer periods, it should help in capturing a greater share of the Canadian market, which is now held by American oysters.

In recent years, particularly since 1970, the market has returned to a 'buyer's market' situation due largely to competition from U.S. suppliers. These suppliers are making available a more uniform size, cleaner oyster at a competitive price. This along with the fact that one or two Maritime dealers marketed unusually poor quality oysters in the late summer of 1971 resulted in the development of a 'crisis'. The

'quality' of some Maritime oysters in the shell was very poor in the fall of 1971. This was partially due to oysters being relaid on 'shoreline' beds near low water mark. At the time of harvesting the oysters were not of good quality due to malnutrition as a result of the poor growing conditions and the high density of oysters on the beds.

3.5 Lack of Sales Promotion and Market Development

American oyster exporters promote their products in the Canadian market at the retail and institutional levels through recipes, literature, sales incentives, etc. In contrast, Maritime oysters are seldom promoted in existing markets such as Montreal, Quebec city and Ottawa-Hull. Further, insufficient efforts have been made to penetrate the Toronto market and export markets. Promotion is a must if the industry is to increase its sales. Without a proper organization it would not be possible to undertake this activity on a desirable scale.

3.6 Possible Glut in the Market and Decline in Prices

The potential rapid expansion in production in the next 2-3 years may create a glut in the market because of (a) the lack of proper marketing

organization; (b) the inadequate preparation of the product for the market; (c) insufficient market promotion and development; (d) the inability to compete with American oysters in terms of price, quality, delivery, etc.

Because of the anticipated expansion in production and the lack of proper marketing organization, there is a real danger of prices and incomes falling and unemployment rising in areas with little or no alternative sources of employment.

Unless something is done to organize the oyster industry, the sudden expansion in production which may occur could prove disastrous to the industry, especially in view of the lack of organization both at the production and marketing levels.

4. DIFFERENT APPROACHES OR SOLUTIONS TO THE PROBLEMS OF THE OYSTER INDUSTRY

The Maritime oyster industry is facing both challenges and opportunities at all levels. The future of the oyster industry, therefore, depends on devising suitable solutions to combat inefficiencies in production and marketing. Problems in production cannot be solved by adopting measures to improve marketing nor can the shortcomings in marketing be rectified by instituting improvements in production. A satisfactory solution requires

that attention be paid to both of these aspects. Production difficulties may be partly attributable to the structural weaknesses of the Maritime oyster industry. Likewise, problems in marketing may be associated with deficiencies in existing marketing organization, stemming mainly from the fragmented structure of the industry.

Given the structure and organization of the Maritime oyster industry, there are broadly speaking three possible approaches:

a) formation of co-operatives and associations;

b) establishment of a marketing board for oysters; and

c) Crown corporation arrangement.

The effectiveness of any particular approach will depend on the objectives sought. Some of these alternatives may be useful now, while others would benefit the industry over a long time.

a) Formation of Co-operatives and Associations

One approach is the forming of co-operatives in order to improve production and marketing efficiency. Oyster producers in the Maritimes have, over the years, largely remained disorganized although some producers' co-operatives have been started in Nova Scotia and New Brunswick during the past year. Marketing co-operatives are already in existence on the East Coast, for example, the United Maritime Fishermen. Given the fragmented nature of the

industry, such organizations could make substantial improvements in the production and marketing of oysters.

By moving forward to some sort of central marketing scheme through co-operatives, the producer will be in a much better position to adjust his production activities in accordance with market needs. The history of organized agricultural marketing reveals numerous instances of the establishment of successful farm organizations in the form of co-operatives. The oyster industry is likely to benefit by following a similar course.

Very recently, an Oystermen's Association was established in P.E.I. This association offers a good opportunity for the oystermen in that area to represent their interests in a united way. The 'demonstration' effect of this move will hopefully encourage the other two provinces to form their own associations.

b) Marketing Boards

Another approach to the problems of the Maritime oyster industry is through marketing boards. Marketing boards have existed in Canadian agriculture for nearly forty years with the objective of co-ordinating supply and demand

in order to ensure orderly marketing conditions.

In order for a producer marketing board to be established, it is necessary that it has the consent of the majority of producers of that particular commodity or commodities for which it is established. Without such a consent among the producers, the establishment of a producer marketing board may not be possible.

Whether a marketing board is the appropriate solution to the problems confronting the Maritime oyster industry needs careful examination. This is important because each industry faces problems particular to itself. A marketing board scheme useful in correcting the ills of one industry may not be an effective instrument when applied to another industry with different problems.

Marketing boards were created in agriculture partly because of producer dissatisfaction with prices (due to overproduction) and incomes and partly because of the wide difference in their bargaining power where a large number of farmers sell to a small number of large buyers. These two conditions do not exist in the Maritime oyster industry at the present time. The price of Maritime oysters is high in relation to Long Island oysters; and though the number of oystermen is quite large, they sell to numerous buyers.

In order to achieve the objectives of a marketing board, three major techniques can be used. These can be applied either separately or in conjunction with each other.

- Quotas can be implemented among producers to prevent overproduction and falling prices. At present there is no need to cut down Maritime oyster production as current supply does not exceed demand.

- A two-price system can be introduced. The two-price system to be successful must have more than one market. Generally, in agriculture, there are at least two distinct market segments - one for fresh produce, and the other for processed goods. Supplies in excess of demand for fresh produce are thus utilized in processing. This method, besides achieving stability in prices, enhances producers' income. In the Maritimes, there are no facilities for processing oysters. Therefore, this technique may not work unless these facilities are created. Whether or not such new facilities would be profitable is an open question.

- A marketing board, or an association on its behalf, may assume the role of a central bargaining agency for the industry in respect of prices and trading terms. The oyster industry in the Maritimes is far from being

organized. Given the part-time nature of the oyster operation, it is difficult even to decide who would qualify as an oysterman and who would not.

In short, at the present time the basic conditions that led to the formation of marketing boards in agriculture do not exist in the oyster fishery.

c) Crown Corporation Arrangement

A third possibility is to resort to a Crown corporation arrangement in order to overcome some of the problems associated with production and poor marketing. For example, a new Crown corporation such as the Canadian Saltfish Corporation could be entrusted with this function. The Crown Corporation, although it may prove effective in the marketing of oysters, may not, however, bring about the desirable structural changes that are necessary for a commercially successful oyster industry in the Maritimes. The conditions in the industry at the present time do not seem to fully warrant this approach. Moreover, such a solution may not be fully acceptable to the industry.

5. CONCLUSIONS

There are many ways in which marketing of oysters could be improved. However, these measures by themselves may not restore the

oyster industry to a commercially healthy state because stop-gap measures for current marketing problems may not provide the best possible long-term solutions. Marketing improvements cannot be considered in isolation, neither can they bring about the desirable structural changes in the industry. In fact, more attention should be given to strengthening the structure of the industry because poor marketing may be the result rather than the cause of it.

Given the fragmented structure of the industry, its lack of marketing capability and the nature of demand for Maritime oysters, the anticipated expansion in production could create a glut in the market with disastrous results on the prices and incomes of fishermen. If what is produced cannot be sold profitably, then such efforts aimed at production are simply wasted. Likewise, marketing improvements would be futile if good quality oysters are not available on a regular basis.

One important factor which is emerging at present is the new inspection standards. If the implementation of these standards are policed, it will serve as an instrument of quality control and may help in improving marketing efficiency. It is generally expected that most of the sub-standard production can be eliminated by the strict standards that are being brought forward at present, which should benefit the industry.

The new inspection 'regulations' stipulate that no Atlantic oysters in shell that is less than three inches in length shall be packed for interprovincial and export trade. Moreover, the 'Fancy' and 'Choice' oysters packed in each container should not vary by more than one inch in length and must show the minimum count of oysters. The new 'regulations' will also eliminate the tolerances allowed in packing at the present time whereby 'Fancy' may include up to 25% 'Choice'; 'Choice' may include up to 15% 'Standard'; 'Standard' may include up to 25% 'Commercial'.

Another relevant factor is the revised leasing policy announced recently by the Federal Government. Under this policy, it is the intention of the Fisheries Service to remove non-productive leases from the industry over a period of time and to remove other impediments, such as unrealistic acreage limitations which hinder development. This new leasing policy has been put into effect. These measures are designed to assist the oyster industry in its development. However, the industry may still need some basic assistance in the form of credit, training and education, market information, product development, etc.

The most effective course of action appears to be for the industry to pull itself up by its 'boot-straps' through the establishment of producer co-operatives and the formation of oyster producers' associations. Such a 'grass-root' approach is essential for the betterment of the industry. The industry must make a genuine effort to improve its efficiency by organizing itself in order to resolve its production and marketing problems.

MARITIME OYSTER LANDINGS AND LANDED VALUE, 1961-72

Table 1

(Quantity (Q) in thousand pounds, Values (V) in thousand dollars)

	NOVA SCOTIA		NEW BRUNSWICK		PRINCE EDWARD ISLAND		TOTAL MARITIMES	
	Q	V	Q	V	Q	V	Q	V
1961	692	44	123	6	3,267	405	4,083	455
Percent of Maritime Total	17	10	3	1	80	89	100	100
1962	637	50	217	6	2,406	300	3,259	356
Percent	20	14	6	1	74	85	100	100
1963	856	76	214	20	3,216	385	4,286	478
Percent	20	16	5	4	75	80	100	100
1964	634	61	391	30	2,803	370	3,828	461
Percent	17	13	10	7	73	80	100	100
1965	517	55	776	78	2,194	399	3,487	532
Percent	15	10	22	15	63	75	100	100
1966	748	97	700	97	2,072	365	3,520	559
Percent	21	17	20	17	59	66	100	100
1967	676	91	527	84	1,608	475	2,809	650
Percent	24	14	19	13	57	73	100	100
1968	578	89	744	138	1,763	373	3,085	601
Percent	19	15	24	23	57	62	100	100
1969	643	101	332	60	1,862	357	2,837	518
Percent	23	20	12	11	65	69	100	100
1970	161	25	479	86	2,079	433	2,719	544
Percent	6	4	18	16	76	80	100	100
1971	167	28	685	133	1,863	389	2,715	550
Percent	6	5	25	24	69	71	100	100
1972	242	33	726	144	1,017	183	1,985	360
Percent	12	9	37	40	51	51	100	100

Sources: N.H. Morse, An Economic Study of the Oyster Fishery of the Maritime Provinces, Fisheries Research Board of Canada, Ottawa, 1971.

Annual Statistical Review of Canadian Fisheries, Fisheries Service, Department of the Environment, Ottawa.

OYSTERS: AVERAGE LANDED PRICE* ATLANTIC REGION, 1961-72

Table 2

(cents per pound)

	NOVA SCOTIA	NEW BRUNSWICK	PRINCE EDWARD ISLAND	ATLANTIC REGION
1961	6.4	5.0	12.4	11.1
1962	7.8	n.a.	12.5	10.9
1963	8.8	9.2	12.0	11.1
1964	9.6	7.7	13.2	12.0
1965	10.6	10.1	18.2	15.2
1966	13.0	13.6	17.6	15.9
1967	13.5	15.9	29.5	23.1
1968	15.4	18.6	21.2	19.5
1969	15.7	18.0	19.2	18.2
1970	15.5	17.9	20.8	20.0
1971	16.7	19.4	20.8	20.2
1972	13.6	19.8	18.0	18.1

* Value of landings divided by volume of landings.

CONSUMPTION OF OYSTERS, IN CANADA, 1961-71

Table 3

(Quantities in '000 pounds)

Year	Population	OYSTERS IN SHELL*				SHUCKED OYSTERS						CANNED OYSTERS			
		Maritimes Landings	** Imports	Total	Pounds Per Capita Consumption	Canadian Production	** Imports	Sub-Total	Exports	Domestic Consumption	Pounds Per Capita Consumption	Production	Imports	Total Consumption	Pounds Per Capita Consumption
1961	18,200	4,083	428	4,511	.25	446	428	874	225	649	.036	205	785	990	.054
1962	18,500	3,259	403	3,662	.20	664	403	1,067	350	717	.039	222	741	963	.051
1963	18,900	4,286	426	4,712	.25	986	426	1,412	575	837	.044	357	884	1,241	.065
1964	19,300	3,828	429	4,257	.22	1,022	429	1,451	990	461	.024	173	731	904	.046
1965	19,600	3,487	428	3,915	.20	1,042	428	1,470	1,005	465	.024	135	932	1,067	.054
1966	20,000	3,520	384	3,904	.19	1,093	384	1,477	825	652	.033	275	1,056	1,331	.066
1967	20,400	2,809	480	3,290	.16	871	480	1,352	559	793	.039	153	1,535	1,688	.082
1968	20,700	3,085	599	3,684	.18	616	599	1,215	236	979	.047	144	1,323	1,468	.070
1969	21,000	2,837	556	3,393	.16	898	556	1,454	329	1,125	.054	125	1,692	1,817	.086
1970	21,300	2,719	671	3,390	.16	600	671	1,278	236	1,042	.049	70	1,695	1,765	.082
1971	21,600	2,715	1,000	3,715	.17	650	800	1,450	457	993	.046	65	1,274	1,339	.062

* Excludes Pacific Oysters consumed in shell.

** Canadian import statistics do not separate data for fresh oysters in shell and shucked, an estimate of a 50 - 50 per cent breakdown is used in this table.

OYSTER IMPORTS OF CANADA, 1961-71

Table 4

(Q in '000 lb., V in $ '000)

	1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971	
	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V	Q	V
Fresh & Frozen *	856	627	806	617	851	604	857	561	856	556	768	511	961	635	1,197	719	1,111	718	1,342	806	1,799	854
United States	856	627	806	617	851	604	826	547	834	546	759	507	931	623	1,164	700	1,051	689	1,305	780	1,783	841
Japan	—	—	—	—	—	—	27	12	16	6	5	3	28	11	33	19	59	28	36	28	15	11
Other Countries	—	—	—	—	—	—	4	2	6	4	5	1	2	1	—	—	—	—	5	—	1	2
Canned	785	424	741	436	884	488	731	452	932	577	1,056	614	1,535	889	1,333	825	1,692	985	1,695	1,293	1,274	1,443
United States	98	71	105	74	72	45	62	63	69	72	26	32	60	68	44	37	32	34	82	69	17	13
Japan	673	331	624	341	812	443	669	389	862	504	1,027	580	1,473	818	1,270	783	1,660	951	1,590	1,210	1,218	1,401
Other Countries	14	22	12	21	—	—	—	—	1	1	3	2	2	3	19	5	-	-	23	14	39	29
Total Value		1,051		1,053		1,092		1,013		1,133		1,125		1,524		1,544		1,679		2,099		2,297

Figures may not add up due to rounding.

* Includes Oysters in the shell.

Sources: Fisheries Statistics of Canada, Statistics Canada, Ottawa.
Annual Statistical Review of Canadian Fisheries, Fisheries Service, Department of Environment, Ottawa, 1971.