

GIANT SALMON STATION

The federal Fisheries Minister, H.J. Robichaud, has announced that the world's largest salmon-rearing station will be in operation in a few weeks on the St. John River in New Brunswick near the site of the Mactaquac power dam, a few miles upstream from Fredericton. The station can produce half a million young salmon to perpetuate salmon runs on the St. John, which will be blocked by the 600,000-kilowatt power-plant.

In co-operation with the New Brunswick Power Commission, the federal Department of Fisheries sponsored the multi-million-dollar salmon hatchery as the technological solution to the problem created by the big dam. The Mactaquac station was planned and two other stations - one at Grand Falls, N.B., and the other at Haley Brook on the Tobique River - were closed in conformity with a departmental policy of increasing the efficiency of hatchery operations. The closing of the hatcheries, with the reorganization of the Florenceville station to handle additional trout production, has improved the efficiency of fish-culture operations without disturbing hatchery production or distribution in New Brunswick.

Though not yet in full operation, the station at

Mactaquac, the operation of which covers 13 acres, began functioning last autumn. Already the first of future generations of salmon have been released to the rearing ponds. The 300,000 tiny salmon which emerged from the egg stage last February will be raised to the smolt, or seagoing stage, when they will be able to leave in their own time in their down-stream run to the sea.

The Resource Development Service of the federal fisheries agency is operating the big rearing station. With a biologist in attendance assisted by a staff of experienced hatchery experts, the new station will be handling sufficient eggs this year to yield more than half a million young salmon.

SELECTIVE BREEDING PROGRAMME

Federal fisheries biologists are aiming at a scientifically-controlled selective breeding programme to produce the strongest possible "races" of salmon for the St. John River. It will take three or four years before the results of the breeding can be evaluated, at which time the programme will become progressively more selective to use the age groups that yield the best growth and return to the fullest advantage.

GRANTS TO OLYMPIC ATHLETES

Federal grants totalling more than \$125,000 to help Canadian athletes prepare for the 1968 summer Olympics in Mexico City were announced recently by Mr. Allan J. MacEachen, the Minister of National Health and Welfare. The grants, made under the provisions of the Fitness and Amateur Sport Programme, will help pay for the selection, training and sending of a team of 180 members to the Olympics in October. The greater part of the grant (\$67,485) will be received by the Canadian Olympic Association.

The largest single grant (\$18,455) to a sports-governing body - the Canadian Amateur Swimming Association - will assist in the staging of this year's speed swimming championships and Olympic trials in Montreal in August, in which over 220 swimmers will compete. Another grant will cover part of the cost of a training camp at Banff, Alberta. Twenty swimmers will form the Canadian Olympic team.

The Canadian diving championships and Olympic trials in Halifax next August and pre-Olympic training in Pointe Claire, Quebec, will receive a grant of \$6,905.

The Canadian Yachting Association was awarded \$8,314 to assist in the staging of Canadian championships in four Olympic and four non-Olympic classes during 1968. A grant of \$5,319 will cover part of the expenses of pre-Olympic training including international competition in five yacht classes.

The Minister also announced a grant of \$5,000 to the Canadian Wrestling Association to help finance training for the Olympics. Other grants for Olympic trials and pre-training include \$3,510 to the

Canadian Gymnastics Association, \$4,777 to the Shooting Federation of Canada and \$1,395 to the Canadian Fencing Association.

COMMERCIAL HOVERCRAFT SERVICE

Transport Minister Paul Hellyer recently announced that the aeronautics firm Pacific Hovercraft Limited had been issued a commercial licence by the Canadian Transport Commission to operate a number of air-cushion vehicles (hovercraft) between Vancouver, British Columbia and Victoria and Nanaimo on Vancouver Island. This is the first such licence granted in Canada.

Two Hovercraft SRN6 models will be used - one from Vancouver to Victoria and back and the other for the return service from Vancouver to Nanaimo. Other craft will be added as they are required. Each vehicle, which can carry 36 passengers or 9,000 pounds, travels up to 60 miles an hour and has a range of 150 miles.

The new service will operate 320 days a year with six return trips a day between Vancouver and Victoria, each lasting 121 minutes (compared to 123 minutes by air and 195 by ferry). Seven return runs of 106 minutes each a day will be made between Vancouver and Nanaimo.

Inter-Air Travel Limited had also applied for permission to operate a service of this type but, because of its experimental nature, the Transport Commission decided that only one commercial air-cushion vehicle service should be authorized at present.