

May 4, Prince Bernhard will lay a wreath at the Cenotaph. He will be in Montreal the following day to visit an aircraft factory and to receive an honorary doctorate from the University of Montreal.

On Tuesday, May 6, Prince Bernhard will visit some of the St. Lawrence Seaway installations by car and will then fly from Kingston to Toronto. After seeing aircraft factories in Toronto and being guest of honour at a dinner to be given by His Honour the Lieutenant-Governor of Ontario, he will fly to Vancouver on May 7 and remain there and in Victoria as guest of His Honour the Lieutenant-Governor of British Columbia until Sunday afternoon, May 11, when he will fly to Seattle.

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### METAL LOBSTER TRAPS

Fisheries Minister MacLean has announced the beginning of a new phase of research into the use of metal lobster traps which may have far-reaching effects on the lobster fishery of Canada's Atlantic Provinces.

The project, sponsored by the Department of Fisheries through its Industrial Development Service, brings together in a concentrated 30-day programme personnel of the Fisheries Research Board of Canada, the National Research Council, the Royal Canadian Navy and the Department.

With the aid of professional divers, a diving chamber, underwater television and movie cameras, the scientists, in conjunction with non-technical members of the team, will invade the bottom-of-the-sea haunts of lobsters in the waters off Yarmouth, N.S.

The objective of the research, among other things, is to determine whether metal lobster traps are more economically practical than wooden traps in the catching of lobsters. Last year fishermen in the Maritimes, Quebec and Newfoundland landed about 44,000,000 pounds of lobsters which had a value to the fishermen of over \$14,000,000.

This phase gives observers a ringside seat from which they can observe the behaviour of lobsters in their native habitat. Findings will not be reached for some time but they are expected to settle a point that could go a long way toward solving the problem of trap losses by storms.

The HMCS Greenwood, of the Royal Canadian Navy, based at Halifax, is on the scene just off Yarmouth Harbour. It is equipped with diving gear. A diving chamber will be submerged on the lobstering grounds and underwater movie and television cameras will record the actions of the lobsters. Other technical equipment will also be used to measure the effects of vibrations, currents, etc. In addition to the Naval vessel, three boats of the Department of Fisheries are taking part in the operation. They are the Limada, Modiolus II and Serpurla.

During the past four years metal traps have been tested on the various fishing grounds. The original project involved the use of steel traps fishing against wooden traps. The present experiment includes not only the old-type steel traps with three fishing heads and the door opening on the top, but also new steel traps with three fishing heads, the trap opening from the bottom and the catch locks on the ends; aluminum traps with three fishing heads with catch locks hooking under the bottom; nylon rope and twine; aluminum floats; high purity zinc anodes to help curb erosion of the steel traps; aluminum and fibreglass lobster buoys.

Experience gained in four years of testing under varied conditions in various parts of the Maritimes has proven that metal traps stand up better under gale and sea conditions than do traps made of wood. Metal traps also outlast wooden traps by many years. Metal producing firms are co-operating by supplying some of the traps necessary for the experiments.

Lobster trap losses through storm have been one of the main problems lobstermen have had to face. Although the Department of Fisheries has sponsored trap insurance, only a portion of lobster fishermen have taken advantage of this protection. As a result, a severe storm can bring great economic hardship to non-insured fishermen. Coupled with information already tabulated showing the number of lobsters caught in both metal and wooden traps, the undersea observations will fill in the missing parts of the picture.

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### BUSIEST YEAR FOR AIRPORTS

The year 1957 set a new record for Canadian airports in terms of landings and take-offs, according to figures released by the Department of Transport.

During the year under review, there were 2,838,066 landings and take-offs at the 27 airports with control towers, an increase of 26.6 per cent over 1956 when the figure was 2,225,384.

During 1957, Vancouver again led all others in number of landings and take-offs--306,113; Montreal's Dorval Airport had 257,086, followed by Cartierville with 229,245 and Ottawa 228,847.

Scheduled airline landings and take-offs included in the above figures were as follows--Montreal, 51,335; Toronto, 50,970; Vancouver, 32,829 and Edmonton, 29,432.

During the month of February this year, Vancouver's control tower recorded 20,262 landings and take-offs, making it the busiest for that month. Second place went to Ottawa with 15,304; followed by Saskatoon, 14,602 and Montreal, 14,490.

Total landings and take-offs were 189,347 an increase of 3 per cent over the same month last year.