

countries, it is felt that an effort should be made to examine sales possibilities in the United Kingdom.

There has been a large increase in the consumption of poultry meat in Western Europe in recent years. That in West Germany has risen from four pounds *per capita* a few years ago to approximately ten pounds last year, while imports totalled 120,000 tons. Switzerland and the Netherlands are also large importers of poultry meat.

IDEAL MARKET FOR CANADA

Exports of poultry meat to these countries by the United States have assumed substantial proportions in the last three years. It is felt that the high quality of Canadian poultry and poultry products, the strict attention paid to packaging, and the rigid inspection of poultry exports should enable Canadian producers to fill a large proportion of the market requirements of the United Kingdom and Western Europe.

The itinerary of the group is as follows: London, February 25 -- March 2; The Hague, March 2 -- March 4; Copenhagen, March 4 -- March 8; Hamburg, March 8 -- March 12; Bonn, March 12 -- March 14; Frankfurt, March 14 -- March 17; Munich, March 17 -- March 19; Zurich, March 19 -- March 21; Basle, March 21 -- March 23.

URBAN WEATHER RADAR

"It'll start snowing in the western suburbs in half an hour, but snow won't fall on centre town until 4 o'clock this afternoon." That is the sort of short-range weather forecast that will soon be made possible by the use of radar in Canada's metropolitan areas, Transport Minister Léon Balcer announced recently.

The Department of Transport is ordering five weather-surveillance radar units to be installed at Halifax in 1962 and at Winnipeg, Edmonton and Toronto in 1963. The fifth unit is to be used for research under the precipitation-physics project, a study of the cause and effect of precipitation conducted in conjunction with various government and private agencies.

Meanwhile, the department is converting smaller radar sets to the local requirements of London, Ottawa and Quebec, where they will serve as "gap-fillers" between the larger units.

Radar is the only means of obtaining the detailed information required for accurate short-period forecasts for a specific area. Such forecasts are of particular value to aviation and shipping and to densely-populated areas where sudden bad weather affects transportation and industry.

A weather-radar unit in Montreal, now used jointly by the Transport Department's Meteorological Branch and McGill University, is to

stay where it is, while a lower-powered radar set now at Toronto will be moved to Regina.

Other radar sets situated throughout Canada are used for a variety of purposes, such as air-traffic control, and, as they are usually designed to eliminate weather phenomena from the scope rather than to detect them, they are not suitable for weather surveillance.

FEDERAL-PROVINCIAL AERO SURVEY

An \$18-million programme of aeromagnetic surveys, unique in the history of Canadian mineral development and involving great blocks of unsurveyed territory in the Canadian Shield, will get under way this summer, Mines and Technical Surveys Minister Paul Comtois said recently. A unique feature of the programme is agreement by the Federal Government, and provincial governments concerned, to carry out the surveys and to share, on an equal basis, the cost of such surveys within their respective territories.

PROGRAMME UNPARALLELED

The programme has no parallel in the history of Canada's mineral industry, either in the number of governments involved and the size and cost of the project or in the far-reaching results it can have on the growth and development of the industry. "It is exactly in accord with our Government's policy of promoting the development of Canada's natural resources for the welfare of present and future generations of Canadians", said Mr. Comtois. "It will give us a picture of the mineral potential of these great unsurveyed areas and thus assist in the development of our mineral resources." "Our prime concern and that of the Geological Survey of my Department is to furnish the Canadian people with information on the mineral-resource potential of our country. The information we gain from these aeromagnetic surveys will be used to supplement ground geological surveys to enable those interested to delimit areas favourable for mineral occurrences and areas where more detailed surveying may be required."

LARGEST OF ITS KIND

The new programme is by far the largest of its kind known to have been carried out in any country. It will take 12 years to complete, will cover areas totalling 1,800,000 square miles, and involve over three and a half million line-miles of flying. The project was proposed by the Federal Government and received unanimous approval at the Provincial Mines Ministers' Conference in Quebec City in 1960.

The only other such agreement took place between Ontario and the Federal Government in 1959 and involved a \$416,000 aeromagnetic survey of a 60,000-square-mile area in the Patricia district of northwestern Ontario in connection with the Federal Government's "Roads to Resources" programme.

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