

bbl. to 42.9 million bbl., was partially offset by the increase in crude oil imports from 86.7 million bbl. to 106.5 million bbl. Refined petroleum product imports of 37.3 million bbl. showed only a very minor change from 1955.

Oil field production potential during 1956 was greatly in excess of actual production and bigger market outlets for Canadian crude oil continued to be an important objective of the industry. Important export markets are being developed in the States of Washington, Minnesota, Wisconsin and Michigan. Montreal, with one-third of Canada's refinery capacity, has not come within the orbit of western Canada oil supply although plans were completed in 1956 for extension of the Inter-provincial pipeline to Toronto. Three-quarters of the foreign crude oil imports delivered to Montreal and Halifax in 1956 came from Venezuela and the remainder from the Middle East, United States and Trinidad.

Canada, with 3 per cent of total world production was eighth largest oil producer in the world in 1956 following United States, Venezuela, U.S.S.R., Kuwait, Saudi Arabia, Iraq and Iran. Canada's oil industry recorded a 30 per cent increase in production in 1956 compared with 14½ per cent for Latin American countries, 6 per cent for Middle East countries and 5 per cent for the United States.

There was a slight decrease in geophysical activity in Western Canada during 1956. In 1947, a total of 161 crew-months accounted for all seismic work done; subsequently, steady increase in seismic work took place and by 1952 crew-months totalled 1,923; since then there has been some reduction in activity with the 1955 and 1956 totals being 1,495 and 1,397 crew-months, respectively. Gravity work is carried out on a much smaller scale: 41 crew-months were worked in 1947; in 1955 and 1956 the totals were 103 and 87. There is very little, if any, magnetometer work being done now in Western Canada. Thus total geophysical work, which reached a peak of over 2,000 crew-months in 1952, declined rather sharply.

Geological survey work was actively continued during 1956. Federal and provincial government survey parties were in the field in Alberta, British Columbia and in the Territories. Most major oil companies with holdings in these regions also had one or more parties in the field. The complex structural conditions of the Foothills and eastern margin of the Rocky Mountains must, in the final analysis, be worked out by geological methods. Geophysical techniques, which find their most widespread employment on the Plains, have limited use in western Alberta and north-eastern British Columbia in the areas of tight folding and extensive faulting. Approximately 32 surface geological parties were in the field in Alberta during the summer, with 18 others in British Columbia and 8 in the Territories.

NEW CADET CORPS: The first Canadian cadet unit ever to be formed overseas has been established in West Germany, the Department of National Defence announces. It is the latest addition to the 50,000 member Royal Canadian Army Cadet Corps. Ranging in age from 14 to 18 years, its members are the sons of Canadian soldiers serving in Germany with Canada's NATO land formation, the 2nd Infantry Brigade Group.

Designated as the Canadian Army Germany Cadet Corps, its 62 members are drawn from the student body of a high school in the Soest married quarter site. All are volunteers. The new organization, which came into being a few months ago, is run along the same lines as Army cadet organizations across Canada.

Although they are the smallest cadet organization in the Canadian Army, the new group can lay claim to a number of unique factors. Their fathers are all soldiers of the Regular Army; they are the only cadet unit administered by Regular Force instructors, and they are the only such organization sponsored by a component of the Regular Army.

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AIR SAFETY: A "push-button" installation is now on order to help air traffic controllers handle the increasing number of planes flying the nation's airways, it has been announced by the Department of Transport.

Called the "Altitude Assignment Apparatus" it is a system of "traffic" lights mutually operated by air traffic control centres and airport control towers to provide joint altitude control of airway traffic at specific points. Airport control towers are responsible for traffic direction within a 25-mile radius after which air traffic control centres take over.

At present, traffic control centres and airport control towers relay altitude availability information to each other by telephone. Under the proposed new system, this information will be transmitted by controllers pushing buttons to activate green, amber and red lights on indicator panels at the center and the tower. The lights will show at a glance what altitudes are available for aircraft at certain "fixes" on the airway.

The installation is expected to add to the safety and efficiency of air traffic control by reducing the time spent in telephone communications and enabling the controllers to concentrate on their essential task of traffic direction. At busy airports where planes have often to be "stacked" at various altitudes to await their turn to land, the additional equipment will prove a real boon to controllers, it was stated.

Installations are on order for Montreal, Ottawa, Winnipeg, Goose Bay, Edmonton, Gander and Vancouver. They are expected to be operational at all points by the year-end.