

Airplanes Directed by Wireless Phone

Squadrons of American airplanes fighting in France up to the moment of the armistice were manoeuvring under the vocal orders of the squadron commander that reached each pilot by radio telephone.

News of the successful development of this device, hitherto a military secret, though some inkling of it had reached the Germans just before hostilities ceased, is now allowed to become public by John D. Ryan, U. S. director of aircraft production.

"There are some details concerning it which we cannot discuss yet," Mr. Ryan said, "but the radio devices worked out during months of experiment went into actual service some weeks ago. I have myself, standing on the ground, given orders to a squadron flying in the air and watched them manoeuvre accordingly. The

transmission of the voice is clear enough to be heard distinctly through the sound of the airplane motor. It is in every way the most satisfactory means of communicating between planes in the air and from the ground to planes."

Mr. Ryan said he could not discuss the distances over which the radio telephone has worked, but it is known to be a matter of some miles.

W. C. Potter, of the equipment division of the bureau, explained that the idea of the radio telephone was conceived some time ago by a number of experimenters.

"For some months it has been possible in our offices in Washington to hear the airplanes flying miles over the city," he said, "talking to each other and to the ground as they worked out and perfected the device."

PIT TIMBER IN N. S.

The coal mines of Nova Scotia furnish a constant market for mine timbers, utilizing an average of twenty-two million feet yearly. These include pit props of spruce or fir five feet long and five inches at the small end. The average price for these is about one and one-quarter cents per foot. Pit ties from four to five feet long and from four to six inches in diameter fetch from five and one half to twelve cents each. Railway ties of hemlock, six by seven inches and eight feet long bring fifty-five cents each. Booms of black spruce from eleven to seventeen feet long with an eight inch top fetch from sixty cents to ninety-four cents each.

Wood is used in mines in preference to other material because it will give way slowly when subjected to great weight, gradually splintering and cracking, giving the miners warning and a chance to get away. Wood decays rapidly in mines owing to the damp conditions, so it must be replaced often. The chief sources of supply in Nova Scotia are Cumberland, Colchester, the Cape Breton Counties, Guysboro and Antigonish.

MARITIME BARREL SUPPLY

In the western part of Nova Scotia and in all the fishing centres there is an increasing demand for barrel hoops, staves and headings and there the question of an adequate supply of cooperage material is of equal importance to that of fuel. Such material that formerly came from the waste stock of the large saw mills has lately been very much curtailed and in future more dependence must be placed on direct production and manufacture where the wood is grown. Accessibility is a prime factor in this industry and consequently a sufficient supply of cooperage material depends largely on the quantity the farmers can furnish. The practise of a yearly cut of hoop poles is recommended, with the object of getting regular crops. This practise also allows the smaller trees to grow to a proper hoop size and prevents overgrowth that is unsuitable for cooperage and yet of little value as fuel.—From "*The Farm Woodlot in Nova Scotia.*"