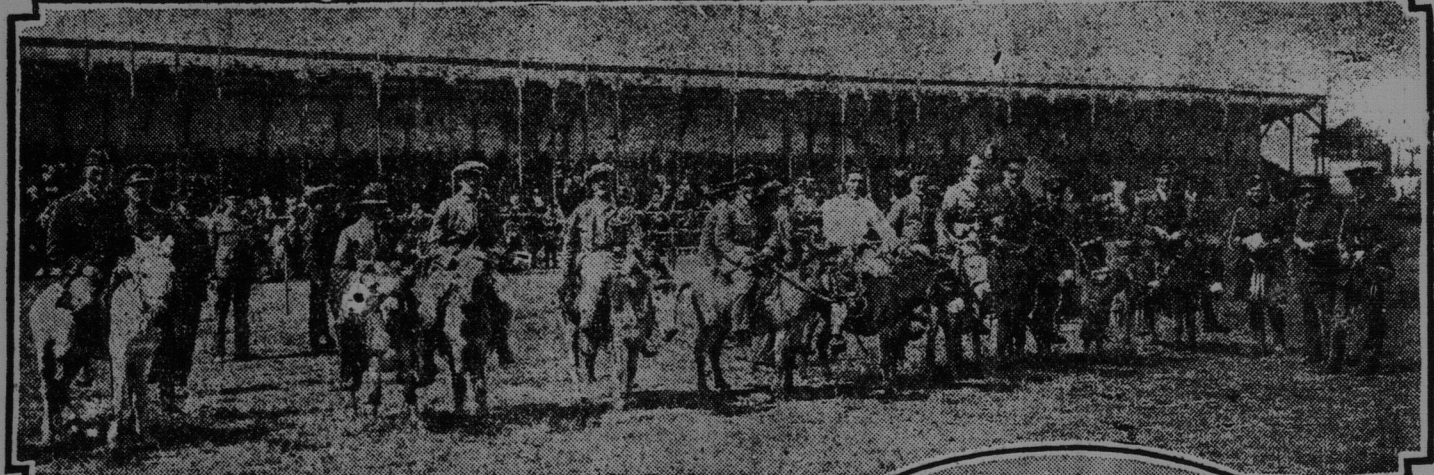


HOW CAPTURED CANADIAN OFFICERS PASSED TIME IN GERMANY AND HOLLAND



Officers Donkey Race at the Dominion Day Sports, 1918, The Hague, Holland.



A Creek Near the Camp One Foot Deep and Two Feet Wide Which the British Officers Were Permitted to Dig. Note the Bleak Outlook.



Killing Time at Bischofswerda Camp, Saxony. Session in Progress.

Airplanes For Protection From Forest Fires

"Why should Canada wait any longer to test the efficiency of the airplane in forest fire protection?" asks the Canadian Forestry Journal. The question has been thrashed out for nearly three years, and while responsibility for the initial experiments has been passed along from one authority to another, the opinion of most of those who have made a close study of the subject is that the dominion government, with a ready supply of idle machines and willing pilots, ought to take the first steps to secure reliable data in this most important enterprise.

According to the Forestry Journal's information, the minister of lands and forests of Quebec recently proposed to the dominion minister of marine and fisheries that two of the idle hydro-airplanes now at Halifax or other Atlantic ports should be loaned to the Quebec government for the summer season of

1919, the provincial authorities to foot the bill for upkeep of machines and pay of pilots. Hon. Mr. Allard, on behalf of the Quebec government, intended to establish an experimental patrol over the St. Maurice valley. It would appear that his co-operative offer was of a most generous and progressive character. It has not been favorably received by the acting minister of marine and fisheries, nor does there seem any prospect of having a start made in aerial forest patrol in Quebec, even though public-owned hydro-airplanes are lying useless in their hangars in Nova Scotia and skilled pilots are kicking their heels and aching for some form of active service. The Canadian Forestry Association has addressed the acting minister of marine and fisheries on this subject and a deputation from the association and allied bodies will bring the matter to the government's attention during the present month.

If Canada is content to wait several years until the trail is cut by other more aggressive nations it will offer a poor

comment on the ability of Canadians to initiate new lines of effort. The Forestry Journal is in receipt of communica-

tions from many senior aviators who look upon an aerial forest patrol as a simple, effective and inexpensive proceeding. Apparently, however, the idle machines and aviators at the disposal of the dominion government are to be denied an opportunity for splendid public service.

Not only is action called for by the imperative need of timber conservation, but other fields in which the government is directly interested demand a bolder policy. It is understood that the topographical survey, the geodetic survey, royal northwest mounted police, and the post office department are thoroughly convinced of the advantage of airplane service in increasing their efficiency and in certain instances reducing their cost of operation. These departments, however, are directly controlled by the dominion government, and no matter how deeply convinced the executive officers may feel on the urgency of aerial experimentation, a refusal on the part of a cabinet minister to take action gives an instant quietus to the departmental agitation.

The illustration shows how wooded areas are defined by camera from 15,000 feet in the air. Hitherto air photographs have been used only for war purposes, but their use has great possibilities in the timber industry.

"For about a year of my stay in France," writes Lieut. Lewis, R. A. F.

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In The Canadian Forestry Journal, "I of dealing with things that are bothering their brothers-in-arms, the infantry. The average height from which these photos were taken was from 6,000 to 8,000 feet. Now, if such accurate results could be obtained at these heights, how much more could be done with photographs taken, say from 1,500 feet, with nothing to ruffle the nerves of the operators?"

"I understand that the government may establish an airplane or hydroplane forest patrol for fire ranging purposes. Why not have these planes fitted with photographic outfits for the purpose of manning that part of the country of which so little is known, the importance of it to the lumber industry seems to me, although not a lumberman, to be too great to be overlooked."

It might be stated in this connection that a mapping camera, designed for airplanes, has been invented. It is called the Brock Automatic Camera and is suspended from the fuselage of the machine. The exposures are made automatically, the number per minute being regulated by a gauge. The instrument is operated by a clock-work, driven by a spring, which is wound by hand. The camera holds a roll of 100 films. Taken in succession, as the plane flies, the photos would reveal a panorama.

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