

Although Royal Commissions to study this problem have not been considered necessary in the other provinces, forestry problems are receiving close attention from governments and from industry, and steps are being taken to improve and strengthen administrative and protective services.

### Subsection 2.—Forest-Fire Protection

The Federal Government is responsible for fire-protection measures in the forests under its administration—chiefly those of Yukon and the Northwest Territories, the National Parks, Indian Lands, and Dominion Forest Experiment Stations. Each of the Provincial Governments, except that of Prince Edward Island, maintains a fire-protection organization co-operating with owners and licensees for the protection of all timbered areas, the cost being distributed or covered by special taxes on timber-lands.

In each province, with the exception just mentioned, provincial legislation regulates the use of fire for clearing and other legitimate purposes, and provides for close seasons during dangerous periods. An interesting development in this connection in the Province of Quebec is the organization of a number of co-operative protective associations among lessees of timber-limits. These associations have their own staffs, which co-operate with those of the Board of Transport Commissioners and the Provincial Government. The latter contributes money grants, and also pays for the protection of vacant Crown lands lying within the area of the associations' activities. In the Province of Newfoundland, responsibility for the protection of most licensed timber-lands is vested in the lessees. In addition, the Newfoundland Forest Protection Association, maintained jointly by the government and industry, carries out certain important fire-control functions.

In the matter of forest-fire protection along railway lines, the provincial services are assisted by the Dominion Railway Act administered by the Board of Transport Commissioners. This Act gives to that body wide powers relating to fire protection along railway lines under its jurisdiction. Certain officers of the various forest authorities are appointed ex-officio officers of the Board of Transport Commissioners and co-operate with the fire-ranging staffs which the railway companies are required to employ under the Dominion Railway Act.

In many districts in Canada, radio-equipped aircraft are used to good effect for the detection and suppression of forest fires. Where lakes are numerous, seaplanes or flying boats can be used for detection, and for the transportation of fire-fighters and their equipment to fires in remote areas. In Western Canada, equipment and supplies are sometimes dropped by parachute to isolated fire crews; in one province parachutists are now employed to fight fires which are difficult of access by other means.

In the more settled areas with better transportation facilities, fire detection is carried out by means of lookout towers fitted with telephone or radio for reporting fires. Field staffs and equipment are maintained at strategic points ready to deal with fires when they are reported. These staffs, when not engaged on fire control duties, are employed on the construction and maintenance of roads, trails, telephone lines, fire guards and other necessary improvements.

Portable gasoline pumps, which usually weigh between 60 and 100 lb. each, and linen hose are important equipment. These pumps can be carried to a fire by canoe, motor-boat, automobile, aircraft, pack-saddle or back-pack and can provide