

Baddeck, Cape Breton island. The "Aerial Experiment Association", formed in 1907, consisted of Dr. Bell, J. A. D. McCurdy and F. W. Baldwin, two young Canadian engineering graduates, Glen Curtiss, a motor-cycle engine builder from New York State, and Lieut. Selfridge, on leave from the United States army. As a result of the work of these associates, the first flight in Canada was made at Baddeck on Dec. 7, 1907, in the *Cygnets*, a tetrahedral kite, which was towed by a steam tug. On Feb. 23, 1909, McCurdy's aeroplane, the *Silver Dart*, was taken out for tests on the ice at Baddeck. With its designer as pilot and under its own power, it flew for half a mile, rising thirty feet above the ice. This was the first aeroplane flight by a British subject. The *Silver Dart* was an advance on any aircraft previously flown, notable features being a three-wheel undercarriage, tapered wings, and the use of aileron controls.

Progress was rapid throughout the civilized world in the development and design of heavier-than-air flying craft from 1908 to the outbreak of the War, and this progress was accelerated during the War by the intensity of competition for superiority in the air, and by the wide field for experiment which the war activities provided. Officially, Canada took little part in these developments. However, many young Canadians entered the flying service of Britain and, to facilitate their recruitment and preparation, training units were established in Canada. To provide the aircraft for training purposes, Canadian Aeroplanes, Limited, was organized by the Imperial Munitions Board and, by the end of the War no less than 2,900 planes had been built by this industry. In the latter part of the War, owing to the extension of submarine raiding to the Atlantic coast of America, a Royal Canadian Naval Air Service was organized to patrol the coasts of the Maritime Provinces and the gulf of St. Lawrence. Bases were established at Halifax and Sydney, and patrols inaugurated on Aug. 25, 1918.

At the end of the War thousands of young men with training and experience in the British flying services returned to Canada, full of enthusiasm for aviation, and seeking an opportunity to apply their new knowledge to peace-time developments. At the same time, governments were disposing of their surplus stocks of planes at bargain prices. Action was necessary to supervise and control aviation in Canada. The Air Board was appointed in June, 1919, with authority for the full regulation of civil aeronautics. Branches were organized to deal with licensing of aircraft and personnel, to conduct operations for other Government services, and to provide technical services.

The immediate post-war circumstances of a large number of trained pilots and many surplus aircraft resulted in great activity in flying. However, much of this was in the form of exhibition flying, joy-riding and flying instruction. Patronage of these activities soon waned as the novelty of flying wore off among the general public. However, the foundations for real progress were laid by a few more far-sighted men who sought to apply the facilities of aircraft to real practical purposes in forest reconnaissance, surveying, and transportation in inaccessible areas of country. In the summer of 1919 successful flights were made for forest protection and survey work at Lac à la Tortue in Quebec. In the summers of 1920 and 1921 bases were established by the Air Board, with provincial co-operation, at various points across Canada from which forest patrols and survey work were carried on. In addition some large corporations, such as the Laurentide Company and Price Brothers, established their own air services for forest patrol, surveys and transportation. The discovery of crude oil at Fort Norman on the Mackenzie river in the fall of 1921 led to the first large-scale attempt to establish air transportation in the far north by the Imperial Oil Company. As a result of the development of mining activity at Rouyn