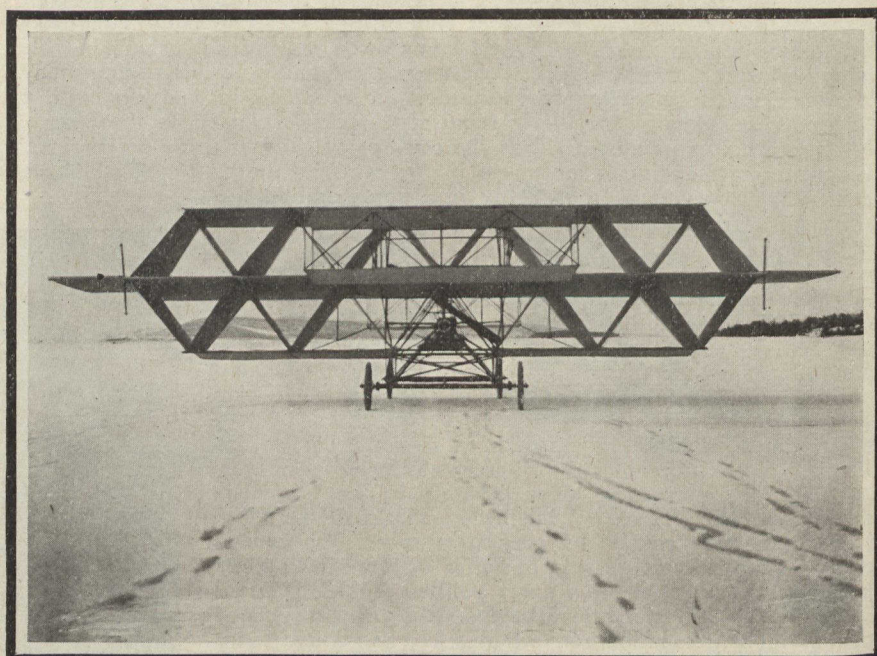
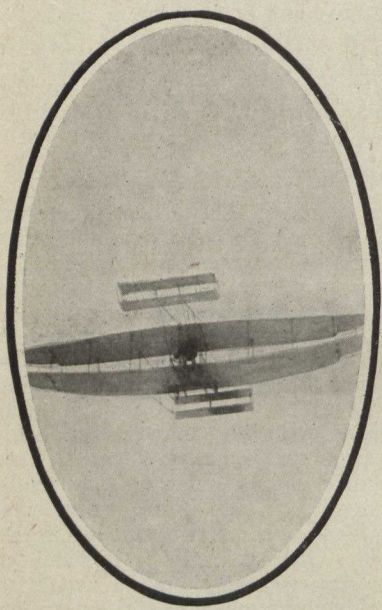


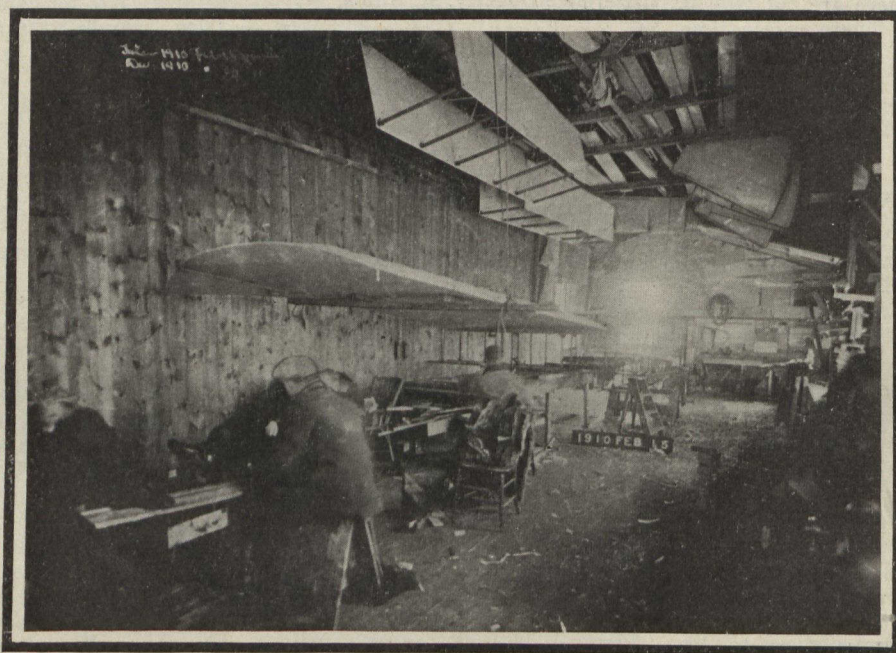
Side View of a Tetrahedral Triplane made by Canadian Aerodrome Company, at Baddeck.



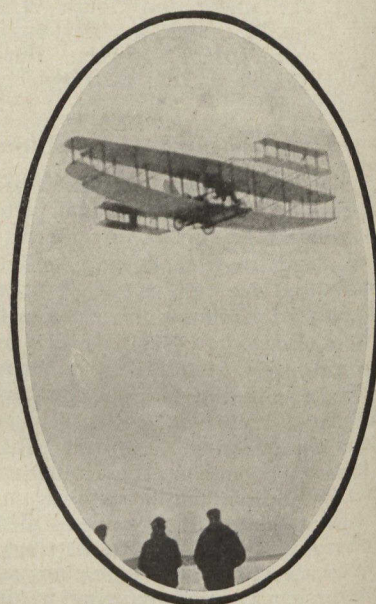
Front View of the same. This is Dr. Graham Bell's favourite machine, as it embodies his special principles.



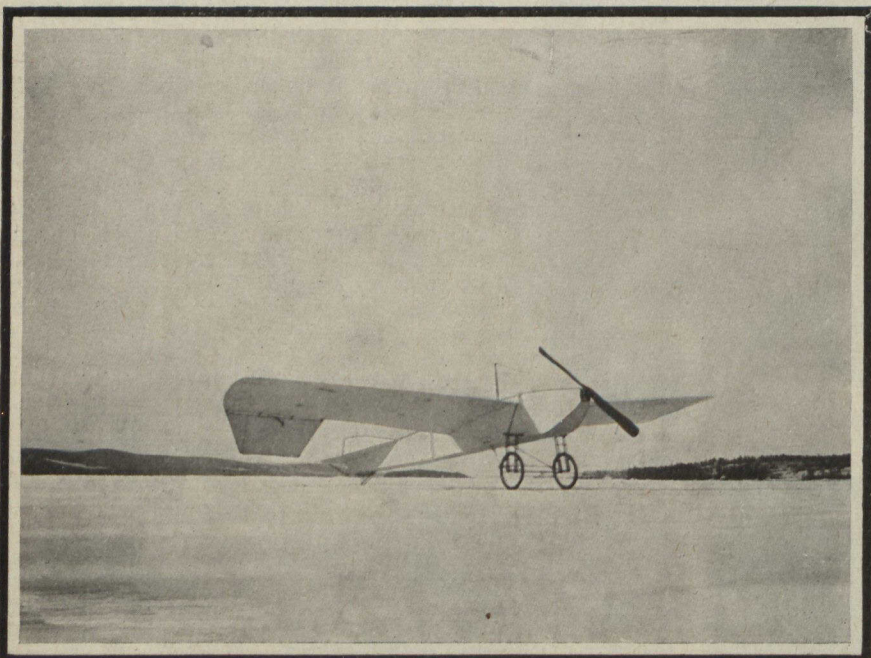
A Biplane in Air at Baddeck.



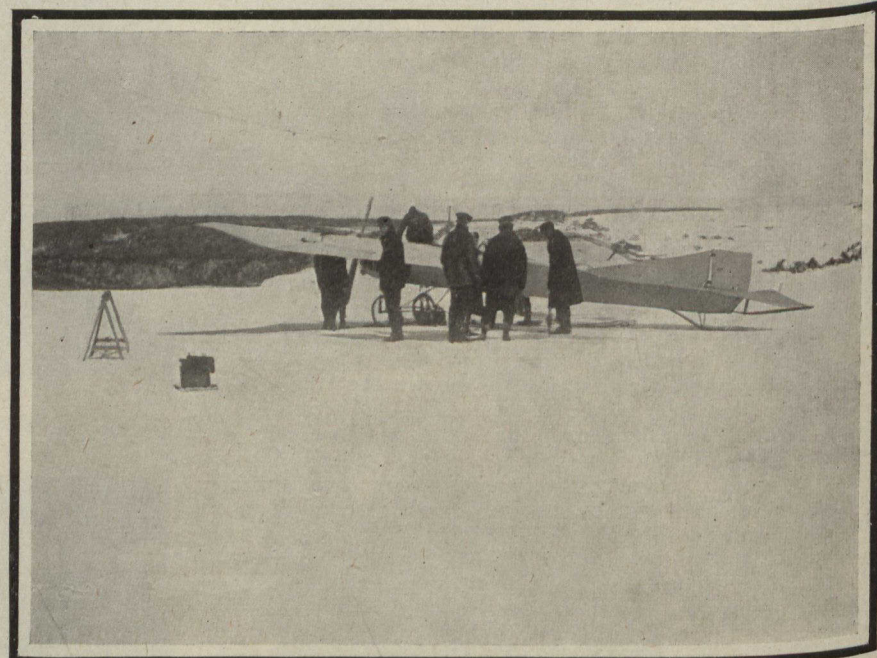
Noon-hour in the Workshop.



A Fair Flight over the Ice.



A Monoplane in Motion, probably fifteen feet above the Ice of Bras D'Or Lake.



Another View. This was made for Mr. Hubbard, of Boston, by Canadian Aerodrome Company.

Why, Casey Baldwin?

By NORMAN PATTERSON

"WHY should a young man with a university training and undoubted ability waste his time in airship-making?" I said to Casey Baldwin. "I can understand a wealthy young man taking it up as a sport, but I cannot understand your taking it up as a business."

"Why should it not be as good a business as any other?" answered Baldwin. "Is not the making of torpedoes for war-vessels a somewhat similar business? Was not the making of automobiles ten years ago as peculiar a business as making airships to-day?"

"Then you really take your business seriously?" said I.

"I most certainly do," answered the young Canadian engineer who has been conducting a series of experiments in aviation for a period of nearly three

years. "I expect that the Government will soon establish an aviator corps and they will need experienced men. I also expect that the rich men in Canada who buy automobiles, yachts and motor-boats will soon be buying airships. At Baddeck, Nova Scotia, we have succeeded in making airships that are beyond the experimental stage. We can guarantee that our ships will fly. I want to tell you also that an aeroplane as an instrument of sport is far ahead of all creeping things such as automobiles and motor-boats."