

a machine. The first operation after mastering the mechanism of machine and engine is to take short hops or jumps of from 50 to 200 feet, but not higher than 20 feet. Then longer jumps are allowed, and then a low flight, skimming the surface or "grass-cutting" as it is called. After this recruits are allowed to fly and manoeuvre, but always over level ground and close to it. Reports say that practical and athletic officers who are accustomed to motoring and sailing learn very rapidly and safely.

As to the attitude of our own Canadian service to this most important branch of military development, it is not for the author to venture to state or suggest. It is to be noted, however, that as the cost of construction and operation of an up-to-date aeroplane is only about one-tenth of that of a dirigible balloon—being say \$4,000 or \$5,000 in first cost—and the usefulness of the aeroplane is well established, it is to be expected that Canada's first attention will be given to this method of aerial navigation and that a corps of aviators, probably from the Engineers, will doubtless shortly be organized and trained for that purpose.

The relation of the Corps of Guides to this new aerial service when developed is obvious, because as Intelligence officers being trained for reconnaissance duties, they must early become proficient in all the various methods employed in that branch of military work.

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