

Clarence MacLaurin, D. S. C.

1889 - 1922

An Appreciation

"Death Chooses a Shining Mark"

NEVER was it truer than of Clarence MacLaurin, drowned off Point Grey, British Columbia, on September 11th, that "death chooses a shining mark".

The cause of the accident will probably never be ascertained, though it is possible that further light may be shed on the circumstances during the official enquiry now being held. As in so many cases, he alone knew the sequence of events. The controls were found to be intact. His skill as a pilot and long experience make it hardly credible that he stalled his boat in flight. He has joined the noble army of martyrs to the cause of aviation. Canada is today poorer by his loss and the Air Force mourns an officer beloved by all who knew him.

Born in Ottawa in 1889, the youngest son of Louis MacLaurin, now of Lachine, Quebec, of the well known family of Ottawa Valley lumbermen, he was educated in the Public Schools and Collegiate Institute in Ottawa, and afterwards at McGill University. He chose the profession of engineering and served with the Dominion Bridge Company for some years before the outbreak of War.

As with so many young Canadians, the Flying Service appealed to his imagination. In April, 1915, he determined to qualify as a pilot and took the course at the Curtis School at Long Branch, Toronto, at his own expense. He was accepted for the Royal Naval Air Service and proceeded overseas, one of the first little band of six cadets sent from Canada. He was posted to Chingford Air Station for further training on land machines, then to Calshott, the Naval Air Service Training Base, for seaplane training. He was discharged to active service in October of that year and appointed to command the Naval Air Station at Bembridge, Isle of Wight, where he remained in charge until January, 1918, on anti-submarine patrols

and convoy work in the English Channel. In January, 1918, he was promoted to the rank of Squadron Commander, Royal Naval Air Service, and attached to Felixstowe, the great Naval Air Base on the North Sea, for further experience in the larger types of flying boats then being developed for long distance patrols in the

North Sea in conjunction with the fleet and anti-submarine work of the Navy. In March, 1918, he was appointed second in command of Huton Bay Naval Air Station where he remained until September when, after a serious illness, following exposure for 48 hours in the North Sea after a forced landing, he was transferred to Washington, D.C. and attached to the United States Naval Air Service in an advisory capacity. In October, the Department of the Naval Service applied for his services to assist in the organization of the Royal Canadian Naval Air Service. He remained in Ottawa until the Armistice busily engaged in the building of the Naval Air Stations at Halifax and Sydney, N. S. and the organization of the first distinctively Canadian Air Force. After the Armistice this force was demobilized and Major MacLaurin was retained as its Director during the demobilization period.



The Late Major Clarence MacLaurin, D. S. C.

A Valorous Record

His War record was a distinguished one. His character and ability gained him early promotion and the Admiralty awarded him the Distinguished Service Cross for gallantry in action.

On the advent of Peace his activities turned to the development of civil aviation in Canada. He was quick to realize the possibilities of flying in Canada and the aid it would bring to the development of the country and the conservation of its resources. His personality inspired confidence everywhere. The ready response and generous co-operation, in the early