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moment, because people are writing, dis? counting it. Which is too bad, because even to fly an aircraft of that type in the old days, where the motor was fixed to the pro? peller, and the whole thing went around-- did you know that? That's what they call a rotary--rotary motor. The motor and the propeller all went around--like in the Sop- with Camels, and Pups, and stuff like that type of aircraft. In fact, I've seen them in the museum in Ottawa. And the whole thing went round, which caused a lot of ac? cidents, because the torque--when their mo? tor started up with a burst of power, it tended to turn--like if you're holding onto a drill, and it gets stuck, to go the other ...tokeep you company thisfell? The Department of Lands and Forests offers many titles that will stir your interest in forest, wildlife or recreation. From the historical Forestkeeping • to the informative Notes on Nova Scotia Wildlife • and the technical Forestry Field Handbook • to the ever popular children's stories. The Brook and the Woodcutter and The Man Who Couldn't Stop Sneezing • we offer something for every taste. And you needn't travel far to pick up our publications • these and many more are available at Pages, The Downtown Bookstore, 361 Charlotte Street, Sydney. We also publish Lands and Forests Research Notes, Research Reports and Technical Notes • periodic reports on results of forestry and wildlife studies conducted by the Department. For more information on these reports, or a complete list of publications contact: The Department of Lands and Forests, Extension Services Division, P.O. Box 68, Truro, NS B2N 5B8 'rsi' Department of "" Lands and Forests way. Many an aircraft was turned upside down and they got killed. However, that intrigued me, the fact that they could get off the earth and get in the air, was more or less a matter of freedom. However, the (First World) War came and went. And during the war, the first air? craft I saw were at a base in North Sydney: they called them hydroplanes rather than seaplanes, but that's what they were. And they're very, very primitive biplanes, with a hull on them. I suppose they were flying boats more than seaplanes. And they flew over, after the armistice --and dropped the flags--you know, the Ar? mistice Day flag--they dropped right in the ball park in Glace Bay. And I was there, and very, very thrilled. The desire to fly was strong, very strong in me. And as I was growing up, the trans- Atlantic fly? ing was boom? ing- -the at? tempts to fly the ocean, I should say. And one night --I was proba? bly 14 or 15-- one of the aircraft, a (plane) that was supposed to fly across the ocean, ran into trouble or whatever, and turned, flew over the town, and eventually landed in a field down in Parrsboro, in southern Nova Scotia. And that's a re? corded flight. Well, it was a pioneer-- really start? ed- -beginning of everything.