THE
FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

EDITORIAL NOTES

In an effort to prevent any increase in the price of bread the Wartime Prices and Trade Board has placed a ban on the sliced loaf after August 11th and has prohibited the use of double or fancy wrappers after this date. It is felt that this change together with the removal of the fifteen percent wheat processing tax should keep the Staff of Life at its present level. Bakers generally cannot see what great economy is to be effected by doing away with the slicing of bread and in any event most housewives like to cut their own loaf.

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Women are holding the centre of the stage in Ontario more and more these days. A call has gone out for fifteen hundred women as an auxiliary force to the defence program and now it is announced that the Ontario Farm Service Force has decided to absorb the Ontario Women's Land Army. The Land Army will now be known as the Women's Land Brigade of the Farm Service Force. The Brigade will deal with and recruit for farm service women outside of student circles and will concentrate on general farm placements on a more or less permanent basis.

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As is perhaps appropriate, the Canadian National Exhibition this year will be quite warlike in its character. The waterfront will bristle with guns, tanks, and other war equipment. In one of the big buildings a demonstration will be in progress showing how the famous Bren gun is made and the operation of other munition manufacturers will be in progress. Aviation will be a highly impressive feature of the Fair and many types of airplanes destined for action overseas will be flown over the grounds and lake front for the edification of spectators.

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It is expected that millions of bushels of coarse grain from the west will be required in Ontario this winter for feeding purposes. Although the crop outlook in this province has vastly improved the expansion of the export trade particularly in bacon and cheese will call for an unusually heavy feeding program. A conference has been arranged to perfect an organized movement of grain in which there would not be any speculative margin between the prices paid by the Eastern farmer and the price received by the Western growers. Last year Ontario in an organized movement bought three million bushels of western grain and obtained the benefit of a Dominion Provncial trade subsidy. While it is estimated that this province may need eighteen million bushels of western grain this winter it is not likely under existing circumstance that any government freight bonus will be extended.

EARLY RISING

"I reckon," said a farmer, "that I get up earlier than anybody in this neighborhood. I am always up before 3 o'clock in the morning." Another farmer said he had part of his work done by that time. The first thought he was not speaking the truth and decided to test him. A few mornings later he got up at 2 o'clock and went to the neighbor's house. He rapped at the back door and the neighbor's wife opened it.

"Where is your husband?" asked the farmer, expecting to hear that he was in bed.

"He was around here early in the morning," answered the wife, "but I don't know where he is now."

ROUND TRIP RAIL
Travel Bargains
AUGUST 15 - 16
from **FLESHERTON** to

TORONTO	$2.55
HAMILTON	$2.90
Belleville	$5.95
Peterboro	$4.85
Smiths Falls	$8.70
Windsor	$8.95

and many intermediate points
Going: Afternoon & evening trains Aug. 15th — all trains Aug. 16th.
Return Limit — Up to Aug. 18
Consult Agents - Procure Dodger

Canadian Pacific

FIGHTER PILOTS EARN THEIR WINGS AT CAMP BORDEN

By HUGH TEMPLIN

Camp Borden is Canada's best known flying school. With its six square miles of flat, sandy land, it is probably the largest as well. It was an air-training camp during the last Great War, from 1914 to 1918. In those far-off days, it wasn't too popular. Sand got into the buildings and the clothing and food. Occasionally a veteran pilot remarks: "I wonder if the old hangars are still at Camp Borden?"

The pilots of the last war would see many changes. Some of the old buildings remain, but they are hard to find among all the new ones. The sand is now subdued, with green grass holding it down, though it was necessary to keep the sand in place with wire netting on some of the dunes until it sprouted. The administration buildings and some others are of permanent brick.

Camp Borden is now the No. 1 Service Flying Training School of the Royal Canadian Air Force. My own guess is that it is also the largest, and in some ways, the finest air school on the continent.

It is developing rapidly. I visited the R.C.A.F. at Camp Borden twice. Within a few months, I found notable changes, particularly the fact that the collection of assorted planes at the camp last Fall has been replaced by long lines of sleek Harvards, with a few Yales. It is another indication of the way the supply of training craft has caught up to the needs.

Ten Weeks of Flying

Of the six months necessary for the training of a pilot in Canada, the last ten weeks are spent at Camp Borden or one of the other Service Flying Training Schools. On arrival, the student, now with the rank of Leading Aircraftman, is able to fly a plane at a hundred miles an hour or so. He has learned to find his way across country, has done simple aerobatics (or stunts, if you like) and has had lectures on a variety of subjects from signals to navigation.

Advanced flying is taught by experienced pilots at Camp Borden. The sleek and lovely Harvards fly at speeds over 200 miles an hour. They are the yellow, noisy, single-motored craft often seen in the air over Southern Ontario.

Everything at Camp Borden is larger or faster. The three main runways are paved strips 3300 feet long and 600 feet wide. Commercial airports near the largest cities are tiny in comparison. Even that isn't sufficient. There are two auxiliary landing fields at Edenvale and Alliston, each as large as a commercial field, but used only in cases of emergency.

Other things are speeded up as well. Planes sometimes seem to rise in swarms; a control tower is necessary to sort out the traffic. It is said that landings in a year may number 250,000. Gasoline consumption is enormous.

Lectures Still Continue

On my second trip to Camp Borden, I arrived at the gates just as a black thunderstorm swept over the plains. Six or seven pilots were up when the storm arrived and they had to stay up until conditions became more suitable. It was an hour before the last one was down and the crew in the control tower breathed a sigh of relief. No damage had been done and the young pilots had gained valuable experience.

It was no day to stay outside, so I talked with Squadron Leader Carter, the Commanding Officer, who has since been transferred to a new school at Claresholm, Alta. Flying Officer Douglas showed me the lecture rooms, the armament rooms and the course of study, and Squadron Leader Bradshaw initiated me into the mysteries of the control tower.

In the Control Tower

The flying field at Camp Borden is a huge flat plain. Because of the sandy soil, it dries quickly after a rain. Huge, paved runways crisscross the field, giving ample room for landing, no matter what the wind direction. On the edge of the field, near the hangars, rises the control tower, which is the nerve centre of the flying field.

To the casual visitor, the control tower looks unpretentious. It is three storeys high, covered with asphalt shingles. Around the edges of the roof hang all kinds of odd things that mean nothing to the outsider, but much to the pilots. On a tall pole above the roof is an anemometer or instrument for measuring the velocity of the wind. Each of its four cups is about the size of a half-orange peel.

Inside the glassed-in compartment on top of the tower is a crew of three or four, surrounded by instruments and signalling equipment. On a desk is a list of all planes in use, with the numbers, the names of the pilots and other information. As each plane comes down the runway, it gets a signal from the tower with an Aldis lamp, then gains speed, takes the proper runway, and is off into the air.

The Aldis lamp is used for signalling in the Air Force and Navy, both day and night. On active service, in convoy work and the like, it is safer to use than wireless, as the messages cannot be picked up by the enemy. The signal lamp is about the size of a large automobile headlight, with a lens that concentrates a powerful ray of light in a narrow beam. Above the lamp is a sighting tube, so that the ray of light can be aimed accurately, and underneath are a pistol grip and trigger. Words in Morse code can be sent, or different colored lights used. A green signal gives the pilot the sign to go; a red to stop.

As a more general signal to pilots in the air, Very lights are used. They are bright flares ,like glorified Roman candles fired from large Very pistols. The flare looks like an oversized shot-gun shell, and fits into a pistol with a large barrel. A red flare indicates that something is wrong; the white is a general recall; the green a signal that everything is O. K.

A switchboard controls the elaborate electrical equipment — floodlight, searchlight rotating air beacon and the rest. One is marked "Ceiling Light," but the ceiling in this case is the sky. A powerful light on top of a distant hanger points straight up to the clouds. By sighting along a rotating arm to the spot where the light strikes the clouds, and reading the figures on a metal arc, it is possible to determine the height of the "ceiling" for flying.

A system of flags, colored balls and tin cans indicates weather conditions and directions to be taken in landing. On a flat roof nearby, oddly shaped and colored peces of wood are laid out to give similar information. On the rainy afternoon which I spent in the tower, they said: "Use runways only;" "Land from the South," and "All flying washed out."

Beside the control tower stands the "crash crew," with fire fighting truck always ready in case of accidents. If a pilot gets into difficulties, the crew will be well out on the field before he lands, with an ambulance not far behind.

The crash truck drives from all six wheels and carries equipment for all types of fires. There are the ordinary fire extinguishers and a 100-gallon tank of water. For fires in oil and gasoline, carbon dioxide is used to quench the flames by depriving them of oxygen. A foam tank lays a blanket of bubbles over the fire, keeping away the air. The fire fighters use asbestos uniforms and blankets of the same fireproof material.

Runways are not illuminated for night flying, but pilots must learn to land with no more equipment than is used on active service on British air fields. Small flares, not visible above 900 feet altitude are laid out in the form of a "T" in such a way that the pilot knows where the runways and the horizon are and can come in with scarcely a bump.

Pilots Get Their Wings

After ten weeks at Camp Borden or some other Service Flying Training School, the student pilot is ready to go overseas for final training under combat conditions. In token of this, he is given his "wings" and the rank of Sergeant Pilot.

The wings ceremony is simple and impressive. The graduates stand in the centre of a hollow square, with their comrades around them. Among the class may be young men from Australia, New Zealand, England and Scotland, the Straits Settlements or other parts of the Empire. There are likely to be some Americans and a large proportion of Canadians.

The Commanding Officer calls out the names of the graduates, one by one. They drop back a pace or two, march down to the end of the line, around the front and then proudly up the centre. The salute is returned by the O.C. and he pins the pilot badge, a pair of wings, with the letters, "R.C.A.F." (for the Canadians) surmounted by a crown, on the breast of the tunic, offers congratulations and a handshake. This is one time when visitors are present, usually relatives who come to see the graduation ceremony.

Most of the graduates of Camp Borden are "single seater" fighting pilots. They have been trained in the Harvards by day and by night. They are taught to find their way across country alone in all kinds of weather, to use machine guns and advanced gun sights. They will take over the Hurricanes, the Spitfires and still newer models after some further training in England. But a few are trained as bomber pilots. They use the Ayro Ansons, a slower, twin-engined plane. As the various camps are turning to specialized work, the bomber pilots will probably be going to other schools in future.

(Next week — Traning an Observer)

NOTICE TO CRFDITORS

ALL PERSONS having claims or accounts against the late JACOB ANDREW LEVER, of the Township of Artemesia in the County of Grey, Farmer, deceased, are required to send full particulars thereof to the undersigned on or before the Twenty-third day of August, 1941. After that date the estate will be distributed amongst those entitled thereto having regard only to claims and accounts of which notice shall at that time have been received.

—C. C. MIDDLEBRO',
City Hall, Owen Sound

EUGENIA

There will be no service in the church here on Sunday. Rev. Dr. Mercer is on a month's holidays.

Sunday School will be held at the usual hour on Sunday morning.

Little Miss Blanche Walker, elder daughter of Mr. and Mrs. Will Walker was organist for the services in the church here the past couple of Sundays, and played exceedingly well.

Mrs. A. Carruthers spent a few days with Mr. and Mrs. A. Blackburn, 4th line.

Mrs. J. Cairns is spending a week with her daughter, Mrs. Stewart Elkins, husband and family of Niagara Falls. During her absence, Mrs. Alex Mac Donald of Weston is assisting her brother Frank in the store.

Mr. and Mrs. Ed Baker in company with Mr. and Mrs. Andrew Fawcett of Vandeleur visited on Sunday with the former's son, Harry, and family at Tavistock.

We extend our sympathy to the Rae family in their sad bereavement, caused by the death of their dear mother.

Mr. Will Campbell of Toronto visited in the village a week ago. His wife and her sister, who have been visiting here, returned home with him.

Mr. Chas. Park, with the H.E.P.C. of Lucan, visited over the week end with his wife and little daughter.

Miss Ilene Sloan of Chatham is visiting with her friend, Miss Jean Proctor.

Mrs. E. Rowbotham and daughter, Mrs. McRae, and husband of Toronto visited a few days with the former's father, Mr. John Williams, and her brother, Charles, and other relatives.

Miss Delores Betts of Rock Mills spent a few days with her cousins, Dennis and Jacqueline Campbell.

Sgt. Geo. Paul of the R.C.A.F., visited one day with his parents, Mr. and Mrs. Sam Paul of Lang, Sask., who were visiting at the MacMillan home last week.

The Ratcliffe family of Vandeleur visited on Sunday with the Genoe family. It was Diana Genoe's birthday. We wish her many happy returns of the day.

Miss Evelyn Campbell of Markdale spent the week end at her parental home.

Mr. and Mrs. Chas. Annette of Toronto visited over the week end with her father, Mr. Jacob Williams.

Trooper Norman Williams of the 5th Division Tank Corps, Camp Borden, spent the week end with relatives in the village.

Miss Marjory Proctor of Toronto visited over the week end at the Proctor homes.

Driver Jack Traynor of Camp Borden visited over the week end at the MacMillan home.

Miss I. Dinsmore of Thornbury called Monday on Miss Marge Park and other friends in the village.

Mr. and Mrs. Cook and two daughters, Barbara and Evelyn, of Windsor visited a few days with Mrs. George Ward at the Eugenia House.

Mrs. Gordon Kellar of Markdale and son, Sergt. Ken Kellar of the R.C.A.F., stationed at an eastern Canada port, visited with Mr. and Mrs. Bert Magee and family on Sunday. Ken is home on sick leave, recuperating after an operation for appendicitis. We wish him a complete recovery.

Miss Lillian Magee spent a few days the past week with Mr. and Mrs. Geo. McTavish and family at Flesherton.

Miss Georgina Smith of Toronto and Mrs. Morgan of Flesherton visited recently with their sister, Mrs. Evalena Graham.

Its' "Duncan's for HARDWARE

HAY and HARVEST TOOLS — B. T. Forks, Pulleys, Rope Hitches, Plymouth Rope for draw, Trip and Sling Ropes, Binder Twine, Forks, Scythes and Snaths, Mower Files.

FOR YOUR WAR ON PESTS — Fly Spray, Sprayers, Screen Doors and Windows, King Bug Killer Arsenate of Calcium, Paris Green.

PREPARE TO PRESERVE — Preserving Kettles, Cold-Pack Canners, Mixing Spoons, Ladles, Strainers, Zinc and Rubber Rings, Fruit Jars and Glasses.

HOLIDAY NEEDS — Fishing Tackle, Guns and Ammunition, Flashlights and Batteries, Softballs, Bats, Tennis Balls, Vacuum Bottles, Sta-Away Insect repellant.

F. W. DUNCAN

HARDWARE "Blue Coal" Phone 54

BUCKINGHAM

Miss Marguerite Mullin of Toronto spent a week recently with her parents, Mr. and Mrs. J. M. Mullin.

Mr. and Mrs. Bert Conn of Windsor visited a couple of days last week with Mr. and Mrs. W. J. Conn.

The Community Club met on Wed., Aug. 6 at the home of Mrs. Cyrus Shortt with attendance of 14 members and 11 visitors. The meeting was opened with the usual devotional exercises and the report of the last meeting read by the Sec., Mrs. J. Brown. The afternoon was spent in quilting a quilt which with others will be handed to the local Red Cross to be included in a bale. As is usual all enjoyed the lunch hour. The Sept. meeting will be held at the home of Mr Ern Davidson.

Mrs. Ed. Hawton of Vancouver, B. C. accompanied by Mrs. A. Brownridge and daughter, Mrs. Currie of Stayner, also Mrs. Stevens and daughter of Stayner visited last week with Mr. and Mrs. Alfred Hawton.

Congratulations are being extended to Mr. and Mrs. Bruce Taylor, (nee Miss Elsie Bowes of Nottawa), who were married recently.

Mr. Leslie Hawton left for Toronto the first of the week where he has a position with the Anaconda Brass Company.

Mr. Bruce Brownridge is home on a short leave off his boat.

Mrs. C. Long spent the past week with Mr. and Mrs. J. Brown.

Miss Irene Hudson of Toronto is spending a few weeks holidays at her home here.

Keep eggs cool and keep them clean.

When Joe Louis' wife sued him for divorce was it a knockout, blowout or a blackout?

Farmers' Chance

TO BUY SPARE PARTS FOR FARM IMPLEMENTS

As I have bought the Heard building and contents I will sell everything at any reasonable offer. Everything must be cleared out at once, as I am taking the building down.

Plow Shares, 10 kinds	Wagon Boxes
Buggy Repairs	Slings and Parts
Wagon Parts	Some Bicycle Parts
1 Light Wagon	Buggy Top Parts
Back and Seat Cushion, new	Doubletrees
Buckles, all kinds	Bolts, all kinds
Bolts, all kinds	Pea Harvester Parts
Wagon Poles	Corn Planter Parts
Buggy Shafts	Singer Sewing Machine for leather
Pumps	

and numerous other things needed on the farm

COME IN AND SEEFOR YOURSELF

H. A. McCauley, Flesherton

GO 50/50 WITH OUR FIGHTING FORCES

REMEMBER: The slower you drive, the more you save!

Gas burned up while standing still totals a staggering gallonage. So never leave your car — even for a few minutes — with the motor running. It's just as easy to switch it off and save gasoline. Remember your 50/50 Pledge: don't let your motor idle.

Spare and Share your Gasoline for VICTORY!