THE FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

CEYLON

Thanksgiving and week end holiday visitors were: Misses Allie and Edith Grant of Toronto at A. S. Muir's; Harold Tracey, Toronto, at W. Gibson's; Aircraftman Dick Stewart of St. Thomas, Mr. and Mrs. Frank Stewart and family of Toronto and Mr. and Mrs. McClean of Linden at John Stewart's; Dr. West and family of Angus, Dr. Roy Fletcher and Mrs. Fletcher of Toronto, Mr. and Mrs. Glen Magee and Lenore of Vandeleur and Mrs. Jas. Beatty at I. B. Whittaker's; Miss Janet Cameron of Durham at Mrs. Neil Cameron's; Mrs. Donald McLeod and son, Rod, of Detroit, Mr. and Mrs. W. P. Wharin and Miss Jeanette McLeod of Toronto at J. D. McLeod's; Miss Stella Pedlar and Billy Wright of Toronto at Geo. Fisher's; Miss Catharine Cairns and Walter Scrace of Toronto at Geo. Cairns'; Mr. and Mrs. Emerson McKee and son of Bronte at Jos. McKee's; Sherman Piper of Toronto at his home; Miss Marjory Stewart, Geo. Stewart and Mr. and Mrs. Russell Johnson of Toronto at Thos. Stewart's; Melville Hunt of Galt at Geo. Arrowsmith's; Earl McLeod of Oshawa at P. Muir's; Margaret Collinson of Toronto and Jean Collinson of Owen Sound at J. F. Collinson's; Mss. Campbell Watson of Holstein, Mr. and Mrs. Gordon Brown, Mr. and Mrs. Don Porter of Toronto at S. McDermid's; Mr. and Mrs. W. Murdock and two daughters of Tottenham at W. Burnett's; Jean and Doris Marshall of Toronto and Alex. Marshall of Bolton at F. Marshall's; Mr. and Mrs. Thos. Owler and son, Bill, Mr. and Mrs. Stan Johnston and son, Stanley, Miss Florence Copeland and Mrs. Geo. Edwards, all of Toronto, with Mr. and Mrs. Jas. Sinclair; Miss Hazel Oliver and friend, Miss Beams of Toronto with the former's grandparents, Mr. and Mrs. Jos. Oliver.

Aircraftman Wallace McDermid of St. Thomas was home on his last leave over the week end and reports at Halifax in a couple of days.

Mr. Russell Purdy was home from Toronto over the holiday.

Thos. Hazard of Galt called on friends last week.

Mr. Albert Hazard will spend the winter at Windsor.

Mrs J. D. McLeod has returned home after visiting her father at Springfield, Mass.

Mr. and Mrs. Geo. Fisher and family spent Thanksgiving at Sudbury, with their daughter, Mrs. V. Hall, and Mr. Hall.

Mr. and Mrs. J. H. Hales and son of Brighton, Mr. and Mrs. Fred McMullen and Mr. and Mrs. Austin McMullen, and Mr. and Mrs. Ernie McMullen, all of Toronto, held a reunion with the former's father, Mr. J. L. McMullen.

8TH LINE OSPREY

Miss M. Duff, teacher in our school, spent Thursday evening with Mrs. Crawford.

Mr. Fred Hale was appointed on a committee to inquire into the advisability of securing a municipal doctor in Osprey, at a meeting in Feversham last week.

Mr. and Mrs. H. Courvoisier and Beth of the 10th Line East, spent Sunday with the latter's mother, Mrs. S. R. Hawkins. Miss Margaret has taken a position in Toronto.

Mr. and Mrs. Morsen and Miss D. Madden of Collingwood renewed acquaintances here on Thanksgiving.

Mr. Vernon Somers of Guelph spent the week end at his home here.

Mr. and Mrs. J. Haley attended the funeral of Mrs. Ed. Sullivan in Glenelg on Monday.

Mr. and Mrs. H. Graham and Mr. Joe Cook of Orton spent Thanksgiving with friends here.

Messrs. Lloyd Stephens, Wilfred Haley and John Murphy attended a Fowl Supper at Glenelg Centre on Monday night.

While motoring from Fern Glen, Mr. and Mrs. Bill Somers met with an accident near Barrie on Friday night. They were taken to Barrie Hospital, but were allowed to come to the former's home here, where they are convalescing.

One of our exchanges asks "What is the use of a woman trying to pull her dress down over her knees when she sits down, when there isn't enough dress to cover them at any time.

CANADA AT WAR

(Article Number Five)

"The Navy"

As a fitting climax to the Canadian editors' tour, a day with the Royal Canadian Navy at Halifax had been arranged. To any one who has visited Halifax in peacetime, the transformation to its predominant wartime role as a key port on the Atlantic coast comes almost as a shock. The streets of Halifax are thronged with officers and ratings of the R. C. N., the harbour is lined with ships being readied for convoy, new buildings to accommodate the Navy's needs are going up on all sides, and the dockyard is a veritable beehive of activity as thousands of navy men are schooled for service on the seas.

Arriving at Halifax early in the morning, the editors were shown through King's College, the Officers' training establishment, the Signalling School and the Admiralty House Grounds. Proceeding to His Majesty's Canadian Dockyard, our party saw all phases of the technical training of the Navy, including the gunnery school, ordinance artificers' school and other departments of instruction. It is here that the officers and ratings receive their final training in gunnery, navigation, wireless, telegraphy, signalling and able seamanship to fit them for their tasks. Stokers are taught their engine room duties and there are schools for cooks, stewards and sickbay attendants. In one building the gunners were being trained on large naval guns. It was an unbelievable bedlam as the youngesters went through their paces, shouting and repeating orders and moving with speed and precision to their respective stations. Not all of these lads are Maritimers, in fact a great many are from the prairies and singularly enough they take to the water like ducks.

Youth Predominates

Youth clearly has the call in the Canadian Navy. We met a 27-year old officer who is commander of a destroyer and another of about the same age in charge of a brand new Canadian corvette. Another lad of twenty-one, an officer on a destroyer had already come unscathed through the horrors of Dunkirk where he was in command of a yacht which made four round trips in taking off British soldiers. We visited the stores where depth charges and big naval torpedoes are housed. We were introduced to Commodore Jones Officer Commanding the Atlantic Coast, and his staff, and were told the story of how convoys are assembled and shepherded across the Atlantic. It can be no secret that Halifax has a vital role in convoying merchant ships of Allied nations to beleaguered Britain and that the Royal Canadian Navy is playing a heroic part in this all-important task, having already safely escourted thousands of ships and millions of tons of cargo to their destinations in the Mother Country.

Aboard a Destroyer

We had a real opportunity to view the busy harbour when two of the now famous fifty American destroyers were placed at our disposal for a tour of the harbour and a 25-mile run onto the broad Atlantic. Fortunately for the editors it was a calm day. During the run depth charges were dropped and a smoke screen thrown out to add a realistic touch to the trip. The depth charges rolled from the stern of the boat, threw a dense cloud of spray high into the air and jarred the destroyer with terriffic force. It is easy to see how they can play havoc with enemy submarines. The Captain of the destroyer on which we made the harbour trip was a sturdy 'seadog,' whose alert and ruddy countenance clearly reflected the spirit of the Navy. We learned that he had served aboard H. M. C. S. Fraser, the Canadian destroyer which went down in a collision in the English channel with the loss of a number of lives. The Captain, his officers and ratings were most courteous to the editors and we derived a new insight into the valuable work performed by the heavily-armed destroyers both in convoy and patrol work. Overhead passed big flying boats which carry out a long distance patrol far out sea, while glimpses could be obtained of the heavy coastal fortifications of the harbour.

The Corvette

On the outgoing trip we passed several mine-sweepers and corvettes inward bound from patrol duty. Earlier at a Quebec dockyard we had viewed similar ships in course of building. We saw some corvettes on the stocks with hundreds of men hammering and rivetting, while another was ready for del'very. Contrary to popular conception, the corvette is not a small vessel, but rivals the destroyer in size, and armament although we understand that some corvettes of smaller size have been built at Ontario ports. Each of the larger corvettes is heavily armed. They are playing a significant role in the Battle of the Atlantic. One shipyard alone has 1,800 men at work on corvettes and minesweepers and the counterpart will be found in many a Canadian shipyard. The corvette is not as graceful a ship as the destroyer but it is sturdy and impressive in appearance. Expansion of the Rayol Canadian Navy as a whole in the last two years forms one of the epics of this war, embracing an increase from 13 to 250 ships and in personnel from 1,300 to 23,000 men and the number is increasing every day. The Navy's popularity with young Canadian manhood is proven by the steady stream of recruits pouring into Halifax and other naval training centres. Canada's Navy already has a proud record in this war. It will be enhanced as time marches on.

Women Lend a Hand

Just a word regarding the problem encountered by Halifax in meeting the needs of the thousands of naval ratings who are training for service there or who come ashore on leave. The women of Halifax, ably assisted in a financial way by various naval auxiliary services including the Navy League of Canada, are responding nobly to the call for canteens and whilesome recreation for the men. We visited three or four such buildings and found that the sailors were making liberal use of the conveniences and comforts provided for them. One small canteen alone had served as many as 25,000 meals in a month. Most of the leaders in this work are wives of naval officers who employ all their spare time in the arduous duties of fitting out and supervising canteens and rest rooms. Halifax churches likewise are doing their bit to brighten the off duty hours of the lads who man Canada's ships. One of the most striking proofs of expansion is the erection of two new naval hospitals adjoining the Halifax waterfront, which are greatly needed to supplement existing accommodation.

A happy culmination of the editor's visit to Halifax was the banquet tendered at Admiralty House to our party by Commodore Jones and his staff of distinguished officers and ship captains. Our spokesmen had a chance there to express appreciation of their gracious hospitality and to thank particularily Commander J. P. Connolly M. C., V. D., Royal Naval Provost Marshal, who accompanied us on the tour. It was an occasion, too, to become acquainted with the sterling worth of Canada's men "who go down to the sea in ships."

Conclusion

In concluding this series of articles, we would like on behalf of Canadian weekly newspapers to express to the Department of National Defence and to the officers of the Genral Staff, the R. C. A. F. and the Navy, as well as to the Directors of Public Relations and their staffs, who took valuable time from their official duties at Ottawa to accompany us on the entire trip, our sincere appreciation for a memorable journey. We would also give honourable mention to the Canadian National Railways. It is certain that the tour served the useful purpose of giving the editors a clear conception of what Canada is doing in this war and thus of enabling them to pass on information to their readers. If we have painted too rosy a picture of the Dominion's war program, it was not intentional. We simply recorded what we saw. There is ample time and place for criticism, such as the Federal Ministers have invited. No doubt the newspapers will do their duty in this regard, as they have in the past. These articles have merely aimed at portraying the extent of Canada's achievements in the army, the war industry, the R. C. A. F. and the Navy. That defects, bottlenecks and extravigance still exist, there can be no doubt. The program is by no means perfect. It has grown so rapidly that no amount of supervision could co-ordinate and keep in hand the entire machine. We know that it cost a colossal sum of money and that taxpayers are being asked to pay to the limit. But in developing the tools of war to defeat Hitler, momentary considerations must remain secondry.

We hold no brief for Canada's political government, but of one thing we can be sure, the leaders of Canada's military, air and naval forces, and the entrepreneure of our war industries are the right men in the right place. They are keen, alert and on top of their jobs. If Canadian civilians will devote one fraction of the concentration and enthusiasm of these men to the war program, Canada's part in the Empire fight for survival will surely be a worthy one.

(The End)

It will be welcome news to the farmers of Ontario, although probably the most of them are apprised of the fact already, that there has been a large decrease in the activity of the corn borer throughout the province this year. From tests conducted by the Provincial Department of Agriculture during 1941, only about 26 per cent of the corn was affected, compared with 68 per cent in 1940. The reduction is attributed first, to a more thorough cleaning up of corn stalks last fall by farmers, and second, to less favorable weather for the corn borer during the incubation period in June and July.

BRITAIN'S "HOME GUARD" STUDIES TANKS

The most modern of equipment on arms are being issued to the British "Home Guard," and demonstrations of the latest weapons and tactics are given by Army experts. Men of the "Home Guard" are seen listening while an expert gives a lecture on the vulnerable points of tanks.

FOR SALE — "Lighter Day" range, good heater and cooker. — F. H. W. Hickling, Flesherton.

FOR SALE — Leather couch, brass bed, wooden bed, Victrola with 50 records, book case, back and warming closet for range. — Alex. McEachnie, Flesherton.

NOMINATION NOTICE

VILLAGE OF FLESHERTON

To the Electors of the Village of Flesherton:

Ladies and Gentlemen,- Take notice that a meeting of the said Electors will be held at the Town Hall on Friday, October 24th, 1941, at Seven o'clock p.m., to nominate candidates to fill the vacancies in the Council, by reason of the resignation of two members thereof.

If more than necessary members shall be nominated and qualify and a Poll is required, the same will be opened at the Town Hall on Friday, the 31st day of October, 1941, at 9 o'clock a.m., and will remain open until 5 o'clock p.m., to receive the votes of the Electors.

Dated this 15th day of Oct., 1941.

—W. J. BELLAMY,
Village Clerk

COACH SERVICE
between **Flesherton** and
TORONTO
will be
DISCONTINUED
for this season
After October 12th

Grey Coach Lines

Spend Less ... to buy more
WAR SAVINGS CERTIFICATES
...Double Your Own Pledge
More money is needed ... to buy
WAR WEAPONS
W. EDGAR BETTS
Cockshutt Implements - Flesherton, Ont.

The Fall of the Leaves Heralds Another Season

CHECK YOUR FALL NEEDS, NOW!

Stovepipe and Elbows
Heater and Ranges
Stovepipe and Elbows
Dampers, Stove Biards
Furnace & Stove Cement
Window Glass and Putty
Westinghouse Lamps
Guns and Ammunition
Alarm Clocks
Thermos Bottles
Housecleaning Materials
J.-M. Roofing Materials
Caulking, Roof Coating

BE PREPARED — Repair Your Buildings Now!

F. W. DUNCAN
Hardware, Anthracite and Alberta Coal, Cement
FLESHERTON, Ontario

MAKE THE MOST OF YOUR PERSONALITY IN
Johnston - Approved CLOTHES
TAILORED-TO-MEASURE

Come in today and see our new Fall and Winter woollens from this famous maker of fine clothes. Your choice of dozens upon dozens of all-wool fabrics, including Worsteds, Tweeds, Twists, Serges, etc. Any style you have in mind. This Fall, decide to have your clothes tailored for you by Johnston, at a price that's a "champ" for value - - in fact, no more than you usually pay for ordinary clothes!

$27.50 and up

SWEATER COATS & PULLOVERS
WIND BREAKERS
BREECHES & ODD TROUSERS
MITTS and GLOVES
FORSYTH & ARROW SHIRTS
BILTMORE FELT HATS
NECKWEAR & SUSPENDERS
RUBBER FOOTWEAR

F. H W. HICKLING
GENERAL MERCHANT FLESHERTON, Ont.