Red Cross Old Tyme DANCE

Fraternal Hall, Flesherton

THURS., DEC. 4th

Pedlar Orchestra Admission - 25c

Ladies Bring Lunch

THE
FLESHERTON ADVANCE

Published on Collingwood Street, Flesherton. Wednesday of each week. Circulation over 1,000. Price in Canada $2.00 per year, when paid in advance $1.50; in U. S. A. $2.50 per year, when paid in advance $2.00.

F. J. THURSTON, Editor.

Flying Over Atlantic

(Continued from Page 1)

New York, is surely one of the most beautiful and appropriate buildings in the world. The entrance is a semi-circle of inch-thick doors of plate glass or one of the new plastics. Inside the doors, the passenger ascends by a moving stairway into a great blue dome studded with stars. Circling across the dome are signs of the zodiac and a bronze man with wings on his back. Not until the traveller reaches the top of the stairs does he see the offices of the various airways companies almost ridden around the horizon.

When the time comes to go, large motor buses rise through the floor at the rear of the building, coming up from deep cellars, and the trans-Atlantic passengers are hurried away by tunnels and roads to the airport.

The Dixie Clipper rides at anchor in the bay. It looks exactly like a whale with wings. The wings seem inadequate — not at all the kind or size of wings that one would expect a whale to grow if it had to fly 4,000 miles or more in the next two days. But the four big Wright motors look efficient enough to drive their three-bladed propellers indefinitely.

A Six-Roomed House With Wings

Fifty-five passengers left New York in the Dixie Clipper that day but more than half of them stayed in Bermuda. They sat around in six rooms, most of them large enough for ten persons, for the Clipper is as large as a house inside, and upstairs the eleven men of the crew sat around in another room which the passengers never saw.

It took 20 minutes to get the Dixie Clipper off the water. It taxied back and forth over the bay while the pilot tried the feel of the wind against the wings and manoeuvered for the longest run over the water. Once we passed three Uncle Sam's new motor torpedo boats, each one with two machine gun turrets and four torpedo tubes. We were almost touching one of New York's marvellous bridges before we finally started down the bay at full speed. Spray flew up over the little square windows and soon the slap-slap of the waves against the bottom of the hull grew less violent and then disappeared — and the Clipper was in the air. It circled over the edge of New York twice, gaining height, and then turned east over the marshes and swamps and then the broad Atlantic. Two ships were nearing the coast. After that, nothing but waves and clouds in every direction.

Wonderland Above the Clouds

Flying the Atlantic, as I said before, is pure magic. One does not realize it at first. Flying was not a new sensation to me. I had been doing it for 20 years in planes large and small, but never for more than a few hours at a time. This was different. I sat on a sofa with two others. One was a young American girl who had saved her money for a luxury holiday in Bermuda: the other a Detroit newspaper man returning to Europe. The plane was heated and air-conditioned. Even the wall covering added to the feeling of luxury for it was a tapestry with maps of the continents and oceans. Dinner consisted of consomme, chicken salad ice cream and coffe.

All these things were mere man-made attempts at comfort. The real magic was outside the windows. Every time I looked out, the long, slender, pointed wing was still there with its two whirring propellers. Far down below us were the clouds, for we flew at 6,000 to 8,000 feet where the air is still and there are few bumps. It was fortunate that we had clouds all the way across. The Atlantic, seen from that height, grows desperately monotonous when the air is clear but clouds are always changing shape and color.

The sun set behind a distant row of thick clouds which looked like a far-off mountain range. A long path of yellow light stretched over the whiteness of the nearby clouds. They looked like masses of spun sugar candy. As the sun dropped away, the sky flamed with color. In three-quarters of the dome of heaven, it was already night, but out in the west the full range of the spectrum stretched across the sky, brilliant red at the horizon going up through the yellows and the blues to the deep indigo of night overhead with a few stars already brightly shining.

Lightning Around the Wings

Nearing Portugal, we met a high thunderstorm. This time, the Clipper seemed unable to rise above it. The clouds were close around and often we were in them, like a thick fog. The lightning was around us, too, sometimes just beyond the wings, but there was no sound of thunder above the roar of the motors. It was bumpy, too, and for the first time, two ladies felt sick and strapped themselves to their seats. For some others, men and women alike, it was just a new and enjoyable sensation.

At night, the steward made up the berths. That was after we had left Bermuda. There were 23 passengers then and room for them all to sleep. I had one of the worst positions—up close to the wing and number three and four engines — but the bed was comfortable and there was a rhythm to the noise that was soothing, so I slept well. Outside the window there was a tiny sliver of new moon and the very bright stars.

Magic Doesn't Always Work

Yes, flying the Atlantic is magic, but sometimes in the hands of hard-headed Americans the magic goes wrong. We should have left New York on Tuesday morning and have been in Lisbon on Wednesday night. But number four engine wasn't behaving too well even before we left New York. Out of Bermuda six hours, the Clipper turned back because of bad weather ahead. On the second try, we reached the Azores, but after landing there for more gasoline, the ailing engine died as we were opposite the last islands of the group and we turned back to Horta, where the Atlantic Clipper came along and picked us up, taking us the rest of the way. Even food ran short at last before we dropped down out of the darkness on to the Tagus River at Lisbon on Friday night. We had been 47 hours in the air, instead of the usual 23, and had done some 2,500 extra miles of flying.

And the next morning, we were in the air again, this time headed for England.

The United Church of Canada is sending $50,000 to help the parent churches in Great Britain which have been bombed.

Four Norwegians have been sent to jail for circulating news sent over the B.B.C. The Germans are evidently determined to do all they can to prevent the truth from prevailing.

CANADA

The PRICE CEILING ORDER IS NOW LAW

A fine of $5,000 and 2 years imprisonment is provided for offences against this law

What You Must Do to Comply With the Law

1. As a Consumer

You must not buy goods or services for more than the highest price charged for such goods or services during the basic period, September 15 to October 11. If in doubt, ask your merchant for proof the price he asks is a lawful price under the Price Ceiling order. Normal seasonal price changes in fresh fruits and vegetables and greenhouse products are exempt.

2. As a Retailer

You must not sell goods or services for more than the highest price at which you sold such good or services in the basic period, September 15 to October 11.

You must not buy goods or services from manufacturers or wholesalers or any other sources for more than the highest price you paid to them in the basic period.

It is intended that cases of serious hardship should be adjusted by reducing the cost of merchandise to the retailer. Retailers whose cost of merchandise delivered to them after November 30 is too high in relation to the ceiling prices, should get in touch with their suppliers and try to arrange an adjustment fair to both parties.

The price of goods of a kind or quality not sold during the basic period msut not be more than the highest price charged for substantially similar goods in the basic period.

3. As a Wholesaler

You must not sell goods or services at more than your highest price (less discounts then prevailing) for such goods or services during the basic period, September 15 to October 11. You must not buy goods or services for more than the highest prices paid during the basic period.

Wholesalers will be expected in some cases to reduce their prices below the ceiling in order that their retail accounts may carry on. Wholesalers in turn may have to ask their suppliers for price reductions.

The continued flow of goods through normal channels is of the utmost importance and the Board will intervene if suppliers divert business normally from one customer to another.

4. As a Manufacturer

You must not sell at prices higher than your highest price (less discounts then prevailing) during the basic period, September 15 to October 11.

In some cases it will be necessary for manufacturers to reduce their prices below the ceiling so that wholesale and retail accounts may carry on.

Where the maintenance of the retail ceiling requires manufacturers' prices to be substantially reduced, the Board will investigate and in proper cases will afford necessary relief.

Imports

Retailers, wholesalers and manufacturers are assured by the Board that any considerable increases in the costs of import of essential goods will be covered either by subsidies or by adjustment of taxes. Details will be announced shortly.

Services Also Come Under This Law

The Price Ceiling law also applies to rates and charges for electricity, gas, steam heat, water, telegraph, wireless, telephone, transportation, provision of dock, harbour and pier facilities; warehousing and storage; manufacturing processes performed on a commission or custom basis; undertaking and embalming; laundering; cleaning, tailoring, dressmaking; hairdressing, barbering and beauty parlour services; plumbing, heating, painting, decorating, cleaning and renovating; repairing of all kinds; supplying of meals, refreshments and beverages; exhibiting of motion pictures.

NO CHEATING OR EVASION OF THE PRICE CEILING LAW WILL BE TOLERATED

"How the Price Law Works," a pamphlet setting forth how each branch of business must apply the regulations to its own operation will shortly be available at Post Offices and Branch Banks.

The Board will soon open Regional Offices throughout Canada where problems may be discussed. These Offices will co-operate with business in the adjustment of difficulties.

The Price Ceiling law is vital to Canada's war effort.

PUBLISHED UNDER THE AUTHORITY OF
THE WARTIME PRICES AND TRADE BOARD
Ottawa Canada

5c to $1.00 Store

DO YOUR CHRISTMAS SHOPPING NOW WHILE OUR STOCK IS COMPLETE

Vanity Sets
3 pieces **$1.50, $1.89**

Men's Ties
Boxed **35c, 50c, 75c**

Ladies' Flannelette Pyjamas
Suit **$1.19**

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of all kinds

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for
Men and Boys

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TOYS, DOLLS, GAMES, BOOKS, TRUCKS, Etc.

See our Window and Store Displays for Complete Assortment of Gift Articles

E. J. FISHER, Flesherton

TENDERS WANTED

Tenders will be received by the undersigned for either or both of the following properties belonging to the late Thomas Jas. Stinson, deceased:

(1) Cement block house in Flesherton—seven rooms, running water, hydro, garage — a fine modern three-piece bath, hot air furnace, house.

(2) Brick house in the Village of Dundalk, half acre of ground, seven rooms, good well, cistern, sun room, hydro, garage, woodshed—good state of repair.

The highest or any tender not necessarily accepted. Tenders will be received by either of the undersigned executors up to December 6th next.

—Russell Park, Flesherton; Gordon Irwin, Flesherton.

NOTICE TO CREDITORS

ALL PERSONS having claims against the estate of the late George R. Blackburn, late of the Township of Artemesia, County of Grey, who died on the 4th day of November, 1941, are required to forward their claims duly proved, to the undersigned executors of the estate, on or before the 13th day of December, 1941.

AND FURTHER take notice that after such mentioned date, the Executors will proceed to distribute the assets of the estate amongst the parties entitled thereto, having regard only to such claims as they will then have notice.

Dated at Flesherton this 24th day of November, A.D. 1941.

—Executors: H. L. Blackburn, Port Credit, Ont.; E. H. Blackburn, Flesherton, Ont.