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.

About Fighting Planes' Bombs and Results of Bombing

This week I leave the purely descriptive to turn to discussion of a subject that is of particular interest at the present time, and especially to Canadians. What is the Royal Canadian Air Force doing?

Before I flew to England, I had the advantage of visiting many of their training camps in Ontario. Before that I had been up in a number of planes of quite a wide variety of types starting as far back as 1919, and including everything from a veteran of the last war to an autogiro. As long ago as 1923, I flew to James Bay in a Vickers Vimy bombing plane of the same type as that in which the first non-stop flight was made across the Atlantic. For that reason, it was not surprising that I was interested in the Air Force overseas.

During my stay in England, I had many opportunities to meet members of the R.C.A.F., from Air Commodore F. L. Stevenson down. The Air Commodore gave a party one afternoon at the Royal Automobile Club, a Swanky place on Pall Mall, and he invited the leaders of all Canadian Squadrons in England. Most of them were able to come and I had a chance to listen to them discuss their adventures. Several had been decorated by the King for conspicuous service Often, I see familiar faces in looking over photographs in the newspapers.

There has recently been some discussion in Parliament about separating the Canadians overseas in the Air Force from the rest of the R.A.F. This has brought both praise and condemnation to Hon. C. G. Power from Canadian papers depending on whether they belong to the ultra-loyal group or not. But of practical considerations. When I was in England, there were some 18 all-Canadian Squadrons, the numbers starting at "400."Since then, the number has been increased considerably. It was up to 25 when I last saw figures given out but that was some time ago, and changes have been kept secret. A great many Canadians are in other R.A.F. units. There seemed to be some differences of opinion among the officers overseas as to whether the Canadians were better mixed in with the R.A.F. or in separate squadrons.

The R.A.F. is (or was) divided into "Commands," depending on the work done by the various types of aircraft.

The Fighter Command uses the small fighting planes, such as the supermarine Spitfire and the Hawker Hurricane, both of them one-seater machines, with motors of about one thousand horsepower, driving them at speed up to six. miles a minute That seems incredible. Not so long ago, scientists would have insisted that human beings couldn't stand a speed like that. It is that the designer of the Hurricane has never been up in one and he isn't a pilot. There is no room for a passenger. The Spitfire is only 37 feet across the wings and 30 feet in length—a tiny plane compared to the bombers. The weakness of these fighters is that they can remain in the air only three hours and a half, which gives them a range of 1200 miles or so but does not allow them to protect the bombers all the way to Germany and back

Some machines of the Fighter Command have two or more of a crew. The Boulton Paul Defiant is no larger than the Spitfire, but it has a gun turret with a gunner as the second member of the crew. At least one of the faster bombers, the Bristol Blenheim, is used as a figher.

The Coastal Command is in charge of patrol work around the coasts, the search for enemy craft on and under the water, the convoying of ships for the last part of the journey to Britain and similar tasks. Land planes are used for the most part. The Avro Anson, now used almost entirely for training and quite familiar over our Canadian towns, were originally used almost entirely for Coastal command work. They are now outdated but the first plane I saw in English air (after leaving the airport where I landed) was an Avro Anson. The favourite plane of the Coastal Command now seems to be the American-built Lockheed Hudson. This is much like the Trans-Canada passenger planes (which are made by the same firm). They are flown across the Atlantic by the Ferry Command. The Bristol Beaufort, a torpedo bomber, was in use by the Coastal Command, as well as the Blenheim.

The R.A.F. Bomber Command is the busy division now, and has become quite aggressive. Larger and larger bombers are being used to carry bigger loads. Changes have been so rapid that the favorite types of bombing planes last October are now more or less out of date. Their places are taken by the huge Halifax, Sterling and other types, which were just coming into use when I was in England. I did not see either of these bombing planes, though I almost had a trip through the Halifax factory. Had I been there another day or two, I might have made it.

One of the largest and most popular bombers up to last Fall was the Wellington. Those who saw the moving picture, "Target for Tonight" know what it looks like. It is a huge machine, with a wing span of nearly 90 feet and the body is nearly 60 feet long, and "fat" in appearance, in contrast to the extreme leanness of a number of other bombers. When it is loaded, it weighs over 13 tons. The body is of an odd basket-work construction, said to give great strength. and the chief characteristics is the lattice-work windows.

Other bombers were the Blenheim, the Bolinbroke, the Hampden, the Whitley and several others whose names don't come readily to mind The big American bombers, the Consolidated Liberator and the Boeing Flying Fortress, were not there in large numbers in October and had been used only in aerial raids. I did not see either of them.

There is an Army Co-operation Command, which hasn't had much to do except in training, as its business is to be the eyes of the Army during active fighting. It was using the odd gull-winged Lysander planes. No. 400 Canadian squadron was an Army Co-operation unit. As the Lysander is a fairly old model, it has probably been replaced with something newer in the meantime.

The Fleet Air Arm is attached to the Navy. It had no contact with us.

At a Bomber Station

The Canadian editors spent one evening at a Bomber Station up in the central part of the East Coast of England. It gave me something of a thrill to drive along the Great North Road. The name itself is interesting but the thrill came from memories of the book, "The Good Companions" and from passing through the Robin Hood country.

It seemed that every few minutes. that famous road passed an airdrome of the Bomber Command. There was no particular attempt at concealment from the road, whatever there may have been from the air. Many different types of bombers were to be seen out in the open. The driver of our automobile had a son in the Bomber Command. He had never visited his station but he had me keep a lookout after we pacced a certain town, to see the first drome using Wellingtons, and was greatly pleased when we found the place, though he didn't suggest stopping.

Well up the road, our little procession of cars passed through the home town of Sir Isaac Newton, with his statue in the square, and on out towards the coast, along winding roads, following a motorcycle guide. The fields were full of plane traps—always a sign that one is approaching some place of importance. There was a tiny hamlet at last, and three or four miles beyond that down a road that wasn't much more than a lane, bordered by hedges, we came to the bomber station.

In the hangars near by were the big bombers, Handley Page Hampdens. The Hampden is deceptive in its appearance, particularly from the front. The body is extremely narrow, only one-man wide, while it tapers in a long narrow line to the tail. It is hard to believe that it carries a crew of four and weighs more than nine tons when loaded. The wing spread is about 70 feet. There are two aircooled motors and twin rudders. For a bomber it has a high speed of 265 miles an hour, or over four miles a minute, and it can stay in the air for eight hours and a half, flying over 1700 miles.

The living quarters were comfortable. and the lounge room where we were greeted might be called luxurious. Over the mantel at one end was a big painting of the Hampden, presented by Mr. Handley Page himself. There were chesterfields and padded chairs and a radio.

A few Canadians were among the officers, the only one from around this part of Ontario being Pilot Officer J. G. Spiers of Brussells, Ontario The Station Commander was group Captain Boothman. He didn't tell us anything about himself, but some of the other officers did. He raced in the famous Schneider Cup races more than ten years ago and won the cup himself in 1931. These races were high-speed tests with tiny planes, and being sporting events, they kept the British on their toes, with the result that the cup nearly always stayed in Britain. Strangely enough this race probably saved Britain from destruction in 1940 and 1941. They kept British firms building the fastest and finest planes, and the spitfire and Hurricanes, particularly the former, are adaptations of the racing planes of Schneider Cup days.

I ate that night in the officers' mess at this R. A. F. station. and brought away the menu. The supper was light and the foods were the familar foods of wartime England, but on the other side of the menu was the luncheon at noon, and it had featured the roast beef and Yorkshire pudding I saw only once in England and that at the private house of a manufacturer.

Food is important in Britain and it is strange how I recall meals after an interval of six or seven months. Kidney is unrationed and so one is apt to find it anywhere, even in soup.

I had a little of each kind of meat, for the "coo-au-Gratin" aroused my curiosity. It turned out to be cold sliced bologna with cheese in it. That was, I think, my first encounter with English wartime sausage. They were amazing things. I ate them once or twice again, in hotels, just to see if they were all as bad as the first ones encountered that night. There was no improvement. Sausages come in three grades, I'm told, and presumably these were all of the best grade. The grades are 40, 50 and 60, that being the percentage of meat in it, but I always doubted it. The rest of the percentage is said to be bread, but again I had my doubts. It wasn't that the sausages tasted bad: they didn't. They simply didn't taste at all They might have been ground up blotting paper, put into skins and fried. But the dessert and the coffee were good and the cheese excellent.

The boys at the Bomber Station are under a continuous nervous strain They live among the greatest thrills in the world when they are out on a job with the anti-aircraft shells bursting in puffs around them and the need to watch continuallly for an attack by fighter planes, while looking all the time for their targets.

It had been the intention to have the Canadian editors see the bombers go out, then have a few hours' sleep, and get up in time to see them come back. It didn't turn out that way that night. There was a bit of fog and operations were cancelled. Word had gone around before we arrived that the flight was "off" and so tension had relaxed.

One officer told me that when the boys are all keyed up and then, at the last minute the trip is cancelled, it's hard to keep discipline. He said all kinds of stunts are pulled off. One night, a couple of pilots drove their little Austin car in the front door and around the halls.

Summer Time Table

Effective Friday, June 26, 1942
LEAVE FLESHERTON
TO TORONTO
c 10:10 a.m. d 7:45 p.m.
TO OWEN SOUND
c 6.30 p.m. 9:00 p.m.
b—Friday only
c—Saturday only.
d—Sunday & Holidays.
(Eastern Daylight Saving Time)
GREY COACH LINES

BANKS SELL THEM

Buy WAR SAVINGS STAMPS

FROM
BANKS • POST OFFICES
DEPARTMENT STORES • DRUGGISTS
GROCERS • TOBACCONISTS
BOOK STORES and other RETAIL STORES

British Daylight Bombing of Nazi-Controlled War Factory In Occupied France

Early in March, 1942, a small formation of American-built Boston aircraft of Britain's Bomber Command, made a successful low-level daylight attack on the Matford factory at Poissy, 1 miles north-west of Paris. Under Nazi pressure, the factory was producing 20 lorries daily for the German army.

Picture shows: The view from a British bomber at the height of the attack, showing the accuracy of hits scored on the factory.

VANDELEUR

Hon. F. R. Oliver was the guest speaker at a meeting of the Farm Forum held in the school house on Monday evening of last week. He gave a very interesting account of the work of the welfare department, which has charge of "relief," Old Age Pensions, Mothers' Allowance, Children's Aid, etc. He also answered many questions, and a lively discussion took place on municipal health services, the Federation of Agriculture, etc. The speaker was tendered a vote of thanks, on motion of F. Davis and D. McGee. H. I. Graham presided.

Congratulations and best wishes to Mr. and Mrs. Bert Warren (nee Wilma Cargoe), who were recently married at the parsonage in Markdale by Rev. S. E. Annis. A reception was afterward held at the home of the bride's parents, Mr. and Mrs. Jim Cargoe. They will reside in Toronto.

The new pastor, Rev. Caswell, occupied the pulpit in the church on Sunday afternoon and preached a splendid sermon to a large congregation.

Miss Anderson of Toronto is holidaying at the home of Lundy Johnston.

Miss Genevieve Milne of Flesherton spent the week end with Mr. and Mrs. Geo. Buchanan and family.

Mr. John Boland was home from Weston over the week end.

Mrs. Alex. Gilvray spent Army Week with her husband at Camp Borden and family of H. J. Thompson of Cundles, near Barrie.

The Jackson boys of Toronto rendered music on the violin and organ at the Sunday School service, which was much enjoyed.

Mrs. Velma Armstrong and daughter, Maizie, of Ravenna are visiting with Mr. and Mrs. Andrew Fawcett and Mrs. W. J. F. Hutchinson.

Miss Myrtle Fawcett, Mrs. Allan Shaw and Mr. Abercrombie of Thornbury spent a day recently with Mrs. W. J. F. Hutchinson and Pauline.

Mr. and Mrs. Leslie McMullen and family and Mrs. Mary McMullen of Kimberley, and Mr. and Mrs. Percy Hoggard and son, Ashley, of Ravenna were recent visitors at the Fawcett home.

Mr. H. J. Thompson and Mr. H. Ferrier of Cundles spent a day with friends here.

Mr. and Mrs. W. Bowman and Betty and Miss Joan Cavell of Tara visited recently with Mrs. W. J. F. Hutchinson and Pauline.

Mr. and Mrs. Clive Dolan and Mary of Flesherton, who are moving to Toronto soon, attended church service here on Sunday afternoon, and spent the evening with Mr. and Mrs. Howard Graham.

Mr. Jim Cargoe, who has been buzzing a number of wood piles for farmers in the district during the past week or two, was struck in the face with a pole at H. Graham's bee. It caused a very severe swelling on his cheek and one eye was blackened and colored for a few days.

CEYLON

Mr. and Mrs. Roy Piper motored Trooper Milford Piper to Camp Borden on Sunday, after enjoying his extended leave.

Miss Mary Muir of Toronto is visiting with her brother, Mr. A. S. Muir, and Mrs. Muir.

Messrs. Grant Muir and Allan Cameron attended the McCuaig picnic at Harrison Park, Owen Sound, Saturday, where their bagpipe selections were among the highlights.

Mr. and Mrs. Frank Stewart and two sons of Toronto are spending the summer vacation with the former's parents, Mr. and Mrs. John Stewart.

Mr. and Mrs. Vernon Stewart and John of Toronto spent last week with the former's parents.

Mr. and Mrs. John Lomas, Toronto, were week end visitors with Mrs. Jos. Oliver and Mr. Bob Oliver.

Miss Marion Muir is home from Larkworth for the summer vacation, after spending a week visiting with friends in Barrie.

L.A.C. Dick Stewart and his bride, the former Marion Miller, spent the week end with his parents before leaving on Monday for Toronto.

Miss Verna Kennedy of Toronto spent the week end with her parents, Mr. and Mrs. J. Kennedy.

Mr. and Mrs. Don Porter, Toronto, are visiting Mr. and Mrs. McDermid.

Mrs. George Jaynes, Toronto, is spending a couple of weeks here.

Misses Jean Collinson and Gladys Carmichael of Owen Sound were home for the holiday.

Mrs. Roy Piper and Sherman spent Monday in Toronto.

Mrs. Harry Beach, Buffalo, N.Y., is visiting her sister, Mrs. A. C. Muir. Master Kenneth Muir is at Woodside Lodge, Orangeville, for a week.

Mr. Melville Hunt, Preston, is visiting his parents, Mr. and Mrs. Percy Hunt and his grandfather, Mr. Geo. Arrowsmith, for a week. Mr. Albert Arrowsmith of Niagara Falls is also a guest.

Miss Weber of Kimberley has been engaged as teacher at Ceylon Public School.

Newspaper advertising is the cheapest and best.

Subscribe to The Advance $1.50 per year

EARLY CLOSING

The following merchants are closing their places of busines at 7 p.m. Daylight Saving Time, each Tuesday and Thursday evening during the year, to which the public is requested to co-operate:

EUGENIA—Mrs. F. Cairns, Mrs. J. Cairns, Mrs. R. Park. MAXWELL—C. M. Heron, H. B. Poole. FEVERSHAM—G. Eby, J. Stafford, J. W. Robinson, Mrs. H. A. McKee, George Sled.

Make Jams and Jellies the Modern, Easy Way

Use CERTO... saves time and Work ...gives SURE RESULTS

Book of 72 Tested Recipes under the Label of Every CERTO bottle.

E72

CERTO is Pectin Extracted from Fruit

• When pectin is used in making jam and jelly, the Wartime Prices and Trade Board Order No. 150 allows you to use sugar not in excess of one and one-quarter pounds of sugar for each pound of fruit. On the basis that "fruit" means "unprepared" fruit, this allows you to make your jams and jellies the Certo way which gives you approximately two-thirds more jam or jelly from the same amount of fruit.

Enlist in the R.C.A.F. at DURHAM

Men! Women! Take advantage of this convenient opportunity to apply to this splendid Service. Young men are needed for both Aircrew and Ground Duties. Young women are needed too, for special trades. Interviews will be welcomed by an R.C.A.F. Recruiting Officer from 1 p.m. to 8 p.m. DURHAM ARMOURIES, Monday, July 13th. Proof of age, education, marriage and children's ages, if applicable, are required.

Serve Your Country in The

ROYAL CANADIAN AIR FORCE