THE
FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

Two Countries

(Continued from Page 1)

had sugar cane hat they were taking to a factory near the shore. A soft coal, apparently out of a seam in the nearby mountain, made up a number of other loads.

Nearby, there was a market. Even at that early hour, women with baskets on their heads were carrying fresh fruit and fish. In a nearbp wine-shop, native brandy sold for a dollar a bottle. One Canadian bought a bottle of cognac and took it on the plane. He was boasting of his bargain. A little spilled on a rubber tobacco pouch and ate a hole in it. He lost his appetite for Portugese drinks.

Boys came along with boxes and equipment for shining shoes. I declined. Others had postcards, and I bought several excellent photographs of the islands, with Portuguese stamps to bring them back by the next Clipper. Both the shoeshine boys and the boys with the postcards knew little English.

Unto the Hills Around

Even more interesting than the town of Horta was its background, a range of hills. These were cultivated to the very top, with little buildings scattered here and there over the fields, and winding roads going up to the top. There were few trees, most of them in the town. But the fields were divided off by hedges of what was said to be bamboo—for this is a sub-tropical country. These hedges were to be found sometimes around little patches of cultivated land on other islands which we flew over later. I suppose that the Azores must be terribly windy and it was impossible to grow some things without such protection.

There was one other feature of that island which stood out. Along the top of the ridge there was a row of tall, stone windmills, with great arms turning around, the type we think of as Dutch windmills, but common, apparently, to many European countries. They were up where the wind must blow continually, and someone told me they were used to pump water, grind grain and even to develop electricity in this modern age.

My stay at Horta was brief. In a little over an hour, the Clipper with three added to their number, a young Portugese couple and their baby. Ten minutes later, the Clipper moved out of the harbor into the open water of the Atlantic and after only a 21 minute run we were in the air—the best take-off I had seen the Clipper make.

For half an hour, it flew over the end of an island, which was probably Pico. The island must have been 75 miles long, and it wasn't the largest in the group. (Compare that with 20 miles for the length of the main island at Bermuda.) There weren't many inhabitants. The shoreline was high and rocky. An oil tanker was making its way along the shore. The fields looked tiny and they had their hedges, or occasionally, a stone wall.

A Lost Opportunity

The skipper of the plane sat beside me, and we talked about things aeronautical. He asked me if I would like to go upstairs with him to see the pilot and the navigators at their work. I assured him I would like nothing better and he told me that when the plane came down to the water again, he would look me up it was against the rules to take the passengers up during the flight.

The chance never came. Just at that moment, there was a change in the rythm of the motors. We both looked out. Number four motor had stopped. The Skipper said, "Oh, oh!" nothing more and was gone and I didn't see him again.

The Clipper turned back towards Horta. The other Clipper, which had left New York two days after we did, was sitting on the water. Before we came down, the gasoline was dumped into the Atlantic. Someone told me that 5,000 gallons went to waste in the interest of safety. We came down easily to a perfect landing and piled out into the launches at Horta for a second time.

On the breakwater, six other Canadians watched proceedings with interest. They were the balance of the newspaper party, who had left New York on a later Clipper and had now caught up to us. There I first met three editors from Western Canada, two from Quebec city and one from St. John.

We left the Dixie Clipper sitting on the waters of Horta harbour, with mechanics working feverishly over that balky engine, while the Atlantic Clipper soared into the air and ten hours later, came down on the Tagus river opposite Lisbon.

San Miguel

Six weeks later, I saw the other side of the Azores group. This time, it was from the water level and I was on the "Excambion," sailing past the high and rocky coast of the largest of the islands,San Miguel. It must be well over a hundred miles in length, for we were within sight of it for hours. The island is decidedly mountainous, and only here and there were signs of life. The occasional valleys, coming down to the ocean, usually had villages on the coast and a few houses back in the valley. Railways would be impossible. Perhaps travel is mostly by boat. Towards dusk, we passed a fairly large city, well lighted. Some of the European refugees on board stood out on deck till the last of the lights disappeared under the horizon. It was their last sight of Europe.

When I hear of San Miguel, I will think of dolphins. A number of these playful animals (for they are not fish), followed the "Excambion" that day, jumping out of the tops of the waves, and playing around the boat. I could understand why so many old navigators chose the dolphin for a place in their coat-of-arms The appearance of dolphins must have been a pleasant break in the monotony of long voyages.

Much Coveted Islands

It is probable that you would rather spend the rest of yours days in a Canadian prison than on the bleak shores of San Miguel or some of these other islands, but they are coveted by many nations right now.

Germany would like to have them. They would supply submarine bases a thousand miles nearer to parts of North and South America.

Nor is it only Germany which could use the Azores. Last October, before the United States was into the war, that country was quite unpopular in Portugal. The reason was simple. The United States had recently aquired naval and air bases on a chain of British islands from Newfoundland to South America. Having got these bases they looked for more and the eyes of some of the senators fell on the Azores. "With those islands on our hands," they said, "we could hold off German attacks before they had much more than left Europe."

The argument was true enough: there was just one flaw in it. The Azores belong to a neutral nation, at present doing harm to no one. And you can take my word for it that over in Lisbon, the Germans were doing their utmost to spread the sayings of these too-talkative senators in Washington.

CEYLON

Mrs. T. A. Gilchrist of Dundalk spent the week end with Mr. and Mrs. J. F. Collinson and family and other friends.

Mrs. George Udell and Jackie, who have been visiting Mr. and Mrs. Will Gibson, accompanied Mr. Udell to Toronto the first of the week.

Mr. and Mrs. Dan Stewart of New Liskeard, Miss Edith Johnstone of North Bay were visitors last week with Mr. and Mrs. Peter Muir. Miss Ruby Robinson and Miss Jean Chapman of Toronto were also visitors.

Charlie McWilliam, Toronto, spent the week end at his home here and reported in Toronto Monday for military training.

Visitors with Mrs. Wilcock and Mr and Mrs. Geo. Cairns over the week end were: Mr. and Mrs. W. Scrace of Todmorden, John Griece and Jeff Turnbull, RA.F., Hamilton.

Mrs. Harry Piper spent Saturday in Markdale and was accompanied home by little Mary Belle Piper.

Mr. Will Stewart of Toronto returned home Saturday, after visiting his brother, John Stewart, and Mrs. Stewart.

Mr. Archie Sinclair, Dundalk, visited Mr. and Mrs. J. R. Sinclair on Sunday.

Mrs. Hyslop of Eugenia visited her brother, Mr. Geo. McKenzie, last week.

Mrs. Neil McFayden returned to her home in New Liskeard the last of the week, after visiting with her brother-in-law, Mr. Alex McFayden.

Dr. and Mrs. Chas. Ottewell of Montreal are visiting Mrs. Wilcock and Mr. and Mrs. Geo. Cairns.

Miss Frances Collinson, who spent the summer at Haliburton, returned home Saturday, accompanied by Miss Margaret Collinson, Toronto, who will spend her vacation here. Miss Jean Collinson returned to Owen Sound on Sunday after a three-week vacation.

Miss Olive Marshall, Toronto, and Mr. Walter Henderson, Holland Centre, spent the week end with her parents, Mr. and Mrs. Fred Marshall.

Mrs. Alex. Mitchell, Hamilton, Mrs. H. Achtzehn, Pittsburgh, Pa. visited their cousin, J. F. Collinson, and family the last of the week.

Miss Jeanette McLeod, Toronto, is holidaying with her parents, Mr. and Mrs. J. D. McLeod.

Miss Catharine Cairns left Sunday for a visit at Todmorden, before returning to her school at Islington.

Mrs. Acton of Cargill visited her cousin, Mrs. J. McWhinney, and Mrs. Archibald the latter part of the week.

Mrs. Knox is visiting at the home of her daughter, Mrs. Gillespie, and Mr. Gillespie, Swinton Park.

Mr. and Mrs. Jack Beatty and children of Owen Sound visited Mr. and Mrs. J. R. Sinclair Sunday.

Mr. and Mrs. Harry Pedlar, Dick and Harvey, Mrs. Pedlar Sr. and Stella Pedlar, all of Toronto, and Mr. and Mrs. Jas. Pedlar of Portlaw, were visitors at the home of Geo Fisher.

The person who doesn't read good books has no advantage over the one who can't read them.

"Japanese Unable To Find American Lord Haw Haw," says headline Haw! Haw!

FLESHERTON AND ROCK MILLS BAPTIST CHURCHES
Frank B. Keys, Pastor

FLESHERTON SERVICES
Church Service — 11 a.m.
Sunday School — 12 o'clock
ROCK MILLS SERVICES
Sunday School — 2.30 p.m.
Church Service — 3.30 p.m.

On Wednesday evening, Sept. 9th, at 8 p.m., an open meeting will be held in the Baptist Church, Flesherton. Rev. Mr. Wolstencroft will speak on his work among the Indians on the Ohsweken reserve. He will be accompanied by an Indian quartette, who will render several vocal numbers, and it is hoped that a gifted Indian pianist will also be present and take part.

Men, Women Over 40 Feel Weak, Worn, Old?
Want Normal Pep, Vim, Vitality?
Does weak, rundown, exhausted condition make you feel tired, old? Try Ostrex. Contains general tonics, stimulants, often needed after 40 or 50. Supplies iron, calcium, phosphorus, vitamin B1. Helps you get normal pep, vim, vitality. Introductory size Ostrex Tonic Tablets only 35c. At druggists or all good drug stores everywhere.

Maxwell United Church
REV. GEO. L. MERCER, B.D., D.D.
Minister
SERVICES OF WORSHIP
(SUNDAY, JUNE 21)
11 a.m. — Eugenia.
2 p.m. — Mt. Zion.
3.30 p.m. — Wareham.
8. 0 p.m. — Maxwell.

Note: The evening service at Maxwell next Sunday (and until further notice) will commence at 8 o'clock, instead of 8.30.

ADVANCE NOTICE OF ANNIVERSARY SERVICES
MT. ZION — September 30th: 11 a.m. and 7.30 p.m.
WAREHAM — September 27th: 11 a.m. and 7.30 p.m..
EUGENIA — October 4th: 11 a.m. and 7.30 p.m.
MAXWELL — October 11th: 8.00 o'clock p.m.

Never was the need for *fire prevention* so great as it is to-day. Why? Because buildings are next to impossible to replace. Because farm fires destroy food along with the power to produce it. Fires are the *Nation's* loss now!
Get everybody on your farm to be a fire warden. Crack down on smoking in or around your barns. Insist that no matches be carried unless in tight tin boxes—*and not at all while threshing*
See that the lamps and lanterns are filled before dark. Always hang the lantern well up—snapped on with a good strong snap. Don't takes chances with kerosene oil or gasoline.
Don't tamper with electric wiring. Keep your lightning rods and cables in good repair—always. *Fight by preventing fires.*

Farmers' Central Mutual Fire Insurance Co.
Walkerton, Ont.

Germania Farmers' Mutual Fire Insurance Co.
Ayton, Ont.

BAILEY'S MEAT MARKET
Fresh AND Cured Meats
PHONE 47
We save you money

NOTE THESE IMPORTANT FACTS
ABOUT YOUR
NEW RATION BOOK
. . to Save Yourself Trouble

The new Ration Books No. 1, now being distributed, do NOT become valid and must not be used until Monday, September 7th, 1942. They will be good for the six months period commencing September 7th.

DATES ON WHICH TEA, COFFEE AND SUGAR COUPONS BECOME VALID

COUPONS NOS. 1 and 2:	are valid September 7th, 1942	and thereafter
COUPONS NOS. 3 and 4:	are valid October 5th, 1942	and thereafter
COUPONS NOS. 5 and 6:	are valid November 2nd, 1942	and thereafter
COUPONS NOS. 7 and 8:	are valid November 30th, 1942	and thereafter
COUPONS NOS. 9 and 10:	are valid December 28th, 1942	and thereafter
COUPONS NOS. 11 and 12:	are valid January 25th, 1943	and thereafter
COUPON NO. 13:	is valid February 22nd, 1943	and thereafter

Each coupon is good for a two weeks' ration, and two coupons may be used at a time to buy a supply for four weeks.

• **SUGAR COUPONS:** The red coupons, imprinted with the word 'Sugar'—the first page of coupons in the book—are the only ones to be used for sugar, and they are to be used for sugar only. Each coupon is good for a two weeks' ration; that is, one pound of sugar.

• **TEA AND COFFEE COUPONS:** The green coupons — the second page of coupons in the book—although marked 'Spare A'—are to be used for tea and/or coffee. Each coupon is good for a two weeks' ration of either tea OR coffee; that is, two ounces of tea OR eight ounces of coffee. Only the green coupons can be used for tea or coffee.

• **OTHER COUPONS:** There are three other series of coupons in the book, namely 'Spare B', 'Spare C', and 'Spare D'. No use for these coupons has been designated. Do not detach these coupons from your book.

DO NOT USE DETACHABLE POSTCARD NOW

The detachable return postcard at the back of the new Ration Book is intended for use when applying for your Ration Book No. 2. If this postcard is lost or used improperly, there may be complications and delays when the time comes to get the next book. DO NOT USE THE DETACHABLE POSTCARD UNTIL YOU ARE ADVISED TO DO SO.

You must write your name and address in ink in the space provided at the top of each sheet of coupons—and you must write the serial number of your book in the space provided on the stub at the side of each sheet of coupons.

All coupons must be detached in the presence of the storekeeper. It is illegal for him to accept loose coupons.

Penalties are provided for improper use of Ration Books.

The inside front cover of your Ration Book shows the location of your nearest Ration office. Your enquiries should be addressed to that office. Always give serial number of your Ration Book when writing.

THE WARTIME PRICES AND TRADE BOARD
OTTAWA
W.P. 6