THE FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

The Bomber Press Visit In England

By Walter R. Legge in collaboration with C. V. Charters

Being the first of a series of articles on Canadian Forces in England, written especially for the weekly newspapers of Canada by their two representatives on a sponsored tour of England.

To pay a visit to England under present pay conditions, it is first necessary to have government permission or invitation. In the case of the recent visit by Canadian editors, the trip was the result of a suggestion by General McNaughton that a party of Canadian editors should be given an opportunity to see just how the Canadian forces were living and training overseas.

Two weekly editors were asked become members of the party and the choice fell to C. V. Charters, managing director of the C.W.N.A., and Walter R. Legge, immediate past president of the Association.

After brief preparation, the party assembled in Montreal, and prepared to leave for England by Bomber Ferry Command.

Preparation for the trip gives the first definite feeling that one is entering the war zone when the briefing takes place. This is a long and serious procedure involving a very complete check of your passports, life details and credentials. Following the clerical details, the prospective voyager is fitted with parachute harness.

This is a heavy and cumbersome affair which has to be fitted quite tightly and leaves the victim feeling that he is something like a trussed ox. After receiving full instructions on how to operate the parachute, measurements are taken for a flying suit which is necessary in most flights which are made at varying heights from 10,000 to 25,000 feet.

Next comes fitting and instructions in the use of an oxygen mask, also necessary at these great heights.

Baggage, which is limited to 40 pounds, is weighed in, and after some further details, the passengers are sent back to the hotel with instructions to await a call.

On comparing notes after this routine, we found that nearly every member of the party was told a different story as to when we might start. Some were told that there was no plane available while others were told to be ready at 8.30 the next morning, and others were instructed to expect a call sometime in the midlde of the night.

This is probably part of the plan to ot keep movements as secret as possible. Actually the cars called for us at the hotel early the next morning.

The plane arranged for us was a large four-motored Liberator, which had been fitted, with two long benches for us to sit on. Seven of our party had left a couple of days before, but other passengers with us made the party up to 13, a fact which did not seem to bother anyone.

Several in the party were going into the air for the first time and could not escape a feeling of trepidation. Those big machines give feeling of tremendous power and it not seem strange to be far above clouds in a few minutes.

he amount of room in the plane surprising, and while there was enough space for everyone to lie , it was not really crowded. The is deafening, and prevents any v conversation. There is realing to do but read, but it did a long time before we were wfoundland. This is the to see just what the country is like, and the plane coming down to about 5,000 feet, we had a fine view of the country, and could really appreciate the amount of water in this island.

It is a country of inlets, bays, lakes and trees, making a beautiful sight from that height. Settlements are few and far between.

Four hours and a half after leaving Montreal, we were gently set down at a huge airport in Newfoundland. Here we were given a pass and taken to East-bound Inn for dinner.

One interesting thing about Newfoundland is that it seems to be impossible to get anything but tinned milk.

The airport is so large that we really did not see much of it.

A railway train attracted our attetion and the engine carried a message painted on its sides, "Britain Delivers the Goods."

After a stop of about four hours, the party embarked again this time with only eleven passengers, as two who left Montreal were bound only for Newfoundland.

We settled as well as we could for a long tedious night as the plane steadily forged ahead at a high speed. Looking through the small windows we could see a breathtaking vista of a fleecy floor of clouds brilliantly illuminated by the moon.

The longest night comes to an end, and soon after a wonderful sunrise, views of Northern Ireland could be obtained through breaks in the clouds The views of the Irish countryside, which looked like an old fashioned patchwork quilt will always remain as one of the most beautiful sights we have ever seen.

Soon we approached our destination and the pilot set the huge plane down with hardly a tremor.

Our formalities with the customs and immigration were expedited, and after breakfast that we had not enough time to finish we started on the train journey to London, a journey which took longer than the trip from America. Everyone has to look after his own baggage these days on the English railroads, and space on the trains is at a premium. The first group of our party were forced to stand up for hours on this long trip, but we were more fortunate in that respect, although we had nothing to eat all day until late at night in London.

We have described the trip across the Atlantic in some detail, but until after our return to Canada when we can write at leisure, only the outline of our activities will be given.

It has been announced that we would have four days to rest up after our arrival, but we soon wondered just what they meant by "rest." Every moment seemed crowded with some appointment.

Saturday was taken up with registration, and application for ration cards, photos for our passes of which there were so many that Mr. Napier Moore claimed that he had to buy a duffle bag to hold them.

Just before noon, we had a conference with the Canadian High Commissioner, the Hon. Vincent Massey, at which he welcomed the editors. In the course of this informal discussion Mr. Massey remarked that there were too few Canadian resident correspondents, against 1 Australian and about 200 American.

For lunch we were taken to the Canadian Officer's Club, which is Canada House, and found Mrs. Massey behind a counter serving the meal.

The program for Sunday was a full one. Starting out, the two representatives of the weekly press attended early service at St. Martin-in the fields. Then after a hurried breakfast, the whole party started off in cars to visit a farm which had won many medals as the best farm in Berkshire. This will be described in more detail in subsequent articles.

After a close study of this farm, we went on to Maidenhead, on the banks of the Thames for luncheon.

Windsor Castle was the objective for the afternoon, and a couple of hours were spent in this historical place.

After the long journey back, some of the party were not too tired to go and listen to the orators in Hyde Park.

Monday was an even more exacting day. Lengthy visits were paid to Canadian Red Cross Headquarters, a Canadian Legion Hostel, the Salvation Army hostel on Southampton Row, the Y.M.C. hostel, on Leinster Court Road, the Knights of Columbus hostel in the same street, the Maple Leaf Club, the Union Jack Club, and the Beaver Club. Then we visited the Daily Telegraph, the Reuters Building, and ended up late at night at the Daily Telegraph.

In each of these places we went up and down stairs and through room after room so that most of us welcomed our beds.

On Tuesday the High Commisioner gave luncheon for the members of the party which was a notable affair in that much valuable information was secured. After visits to various places in the afternoon the day concluded with a visit to the Daily Express.

Wednesday morning was spent at the British Ministry of Information, and at noon we met Major General, the Hon. P.J. Montague, who is senior officer of the Canadian Military Headquarters.

This conference lasted some time, after which detailed instructions concerning the forthcoming trip were given, and we prepared to really start work the next day.

The summary of our activities will continue in the next article and more detailed accounts of the various phases of our activities will follow later.

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Grade 5 — Anna Lougheed 59, Ivan Young 57.

Grade 4 — Clarence Young 92, Arthur Long 88, Ross Porteous 48*, Ronnie Wright 47.

Grade 3 — Jim Londry 86, Millie Duckett 84.

Grade 2 — Margaret Porteous, Glenn Wright, Vernon Long, Leslie Lougheed.

Grade 1 — Marie Porteous, Raymond Young, Lloyd Lougheed.

Primer A — Carl Young.

Names in order of merit; numbers are average percentage for month. Those marked * missed one or more exams. Numbr on roll 27, average attendance 25.

—Mrs. F. J. Seeley, Teacher.

Farmers, Attention

FIELD PEAS WANTED. Don't Sacrifice. Mail samples, stating quantity. Mailing bags suplied. Write W. H. HURST, Barrie, Ont.

Future Events

DANCE AT PRICEVILLE

Dance in the Institute Hall at Priceville, on Friday, Oct. 9th, under auspices of the Women's Institute. Lunch. Admission: 35c.

DANCING IN DUNDALK

Town Hall, Dundalk, October 9th. Music by the "Serenaders." Don't forget the Saturday night dance with Alvin Dermott's orchestra.

SHOOTING MATCH

A shooting match for ducks and geese will be held at the farm of D. W. Adams, near Flesherton, on Monday, Oct. 12 (Thankegiving Day) at 1.30 p.m. Ammunition supplied for rifles and shotguns.

DANCE AT MAXWELL

On Friday, Oct. 16th, in the hall, nuder auspices of the Women's Institute. Fourth Line orchestra will provide music, proceeds for war work. Admission: 35c, with lunch included.

DANCE IN FLESHERTON

Ruben Kirk's 6-piece orchestra will play for a dance in Fraternity Hall, Flesherton, on Monday, Oct. 12th, dancing from 10 p.m. to 2.00 a.m., sponsored by the Eastern Star Admission: 50c.

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Flesherton High School

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Details Later

COLOR IN HONEY INDICATES FLAVOR

Color in honey is an indication of flavour—the lighter the color, the less flavour. Research has shown that darker honey has more accessory food value because it contains more minerals, especially iron, copper and manganese. Among the lighter-colored honeys are those from orchard blossom, maple, basswood and clover. The darker honeys with their strong hearty flavour include those from dandelion, golden rod, and buckwheat. ranging from lighter amber to dark reddish brown, writes W.A. Stephen Bee Division, Central Experimental Farm, Ottawa.

In making light cakes and cookies, or in sweetening beverages, or when it is desirable to maintain a particular food flavour, light honey is used, when honey is intended for a bread spread, or on pancakes, or in dark cakes, dark honey with its stronger flavour may be preferred.

All honey is sweet, but honey is more than sweetness. It is food ready to supply energy and flavoured with the perfume of flowers. It contains carbohydrates -- predigested sugars; enzymes that air digestion; acids that do not cause acidity but contribute to a normal balance; volatile oils which give flavour and aroma; minerals -- elements neccessary in the building of blood, bone, and muscle; and coloring material pigments which indicate flavour and food value.

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Step out in one of our new Fall Hats that reach new heights of fashion and crowns that fit your head with snugness in felts or velvets, and prices to suit everyone.

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Men's Suits — Men, you too can share in these wonderful values. Some very neat patterns and styles to choose from. Buy now, as later we won't be able to give you the same quality. We have a good assortment to choose from ..... $22.50 to $32.50

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