THE
FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

Late Cora Hind

Dr. Ella Cora Hind, 81, dean of Canadian newspaperwomen and a recognized world authority on grain and livestock, died on Tues., October 6th of a stroke suffered on the Mon. evening before at her home in the Gaspe apartments. Her death ended a newspaper career of 41 years, all of which was spent on the staff of the Winnipeg Free Press.

Dr. Hind had been in failing health for the past four years, following completion of a two-year journalistic trip to all the wheatgrowing countries of the world. She embarked on this tour at the age of 74. She had suffered from a heart condition for many years, but in spite of this disability she underwent an operation a year ago for the removal of a cataract from one eye, wtih beneficial results.

Ten days ago small clot from her failing heart blocked the main artery in her left arm, but the circulation improved sufficiently and little harm resulted. Monday evening a second clot became suddenly detached and lodged in the brain, instantly, loss of speech and complete paralysis of the right side of the body. She lapsed into unconsciousness from which she did not recover.

During her recent illness she talked hopefully, as ever, of a visit to the maritimes, searching for newspaper copy, although warned by her physician of the slender thread on which her life hung. Thus, she remained an inquiring reporter to the very end.

Her death brought to a close a career unparalleled in the annals of newspaper history in Canada. From the obscurity of an agricultural reporter, in charge of a newly-organized department in a young western newspaper, she rose to a point where she was regarded as one of the world's outstanding authorities on grain and livestock. She inaugurated a crop inspection system and traveled countless thousands of miles, first by horse and buggy, then by automobile. Her prophecies concerning the annual grain yields of western Canada were uncanny in their accuracy. Her final estimate each year on the yield of western Canada was flashed to every country in the world and was regarded as authoritative.

Her interest in all things agricultural brought her into intimate contact with agricultural leaders and institutions all over the world. She was honored on numerous occasions by grain and livestock bodies and was the first woman given a ticket of admission to the trading floor of the Winnipeg Grain exchange, the largest cash grain trading centre in the world.

Ella Cora Hind was born in Toronto on Sept. 18, 1861. She was the third child and only daughter of Edward and Jane Carroll Hind. There were two brothers, Joseph, who died in Toronto in 1914, and George who died in Detroit in 1866, leaving two daughters. Her mother died in 1863, when Ella Cora was two years old, and the three children were taken by their father's youngest sister, Alice Anna Hind, to live with their grandfather, Joseph Hind, on his farm in the Township of Artemesia, in Grey County, Ont.

Ella Cora Hind was educated first at home by her Aunt Alice; then when 11 years old, in the public school, known as "Springhill" situated on her grandfather's farm. In 1876 the farm was disposed of and the family moved to the village of Flesherton, where Ella Cora attended the public school from which she passed her high school entrance. She attended high school in the town of Orillia, where in June, 1882, she wrote on the third class teachers' examination. Returning that summer to Flesherton, she found her foster mother preparing to leave for the "Great West" on the advice of two nephews, Joseph and James H. Jacques, who at that date were squatted on the townsite of the present city of Calgary. She and her aunt remained in Winnipeg, where Ella Cora found her place on the staff of the Winnipeg Free Press. Later she became agricultural editor, in which position she became world famous as an estimator of the Western wheat crop.—Free Press.

A candidate for parliament exclaimed: "The people of this country must grow more wheat."

"How about hay?" yelled a heckler.

"I'm talking about food for mankind," retorted the candidate, "but I'll get around to your case in a minute."

Visit Nelson's Flag Ship, Editors Return

Following the inspection of the Air Force stations, the editors were taken to one of the ports, where they had an opportunity to go over one of the destroyers. They also saw the training of the future heroes of the navy, and a parade of four thousand naval cadets. While with the Navy. they were taken to the "Victory," the flagship of one of England's greatest heroes, Admiral Nelson. This was the ship from which his famous message, "England expects that every man will do his duty," was flashed as he led the 27 English ships against 33 French and Spanish ships at the battle of Trafalgar in 1805. The visit to the "Victory,, will be described in greater detail in a subsequent article.

Returning to London, conferences were held with Lord Woolton, Minister of Food; Hon. Arthur Bovan, Minister of Labour; Hon. Herbert Morrison, Minister of National Service; Hon. L. S. Amery, Minister for India; Sir Stafford Cripps, Home Secretary; the Hon. Brendon Bracken, Minister of Information, and a meeting with the Hon. Winston Churchill in his office. It would be impossible to tell much about these meetings in one article so they will be dealt with later. All these conferences were arranged by the Hon Vincent Massey, High Commissioner for Canada, who accompanied the editors on these occasions.

During the last part of the time in England, vast underground factories were visited and also factories where aeroplanes and other supples were being made. These visits were also of great interest and the problems of housing, transportation, manpower etc., were closely studied. Those factories in addition to being of huge size, were just as up to date. and efficient as anything that could be found in America.

A study of bomb damage took the party to Bristol, Bath, Portsmouth and other places which have been badly damaged. The lesson learned from these visits was that early preparation to take care of raids is essential if the damage is to be kept to a minimum. Canadian cities should carefully study the steps which have been found to deal successfully with raid damage.

Before leaving England, the editors had another opportunity of seeing General McNaughton, who again received them in a most cordial manner and freely answered all their questions.

Although the government was prepared to bring the Canadians back home, and the editors were ready to go, nature stepped in and ruled otherwise. Unfavorable weather prevented a take-off, and there was a week's delay in which each member of the party was left to explore whatever was of greatest interest to him.

During the week some visited many of the most interesting spots in England including Wells, Bristol and other places, while others visited such places as Stratford-On-Avon, Cardiff, Wales, Salisbury, Gloucester, etc.

But the best of times comes to an end, and early one morning they were off on their way home. First automobiles took them to the station, then a train carried members of the party to the embarking point and motor launches took them to Ireland. After a stop of a few hours only in Ireland, they boarded the trans-Atlantic flying boat and in a short time they were over the Atlantic.

The return journey on a passenger plane was much more comfortable than the trip going over on a bomber. The passenger plane carries a crew of eleven, including an attractive hostess who busies herself supplying the passengers with gum, magazines and cigarettes. She also serves the meals which are very palatable. The sight of white rolls, real eggs and other foods which they had not seen for over six weeks were tangible signs to the editors that they were getting near home.

The westward trip is always slower than the reverse direction as in coming west the plane is meeting head-on winds all the time. Therefore the journey, which took nine and a half hours' time going over, took seventeen hours for the return trip. However, in the passenger plane there are berths so that it is possible to sleep for a good part of the way.

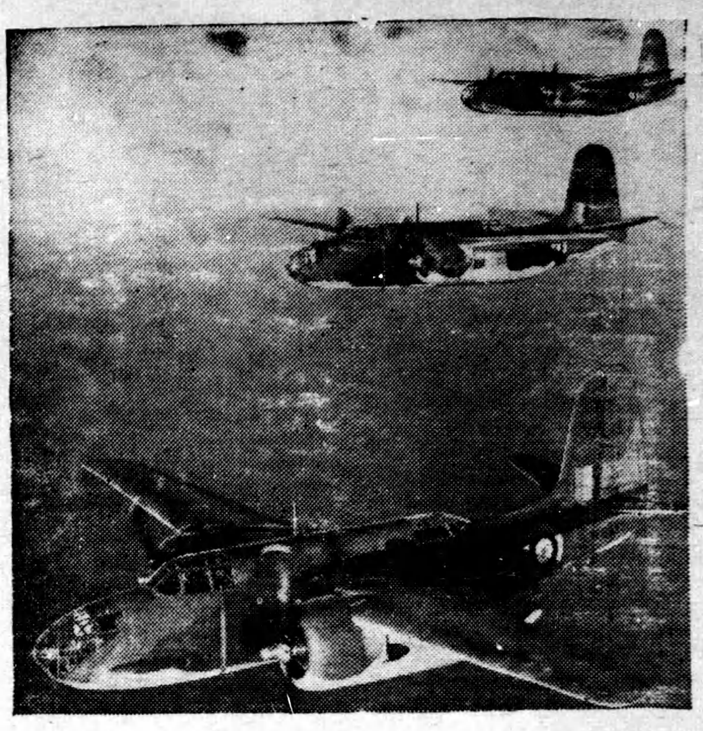
The trip is nearly all made above the clouds, but the passenger could not see the sunrise, which is usually a wonderful sight from a plane, as the sun was directly behind them. One of the interesting sights from the plane is Prince Edward Island, which is particularly beautiful from the air and rivals the views over Ireland.

Early Saturday morning the Canadian editors were gently deposited at an Eastern Canadian port, thus bringing to an end a trip such as has been made by few people and which will be remembered by them as long as they live.

In the letter of instructions which each editor received before leaving Canada, one sentence read, "You will b allowed to see things which few people have been permitted to see and you will be told things which few people have heard." This prediction was more than fulfilled

During the six weeks, the editors travelled more than eleven thousand miles, made up of 1930 miles by bus, 1540 miles by train, 500 miles by automobile, 6400 miles by plane and about 400 miles on foot. This was the record kept by the writer and is probably the average of the party, but some travelled even more than that by taking special journeys.

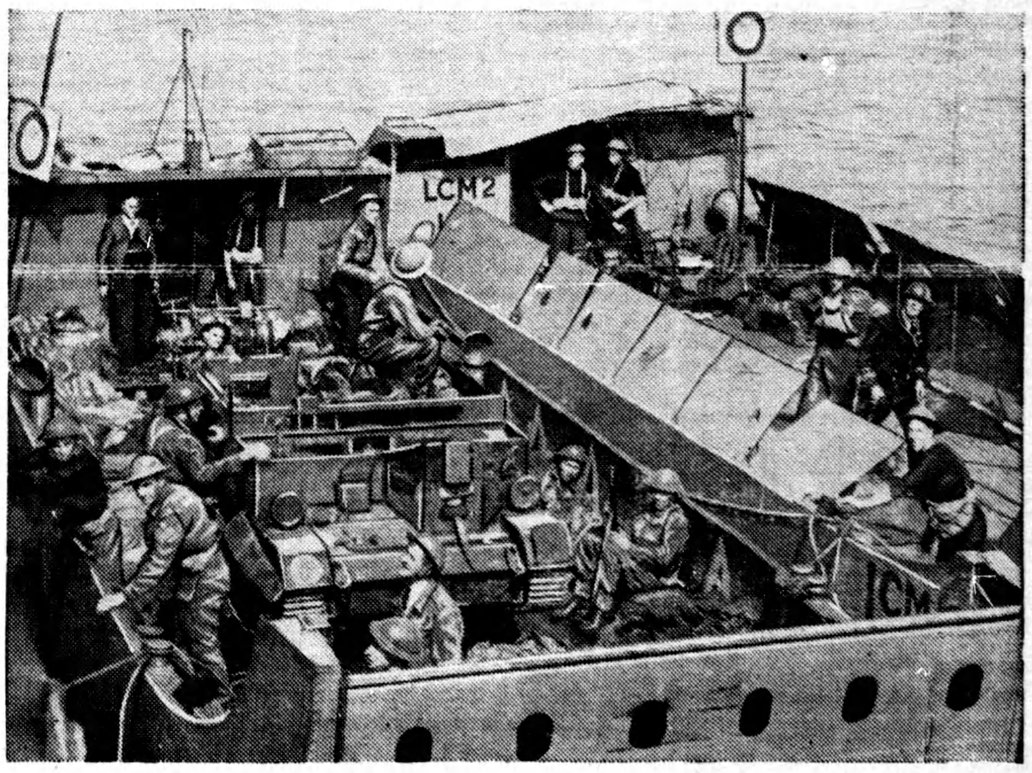
After this brief outline of the trip, more detailed accounts of the various activities will be given in articles to follow.



American Douglas Boston Bombers Operating With R.A.F.

The mighty tide of effective aid flowing across the Atlantic to Britain, includes these Douglas Boston 11, 150 h.p. twin-engined bombers. Produced by the Douglas Aircraft Company in U.SA., the Boston 11 is a counterpart of the British Blenheim bomber. It has a range of 1,500 miles, carries a 1000 lb. bomb load, and has a retractable tricycle undercarriage of one landing wheel in front and two behind.

This picture shows three Douglas Bostons flying in formation.



Biggest-Yet Daylight Assault on German Dieppe Defences

On August 19th, 1942, Canadian and U. K. Special Service Troops, a U.S. Ranger Battalion detachment and a contingent of Fighting French took part in the biggest-yet Combined Operation raid on the German defences at Dieppe. The force was carried and escorted by the Royal Navy, and protected by the R.A.F. Tanks were landed for the first time from the new British tank-landing craft. One of the most significant factors arising from the operation is that of the nine daylight hours during which the assault took place, the large British naval escort force was able to remain without undue loss off the enemy-occupied coast.

Picture Shows: Two of the landing craft—one containing a Bren-carrier come alongside a British destroyer after returning from the beaches.

NOT BOMBS ... Just dirty stove pipes

It *can* and it *will* happen here—perhaps in your very home! If you allow fouled stove pipes, flues or chimneys you are courting with such disaster. Do you know that practically every farm house fire is the result of faulty heating equipment or chimneys? An ounce of prevention NOW may head off irreparable loss this winter.

Clean out your stove pipes and replace any poor ones. Clean out your chimneys and make any necessary repairs. Clean out your stoves and furnace—tidy up the cellar. *Never* quicken a fire with coal oil or gasoline.

Never light a fire in a hot water heating system or in a stove with a water front *if there is any chance of the water pipes being frozen or clogged—it may cause a fatal explosion.*

Make every member of your household a fire warden. Never before has the need for fire prevention been so urgent. Remember that buildings are now next to impossible to replace—that your loss is the *Nation's* loss now.

THIS ADVERTISEMENT IS SPONSORED BY THE FOLLOWING COMPANIES:

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

Germania Farmers' Mutual Fire Insurance Co.
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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.

The anniversary services of the Rock Mills Baptist Church will be held on Sunday, Nov. 15th, with services at 11 a.m. and 7.30 p.m. Mr. Frank B. Keys, the minister, is to be the speaker and Mrs. Ilene Holland of Toronto, member of the Toronto Gospel Trio, will be the guest soloist.

Flesherton Baptist Church has withdrawn its morning service and will have church service only, at 3 o'clock in the afternoon.

Flesherton United Church
Minister:
REV. G. KEITH McMILLAN

Services will be held as follows on Sunday:

11.00 a.m.—Worship, Flesherton.
12.15 p.m.—Sunday chool, Flesherton.
2.00 p.m.—Sunday School, Ceylon.
2.30 p.m.—Worship, Ceylon.
7.30 p.m.—Vesper Service, Flesherton.

Sunday morning Mr. McMillan will repeat by request a sermon entitled: "A Job For Everyone; and Everyone For a Job."

Sunday evening in St. John's Church the service will be related to "Education Week." Pupils of the High School will compose the choir. Mr. F. D. Sawyer, president of the District Teachers' Federation, and Mr. C. Heslip, will take part in the service. Mr. McMillan will speak on "Truth That Makes us Free."

Everyone welcome.

Maxwell United Church
REV. GEO. L. MERCER, B.D., D.D.
Minister

11 a.m. — Eugenia.
2 p.m. — Mt. Zion.
3.30 p.m. — Wareham.
8. 0 p.m. — Maxwell.

St. Mary's Church, Maxwell
(ANGLICAN)
REV. JACKLIN, Pastor

Morning Prayers and Sermon.
Holy Communion first Sunday in every month.

Caller: Good morning, Mrs. Smith I'm from the gas company. I understand there is something in the house that won't work." Yes, he is upstairs.

Clear telephone lines for ALL-OUT PRODUCTION

Your telephone is part of a vast *interlocking* system now carrying an abnormal wartime load. Don't let needless delays hold up messages on which production efficiency may depend.

OTHER "WARTIME TELEPHONE TACTICS"

1. BE SURE you have the right number ... consult the directory.
2. SPEAK distinctly, directly into the mouthpiece.
3. ANSWER promptly when the bell rings.
4. USE OFF-PEAK hours for Long Distance calls: before 9.30 a.m., 1-2 p.m., 5-7 p.m., after 9 p.m.

These things may look trifling, but on 6,500,000 daily telephone calls, they are very important.

On Active Service — THE BELL TELEPHONE COMPANY OF CANADA — *Giving Wings to Words*