

POOR DOCUMENT MC 2034

ST. JOHN STAR, MONDAY, NOVEMBER 27, 1935.

9

Great Reorganization Sale! Ninety Thousand Dollar Stock (\$90,000) of Men's and Boys' Clothing and Furnishings

To be Sold at a Discount of from 25 to 50 per cent on Former Lowest Prices.

Sale Starts Saturday, Dec. 2, '05. Ends Saturday, Dec. 9, '05.

The Reasons Why This Sale, and at This Time

What's the use of turning a plain matter into a mystery? For some time back, we have been considering the advisability of converting our business into a Joint Stock Company, taking into the same some of our employees who have been with us a number of years--thus rewarding them for faithful services they have rendered us. The business having now grown to such proportions that it is beyond the point where any one man can give proper attention to all the details in connection, we have decided, after our year's business is ended on February 1st, to convert into a joint stock company, taking into the same these employees--making them feel greater responsibilities, and enabling us to relieve ourselves of minor details and give greater attention to more important matters that arise from time to time. And in furtherance of this, we have decided to start a Reorganization Sale at this time for two reasons:--

FIRST--To have our stock sold down to the very lowest possible point at stock taking.

SECOND--That you may be able to secure your Winter Clothing needs at the beginning of the season and affect a great saving.

To hasten and perfect the getting ready of this Reorganization Sale, we will be obliged to close the store all day Thursday and Friday of this week. Not merely a shutting of the doors and a pulling down of the blinds, but a fast and tight lock out. Nobody but employees will be admitted under any pretense on these two days. We need the time in getting ready to serve you all the better Saturday. We want to give you all equal chances to be here at the beginning. You can imagine the work and detail of marking this \$90,000 stock for selling. This sale at this time may be called a foolish move by other retailers; but listen:

This is the benefit we expect to get by selling, the benefit you may expect by buying. We do it because we are desirous of pleasing the hundreds that come--that come with a purpose to save money--and at a time most advantageous to you. The hundreds of people whose dollars are labored hard for, whose pennies have many ways to go, whose incomes are

moderate, will be brought to this store for this high grade Clothing and Furnishings at give away prices. The people who always trade here, as well as the new comer, will be made acquainted with new grades and lower prices. You may expect to clothe two boys or two men for the same money usually paid for one.

New customers will be made to appreciate this store and know its worth more fully. Old customers will redouble their praise of our retailing and send everybody within their reach. This sale begins Saturday Morning, December 2nd. We will have prepared for this rush that is sure to come, that **must** come.

Every garment is priced in plain figures. We are going to make buying easy and quick. No goods will be sent an approval. Everything we sell goes out with the distinct understanding that if in any way it is not perfectly satisfactory, you can bring it back with the sale check and get your money back.

DON'T FAIL TO READ OUR ANNOUNCEMENT DAILY HEREAFTER.
THE SALE STARTS SATURDAY, DECEMBER SECOND. BE ON HAND EARLY.

SIGNED { **JAMES M. SCOVIL**
WILLIAM G. SCOVIL

Representing the Firm of Scovil Bros. & Co.

OAK HALL,
King St. Cor. Germain.

GEO. W. MULLIN WRITES OF HIS TRIP TO CALGARY, ALTA.

An Interesting Communication From Beginning
to End--Short Description of the Various
Places Passed, and the Wonders of Our
Great West.

[Geo. W. Mullin, formerly a North End grocer, and member of No. 2 Salvage Corps writes most interestingly to his friends via the Star's columns. His ray description of the trip from St. John to Calgary is absorbing, especially to those who are showing symptoms of "western fever."]

To the Editor of the Star:
Sir--Thinking perhaps some of the readers of Star would like to read in detail, the trip from St. John through the great west, I will endeavor to give such a report and upon the perusal of it, if you deem it of sufficient worth you can publish it.
I left St. John on the evening of Monday, Sept. 23. During the evening I made several acquaintances, nearly all of whom were long-distance passengers, some for Winnipeg, some for Vancouver, some for Edmonton, while a few were going to points in the United States. Three of us who were going farther, Winnipeg being the first, this party consisted of J. M. Hardy, of P. E. Island, who was going to Winnipeg; J. A. Scott, of Fredericton, going to Vancouver, and myself, going to Calgary.

THROUGH UPPER CANADA.

It rained quite hard all night and we retired to our berths soon after leaving Vancouver. Next morning we arrived at Sherbrook, a very pretty place with a population of 15,000 and possessing many busy factories and business houses that would compare favorably with those of a much larger city. It was raining and snowing, both now, and quite a disagreeable morning and we were about two hours late in arriving in Montreal, where we found about two inches of snow. The ride from Montreal to Ottawa was delightful, the snow getting less and less until there was none and the day being fine with light snow. As we passed along we saw farmers ploughing. The fields were the largest I ever saw till then and the soil looked peculiar to one accustomed to New Brunswick soil, it being black. There were many miles of most beautiful farms and farm houses, which made a

picture not soon to be forgotten; just previous to entering Ottawa we passed a canal, and a steamer was proceeding up through the locks. One of the party said it was a steamer "going up stairs." Arriving at the city we stopped at the first station only a few minutes, after which the train crosses the Ottawa River on the Royal Alexandra Bridge, skirts the city of Hull, which has a population of about 14,000, and again crossing the Ottawa a couple of miles up stream, it enters the city at the Union Station. Of the cities of Montreal and Ottawa I will not attempt to say anything, as there is so much to be taken into account, and our time so limited, that one simply becomes confused when he attempts to write of them and besides about every person has heard all about them.

During the afternoon we continued to ride through beautiful farms, villages and towns, some of the latter of considerable size, such as Carleton Place, with a population of 5,000, and Almonte, 3,500, Parktonham 2,500, Amherst 4,000 and Pembroke 5,000, the latter having many substantial industries. We passed through the town of North Bay late in the evening, it has a population of 2,500 or over, and is situated on Lake Nipissing, soon after this we retired for the night, arriving in the morning and getting around in time to step off the train at Woman River, where there was about three inches of snow and cold, the air was being coated with ice and the numerous lakes in this district being frozen. A few miles further back I was informed here was the most extensive copper and nickel deposits known in the world, large quantities of the ores have been shipped and several smelting furnaces are at work near Sudbury, reducing the ores on the spot.
At Mississauga, where we stopped for a few minutes the Hudson Bay Company have a store and furs are brought here from the far north for shipment, here a short portage connects the waters flowing north into Hudson Bay with those flowing south into Lake Superior.

LAKE SUPERIOR REGION.

The scenery all along now is particularly fine. At White River we made a stop and some of the party went to the post office and dispatched some

mail. There was quite a lot of snow here, the air being crisp and sharp; in fact a typical winter day. White River is quite a snug little place, the C. P. R. has large yards, round house, repair shops, as well as yards for resting cattle enroute from the west. For fifty-six miles, or to Heron Bay, the road passes many heavy rock cuttings a mile beyond the latter place we got our first view of Lake Superior. What a wild region it is and what an expanse of water for a lake! The day was beautifully fine now but one is unable to see land as he gazes out upon the mighty expanse of water. In appearance it is an ocean and the breakers on the shore remind me of old

runners. For sixty miles now we run through and around the harsh promontories of the north shores of the lake, with deep rock cuttings, viaducts and tunnels, the lake almost constantly in view. In some places the road is cut out of the face of the cliff and directly below us, about fifty feet, on one side lies the lake, while a mountain hangs over us on the other side. The road in some places has very sharp curves and at one place especially, one can see the engine and the rear cars of the train at the same time from the middle of the train.

ARRIVAL AT WINNIPEG.

We arrived at Winnipeg at about 10 o'clock a. m. and here occurred the first break in our party. Mr. Hardy having arrived at his destination. We discussed the trip, resolved that it had been a pleasant one, that we had enjoyed it and bidding good-bye to him separated. Winnipeg is a great city, it has a population of about 100,000 at present, and there have been added to it during the last twelve months no fewer than twenty-eight hundred new buildings. The population is as cosmopolitan as Chicago, and on the streets one sees as great variety in vehicles, every kind being employed, from the car to the automobile.

SUCCESSION OF BUSY TOWNS.

At Jack Fish, a great cooling station for the railway, the road runs around a bay for five miles and is then only one mile from the city. At Schreiber where we stopped for fifteen minutes I got out to get the air. It was bitterly cold. The scenery along to Fort Arthur is grand, the latter being a nice little town of 6,500 inhabitants which was reached about 9 o'clock p. m., and Fort William, 3 miles farther a few minutes later. Here we stopped for twenty-five minutes and took in as much of the place as our limited time would permit. It seemed a nice, smart town, has 7,000 of a population and some nice stores, hotels and other buildings including a few of the largest grain elevators in the world.

At Kenora, better known as Rat Portage, where we arrived at 9 o'clock the following morning we found a busy little town of 5,200 inhabitants, situated at the outlet of the Lake of the Woods. It is an important mining centre and has several large saw mills. Here I saw several steamers of the "Elaine" type. We continued to run through a wild rough country, abounding in rocks, hills and lakes, the latter being almost continuous in sight. Near Keewatin are the immense power works of the Keewatin Power Co., creating one of the greatest water powers in the world, making of the Lake of the Woods a gigantic mill pond with an area of 5,000 square miles, and a little farther on men could be seen building the electric line on to Winnipeg, 125 miles away, for the purpose of supplying that city with light and power.

SAW THE NEW G. T. P.

Somewhere about Busted we had a glimpse of the new transcontinental R. R., the Grand Trunk Pacific. Large crews of men are working on it and I am surprised at its nearness to the Canadian Pacific Railway, about 200 yards apart--but am told that owing to the nature of the country here, it is being wild and desolate, it makes

no practical difference, and that by the time it reaches the prairie country, where it would receive any business, it is well north of the C. P. R. At Whitemouth where settlement is reaching large proportions, are some saw mills, and here on a river I saw a man skating the second day of November whilst I left almost summer weather in St. John only three days before.

The country now begins to flatten out, and to assume the characteristics of the prairie. We have already covered over one thousand miles, or from North Bay to Red River, of the wildest, most desolate looking country that one could imagine.

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Many miles east of Winnipeg the road runs through the level country, but in some places bush appears, so it is not until leaving there going west that the prairie in all its majesty is reached. Here one can look off to the horizon with nothing to obstruct the view, except here and there a farm house and the farmers' stacks of wheat and hay, at this part of it not a hill, nor roll of any kind, but as flat as the floor.

The farmers here do their threshing in the field by steam and as we rode along we saw them busy, eight or ten men being employed. Two men do the feeding, and they seem to be pretty busy, while the machine blows the straw up to one side and falling it forms great piles as large as three or four hay stacks in New Brunswick. At one place a farmer had let the threshing blow the straw on his barn until all but one side was completely hidden from view, thereby making it warm for winter. After threshing, these stacks of straw are burned, and we saw one day thousands of tons of it being thus destroyed, while the people in St. John are paying six or eight dollars per ton for straw. At some places two farmers were moving and hauling in hay, though there was ten inches of frost in the ground there at the time.

Portage La Prairie, a town of 5,000 population is the market town of a rich and populous district. It has large flour mills and grain elevators, a biscuit factory, brewery and other industries. Between Portage La Prairie and Brandon stations occur every five or eight miles and many of them are surrounded by bright and busy towns and nearly all have tall, massive elevators. Carberry is a bright little town in this group with a population of 1,200. Brandon, population 8,000, is one of the largest grain markets in Manitoba. We only stopped here 20 minutes, but I saw many beautiful buildings and broad, well-kept streets. Nearly all the buildings, "farm buildings" includ-

ed, along here are of a very light colored, nearly white brick. Virden, at which we arrived just past noon, is the market town of an attractive district. I met an Englishman here on his way up to Saskatoon to take up some home-steads. He said he was always used to city life in England, and served his time for a chemist, but seeing the possibilities of homesteading here decided to try it. He has been out here two years, and says the first six months were awfully lonely, but he is used to it now. Still, he says, it's like being out for 20 or 30 years don't like it, and are always looking forward to the time when they can retire to some place and enjoy a little more of life. Was talking to another man who got on at Virden. He said he farmed in a small way with the help of his sons. They raised 7,000 bushels of grain this season.

WATCHES SET BACK ONE HOUR.

We arrived at Broadview at 11 p. m. St. John time, 9 p. m. western time, but at this place the train people take one hour out of their time, so that instead of 9 o'clock, it's only 8 o'clock. Regina, the capital of Saskatchewan, and at which we arrived at 3 o'clock a. m., has a population of 7,000. Here an engine was derailed, which delayed us some three hours, so we got up and dressed and had quite a look around, notwithstanding the early hour.

Moose Jaw is a divisional point, with a population of 4,200. The road is steadily climbing up hill now, the altitude of Moose Jaw is 1,725 feet. After leaving here there seems to be few settlers. At Chaplin, where we stop for a few minutes, is a little telegraph station scarcely large enough for the operator, and three or four little huts. They are the only buildings we saw since leaving Regina, 8 miles back. The prairie here is what is termed a rolling prairie; it reminds one of great ocean waves, and seems to be entirely of sand. There are immense salt lakes here, too, extending for several miles. The prairies about are marked in all directions by old buffalo trails, and bones. Antelope may now be seen, and lots of coyotes ("prairie wolf"). We noticed that at Cypress Hills, although the country seems perfectly flat, and there is no obstruction whatever to the view, clear to the horizon, we seem to be away up on top of the earth, and looking down on the clouds, probably an optical illusion. We stopped here for about 20 minutes on a siding to allow a train to pass. The day was beautifully fine. We stepped off the train in the grass ("for there was no station there") but imagine our surprise to find that the wind was blowing so hard that it was with difficulty we could keep our feet, there being nothing to denote wind, the grass being only a couple of inches high and no bushes or shrubbery of any kind.

GUARDS AGAINST PRAIRIE FIRE.

At Swift Current is a sheep farm belonging to the Canadian Land and Ranch Co. The company annually rounds up 15,000 sheep. The settlers, where there are any, protect their buildings and grain from prairie fires by a fire guard, consisting of a strip of ploughed ground about 10 or 12 feet wide around the field, or whatever they wish to protect. The government does

the same along the railroad, by ploughing this strip on either side of the road about 150 or 200 feet from the track. At one place in particular we noticed there was not a break, not even a road or path, in this strip for 180 miles, and from the track out to the fire guard the grass is entirely burned away during all that distance, and still prairie fires do occur. We saw several. At one place we estimated that several thousand acres had been burned over.

At Medicine Hat, a town of 5,000 population, where we stopped for 20 minutes, they use natural gas, and it looked strange to see the street lights burning in the middle of the afternoon on a bright sunny day. They attach an incandescent burner, such as used in stores in St. John, excepting that they are made larger, light the gas and let it burn continuously.

At Stair the road crosses one of the Canadian Land and Ranch Co.'s farms, where one of the largest herds of Galloway cattle in the world is to be seen. At Langrvin the natural gas is used for pumping water for the railroad. At Nanawaska is seen another park belonging to the Canadian Land and Ranch Co., where 1,500 acres are under crop. They own many such farms all along the route.

BEAUTIFUL, BUSY LING CALGARY.

We arrived at Calgary about 8:30 p. m. "1:30 St. John time," and now, with just a few words concerning the city I will close.

At an altitude of nearly 4,000 feet and with a population of 14,000, it is the most important and handsome place between Winnipeg and Vancouver. It is charmingly situated on Bow River, is almost entirely surrounded by a hill-girt plateau, about 200 feet high, between which and the city flows Bow River, whose waters, clear, green and icy cold, are rushing by with the swiftness of a brook fresh from the great glaciers. The city is overlooked by the white peaks of the Rockies, and is the centre of trade for the great ranching country to the north. The chief source of supply for the mining districts in the mountains, it covers an immense amount of territory, owing to the fact that, except in the business districts, the lots are large and the buildings sit a long ways apart. Here, as in Winnipeg, intersecting the blocks at the rear of the lots, run narrow streets, called "lanes," for convenience to back entrances. The business blocks are almost entirely composed of stone, and with the churches, theatres and other public buildings, are beautiful. The streets and sidewalks are broad, the latter composed of concrete, well kept and clean. All stores close at 6 o'clock but are kept brilliantly illuminated; in fact the electric light seems to be used almost to excess, churches, theatres and hotels, etc., being ablaze with it in many cases both inside and out.

I have met many St. John people while here. All are doing well and like the place. The climate is beautiful and at no time since I have been here, and it's now the eighteenth day of November, would I have been more comfortable out of doors with his coat, and the ladies appear on the streets evenings bareheaded.

Yours very truly,

GEO. W. MULLIN.

NAVY MEN DONT LIKE CUT TOBACCO.

Attempt of the Admiralty to do Away With
the Time Honored Navy Twist
Is Unpopular.

LONDON, Nov. 25--Admiralty are trying to experiment with that time-honored institution, navy tobacco. For many years Jax has been allowed to draw a pound of tobacco per month for which he is charged one shilling. The cash is stopped out of his pay if he takes up his allowance; if he does not he is allowed savings, that is money in lieu of the tobacco. When on foreign service he is allowed two pounds instead of one. Hitherto the tobacco has been issued in the manufactured or rough dried state. The men have been served with the leaf, and after removing the hard stems from the leaves they make up the remainder into what is known as plug tobacco. The great mass of dried leaves are damaged, sometimes with water and sometimes with navy rum, and then by a process well known to all men-of-war-men it is tightly bound round with sail cloth and rope yarn and left to get hard and solid. When it for use these plugs of tobacco, usually of one pound weight form a very strong smoking mixture which the generality of the men highly prize. It has, of course, to be cut up, just as any other cake tobacco has to be.

For reasons which are by no means clear the Admiralty have decided to issue the tobacco already manufactured and cut up for the men and this new order has just come into operation. This new kind of tobacco is issued in pound and half pound tins. It is a mixture of various blends of British produced tobacco and is of two kinds, strong and mild. It is still early to be able to form a correct idea as to how the men will appreciate the change. Inquiries made at Portsmouth, however, show that the alteration is not appreciated. "It is bound to be a failure," said one of the blue-jackets. "It is just like smoking chaff and does not last any time. You fill your pipe with it and it is gone almost at once. The men do not like it and they hope the Admiralty will withdraw it, and let us have the old-fashioned leaf so as to make it up as we have done all along. You know what you are smoking then--you do not with this new mixture."

FATAL FREIGHT COLLISION.

SOUTH WATERBURY, Me., Nov. 25--Three Boston and Maine railroad employees were killed and two others injured in a crash between two freight trains here early today. The dead: L. A. Hutchinson, fireman, 46 Hanover street, Portland, Me.; Richard H. Proctor, fireman, 23 years old, Nashua, N. H.; Alfred A. Jennotte, brakeman, 21 years old, Nashua.

The injured: S. B. Woodbury, engineer, Portland, Me.; P. W. Daniels, engineer, Rochester, Me.; and badly shaken up.