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Cash will be refunded if goods do not suit.

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We will ask all those having accounts with us to settle same within thirty days.

**MacMillan Shoe Store**

**INTERESTING LETTER FROM MR. KULINDER**

The Following Letter Just Received Will Be Of Interest To Many Of Our Readers.

The following letter just received will be of interest to many of our readers.

Ursviken, Sweden,  
May 28, 1920

Dear Mr. Ferguson

Well, we are home at last! Arrived here a week ago last night, but I have not had time to write many letters.

Both myself and my wife are feeling fine, and we have had a very nice trip, and as I am going to tell you about it, I had better begin from the starting point.

I advised you by postcard from St. John that the steamer was delayed two days, and we did not, therefore, leave St. John before Monday April 26th. The trip over the ocean was uneventful except that a child died and was buried in mid-ocean. The weather was not bad, but could of course have been both worse and better.

Except for one day of sunshine, we had fog and rain most of the time. The sea was however not high for going on the ocean, and the "Metagama" is a good seaboat. Of course a lot of people were more or less seasick, but I kept myself like an old salt. In fact I never felt better in all my life. My wife stayed in bed for two days, but she was not very sick. Mr. Nilsson who accompanied us was O. K. right along.

We arrived at Liverpool at 10 o'clock a. m. on May 6th, and a peculiar coincidence was that exactly ten years had elapsed since I left Liverpool on my way to Canada. I left on May 1910 and returned on May 6, 1920.

We stopped in Liverpool over night only, and left the next morning for Newcastle-on Tyne where we embarked on a steamer for Bergen, Norway.

Before going any further in my narrative, I must mention that while crossing England one gets a fair idea of the immense industry carried on there. After leaving Liverpool the country almost as far as York, is almost covered with manufacturing towns and cities.

It does not matter where you look, you will see high chimneys and red roofs.

I may say that the journey on such a lovely day as the one we had, is worth what it cost, as the country was beautiful in its spring freshness with green fields and abundance of flowers.

We arrived at Newcastle-on Tyne 3 p. m. May 7th. Our tickets called for Gothenburg, but the steamers for said port were all booked full for two weeks so we had to go via Norway.

The steamer we went on, over the North Sea was "Haakon VII," a fine boat built for tourist traffic on the Norwegian fjords, but too small for the "angry waves of the North Sea." It did not blow very hard, but the sea was quite high and the boat rocked like a cradle. It was almost impossible to eat because nothing would keep still on the tables and lots of dishes upset. However it did not last more than one night and one day, and the second night we were under shelter of the Norwegian coast. We arrived at a town in Norway called Stavanger at 12 midnight, but I was in bed and did not see it.

The following morning we steamed up the beautiful Bergansford, a trip so full of remarkable scenery, that it is hard to describe. This fjord is covered with hundreds, perhaps thousands of islands, some of which are a thousand feet or more high and snow-covered on the tops. On some of the islands you cannot discover any vegetation of any kind just a dead rock thrown there by some powerful force when the earth was created. Then again you may see an island with a little patch of green on it and a small red painted cottage probably the home of some fisherman. Occasionally an island will appear having a well built village to show passing travellers.

We arrived at Bergen 10 a. m. May 9th. This is a city of about 90,000 people, but it hardly covers more space than Newcastle and Chatham together. It is so closely built. In front of it is the fjord (bay) and behind a mountain having a snow-clad summit. A beautiful place indeed.

We stayed there over Sunday and left the following morning for Christiania, the capital of Norway. This particular part of the journey is the most interesting from a tourist standpoint. The railway is built across the mountains, and at the highest point reaches an altitude of about 6000 feet. In some places you need very good nerves because looking through the windows you will find that the railway is built right on the side of some mountain several hundred feet up in the air, and a run of would mean a sure death. Right along is snow-covered mountains. The higher up, the more snow. At the highest point—Finsko—the station was almost covered under the snow banks were the feet of more high and a number of smaller houses were covered with so much

snow that only the roof and chimneys could be seen. The thermometer registered many points below freezing.

The number of tunnels on this part of the railway are hundreds. The longest is over three miles and it takes seven minutes to pass through it. Besides the tunnels there are miles and miles of snow shields, of wood but covered like tunnels. I took some snapshots during the trip, but I have not developed the films yet.

At 10:45 p. m. we arrived at Kristiania, and as the train for Stockholm left at 6 p. m. we spent a whole day looking at this city. I took a snapshot of the royal palace among other "snaps." Christiania is lovely, very clean and well built. We left there 6 p. m. May 11th and arrived at Stockholm 8 p. m. May 12th. We stopped over in Stockholm one week with relatives. I had an opportunity of seeing the funeral of the Swedish Crown princess (daughter of the Duke of Connaught). Through unforeseen good luck we got a very favorable place and the funeral procession passed within a few feet from where we stood. I had a look at the Swedish King, the Norwegian King, the Danish King, the Swedish Crown prince and his children, Prince Arthur of Connaught and others of the royal blood whose names I don't know. The Crown Princess was very popular, perhaps the most popular princess Sweden ever had. During the years of hardship Sweden had to pass through on account of war conditions, she did more for the poor than any other woman in the country, and those who benefited by her work are thousands.

On May 19 at 6 p. m. we left Stockholm for my wife's home in the north of Sweden, and at 8:30 the following night we arrived there. We have done nothing since but gone back and forth among relatives and friends. After a few days we are going to see my people who live some 200 miles south of here.

Needless to say we are enjoying ourselves, but after ten years in Canada it seems like Canada "was home" after all.

Thanks for the Advocate. Received the first paper yesterday, May 4th issue. I tell you it was nice to see the paper. It really made me "homesick."

We were separated from Mr. Nilsson in Liverpool and as he had to take another boat he arrived in Stockholm four days later than we did. We met however a number of times while in Stockholm. He stopped with his brother who is chief engineer at a Technical High School.

Kindly remember me to all of my friends if my name happens to be mentioned.

With best regards to all.

Yours Sincerely  
A. KULINDER

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