

# JANUARY CLEARANCE SALE

## HERE IS THE SAD STORY!

It was a mild, mild Fall, we had hundreds of Fur Coats in stock, sales were below normal. The balance MUST be sacrificed.

## HERE IS THE HAPPY ENDING!

You, the prospective purchaser, are promised a bargain such as you would never expect to see. Many Coats reduced away below cost.

### COME EARLY! SAVE UP TO 50% AND MORE BARGAINS OF A LIFETIME

### NEVER

Have We Offered Such Tremendous Values!

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Seeing Is

Believing!

Even Then It Is Hard To Believe!

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### CONEY COATS

(Dyed Rabbit)

Just two prices

\$79 and \$95

### RACCOON COATS

3 only, finest quality

\$149



PERSIAN LAMB COATS- \$345  
Save from \$200 to \$300—from

HUDSON SEALS (dyed muskrat) \$365  
Save \$230—NOW

MUSKRAT BACKS- \$245  
A large variety of qualities and prices—  
Savings up to \$200—from

JAP RABBIT COATS- \$165  
Finest Quality Only—Save \$80

PERSIAN LAMB (sides) \$125  
Exceptional Values—from

MANY, MANY OTHER SAVINGS NOT LISTED IN THIS GREAT

# SALE

## island furriers

### IMPOSSIBLE

To List All Of The Phenomenal Values

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Come In And See These Stunning Coats One and Two Of A Kind Only.

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Grey Persian Lambs

Sheared Raccoons

Russian Squirrel

China Mink

Alaska Seal

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Regardless of original price, all Coats must be sold.



## NEWSY NOTES

By J. A. Clark, D.Sc.

### THE CANSO CAUSEWAY

Among the many benefits that the Trans-Canada Highway will bring to the Atlantic Provinces, the construction of the Canso Causeway will be one of the greatest. This linking of Cape Breton Island to the mainland by both railway and highway traffic will fulfill many promises made in the past to the people of Cape Breton. It will link up more closely the great coal and iron industries with mainland industries that require their products. It should reduce the time required for trains to and from the mainland by at least one and a quarter hours for freight, and about three-quarters of an hour for passengers. It will no doubt prove a great attraction to tourists and add greatly to highway traffic to the Cabot Trail, the Cape Breton Highlands' National Park, and other points in Cape Breton.

A causeway has been defined in the dictionaries as: A made of a raised road, as over marshy ground or through shallow water. This would only partially describe causeways such as we have travelled over in Lake Champlain, between Tampa and St. Petersburg in Florida and at other places; but it will require a new definition to describe the Canso Causeway, which will provide at least a double lane of paved highway for the Trans-Canada and railway accommodation for the Canadian National Railway. Where the causeway crosses the Strait of Canso, the water ranges in depth up to 137 feet, and below that there are 25 feet of silt.

**Location**

The distance across the strait at the point of construction is 2,800 feet, or slightly more than two-thirds of a mile. The total length of the causeway from Port Hastings on Cape Breton Island to the site of the causeway will be 4,300 feet, or a little over four-fifths of a mile. The difference in length provides for a pronounced curve near each end, giving the causeway an S or reverse curve to spread the pressure of water in the summer and of ice in the winter. At the deepest point in the strait, the base of the causeway will be 600 feet wide, and it will have a surface width of 80 feet. The new highway approach from route 4 on the

mainland is 13 miles long, while that on the Cape Breton side will be five miles to and along route 5.

**Construction**

Bulldozers have been at work on these, but their first step was to grade a construction road from the base of Porcupine Mountain to the site of the causeway. This road was so graded that rock material from Porcupine Mountain is being moved on trucks that have a carrying capacity of thirty-four tons of fill, by gravity to the causeway, where they dump their load. The empty trucks are then driven back up the mountain to take their place again in the endless line that moves 24 hours a day and seven days in the week.

A base camp has been constructed at the foot of Porcupine Mountain, with offices, bunk houses, power plant, weighing station, garage, mess and other buildings. It has all the appearance of a regular boom town. Construction on the causeway actually began early in 1952, and the first load of fill was dumped into the strait in June, 1952; commencing one of the greatest engineering undertakings ever attempted in the Maritimes; and so far as height is concerned, it will still be outstanding among world causeways. It is estimated that 9,000,000 tons of rock fill will have to be transported the quarter mile, from the face of the mountain to build the causeway. We were told in August, when the causeway had reached about the middle of the strait, that it was then being extended at the rate of seven inches per day. The work is ahead of schedule, as the engineers have succeeded in placing fill at the rate of over 400,000 tons per month.

**Blasting**

To secure rock material for the causeway from Porcupine Mountain, rockmen drove tunnels into the face of the mountain for some 50 feet, each tunnel being 4 feet high and 3 feet wide; then cross tunnels were driven at right angles on each side for about 40 feet parallel to the cliff face. At the end of each cross tunnel, a carefully calculated charge of ammonium dynamite is placed and primed with a detouring fuse and connections called a "primacord." The

cross tunnels are then tightly packed with rock fill. At the inner end of the tunnel from the face, more cases of dynamite are placed and connected with the trunk "primacord" which extends to the entrance, and there is connected with electric blasting caps to fire the charge. In order to insure proper confinement of the dynamite charges, the entry tunnel is back filled its entire length.

About 60 cases of dynamite of 50 lbs. each are used for what are called small blasts, while some of the larger blasts require 400 cases. This type of blasting is known as "coyote" blasting. We have been told that some of the sections of rock secured in this way will weigh well over 10 tons. Giant electric shovels are used after the blast, to scoop up and place in diesel trucks six cubic yards of shattered rock. These trucks pass over weighing scales on their way to the ever-extending end of the causeway, where they dump their loads, for the busy bulldozers to push the rock over the sides and end of the causeway.

**Navigation Lock**

At Blanche Point, near Port Hastings on the Cape Breton Shore, work on the navigation lock is well up to schedule where 75 men have been working 10 hours a day. A temporary coffer dam was constructed about the site of the navigation lock. The lock will have gates to adjust the three foot difference in the height of tide between the Atlantic Ocean and the Gulf of St. Lawrence. It will be 820 feet long, 80 feet wide and 32 feet deep. The total length of the canal across the end of the causeway will be 1,900 feet; its width will be 80 feet and its depth 32 feet. Interlocking steel piles will be used to form the sides of the canal. There will be a bridge over the lock for the Trans-Canada Highway and the Canadian National Railway. It is estimated that 600,000 bags of cement will be required to complete the lock.

It is anticipated that, at the rate the work has proceeded, the causeway should be ready for traffic by September, 1954, and that by December, 1955, the long time dreamed-of highway across the Strait of Canso will be an accomplished fact.

**Port Hastings Harbour**

When the causeway dams the Strait of Canso, tidal currents there will be a thing of the past. No longer will there be fast-moving ice floes in winter. Drift ice may be carried by the wind into the strait and changing winds may carry it back out. The causeway

dam, however, will form within the strait one of the finest harbours along the whole Atlantic coast. It will be well sheltered from all winds and gales. There will be good anchorage and little or no tidal current except at the eastern entrance, which, because it is wider than the strait, will not build up a current of any magnitude, and the strait itself will rival Bedford Basin, where there is room for a great navy to lie at anchor.

## IN MEMORIAM

MRS. JOHN A. CHANDLER

Many friends and relatives will learn with deep regret of the death of Mary Ellen Ford, wife of the late John A. Chandler in her 81st year.

She was of a cheerful disposition always ready and willing to help her neighbours and friends. Her many acts of kindness will long be remembered. She will be greatly missed in the home where she was a devoted mother and grandmother.

Her funeral, largely attended, was held from her late residence, Nov. 3, service being conducted by her pastor, Mr. Heber Hardy, assisted by the Rev. T. A. Wilson and the Rev. A. E. Piercey. Hymns sung were "The Lord's My Shepherd", "Asleep in Jesus" and "Rock of Ages".

She leaves to mourn three daughters and one son, namely, (Lilla) Mrs. Cephus Ford, Harrington; (Ethel) Mrs. Charles Smith, North Milton; Mae and Clifford at home; eleven grandchildren and thirteen great grandchildren; also the following sisters, namely, Mrs. Alice MacDonald, Glasgow Road; Mrs. Benjamin Smith, Winslow; Mrs. Beatrice Neill, North Milton. She was predeceased by one sister, Mrs. Charles MacQuarrie and two brothers, Henry and James.

Palbearers were Messrs. Vernon Proude, Ray Laird, Robert Carter, Elvin MacLure, Fred Ford, John Ford. Interment was in Winslow North Cemetery.

The floral tributes were as follows:

- Pillow**
- Wreath**
- Sprays**
- The family.
- Belle and John.
- Ada and Jim.
- Mrs. Mary Ford and family, Lillian and Fred.
- Myrtle, Walter and family.
- Len, Ivy and Emma.
- Sprays (Grandchildren)**
- Borden, Tena and family.
- Doris, Alex and Joan.

## Girl Guide News

Training

Mrs. Ralph Dumont, head of training, has announced that there will be a Training Weekend for both Guide and Brownie Leaders in the Province on January 9 and 10. This training has been successful.

The Charlottetown Guides, and Parkdale in particular, will be pleased to know Mrs. Lorne Arsenault sent Christmas greetings to them. Mrs. Arsenault, now residing in Saskatoon, is greatly missed by those who worked with her.

## Parkdale Brownies

To the tune of "Up The Tunnel We Must Go" Brownies—Helen Gallant and Dorothy McInnis skipped up the Brownie Tunnel into Guide Land. Their Wings were presented to them by Miss Suzanne MacKinnon, District Commissioner. Miss Eleanor Gregory introduced Helen and Dorothy to the Guide Captain, Mrs. Cyrus Pickard, who in turn welcomed them to the Guide Company and introduced them to the Guides. During the evening Miss MacKinnon enrolled Margaret Isabel MacDonald, Margaret Godkin, Cheryl Jenkins, and Sandra Wakelin. Golden Bars were presented to—Gail Cameron, Ann Cameron, Margaret Burns, and Marilyn Seaman. Following the ceremony the Guides held their regular meeting when they made plans for their Christmas Party which was a great success.

## Souris Guides

The Souris Guides, 26 in all, are very active with the Tenderfoot, First and Second Class girls all working hard on their lists. They are sorry to be without their former Captain, Mrs. MacKenzie this year. They are happy, however, to have Miss Nellie Foley as Captain, with Miss Inez MacPhee and Mrs. C. Richards as Lieutenants.

## Zion Brownies

The Brownies of the 11th Charlottetown recently held a Christmas party when the following Brownies were presented with Golden Bars by Miss MacKinnon: Margaret Balderson, Shirley Stockman, Dawn Currie, Elizabeth Phillips, Carol Jensen, Joyce Shelton. The Writer Badges were presented to: Judy Archer, Shirley Stockman, and Margaret Balderson. Judy Archer also received the Thrift, Swimmer, Pathfinder and Semaphore Badges; and Gail Stewart received the Semaphore and Observer Badges.

## Garland-Buchanan Wedding

At a five o'clock ceremony in the Bailey Chapel of Centre Methodist Church, Malden, Mass., on December 15, Miss Caroline M. Buchanan, 534 Fellsway East, Malden, Mass., was united in marriage with Rev. Harry B. Hill, D.D., 1 Concord St., Malden, Mass. The pastor, Rev. Harry B. Hill, D.D., officiated. The wedding music was played by Miss Elsa Ekman of Malden.

The bride, who was given in marriage by her brother-in-law, Culbert J. Milligan of Malden, was dressed in a tailored blue suit with silver blue mink stole. Her corsage was of pink tea roses. The maid of honor, Miss Kathleen Chandler, niece of the bride, wore a navy blue wool dress with white accessories. Her corsage was of pink and white roses.

The groom's best man was his youngest son, Carl A. Garland. A reception and dinner for 53 guests was held at the Red Coach Grill Saugus. Following the reception Dr. and Mrs. Garland left by plane for Florida where they will remain for an indefinite period.

Among the guests at the wedding and dinner were the following from Malden: Mr. and Mrs. Culbert J. Milligan and Sinclair Milligan; Mrs. Kathleen Chandler and

daughter Miss Kathleen Chandler, Miss Elsa Ekman, Mrs. Sadie Maxwell, Miss Anne Brasseur, Mrs. Martha Nieman, Mrs. Anne Allen and Miss Grace McCarthy.

Out-of-town guests included: Mr. and Mrs. Norman N. Hayden of Augusta, Me.; Mr. and Mrs. Cecil G. Garland, Canning, N. Y.; Bentley L. Barbour, Bangor, Me.; Miss Alta L. Smith, and P. M. Wlwell of Waterville, Me.; Mr. and Mrs. Leslie MacNeve, Mr. Glen MacNeve, Mr. Gordon MacNeve and Mr. and Mrs. R. N. Foster of Somerville; Mr. and Mrs. William Henderson and Mrs. Alexander MacGregor and daughter, Mrs. Stanley Glover of Mount Stewart; Mr. and Mrs. Donald MacNeve of Arlington; Dr. and Mrs. Louis P. Hart of Marlboro; Mrs. Beryl Harrington and Barbara and Gordon Johnston of Somerville; Charles E. Gill of Wintthrop; Mrs. Thelma A. Muller of Lawrence; Mrs. Edna M. Brown of Stoneham; Mrs. Jennie Gaw of Reading; Mrs. Lillian Boyd of Melrose; Miss Florence MacLeod and Miss Priscilla MacLeod of Brookline; Mrs. Eunice C. Stewart, Quincy; Mrs. H. Becker of Chelsea; Miss Laura Sarach of Boston.

## FINE INSTRUMENT

The pianoforte is believed to have been invented by the Italian Cristofori in the early 18th century.

## SHOP TONIGHT FOR THESE SPECIALS

Reg. \$34.50—Men's 3/4 Length STATION WAGON COATS ..	19.95
MEN'S SUITS—	29.50
Regular to \$54.50 .....	
Men's Dress SHIRTS .....	1.95 to 4.50
Men's Lined Dress GLOVES .....	1.95 to 5.95
Men's Dress SOCKS .....	75c to 1.50
Boys' Pullover SWEATERS .....	1.95
Regular .....	2.50
Boys' Fancy Pullover SWEATERS .....	2.95
Regular .....	3.95

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MEN'S STORE 144 GT. GEO. ST.