

# The Carleton Observer

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HARTLAND, N. B., JUNE 30, 1921.

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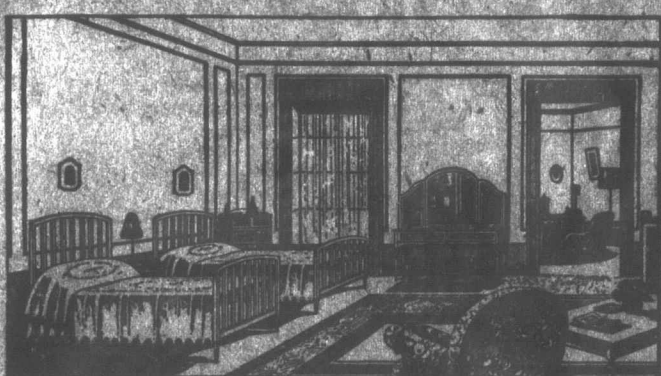
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## THE GREAT HIKE OF NEWSPAPERMEN

On Tuesday, May 21, the editor accompanied by other representatives of the paper, started on the Great Hike to the Pacific coast and return. And it was some trip.

We seldom leave the office and still less often do we leave town. Only at the time of the annual conventions of the Canadian Weekly Newspaper Association do we make any pretense of taking a holiday and on these occasions, business is confined with pleasure. On the day mentioned we boarded the south-bound train for the first time since the convention of last year and we were quite ready for a change of scene and an interchange of ideas with our fellow-craftsmen. Newspaper people live in a world of their own, and united they form one of the strongest, most intimate and most loyal fraternities in the world.

Living a whole year far from the atmosphere of this fraternal spirit we realized that our ideas were becoming warped, our judgment biased, our sympathies turned entirely upon ourselves, and in general our whole soul suffering from a bad case of ingrowing toenails.

Thus it was with relief and hopeful anticipation that we left the office for three whole weeks. And we left all worry behind—for the doctor told us so. And in all these three weeks the only message we had from the office, where our heart is supposed to be at all times, was a five-word telegram received at Vancouver which said "All is well, don't worry."

Leaving Hartland, our immediate party went directly to Toronto and at 4 p.m. on the following day we boarded the magnificent train assembled especially for the use of the party by the C. N. R. and C. P. R.

The portion of the train supplied by the C. N. R. was a baggage car fitted up in such a way that every passenger could have access to his belongings at any time. The next was a four-wheel car for the accommodation of the train staff of 25 people. Then came the beautiful steel standard sleeper, "Rideau," which was the home of the Observer party and the other merry members of the association. Half of us were men and half were women and we lived like one big happy family in that car for 15 days.

In years to come all members will remember that Car No. 1, which was Rideau, was the star car of the train. Of course those who rode in cars 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

This Rideau Car One contained a bunch of people in whose names the train was named, and we here give the names of those who comprised this particular party: Max D. Cormier and wife, Edmundston; Roy Carmichael, Verdun, Que.; J. J. Cave and daughters, Beaverton, Ont.; W. Logan Craig and daughter, Grand Valley, Ont.; George B. Hudson and wife, Haverhill, Ont.; J. J. Hunter and wife, Kincardine, Ont.; S. R. Alker, Oshawa, Ont.; R. J. Corson and wife, Markham, Ont.; J. W. Vanatter, Goderich, Ont.; T. W. Sims and wife, West Lorne, Ont.; J. M. Southcott and wife, Beaverton, Ont.; Fred. H. Stevens, Miss. Marion Stevens, Miss M. L. Brooks of Hartland; and T. P. Lancaster of Havelock, Ont. It was Car One that started the singing, that paraded the train in grotesque or solemn parade as the mood changed.

At each stopping place our crowd detrained quickly and gave in lusty fashion the car call: Rideau! Rideau! we're Car One, Rideau! Rideau! we're Car One, Rideau! Rideau! we're out for fun. We've all got a smile.

Now we beat you a mile.

Rideau! Rideau! One, One, ONE!

We certainly must not forget to mention that "Arthur" Edmondson was the best little old porter on the whole train. If you want to see Arthur's sunny smile get one of the photographs of the happy bunch taken at Hartland.

Enough for Rideau, Car No. 1. Leaving Toronto at 4 p.m. on June 2, the train proceeded northward over the G. T. R. At midnight, at North Bay, transfer was made over to the C. P. R., over which we ran until we arrived at Cochrane at 10.30, Friday morning. Here we were transferred to C. N. R.

Cochrane is a typical mining town, as is well known, and in appearance is what we expected to see. The morning of our arrival being the King's birthday all hands and the banding assembled on the station platform and sang the National Anthem, after which Rev. A. H. Moore, the clergyman-journalist of St. John's, Quebec, offered an elegant prayer for the health of the King and the safety of His Majesty and the Empire.

The motto of the Observer is "don't knock." If we cannot say anything good we usually remain quiet. We would like to be excused from describing the country, a stretch of nearly 500 miles, between Cochrane and Timmins, near Winnipeg. The railroad itself, built to the highest standard, is straight as an arrow and level as the floor, but the scenery—well, there wasn't any. The country was mostly flat, the soil a thin black loam on a bed of clay. The so-called "timber" was scrub spruce and poplar running to 25 or 30 feet high with 9 of every 10 trees dead and fallen over. It seems that the ambitious young tree cannot survive in that country, yet millions of them are springing up

all the time, only to perish by wind or frost or fire, or for lack of substance in the soil. For a whole day and night the train traversed this for- (Continued on 8th page)

## EXPECTED AUTO FATALITY OCCURS

Mrs. G. W. Green Struck Down on Sunday and Dies from Injuries

One of the most terrible auto accidents that has yet happened in Carleton County was that on Sunday when Mrs. G. W. Green of Arundale lost her life. In a car driven by Oscar Hartley, a neighbor, and with a number of friends she left her home shortly after noon to attend the Soldiers' Memorial service at Hartland. About a mile north of the bridge road on the west side the car stalled in the middle of the road. Almost immediately thereafter Byron Ross, son of Dr. D. W. Ross of Fredericton, driving a big Cadillac, came along and in turning out struck the unfortunate woman who at the moment stepped from behind the stalled car directly in the way of the oncoming auto. She suffered terrible injuries. A leg, hip, several ribs and her arm were broken and she suffered other injuries so that she died six hours after being taken to the office of Dr. Macintosh.

The remains were taken to the undertaking rooms of J. W. Adams & Son where on Monday they were viewed by Sheriff A. B. Reeler, Coroner, and a jury which included J. A. Ward, H. R. Nixon, A. G. Baker, F. P. Plummer, S. S. Miller, Ayon Nevins, E. C. Morgan, F. R. Kelley and D. W. Shaw. The jury also viewed the scene of the accident and the coroner gave permission for the removal of the remains.

At the time of going to press the inquest was being held. A full report will be given next week.

Besides her husband Mrs. Green leaves a family of seven children, the youngest of which is but two months old. In view of all the circumstances the accident is the most terrible and pathetic that has occurred here in many years.

## NEW TRAIN IS PROVING POPULAR

C. N. R. Now Gives People of Upper St. John Valley Best Service Ever

The new time table on this division of the C. N. R. went into effect on Monday. This provides two express trains each way every day in the week except Sunday, and the accommodation train is cancelled. The new express train is made up of a baggage and express car and two passenger cars. It leaves Arundale at 5.10 Atlantic time, Perth at 5.25, Bath at 6.05, Bristol 6.14, Florenceville 6.23, Hartland 6.49 and Woodstock 7.25. Passengers going by this train may go to St. John, reaching there at 12.45 and may have four hours there and return home the same day; or they may go to Fredericton or to St. Stephen or any intermediate point and have a longer time. Passengers for Fredericton will need to go by way of Moncton or transfer to the early train and go to Houlton with four hours delay at Debec and return the same day; or passengers may go to Houlton on the afternoon express and have nearly two hours there and return home the same evening. People from the north may take the early train to Woodstock and return on the early afternoon express, or remain until late evening; or passengers may go to Woodstock on the afternoon express and have from 8 to 10 p.m. in town. The new train running north brings passengers from all points south, including Boston, to their destination, the same day they start out, as follows: Woodstock 10 p.m., Hartland 10.35, Florenceville 11, Bristol 11.09, Bath 11.18, Perth 12.04, Arundale 12.30.

This arrangement of trains gives the best passenger service that the people of this subdivision have ever enjoyed and the permanency of the double express service depends on whether or not the people patronize the new train. It may be argued that for the sake of convenience the train leaves too early and arrives too late, but the experienced traveler knows that some points must be reached at night. Under the new arrangement a traveler to Moncton may reach that city mid-afternoon, whereas by the other train he reaches that city at 3 a.m. Likewise by the old train he must leave St. John much earlier than the early train leaves Hartland, and that by the old train passengers arrive at St. John near midnight.

There is also an improvement in the local freight service, inasmuch as there is a daily service instead of a tri-weekly service.

## WOMEN'S INSTITUTE ANNUAL MEETING

The annual meeting of the Hartland Women's Institute was held in the Knights of Pythias Hall on Friday evening June 17. After the transaction of business the election of officers took place. A report of the year's work was read, showing the amount of money spent for various purposes, leaving a good balance on hand. The following officers were elected: President, Mrs. E. Laskey; 2nd Vice-Pres., Mrs. G. McGinley; Secretary-Treasurer, Mrs. J. Ray Montgomery. Directors: Mrs. H. Lipsett, Mrs. A. T. Dickinson, Mrs. P. R. Kelley, Mrs. G. O. Britton, Mrs. F. Gray.

Auditor—Mrs. Fred Smith. Representatives to Annual Convention—Mrs. H. Lipsett and Mrs. R. Harris. Refreshments were served at the close of the meeting. Mrs. J. Ray Montgomery, sec.

## SCHOOL TRUSTEES' NEW ORGANIZATION

Largely Attended Meeting at Hartland is Representative of Whole County

Hartland had one of the surprises of its life on Monday, when about 250 delegates crowded in to attend the School Trustees' Convention called by the Hartland Board through its Secretary, J. S. King, for the consideration of the new schedule of Teachers' Salaries and the forming of a Teachers' Association. The townspeople wondered to see autos parked in nearly every available corner. The meeting was to be in the Town Hall at 2 o'clock sharp but before that time this room was overflowing and adjournment had to be made to the Star Theatre, which also soon became packed to the doors with delegates from every Parish in Carleton county.

W. D. Keith was elected chairman and J. S. King, secretary of the meeting. The former briefly stated why it had been thought advisable to call the meeting and the latter related all that had taken place regarding special district meetings, the sending of circulars to 156 school districts and correspondence with some 40 or 50 of the largest districts outside of Carleton county urging the forming of Teachers' Associations in every county, also a letter from Chief Supt. of Education, expressing sympathy with the movement, showing in nearly every case a feeling Province-wide that the Teachers' Association was very ill advised to put forth a new schedule so soon after that of Jan. 1 of this year, and in favor of a Teachers' Association in every county, particularly that a provincial meeting should be called at once.

The general tone of the free discussion of the salary question was that the trustees were not trying to combat the teachers but give them to understand that the schedule of January last was going far enough at present, and that any new addition to their salaries should come by way of Government grants, in the securing of which the Teachers' Association might throw very considerable strength.

Gordon Sharp made a very pleasing address and his motion that the Teachers' Association, including Secretaries, for Carleton county, be organized, was also a motion to the effect that this meeting is decidedly not in favor of the new schedule of teachers' salaries and that Teachers' Boards go ahead and hire Teachers on the basis of the same. The opinion of the meeting was divided as to whether the Chief Supt. should be urged to call a Provincial Convention about July 5 or immediately after the annual meetings of the 11th. Discussion brought out the fact that very few had heard of or seen the Chief's circular in regard to a provincial gathering. Finally a motion passed calling on the Chief Supt. to arrange a meeting in Fredericton as soon as possible after the annual meetings.

Several other matters of importance to teachers, ratepayers and districts were discussed, such as the difficulty of the smaller and poorer districts in keeping up schools at all, the rate per \$100 being as high as \$4 to \$7 in some cases.

Officers elected were President, W. D. Keith; Vice-President, Gordon Sharp; Secretary and Treasurer, J. Stirling King; Auditor, C. B. Rideout. Additional members of the Executive are Trustees or Secretaries from each parish, as follows:

Woodstock, Gay Hall; Richmond, Jas. Gately; Wakefield, Howard Spingier; Kent, Arch Clark; Aberdeen, C. A. Dorrath; Peel, Henry Campbell; Brighton, Wm. Bubar; Northampton, Henry Phillips; Wilmet, Burden Clark; Wicklow, John Owens; Simonds, Russell Hatfield.

The meeting closed with very general expression of opinion that a long stride had been taken towards meeting a great need in Educational matters. The meeting together and discussion made for a much better understanding of the problems of teachers, trustees and ratepayers.

A meeting of the Executive will be arranged at the call of the President after the annual meetings.

## G. W. V. A. MEMORIAL SERVICE

On Sunday the local G.W.V.A. held their annual Memorial service in the honor of their comrades who fell in the great war. About fifty returned soldiers assembled at the armory where they formed marching order, marshalled by Col. L. L. Kennedy of Centerville. They marched to the music of bag pipes played by Piper McDonald of St. John, to the United Baptist church which was crowded to the doors. Rev. M. E. Conroy, pastor of the Methodist church at Woodstock, and chaplain in the late war, preached an impressive sermon from John 3:17. Rev. W. D. Haigh read the lesson. During the service Piper McDonald played the tune of a hymn and the choir sang appropriate selections.

From the service the Veterans marched to Greenwood Cemetery, where the grave of A. R. Knight, a departed comrade, was decorated and the beautiful service prepared for such an occasion was carried out.

Marching back to the armory the local branch, G. W. V. A. supplied the visitors with refreshments of ice cream and cake.

A collection was taken for the widows and orphans of the departed comrades, amounting to \$32.

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