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JOHN T. G. CARR

CALDWELL URGES MORE SPEED

Takes up in the House Matter of
Wanted Railway Bridge-Com-
demns Bad Service

In Parliament on June 7 T. W. Caldwell, M.P., when railway matters were being discussed said:
Before we leave this vote there is a condition to which I would like to draw attention in connection with the St. John and Quebec railway which the Dominion government is operating at the present time. As you possibly know we had floods in April and the bridge was washed away on the St. John and Quebec railway just above Woodstock. There were several washouts on the Canadian Pacific which runs up through nearly the same territory, at the same time. The Canadian Pacific Railway Company, however, were able to restore their service within a week anyway. The Canadian National Railway bridge is still down. I understand there was a lapse of thirty days from the time the bridge went out before operations were begun to replace it. The latest information I have is that they expect it will be the first of July before they will have that road in operation.

An hon. MEMBER: Where is the bridge to which you refer?

Mr. CALDWELL: It is a bridge across the Meduxnekeas just above Woodstock. This creates a very serious situation on that road just north of Woodstock where it runs through the potato belt. The potato shippers, who have warehouses on every siding along that road north of Woodstock, bought large quantities of potatoes and stored them there expecting to ship them out but potatoes being a perishable article they cannot wait until the first of July when the road will be completed. The growers have been under the necessity of hiring trucks and trucking those potatoes to the shipper at some point. In addition to that the farmers nearly all have more or less potatoes, some quite large quantities, on their hands. We had sworn evidence before a parliamentary committee this year that the farmers in New Brunswick had not less than 50 per cent of the actual cost of growing their potatoes last year, and they are still marketing them at that loss. Now they are in the position of having no railway facilities in the best potato producing section of New Brunswick. With large quantities on their hands their potatoes will be an absolute loss by the first of July when this road is to be completed. I have it on very good authority—in fact I was talking to a gentleman this very evening in the House who had just come in from there—that the Canadian Pacific Railway Company had trains running over their road in at least a week after the flood, but it was thirty days before the Canadian National Company commenced operations on this bridge. If permanent bridges could not have been put up a temporary structure might have been erected to meet the emergency. I believe the trains could have been running on that road long before this had the proper measures been taken.

Then I see this vote covers the deficits when they are ascertained. I imagine the minister has ascertained the operating deficit on the St. John and Quebec Railway. There has been a deficit every year since it has been operated, due to no fault of the railway, but owing to the fact that it has never been completed. From Grand Falls and made a through route, as first intended. The operating deficit is due to two or three facts: one is that it is a branch line, when it should be a through line, and another, the fact that it has not been completed. I want to acknowledge my gratitude to the minister for extending the time for the completion of the road and for paying the Dominion subsidy for the balance of the construction of the road. But I do not think it is going far enough. I think it would pay the Dominion government to complete the link up with the Canadian National at Grand Falls, and turn it into a revenue producer, instead of a producer of deficits. That is another reason for the deficit, and this condition should have been remedied.

On the road north of Woodstock there is a great deal of local traffic. There are several mills on that line of road, as well as a large amount of farm produce. I know one saw and lath mill owner who has been unable to procure cars for years when he needed them. He has applied for cars and told that there were none to be had. He has put on teams, hauled the stuff ten or twelve miles to the Canadian Pacific Railway, and loaded it in Canadian National cars on the Canadian Pacific track. These cars could have been switched with proper management to the Canadian National and the Canadian National would have got the freight. The result has been that the profit has been eaten up by the Canadian Pacific Railway, when the stuff was hauled in Canadian National cars but carried on the Canadian Pacific road. The management said that they could not get cars. The same thing occurred in regard to potato and hay, farmers hauling their produce from alongside the St. John and Quebec road, and loading on the Canadian Pacific siding in Canadian National cars, having been told by the management that they could not provide Canadian National cars for their own road.

There is still another condition. This road is not built to its northern extremity and connected with the Transcontinental. Neither is it built into the port of St. John. It runs for the last ten miles to St. John over the C. P. R. down the west side of the river. Potatoes and hay shipped to St. John for export are loaded on the boats at West St. John, but owing to the fact that no sidings were provided

at West St. John for switching cars of freight for the docks to be loaded on the boats, it is taken to East St. John across the bridge at the reversible falls. I believe there is a toll on that bridge of 1 1/2 cents per 100 pounds. This toll has to be paid both ways. It goes to the yard in East St. John in the first place, and later, owing to the fact that the Canadian National Railways have no facilities for switching at West St. John, they pay the Canadian Pacific 3 cents a hundred for switching the cars back to the port of West St. John. They pay the Canadian Pacific Railway 3 cents terminal charges, because the Canadian Pacific does the switching and unloading.

I want to cite a concrete instance. Let us take a car of potatoes from Woodstock. The freight is 16 1/2 cents per 100 pounds from Woodstock to St. John, you have to pay the bridge toll of 1 1/2 cents a hundred each way, making a total of 30; 3c for switching, and then there is 3 cents for terminal charges. That brings the charges up to 36 1/2 cents, to be taken out of the 16 1/2, which leaves the St. John and Quebec Railway 7 1/2 cents, although they do all the hauling, except the switching on to the docks. They pay over to the Canadian Pacific 9 cents a hundred out of the 16 1/2 cents on every car of potatoes which goes to West St. John for shipment. These are things which should be remedied and could be remedied. I hope the minister will bring this matter to the attention of the management of the road.

We will admit they have taken this road out of politics. A private citizen cannot go to the management of this road and get them to do anything. For instance, a mill man who could not get cars on the St. John and Quebec Railway, on going to the Canadian National management, was curtly informed that there were no cars, although at the time Canadian National cars were being loaded on the Canadian Pacific track. I hope this matter will be brought to the attention of the management, and some effort made to have the bridge replaced north of Woodstock, so that the farmers and shippers who have potatoes that are perishable in storage may be able to get them shipped out before they are spoiled, because they will not be worth shipping by the 1st of July.

Mr. GRAHAM: I will bring the remarks of my hon. friend to the attention of the management tomorrow.

DELEGATION OFF TO FREDERICTON

Hartland, Woodstock, Florenceville,
Bristol, Bath all Send Representatives to Urge Government
to Build Electric Line

Today a large delegation of business men including representatives of the Hartland, Woodstock, Florenceville, Bristol, Bath and Fredericton, went to Fredericton to urge upon the government, which is in session, the building of a transmission line from Bridgewater to Woodstock by the New Brunswick Power Commission, the line to connect and take current from the plant of the New Brunswick Electric Co. to the plant of the Maine Electric Co.

The towns and villages of Carleton are in dead earnest in the matter and will strongly urge their claims. The people will endeavor to make as great use of electricity as possible if the current is supplied. The Woodstock Electric Power & Light Company is also much interested in the project, but until a few days ago the town of Woodstock as represented by its Council has not appeared to be very favorable. The Press said yesterday: "The Woodstock Council, by resolution, decided to send the members of the board, supplemented by a delegation from the Board of Trade, to protest against the proposed line, but protesting against the distribution of the current in the town by any private company, inasmuch as the town desires to distribute the power itself and has accepted the offer of the power Co. to purchase its transmission line under arbitration."

It is understood that the Woodstock Power Company is agreeable to selling out its plant to the town, and it is also the policy of the government, through the Power Commission, to distribute current only to municipalities and electrical districts and not to private companies.

It does not matter to the county at large how Woodstock's needs are met in the manner of local distribution, but the whole county is surely rejoicing in having the current brought down the river, whether by direct line from Aroostook Falls or by a connection at Bridgewater.

It is understood, of course, that the line when built will be a step towards distribution of Grand Falls current when power from there is available.

The Observer is sure that the government will give very favorable consideration to the proposal.

FOREST FIRES WORKING HAVOC

The Province Shrouded in Dense Pall
of Smoke by Fires Relentlessly
Fanned by Strong Winds

For three days the air has been heavy with dense smoke from forest fires in Maine, northern New Brunswick and Quebec. The long drought has made everything like tinder and high winds fan the flames beyond any possibility of control.

On Tuesday the buildings on the two old McGrath farms at Sixth Tier were destroyed and the woods were set afire. Also on Tuesday 43 buildings were burned at Red Bank near Newcastle.

There are no serious fires in Carleton County, but there are dangerous woods fires in different parts of Victoria and Madawaska.

Fredericton, N. B., June 11.—The federal authorities have been appealed to send a detail of Royal Canadian Mounted Police to Northern New Brunswick in an effort to stop the setting of fires by settlers along the inter-provincial boundary of New Brunswick and Quebec.

Edmundston, June 11.—A general spread of forest fires has occurred since last evening owing in part to a high wind which began this morning. The fire at Trout River has advanced about a mile, that on the Crochu has been spreading through, but to what extent is not known. A heavy smoke has been blown from the adjacent part of Maine and the fire was reported between Carleton and Van Buren.

It was reported at the Canadian National office that the villages of Bluebell and St. Quentin were in danger of being wiped out.

Carleton, June 11.—Serious forest fire conditions existed tonight throughout the northern part of Aroostook county and the New Brunswick border country. Fanned by strong winds fires are spreading through the woods, dry as tinder after a prolonged drought. Almost hourly reports of new fires are being brought here. A force of twenty-five men was sent out from Stockholm late today to fight a fire in the woods at Blackstone Siding, Westmain and plantation. A call for help was received for a big fire that started at noon at Dalgie Brook, at the head of Cross Lake. Section men on the Bangor and Aroostook railroad are battling with a blaze at Mud Brook, half way between Van Buren and Stockholm, along the railway line.

The Presque Isle fire department has been called from country districts for help today. Fires are burning in Chapman and Marysville. Dangerous fires are reported at Kedgewick, between St. Leonards and Edmundston, N. B. Men have been sent from both places to fight the flames. Owing to dense smoke the men on lookout stations can see but short distances. They report fires everywhere. The fire at Blackstone Siding has burned through to Tangle Ridge and into the town of Periham. Men are working there tonight to save farm buildings.

Carleton, June 11.—Several calls from outlying districts and the entire force has been out all day.

Presque Isle, June 11.—Presque Isle was surrounded by forest fires tonight. Houses and farm buildings in the path of the fires were destroyed. The farm buildings of Hazel Kairstead and his son near here were burned today. The loss was estimated at \$20,000. Fires in Spragueville burned over 500 acres of times land and several houses in that section were destroyed. Farm buildings owned by Frank Moran were also burned. Fires are burning at Part Hurst six miles from here. A heavy wind all day fanned the flames and hampered the efforts of the fire fighters. The Presque Isle department answered five calls for help today. Bird Macey, driver of a fire engine, was badly burned about the face and hands while fighting one of the fires.

McMULLIN-DICKINSON

On Tuesday, June 5, Miss Mary Ruth MacMullin, youngest daughter of Mr. and Mrs. W. P. MacMullin of Hartland, was married to H. Bradford Dickinson, formerly of Hartland, and the Baptist parsonage, Detroit, Mich., by Rev. G. E. Dawkins. Many Hartland friends, among them The Observer staff, in the office of which the bride held a responsible position, wish the young couple much happiness.

How many days might lose their gloom,
How many nights their sorrow,
If we should wait to criticize,
Until a kinder tomorrow?

A night of changes hate to love;
A taunt, if let unspoken,
May change to sympathy and cheer,
And keep a heart unbroken.

—Anon.

Satisfy That Longing

for a really good cup of tea.

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