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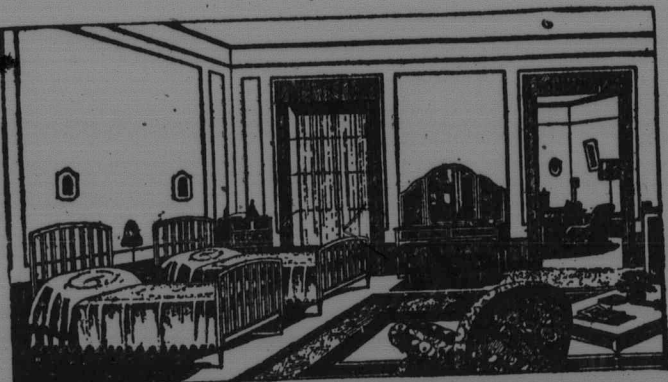
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No matter how simple or how elaborately furnished the bedrooms of your home may be—there is a Simmons Bed of a design and finish that will harmonize exactly with the beauty, refinement, of design and elegance of finish characteristic of your home. Simmons steel beds, in either "twin" or "double" widths, are made in a number. Simmons steel beds, in either "twin" or "double" widths, are masterpieces of beauty, and unlike beds of wood, they cannot warp, become loose pointed or noisy. They are strong, correctly proportioned, serviceable, thoroughly sanitary and 100% comfortable. Let us show you these new designs.

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and comfortable refreshing sleep is
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Agent for Simmons, Limited

**Simmons
Bed and
Bedding
Made for
Sleep**



NEW BRUNSWICK'S RAILWAY PROBLEM

A Suggested Solution

In the commencement of this article The Observer must make a correction of some figures that were given in its editorial last week and which were taken from answers given by Hon. G. P. Graham to questions asked in Parliament by Sir Henry Drayton. To quote the answer: "The St. John & Quebec Railway earnings were \$53,255.67 in the year 1923." If these figures were correct they are considerably less than the business originating at any of the important shipping points on the Woodstock Subdivision of the C. P. R. This paper does not know where Mr. Graham secured his figures but the annual report of the Department of Railways gives the gross earnings of the St. John & Quebec Railway for the year ended Dec. 31, 1922, as \$279,070.92, and the working expenses as \$445,588.48, showing a deficit of \$165,517.56, to which must be added 40 per cent rental to the N. B. government, which brings the total deficit to the Dominion government up to \$284,424.10. To get the correct figures of the total loss on the operation of the Valley Railway there must be added to this tidy sum \$260,000 which the Provincial Government has to pay in interest over and above the amount received from its share of the operation of the road, so that the total loss of the operation of the road to the people of New Brunswick and to the people of the Dominion of Canada combined is a sum in excess of \$544,000—more than one-half million dollars per year. In the year previous the loss was very considerably more.

It must be plain to every person that the Valley Railway cannot in the lifetime of any living person come anywhere near meeting its operating expenses. We must reiterate that we have proven that the extension of the Valley Railway to the N. T. R. at Grand Falls or its other northern point with a view of creating a new line is utterly fallacious. After sixty years of operation sufficient traffic has not been developed from Upper Canada points to the Maritimes to make the old I. C. R. profitable, letting alone its own competing line, the N. T. R., and a third competing line which the Valley Railway extension would establish.

The Valley Railway is not and never has been operated in a businesslike manner. To make the most out of the road, private operation is necessary and the greater the corporation that undertakes the job the greater will be the economy with which they can handle it. It is the belief of The Observer that the C. P. R., if they would accept the road as a gift, could eventually develop it and make it a profitable feeder to its own lines and give the people better service than they are getting today.

This sixth editorial on New Brunswick's Railway Problem is the climax of the series. What The Observer set out with was the idea that the Valley Railway should be handed over to the C. P. R., and that with this transfer there should go the whole N. T. R. line together with this transfer there should go the whole N. T. R. line from Quebec City to Moncton, and as an added inducement that the line from Campbellton to Quebec should be thrown into the bargain. This would give the C. P. R. a new thorough line all on Canadian soil. From western points direct to St. John and would establish a complete road, which everyone in New Brunswick will agree should have been built instead of running the line through the practically barren waste between Edmundston and Moncton.

built instead of railroads, and Moncton. For this journal to pose as an expert in railway matters would seem preposterous. Nevertheless it seems to us that if the C. P. R. controlled all the lines mentioned it could establish a service for both passenger and freight that would be most satisfactory to the people, and that would aid in the development of the country, and that would certainly get the most out of the operation of the roads. For one instance the C. N. R. has tried a tri-weekly passenger service of very fine class between Moncton and Quebec, then again between St. John and Quebec, via Fredericton and McGivney. But the loss on this train was so heavy that the government authorities dare not disclose it to the people. Yet if this train, running over a very long distance and picking up its passengers altogether from Fredericton and St. John and destined for Edmundston or for Quebec and beyond, picking up practically no traffic along the barren waste, which is only reasonable travelling, came anywhere near paying expenses it is only reasonable to assume that a train of equal class leaving St. John and running to Fredericton over the Valley Railway and along to Woodstock, still by the Valley Railway, thence to Edmundston via the C. P. R., and to Quebec and western points through a thickly populated section all the way, would be a tremendous asset to the people between Woodstock and Edmundston. It would also find an outlet for freight originating on

The C. P. R. would also find an outlet for freight originating on its Montreal to Quebec line and destined to the sea, besides freight which would originate between Quebec and Edmundston. The Company may, in case of necessity, find it convenient to utilize this route for its western traffic.

So far we believe that any reader must agree that the scheme looks feasible and that the C. P. R. might agree to the taking over of the portions of the N. T. R' and the Valley Railway needed to make this connecting link. But in The Observer's plan they must also take over the road from Edmundston to Moncton and they must operate it. The Observer has stated that this section of road can never be made to pay. It maintains that the Canadian government cannot make it pay, but it is firm in the belief that the C. P. R., with its policy of industrial development, would make it profitable with the development of the hardwood industry and the other products of the forest. It would have no direct connection with C. P. R. existing New Brunswick lines except at Minto, at Plaster Rock and Grand Falls, and this would be a roundabout outlet for the output of the mills at Janiper and other points in the interior. To offset this handicap there should

(Continued on Editorial Page)

Town Topics

Tid-bits on the Tip of Everybodys Tongue

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Wednesday, May 21, 1924.

Free

STEWART TROOP

of Moncton writes: "It may be gratifying for you to learn that nowhere throughout the whole of the United States were we able to obtain chocolates that we considered as good as yours."

The process of wrapping candy is an interesting one. Take the

old fashioned favorites, Molasses Kisses. Several automatic machines cut these to size, wrap and twist at both ends the paper used to cover. Each of these machines work at the rate of 130 wrappings a minute.

It is estimated that a total of 13,600 cars, or 5,400,000 boxes, of lemons will be produced in California this year—a record crop.

THE ROAD OF REMEMBRANCE

The Idea Accepted as Praiseworthy
But is Considered Somewhat
Premature

In its issue of last week The Observer published an article contributed by a progressive citizen of the town who suggested that Empire Day be set aside for the purpose of planting rows of trees on either side of School street, the new road which runs from Rockland Road past the new school house. In his communication the writer suggested that the Mayor might appoint Empire Day as a holiday and that the citizens in general might well turn out for the purpose of planting trees and dedicating them to the immortal dead who lie in Flanders Field.

On this matter The Observer has interviewed Mayor McFarland who said that he had found the communitarian with a great deal of sympathetic interest but that in view of the work which has yet to be done the idea and its carrying out this year is quite premature. In the first place before the trees are planted there is the matter of the sidewalks along the new street, the grading of the school grounds, the laying of drains and the placing of catch-basins to be done, and the matter of planting trees had better stand over another year when this work shall have been completed and the trees could be placed where they would not then interfere with sidewalks, drains, gradings or anything else. Mayor McFarland said that he had interviewed a number of the Council and different citizens and in conversation with them the general opinion seemed to be that while the idea was in every respect praiseworthy that much preparation has first to be done and it would be well to let the matter stand over until another year when a much earlier start might be made towards the organization necessary to carry the thing through successfully.

JOAN OF ARC LAST EVENING

Far and away the most pretentious musical event in Hartland's history was the rendition last evening of the most difficult classic oratorio "Joan of Arc" by the Woodstock Choral Society. The company was directed by Mr. F. M. Sherlock who displayed the hand of a master. He has a wonderful gift of music and has had life-long training so he is in no sense an amateur. The ensemble consisted of about forty voices and the solo parts were taken by Mrs. S. C. Heckbert, Mrs. J. F. L. Brown and Mrs. H. B. McElroy, while Hartland townsmen proliferated of the fact our own townsmen—Rev. W. P. Haigh and Mr. C. Sykes—took the important and difficult roles of solo bass and tenor respectively. The oratorio in itself, depicting with distinctness the sweet legend of "The Maid of Orleans," was delightful. The most inspiring portion of the program was the music lover's point of view from the technique displayed by Mr. Sherlock in the handling of his chorus. The Observer has witnessed many musical directors, some in less difficult roles, who exhibited less control over their subjects and less restraint of the ego.

The Observer would say that the rendition was very close to perfect and a great credit to everyone who had a share in it. A remarkable point is that we are told the society had less than two weeks training in the most difficult composition. Mr. Bridgwood led the orchestra, most carefully blending with the chorus. The orchestra consisted of Mrs. E. W. Mair, pianist; Messrs. Camber, Rogers and Spear, violinists; and Mr. Risteen trombone.

The audience appeared appreciative and it would have been very much larger if the event had been properly advertised.

THE LORD'S PRAYER

Second Sermon Hartland United Baptist Church

The second in the series of sermons on the Lord's Prayer will be given Sunday morning in the Hartland Baptist church by Rev. G. F. Bolster. The subject will be "Hallowing the Father's Name." In the evening the pastor will take for his subject, "A Wise Man," and special music will be furnished by a double male quintett. These services will offer instruction as well as inspiration, and will be well worth attending.