

QUEBEC CENTRAL
RAILWAY

SHERBROOKE
DAILY
RECORD

PARCELS, FRAMES, PAYING BLOCKS, ETC.

and Peculiar Property Pre- sented in U.S. Parcel Post.

EST YESTERDAY WAS FIRST DAY NEW
U. S. GOVERNMENT SERVICE
WAS IN FORCE.

Washington, Jan. 2.—Americans
yesterday were using for the first
time their newest institution—the
parcel post.

Reports to headquarters from post
offices, large and small, throughout
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of Government services was being
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They consisted of everything from
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DUDSWELL PEOPLE ARE INDIGNANT

At Proposal to Close Station at Bishop's Crossing.

CORRESPONDENT REVIEWS SITU-
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The people of the district surround-
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with the Bishop's Crossing station
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sympathize with them in this mat-
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for a very important district, and the
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Q.C.R. is not an act which they can
regard with equanimity.

Mr. Fairman Hall submits the views
of the people of that section in a
letter which appears below.
Editor Record.

Sir—I trust, Mr. Editor, that you
will grant me permission to lay be-
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of the Record my views and not alone
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on the 1st of January, will be an in-
justice of the most glaring kind. Now
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QCR
Bishop's
Station

January 2
1913

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Bishop's Crossing Jan 2, 1913

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at the moment that it would be done away with and consequently invested money here, a thing they would not have done had they thought such an unjust act at all probable. The two stations before spoken of at Bishop's Crossing and Marbleton were built to accommodate the people, the one at Dudswell Junction was built to accommodate the Maine Central and the Q. C. R., not the people, for it is not situated to do so as anyone can see at a glance. Is it any wonder that Socialism is advancing rapidly when such unjust acts are perpetrated upon the people by capitalists and corporations on all sides? If ever there was an unjust act proposed to be done it is the doing away with the station before referred to. Besides being a glaring injustice to the communities mentioned it is going to largely increase the expenses of the Government in bringing the mail to Bishop's Crossing as well as the R.F.D. service which goes east across the St. Francis to the eastern portion of the Township. An indignation meeting has been called at the Town Hall, Bishop's Crossing, to see what action is most proper to be taken to try and prevent such an outrage being committed. Mr. J. H. Walsh informed Mr. J. R. Andrews that he was sorry for the people but that business was business (that is the people's opinion, too) and that it was the intention of the Company to do away with the station here. Of course the onus of such injustice will be pinned to the door of the C. P. R. office in Montreal whether the idea originated there or not.

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Bishop's Crossing, Jan. 2, 1913.

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The people of the district surrounding Bishop's Crossing are much agitated by the proposal to do away with the Bishop's Crossing station and the general public are likely to sympathize with them in this matter. Bishop's Crossing is the center for a very important district, and the elimination of their station on the Q.C.R. is not an act which they can regard with equanimity.

Mr. Fairman Hall submits the views of the people of that section in a letter which appears below.
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Sir—I trust, Mr. Editor, that you will grant me permission to lay before the public through the columns of the Record my views and not alone my views but also the views of the people of Dudswell, a large portion of Bury, Lungwick and Scotch-Wood-on, who will be affected by the contemplated removal of the railway station at Bishop's Crossing. Such an act on the part of the C.P.R., which comes into possession of the Q.C.R. on the 1st of January, will be an injustice of the most glaring kind. Now what are the just claims, especially of the people of Dudswell and more particularly the people of Bishop's

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Little Fellows' Overcoats ... \$3 to \$7

Boys' Overcoats ... \$4 to \$12

Cleverly Tailored Suits in the new shades of grey and brown ... \$3.50 to \$8

A Big Selection of Blacks and Blues in Many Models

From \$5.00 to \$10.00

STAR CLOTHING HALL

J. Rosenbloom AND CO.

The Store that Sets the Pace



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Bishop's
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INNOVATION MEETING AT BISHOP'S CROSSING

Citizens Object to Re- moval of Station From That Point

**COMMITTEE WILL INTERVIEW
 MR. WALSH AND, IF NECESS-
 SARY, RAILWAY COMMIS-
 SION.**

Bishop's Crossing, Jan. 3. —(Spec-
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 Saturday evening to discuss the ques-
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 would have been many more present
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Mr. J. R. Andrews occupied the
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 would be and the financial loss it
 would entail upon the large section
 of the country now accommodated by
 the present station here. He also
 pointed out what the people had done
 to assist in getting the road built
 and the large sum that was given to
 start the enterprise and afterwards
 in the way of assisting about the sta-
 tion, etc.

Other speakers followed in much the
 same strain, including Col. Gilbert,
 Messrs. N. M. Bishop, A. New-
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A committee was appointed, whose
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 ed it was the intention of the Com-
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 Bishop's Crossing and the removal of

EXPORT OF PA FROM

**STATISTICS SHOW TI
 EXCEEDS HALF A
 A MONTH.**

As Quebec Province is
 interested in the pulp ex-
 ports, than any other,
 figures on the recent in-
 export of paper will be
 interesting.

Exports of print paper,
 do took an immense jump.
 The monthly export for
 exceeded half a million
 ing the fiscal year ended
 1912, the total export was
 291,926, or at the rate of
 month. For the seven m-
 pired of the current fig-
 been at the average rate
 per month, and the Sept-
 were \$397,000. The ex-
 goes into the United States
 which now takes 86 per
 total export.

The export of chemical
 paper was \$192,017, while
 it was \$158,434, the
 month for the seven m-
 year was \$160,000, while
 fiscal year the average
 The export of mechanical
 paper was \$401,557, again
 in September, the decrease
 to a lack of shipments
 tain as there was a heavy
 the amount sent into
 States. The average for
 been \$300,000 against \$
 last fiscal year.

The decrease in the ex-
 port of pulp to Great Britain
 close of navigation, the
 whole of the trade in pulp
 is carried on during
 months. In actual compari-
 last year therefore the
 shows a heavy increase
 in exports.

The local pulp exports
 \$438,000 during the
 September 30th, 1912.

January 3
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Mr. J. R. Andrews occupied the Chair and in a very able and clever speech laid the matter before the people showing the great injustice it would be and the financial loss it would entail upon the large section of the country now accommodated by the present station here. He also pointed out what the people had done to assist in getting the road built and the large sum that was given to start the enterprise and afterwards in the way of assisting about the station, etc.

Other speakers followed in much the same strain, including Col. Gilbert, Messrs. N. M. Bishop, A. Newman and several others.

A committee was appointed, whose duty it was understood to be, in part to wait upon Mr. J. H. Walsh and try to prevail upon him to reconsider the ideas contained in his letter to J. R. Andrews, wherein he claimed it was the intention of the Company to do away with the station at Bishop's Crossing and the removal of the one at Marbleton further up the line.

It was further decided should the Committee fail to convince Mr. Walsh that it would be best to leave the station at its present site, an appeal should be made to the Railway Commission and have them decide the matter.

MR. FAIRMAN HALL UPON QUESTION

Mr. Fairman Hall, writing in connection with the above meeting says: "The following are some of my...

QCR
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Bishopston Station
January 3
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venue of the Dominion of Canada, a company which has received from the people of this Dominion for the people are the Government although there is not one in ten who seem to be aware of the fact millions more than it cost to build the C.P.R. from ocean to ocean and to-day have enough in land value to build another. A company whose leading members piled up millions and millions of money and considering all this our station at Bishop's Crossing is to be taken from us after doing what we have, because the Company can't afford to maintain it. Poor company I don't know but Dudswell ought to subscribe another \$25,000 for its relief. As the writer is known by many as the "Spirit" and as spirits are supposed to be able to read the future, its advice to the company is don't remove the station from Bishop's Crossing. It would be an outrage against right and justice. I am afraid the people would not quietly submit to such treatment."

BISHOP'S CROSSING STATION. Editor Record.

Sir:—Will you allow me space in your valuable paper for a few remarks in regard to the station at Bishop's Crossing being closed, as I see by Mr. Hall's letter of January 2nd that that is what the C. P. R. proposes to do. In regard to the mail the Government will be at no extra expense in carrying it from Dudswell Junction to Bishop's Crossing as the C. P. R. will install a mail catcher at the Crossing. If I am not mistaken there is one already there, as there used to be one there. In regard to the people of Bury, Lingwick and Scotch-Weedon there is, or was, a few years ago a road laid out to Dudswell Junction between the farms known as the Mr. James Basette and Mr. Elwin Bishop's farms. This road was laid out by the town of Dudswell, to accommodate the people of East Dudswell, Bury, Lingwick, and Scotch-Weedon. Some work was done on this road. Now let the town complete it, which they can do with very little expense and have a good road. And as to the accommodation of the people of Bishop's Crossing there are two good roads, one each side of the head of waifness. It was deep water and he was soon lost. His companions were unable to save him.

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Bishop's
Station
January 3
1913

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January 3

1913

Bishton Station

<p>old and pointed</p>	<p>Charge Against Man Sherbrooke.</p>	<p>Canada Sing</p>
<p>ON HOUSE LARGE</p>	<p>MAN ARRESTED FOR BEGGING AND HAVING FIVE RAZORS FOUND IN HIS POSSESSION.</p>	<p>THERE DAIRY</p>
<p>(Special) the Scott had in the Club on was well of the Presi Marbleton over by the Katham, of business six, which I. Marble B. H. Kath ma, Mr. O. Executive Sherbrooke;</p>	<p>The were called last night shortly after 10 o'clock to the Da ion Station and arrested George Bald win, of Grand Fork, on a charge of drawing a revolver at the Q.C.H. train car, and also with be ing drunk and causing a disturbance. He had a pack of letters in his possession, besides the revolver. He will appear before Judge McIvane this afternoon. George Ouchmans was arrested at 10.30 last night, charged with being drunk and begging and loitering at the Grand Trunk Station. He was given in charge by the agent. He had five razors and a hair clipper in his possession.</p>	<p>Kington statements dairy in thirty-six Dairyman's Ontario, D Canada's in dairy p dick, Dair Dominion; pound of been shipp last March ments of the record Old Count "Indeed," great dair tain's pris</p>

January 10 1913

TO LAC FRONTIERE
MAJOR LEGISLATION
RIGHTS TO QUEBEC EXTENSION RAILWAY

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ld Sweet-

Augusta, Me., Jan. 22.—The power
to take over the rights and propert-
ies of the Aroostook Valley Railroad
is given the Quebec Extension Rail-
way Company in a bill introduced in
the Legislature yesterday by State
Senator Barleigh of Aroostook Coun-
ty. The measure also provides for
the incorporation of the Quebec Ex-
tension Railway Company, with a ca-
pital stock not to exceed \$4,000,000.
The Aroostook Valley Railroad
has been built within the past
five years and is operated by electri-
city.

MORE POLICE ASKED IN REPORT

January 22
1913

Quebec Extension Ry
to Lac Frontiere

SHERBROOKE, QUE. FRIDAY, FEBRUARY 14, 1913

ENGINEER'S CLOSE CALL

L. Coogan Went Down The Bank With His Engine When Derailed

REMAINED ON ENGINE TRYING
TO AVERT REAR END COLLIS-
ION.

A rear end collision took place near East Broughton on the Quebec Central Railway about midnight on Wednesday. While the second section of No. 76 freight train was stalled about three quarters of a mile south of Williams Siding it was run into by the first section of train No. 14, the engine going down the dump.

Three freight cars and van were destroyed.

Wrecking crews were immediately despatched from Sherbrooke and the line cleared so that very little delay was caused to the regular traffic.

Fortunately no one was hurt in the accident, although the engineer, Lawrence Coogan, of Sherbrooke, who was engineer of No. 14 engine on train 14 after using his best efforts to prevent the run-in by the emergency brake, reversing engine and so forth, went down the dump with his engine. The fireman and brakeman had previously jumped.

The cause of the accident is said to be the first train not having sufficiently protected itself with signals but an investigation is now being proceeded with.

February 14
1913

QCR engine No 16

ONE IN TEN

Accident happened on
 10.11.13 West of
 Bromptonville

TRAFFIC WAS SUSPENDED FOR
 SEVERAL HOURS UNTIL
 TRACK WAS CLEARED.

A wreck occurred on the Grand
 Trunk Railway two miles west of
 Bromptonville at 5 o'clock this
 morning. Twelve cars were derailed
 and fell into the canal. They were
 badly smashed.

The accident was caused through a
 broken rail.

Trains coming from Island
 Point and Richmond were called out,
 but the track was not cleared until
 noon.

The morning train to Montreal
 which leaves here at 3.15 was held
 up at Bromptonville, and the Port
 land express was also late in arriving
 in Sherbrooke.

None of the train crew was injured.

January 22

1913

GTR Bromptonville

COLLISION WITH STANDING ENGINE

Considerable Damage
Done to Rolling Stock
at Union Station.

BAGGAGE CAR OF EVENING Q. C.
R. TRAIN JUMPED THE
TRACK—MAIN LINE
BLOCKED.

As the Q.C.R. passenger train from Quebec was coming into the Union Station at 9:25 last night an accident occurred, causing considerable damage. The train was on its own track and the engine and the forward end of the baggage car cleared all right, but the rear truck of the baggage car jumped the rails, causing the following baggage and second-class cars to leave the track. The rear end of the first baggage car swung over on to the other track and collided with the B. & M. engine, which was standing ready to take the train out. The bodies of the two baggage cars were completely smashed and the damage is estimated at about \$500. No one was injured and no delay occurred to any of the trains.

The main line was not cleared until 6 o'clock this morning.

August 5
1913
Sherbrooke

ATTACHED BY FIRE

Structures on Quebec Central Railway Was Partially Damaged

WORKMEN HURRIED TO SCENE AND SOON HAD FIRE UNDER CONTROL.

The bridge on the Quebec Central Railway, which crosses the road between Sherbrooke and Lennoxville, about two miles out of the city was partially damaged by fire between Saturday night and Sunday morning.

Fortunately the fire was discovered before it had time to make great head way, and the alarm brought out a large force of railway men, who soon succeeded in subduing the flames.

It was found when the fire was got under control that several ties were burned and about half of the abutment on one side of the bridge was destroyed.

It is not known how the fire originated, but it is supposed that a live cinder from a passing engine had fallen on to the woodwork and started the blaze.

A force of men were immediately put to work, and the damage was repaired so that there was no delay to traffic.

September
1913

O. C. R. WORKSHOPS

New Building in Course of Erection For Paint Shop

GENERAL MANAGER SAYS OTHER
EXTENSIONS WOULD FOLLOW
IN THE SPRING.

The Quebec Central Railway Co.,
are improving and extending their
workshops at Newington.

A new paint shop of concrete, brick
and asbestos construction 75 feet x
200 feet is now in course of erection.
An addition to the engine house of
five stalls will also be made this
fall.

Mr. J. H. Walsh, the General Man-
ager of the Company, when interview-
ed by the "Record" on the matter,
stated it was expected that the
mentioned extensions would be fol-
lowed by further improvements in
the spring in the direction of other
new buildings, which will be necessary
in order to meet the requirements of
the increasing business done by the
Co., at their principal shops here.

November
3
1913

HADDENING AT

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STRUCK DOWN BY ENGINE

ens Mr. and Mrs. Arthur Vallee
h Had Narrow Escape From
Instant Death

HE- FORTUNATELY BOTH WERE
"S THROWN CLEAR OF THE
TRACK. BOTH WERE
INJURED.

An accident occurred on Saturday afternoon, in which Mr. Arthur Vallee and his wife, of St. Louis street, had a narrow escape from death by being struck by a railway engine. They were both seriously injured and for some hours the life of Mrs. Vallee was despaired of. Reports to hand this morning, however, are of an encouraging nature, and she is said to be progressing as well as possible under the circumstances.

An eye-witness of the accident states that Vallee and his wife were approaching the railway crossing on Alexander street about 4 o'clock, at the same time that a freight train was coming towards them. The engineer shouted to them, but evidently they did not hear. Vallee was struck and knocked down, but fortunately fell clear of the track. In falling he endeavored to save his wife, who was thrown to the ground. She sustained a broken shoulder, and her husband was badly injured on the right arm and right leg.

A large crowd collected and the injured couple were taken to Mr. Dugal's house at the corner of St. Thomas street, and Drs. Lamy and St. Germain were sent for. On their arrival they attended to their injuries and then ordered them to be sent home in a cab. The woman was unconscious for several hours, but later recovered consciousness, and it is understood she is now out of danger.

Alexander St
crossing
Sherbrooke
October 13
1913

MORE BILODEAU

PLACE DEMOINDRE

ANNUAL INSPECTION OF QUEBEC CENTRAL

Members of Public Utilities Commission Went Over the Whole System

OFFICIALS OF CROWN LANDS PLEASED WITH EFFORTS OF COMPANY TO AVOID FOREST FIRES.

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The Public Utilities' Commission of the Province of Quebec, composed of Mr. F. W. Hibbert, K.C., chairman, Sir George Garneau and Professor P. C. Laberge, Commissioners; Mr. L. A. Vallee, Engineer, and Mr. M. J. Ahern, Secretary, made their annual inspection of the Quebec Central Railway Company's system recently going over the line by special train accompanied by the General Manager, Superintendent and Engineer of the Company.

Leaving Lévis, the main line to Valley Junction and the Chaudière Valley branch to St. Sabine was inspected, a meeting being held by the Commission at a point three miles south of Valley Junction on the Chaudière Branch where a public crossing was requested by residents of that section.

The additional extension of the Chaudière Valley beyond St. Sabine, now under construction, was also inspected by the Commission.

During the night the train proceeded from St. Sabine to Megantic, and leaving Megantic early the following morning the Megantic division and main line from Tring Junction to Sherbrooke was inspected.

At St. Samuel Station a conference was held between the Commission and the residents of that section in regard to the proposed change of the site of the station.

The special train arrived at Sherbrooke at three o'clock, when the chairman, Mr. Hibbard, and Professor Laberge proceeded by Grand Trunk to Montreal. Sir George Garneau, Mr. Vallee, Engineer, and Mr. Ahern, Secretary, returning to Quebec on the afternoon Quebec Central train.

Mr. W. J. Hall, Government Crown Lands Inspector, and Mr. F. N. Roche, Government Crown Lands Asst. In-

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November 6
1913

ANNUAL INSPECTION OF QUEBEC CENTRAL RAIL

25 Members of Public Utilities Commission Went Over the Whole System

HAS OFFICIALS OF CROWN LANDS PLEASED WITH EFFORTS OF COMPANY TO AVOID FOREST FIRES.

The Public Utilities' Commission of the Province of Quebec, composed of Mr. F. W. Hibbert, K.C., chairman, Sir George Garneau and Professor P. G. Laberge, Commissioners; Mr. L. A. Vallee, Engineer, and Mr. M. J. Ahern, Secretary, made their annual inspection of the Quebec Central railway Company's system recently going over the line by special train accompanied by the General Manager, Superintendent and Engineer of the Company.

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Mr. W. J. Hall, Government Crown Lands Inspector, and Mr. F. N. Roche, Government Crown Lands Asst. Inspector, also accompanied the party.

The Crown Lands Department of the Province has exercised particular care during the past year in the direction of preventing forest fires, and in this work it has been greatly assisted by the railway companies. The Government Crown Lands Inspector

BUSINESS MEN PROTEST HOME RULE

Would Bring Disaster to the Industries and Credit of Ireland

ULSTER COMMERCIAL MEN ARE UNITED IN THEIR OPPOSITION TO THE MEASURE.

London, Nov. 6.—A special correspondent telegraphs from Belfast that the demonstration of Ulster business men which took place in Ulster Hall left no doubt of their attitude as to the home rule question. Ulster Hall provides seating accommodations for some 2500 people, but when the proceedings opened there were between 3000 and 4000 present, many coming from distant parts of Ulster.

George Herbert Ewart, president of the Belfast Chamber of Commerce, presided and declared emphatically the meeting had not been organized by the Unionist council.

The principal object of the meeting was, he declared, to show that Ulster business men were united with the rest of the community in opposition to the measure.

The chairman's address was followed by a speech from James Stirling, director of the York Street Flax Spinning Company, who moved a resolution condemning the home rule bill, which would, he declared, if passed, bring disaster upon the industries, commerce and financial credit of Ireland.

MORROW CASE STILL BEFORE COURT

The Verdict of the Jury is Not Expected Before To-Morrow Forenoon

ACCUSED IS CHARGED WITH EMBEZZLEMENT WHILE IN EMPLOY OF Q. C. R. AT THETFORD.

Athabaska, Nov. 6.—(Special).—The case against C. Morrow charged with embezzling a sum of money belonging to the Quebec Central while in its employ, is still occupying the attention of the Court at King's Bench sitting here.

A large number of witnesses have already been examined and the

FREIGHT WRECK NEAR COOKSHIRE

Five Cars of West Bound Train Were Derailed and Blocked Line

TRAFFIC WAS HELD UP FOR SEVERAL HOURS BEFORE LINE WAS CLEARED.

Cookshire, Nov. 6.—(Special) Quite a serious freight wreck occurred on the O.P.R. between Bury and Cookshire yesterday afternoon. Five freight cars were derailed of a train bound for Sherbrooke.

Considerable damage was done the rolling stock and the permanent way. Traffic was held up until—o'clock.

The passenger train which leaves Sherbrooke was held at Cookshire and the Sherbrooke-bound train was detained at Bury until the above mentioned hour.

None of the trainmen were injured.

SELLING ON MARGIN IS GAMBLING

STOCK TRANSACTION UP FOR DECISION BEFORE MONTREAL COURT.

Montreal, Nov. 6.—A case of considerable interest to stockholders was heard in the Enquete Court yesterday afternoon before Judge Lafontaine when M. C. Foley, publisher, Cra street, charged Fred W. Beauchamp, stockbroker, 10 Hospital street, under the Criminal Code with having failed to pay over certain monies alleged to be due him on transaction in the stock market four years ago.

Mr. Pelissier, K. C., for the defence contended that the transactions were purely gambling and no money could be collected in consequence. Mr. Morrison, K. C., appearing for Mr. Foley said that as long as interest was charged on the unpaid balance of the value of the stock, the securities were legally owned by the purchaser.

Mr. Foley was called to the stand and related the various transactions he had with the accused. He admitted that he bought different stocks but only with the intention of selling them out again when the market advanced.

Judge Lafontaine said that the law stipulated that any person who bought stocks with the intention of selling them on a rise and not with the intention of taking delivery of them was guilty of gambling and liable to a sentence of six months.

OF QUEBEC CENTRAL

Members of Public Utilities Commission Went Over the Whole System

OFFICIALS OF CROWN LANDS PLEASED WITH EFFORTS OF COMPANY TO AVOID FOREST FIRES.

The Public Utilities' Commission of the Province of Quebec, composed of Mr. F. W. Hibbert, K.C., chairman, Sir George Garneau and Professor P. C. Laberge, Commissioners; Mr. L. A. Vallee, Engineer, and Mr. M. J. Ahern, Secretary, made their annual inspection of the Quebec Central Railway Company's system recently going over the line by special train accompanied by the General Manager, Superintendent and Engineer of the Company.

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Mr. W. J. Hall, Government Crown Lands Inspector, and Mr. F. N. Roche, Government Crown Lands Asst. Inspector, also accompanied the party.

The Crown Lands Department of the Province has exercised particular care during the past year in the direction of preventing forest fires, and in this work it has been greatly assisted by the railway companies. The Government Crown Lands Inspector expressed himself as particularly gratified with the assistance that the Quebec Central Railway Company extended the department and on the well kept condition of the right-of-way throughout the whole line.

November 6
1913

ONE CENT

CONDUCTOR WAS KILLED

A. Gliche Lost His Life In Freight Wreck on Q. C. R.

CARS LEFT ON TOP OF GRADE RAN DOWN INTO STANDING SECTION OF TRAIN

Conductor A. Gliche, thirty-eight years of age, was killed in a wreck on the Quebec Central Railway, near Scott's Landing, about two-thirty this morning.

Extra freight train No. 27 which left Levis about twelve o'clock last night for Valley Junction, stopped at the switch north of the landing to shunt cars for the mills at that point. The front part of the train went ahead to shunt the cars on the mill siding, leaving the other part on the siding. Owing, apparently, to the fact that the brakes were not securely set on the part of the train left behind at the top of the grade, the cars ran down and collided with the front end.

Three cars were destroyed, and considerable damage done to the engine tender. Conductor Gliche, who was standing between the engine tender and the leading car, evidently uncoupling the cars, was instantly killed.

The train was in charge of Engineer Wright, of Sherbrooke, and Conductor Gliche.

The victim of the accident had been in the employ of the Quebec Central for seven years. He leaves a wife and seven children. His home is at Valley Junction.

CZARVITCH SAID

November 13
1913

Engineer Wright

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RAILROADS

CORRIDOR CONNECTED WITH LATER OWN.
Some years ago two United States
prisoners escaped by digging through
the outer wall, which is only com-
posed of brick, with no steel lining.

ENGINE JUMPED TRACK AT EAST ANGUS.

East Angus, Nov. 24.—(Special) —
The wrecking train from Sherbrooke
came here Saturday night to put an
engine and car on the track. The
train was going in on the siding
about seven o'clock when the engine
climbed the rails and went on the
ties, taking a car with it. The pas-
senger train due here at 8.25 p.m.,
was delayed about twenty minutes,
as they had to stop and move a part
of the derailed train from the main
line onto a siding before they could
get by. Fortunately there was no
one injured and very little damage,
being nothing more than a short
piece of the siding torn up. The en-
gine was rather badly off the track,
and it took all night before it was
back on the rails and ready to pro-
ceed.

COTTAGES BROKEN INTO.

Newport, Vt., Nov. 24. — Nearly

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November 24 1913

Q. C. R. OFFICE BUILDING

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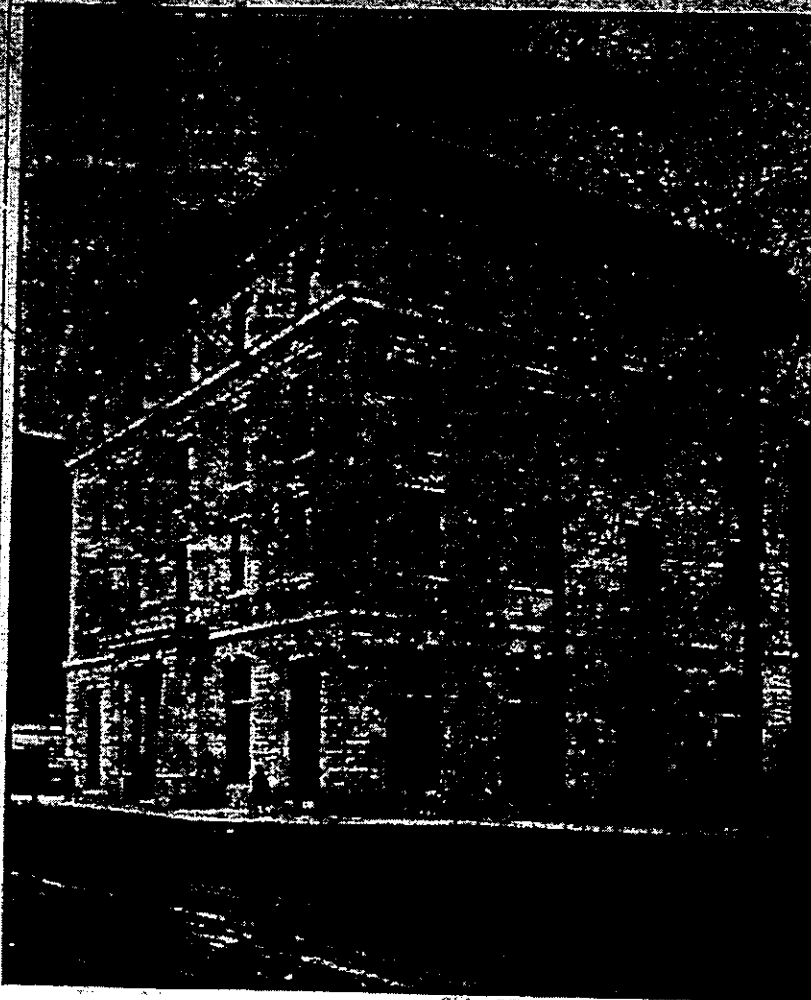
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The new office building of the Quebec Central Railway Co. on Wellington street and Strathcona Square is a handsome and imposing structure, to which will readily be conceded one of the foremost places amongst the many beautiful buildings which adorn the city of Sherbrooke.

The new offices have a concrete foundation on the solid rock, and are of solid brick with steel frame construction. The Wellington street and Strathcona Square elevations are faced with Indiana limestone, the other elevations being in Scotch fire-brick. The floors throughout are of reinforced concrete and all the partitions are fireproof. Two vaults run from the rock foundation to the roof, each being a separate building inside the main building and having altogether seventeen entrances on the various floors.

The basecourse and main entrance steps are of granite, the flooring on the ground floor is of quarter oak as is also the woodwork, the vestibule and main entrance floors and the C. P. R. public space floor are fitted with mosaic tiles, while a marble dado sets off the main entrance corridor to ad-

being available in case of breakdown, either of which is sufficient to heat the whole building. The windows on these sides are of plate glass, and the building is designed to give the maximum amount of light inside. A modern passenger elevator serves the four stories, and on every floor perfect sanitary arrangements have been provided.

The downstairs ceiling is eighteen feet from the floor and is divided into panels by heavy moulded cornices; the fine columns on the ground floor are finished with eutawith ornamental tape and bases.

The building has a frontage of 81 feet, a width of 62 feet, and a height of 80 feet from the rock to the top of the parapet wall.

Some of the pieces of stone used in the construction weigh as much as six tons each, while the carved stone work on the main entrance has been very cleverly executed.

Altogether the new edifice represents the most modern type of fireproof office building in general design, style and finish, and the contractors, Messrs. Loomis-Dakin Ltd., are to be congratulated on its successful completion; it is a credit to the railway company to the extent

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November
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1913

Established 1897

SHERBROOKE, QUE., SATURDAY, NOVEMBER 22, 1913

ST. MARY'S, BEAUCÉ, SWEEP BY FIRE

Over Seventy Dwellings Houses Were Destroyed Up To
Eleven O'clock To-day. Fire Started Last Evening at
Ten O'clock, and is Still Raging. Eighty Families Are
Already Homeless. Loss Will be Heavy.

FIRE STILL RAGING

Up to 11:30 this forenoon, over 70 houses and buildings had been burned down and the fire was then still raging. With a strong wind blowing, it now looks as if the flames will spread to the houses on the other side of the street.

GREAT CONFUSION

As the fire worked its way through the residential part of the town and house after house was consumed by the flames.

FATHER OF LABOUR DAY PASSES AWAY

Geo. McGuire Was First Publisher to Suggest Labour Holiday

FIRST TOOK UP THE SUBJECT AT A CONVENTION IN CHICAGO IN 1884

Manchester, N. H., Nov. 22.—(Special.)—George McGuire, known in Labor circles as "The Father of Labor Day," died here last night. Mr. McGuire was a cigar maker, and first made the suggestion of a "Labor Holiday" at a labor convention in Chicago in 1884. He renewed the suggestion at later conventions and from his efforts resulted the observance of Labor Day.

FIRST MOVE

CRUIERS' WAR

INVITATION TO CANADIAN PRESS

Convention in This City

CITY OF BASTERN RECEIVED A COMMITTEE STUDYING PRACTICABILITY

The executive of the Canadian Press Association, at its meeting in Toronto, this week, received the invitation of the City of Sherbrooke to hold its next annual meeting in this city in June next.

The invitation was exceedingly well received, the idea of coming to the Eastern Townships appealing strongly to the members.

The invitation was referred to a special committee to study the practicability of coming to the east for the meeting. The only question is whether in as to whether a later at Sherbrooke could be secured for the meeting which for the bulk of the

\$600,000 FOR TORONTO EXHIBITION

Citizens will be Asked To Manuf Vote Authorizing Such

MONEY WILL BE USED FOR THE LOSE ERECTION OF SIX NEW BUILDINGS.

Toronto, Nov. 22.—(Special.)—Six hundred thousand dollars are wanted from the public by the directors of the Canadian National Exhibition and lumber for the purpose of erecting six new sweeping buildings at the fair grounds, and the City Council will be asked to last night submit a by-law to the ratepayers on January 1st to authorize them to borrow this amount.

The two most important of the buildings proposed are a new stock exchange and a new stock

REPRISAL

WASHINGTON

ST. MARY'S, BEAUCE, SWEEPED BY FIRE

Over Seventy Dwellings Houses Were Destroyed Up To Eleven O'clock To-day. Fire Started Last Evening at Ten O'clock, and is Still Raging. Eighty Families Are Already Homeless. Loss Will be Heavy.

FIRE STILL RAGING.

(Later)

Up to 11.30 this forenoon, over 70 houses and buildings had been burned down and the fire was then still raging. With a strong wind blowing, it now looks as if the whole village will be wiped out. Nothing can be done to stay the flames, and even the blowing up of buildings has been futile. The people are in desperation.

Up to 10 o'clock this morning, over fifty dwelling houses and four stores had been burned to the ground in St. Mary's, Beauce. At that hour the fire was still raging.

What at first seemed to be an insignificant fire broke out at about 10 o'clock last night in a shed between the store belonging to Mr. Turnivel and that of Mr. Morency. This was in the residential part of the town. A strong wind was blowing at the time, and the flames spread with lightning rapidity. House after house was attacked, and the people were practically helpless, as there were no fire-fighting appliances.

HELP FROM LEVIS.

When it was apparent that a serious conflagration would result, help was asked for from Levis. An engine and detachment of men were sent up by a Quebec Central Railway special which made record time over the journey.

UNABLE TO STAY FLAMES.

When the men from Levis arrived at St. Mary's some thirty-five or forty houses had been consumed. Although the engine was set to work, the Levis firemen were unable to get the flames, which had spread over

such a wide area in the north end of the village, under control.

GREAT CONFUSION.

As the fire worked its way through the residential part of the town, and house after house was consumed by the flames, scenes of the greatest confusion prevailed. So rapidly did the devouring element proceed that very little of the contents of the various houses were saved. Those who were not at first in the fire zone succeeded in getting their furniture to a place of safety. Others who had removed their goods to what they supposed would be without the reach of the fire found that they had miscalculated the area to which the fire would reach, and suffered losses as a consequence.

CHILDREN MISSING.

So far as can be learned, no fatality occurred. During the night, however, young children got separated from their parents, and their appeals for assistance added to the weirdness of the night.

70 FAMILIES HOMELESS.

At least seventy families are homeless, and this morning they were being cared for by the more fortunate citizens.

LOSS WILL BE HEAVY.

A great many of the residences destroyed were owned by the occupants. Little insurance was carried, either on the buildings or contents, so that the blow is a severe one to the community. St. Mary's is a place with about 3,000 inhabitants and is one of the chief centres in the county of Beauce.

DIFFICULT TO GET INFORMATION.

It is difficult to get near the amount of the loss, as all is confusion this forenoon.

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November
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less, as there were no fire-light-
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HELP FROM LEVIS.

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November 22 1913

and was largely attended. of the
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NOTES.

Mr. A. Morbette has recently sold several more autos in town, for delivery in the spring. Arrn

Mr. Jas. Patton has finished packing the ice in the C.P.R. ice house, where and is now hauling for the Quebec Central R.R., which is being loaded his on cars for their ice house at Tring Haro Junction. Although the ice has im- Bean proved some since they commenced cutting it is not over eighteen in- hour ches thick.

Mr. Edgar Laiberte who proposes moving to Montreal, has sold his property here, the old Thibodeau block, on Maple Avenue, to Mr. J. A. Gaudet. Mis sitting Walks

Mr. Huard received a carload of hay and two car loads of stores for the Lapise camps. Mond. The ening

Miss Katie, daughter of Mr. M. D. McDonald, Echo Vale, has so far recovered from the operation at Sherbrooke that she was able to come home on Wednesday morning's express. Mr. I fore)

February 6 1914

**QUEBEC CENTRAL RAILWAY TO RUN
SECTION EAST OF QUEBEC
BYEARS.**

**GOVERNMENT REQUESTED COM-
PANY TO OPERATE ROAD SO
AS TO GET OUT PRO-
DUCTS OF SHIPPERS**

The Government Transcontinental
Railway for a distance of about 120
miles east of Quebec bridge being
now completed and large quantities
of forest products having been haul-
ed to different points along the line,
the Government has requested the
Quebec Central Railway Company to
undertake the operation of that sec-
tion, for the time being to enable
the shippers to market these pro-
ducts. The Quebec Central Railway
sent special trains over the line last
week to open the snow cuts and gen-
erally prepare for the inauguration
of traffic, and a regular train ser-
vice between St. Anne's (which is
the junction of the Quebec Central
with the Transcontinental Railway)
and St. Perpetue, in the County of
L'Islet, will be established early this
week. This will be a great boon to
the district.

with the staff throughout the year.

February 11, 1914

SATURDAY, FEBRUARY 21, 1914

AND KET NEWS

(See Page 3)

Market uncertain

announcement of the
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in general business.

TO BOOM RICHMOND AS SUMMER RESORT

Board of Trade Appointed Com-
mitted to Take Matter
in Hand

REAL ESTATE TRANSFERS IN
TOWN REPORTED. HOCKEY
TEAM TRIMMED ASHES-
TOS CLUB BY 12
TO 0.

Richmond, Feb. 21.—(Special).—
The Board of Trade have appointed
Messrs. P. C. Duboyce, A. L. Lange
and J. L. Barrie as a publicity com-
mittee for Richmond. This committee
feel that this section has never been
sufficiently developed as a summer
resort. The scenery along the St.
Francis is the most beautiful that
anyone could require. It has been
suggested that any and all persons
within a radius of five miles from
here who contemplate taking sum-
mer boarders next season would com-
municate with them with a view to
organizing concerted schemes of ad-
vertising on a better and more ex-
tensive scale than could be under-
taken by individuals. All those who
have any prospect of summer enter-
tainment of city people should notify
this committee just how many peo-
ple they will put up, what accommo-
dation they can offer, what rates
they will charge, and any other par-
ticulars, and the committee will be
able to materially aid the project
in the interests of Richmond, its citi-
zens and the citizens of the adjacent
territory.

REAL ESTATE TRANSFERS.
Real estate transfers passing
through P. C. Duboyce's office re-
cently are the following:
Mr. A. B. Raimbach purchased from

EXPORTS FROM LAKE MEGANTIC TO STATES

Total Value For the Past Six
Months Amounted to
\$186,756.45

GREATER PART OF THIS SUM
WAS MADE UP FOR LUMBER
AND PULPWOOD

Lake Megantic, Feb. 21.—(Special).—
The report of the consular agent,
Mr. H. W. Albrow, for the year 1913,
ending the first of December, of ex-
ports from Lake Megantic to the
United States, was as follows:

Animals—	
Cattle.....	\$11,602.30
Horses.....	15,156.00
Beef.....	1,038.49
Hay.....	4,050.98
Household effects.....	3,607.00
Oats.....	620.00
Potatoes.....	329.50
Sundries.....	245.00
Supplies for camps.....	109.80
Wood products—	
Clapboards.....	15,877.33
Lath.....	3,362.90
Lumber, rough.....	45,236.64
Pulpwood peeled.....	1,553.00
Pulpwood resawed.....	14,604.55
Pulpwood grooved.....	67,549.37
Shingles, cedar.....	1,185.36
Tied cedar.....	126.25
Sugar, maple.....	2,551.73

\$186,756.45
Besides the above, a large quan-
tity of peeled pulp wood has been
shipped out of this district on small
invoices, that does not show in the
customs returns.

ANNUAL MEETING OF PRESBY-
TERIANS

The annual congregational meeting
of Knox Presbyterian Church was

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February 21 1914

SEVERAL TRAINMEN MEET WITH SERIOUS INJURIES

Two Sherbrooke Men Were Injured in Somewhat Similar Manner on Engines on Quebec Central Railway. Wm. Simons is in Precarious Condition. Fireman Named Graves on C. V. R. Had Arm Crushed, Which May be Amputated.

Two unfortunate accidents occurred on the Quebec Central Railway on Saturday and Sunday last, by which firemen Simons and R. Beatty of Sherbrooke were injured.

The first happened on extra 44 which left Sherbrooke in the afternoon, arriving at Dufferin Junction about 4.25 p.m. While Simons was pulling the pipe to take water at the tank at that place, he slipped from the tender, and falling between the injured. He was immediately conveyed by special train to the Sherbrooke Hospital, where he is under the care of Dr. Gordon Home.

He is reported this morning to be in a precarious condition.

BOTH ARMS BROKEN

The other accident occurred about 9.15 a. m. yesterday at Coleraine. While taking coal on engine 25, Fireman Beatty slipped from the tender and fell between the coal chute and tender. He sustained a slight bruise on the head, and broke both arms in the fall. He was brought to the Sherbrooke Hospital and placed in charge of Dr. Home.

BELIEVED THAT INJURED LIMB MAY HAVE TO BE AMPUTATED. HEAD ALSO GUT.

Granby, Feb. 23.—(Special)—A fireman named H. R. Graves, on the Central Vermont Railway, met with an accident on Saturday which may cost him the loss of one of his arms. The unfortunate man was standing alongside his engine at the station, talking with Carol Benham, when a passenger train came along on the next track and struck him.

Graves was knocked down with his arm on the track, and it was badly crushed. He also had his head seriously injured. Medical assistance was immediately rendered, and he was given temporary aid until the departure of the express, when he was conveyed to a Montreal hospital. The

doctors are afraid that the limb will have to be amputated.

Benham, the other man, escaped injury, but his clothes were badly torn and he had a close call. Owing to the extreme cold weather there was a fog in the yard, which prevented the man from seeing the approaching train.

FARNHAM MAN SCALDED

Farnham, Feb. 23.—(Special)—Another serious accident occurred on the C.P.R. at Outremont, at 6.30 p.m. Friday, whereby James Stirling, a C.P.R. fireman was badly scalded. A switching engine collided with the engine on which fireman Stirling was working, thus the accident occurred. Mr. Stirling was immediately conveyed to the Royal Victoria Hospital, Montreal, where he is reported to be in a very serious condition. Mr. Stirling's family reside in England.

FUNERAL OF VICTIM OF COLLISION AT BURY

Farnham, Feb. 23.—(Special)—The funeral of Arthur Vandon, who lost his life in the wreck at Bury, took place from the Roman Catholic Church at 10.30 o'clock, Saturday morning. The bearers were Messrs. R. Deveau, H. Poutin, D. Guerin, A. A. Marchessault, A. Quintin and J. C. Roy. Messrs. H. Frazer and J. Cody, were funeral directors.

There was a large gathering at the Church, about fifty railroad men representing the orders, attended in a body, which shows the great respect in which the deceased was held by his comrades on the road. Beautiful flowers were contributed by the B. of L. F. and R. to whom deceased was a member also the B. of L. E. and a handsome floral sprays from Hyman Williams, who was slain on the fatal train.

The deceased leaves a widow, five small children, three sisters and a mother who is 84 years of age to mourn his untimely end. The bereaved family have the sympathy of the entire community.

CHILDREN ALL TO

NIGHT BURNED

February 25 1914

Two unfortunate accidents occurred on the Quebec Central Railway on Saturday and Sunday last, by which Fireman Simpson and R. Beatty of Sherbrooke were injured.

The first happened on extra 44 which left Sherbrooke in the afternoon, arriving at Dudswell Junction about 4.20 p.m. While Simpson was pulling the pipe to take water at the tank at that place, he slipped from the tender, and falling between the rails, he was immediately conveyed by special train to the Sherbrooke Hospital, where he is under the care of Dr. Gordon Hume.

He is reported this morning to be in a precarious condition.

BOTH ARMS BROKEN

The other accident occurred about 9.10 a. m. yesterday at Coleraine. While taking coal on engine 25, Fireman Beatty slipped from the tender and fell between the coal chute and tender. He sustained a slight bruise on the head, and broke both arms in the fall. He was brought to the Sherbrooke Hospital and placed in charge of Dr. Hume.

RELIEVED THAT INJURED LIMBS

February 25
1914

VERDICT OF ACCIDENTAL DEATH

Is in Connection With Death of
Fireman Simmons

JURY HEARD THREE WITNESSES,
INCLUDING DECEASED'S
ENGINEER.

A verdict of accidental death was returned by the coroner's jury last night in connection with the death of Fireman Simmons, who died from injuries sustained at Dudawell Junction, on Saturday night last.

Three witnesses were examined, the evidence of Engineer C. E. Dodds being the most important. From his evidence it would appear that Simmons got off the engine while it was approaching the water tank. He ran alongside his engine until the tank was reached. Seeing that there was not room to pass between the engine and the tank, he attempted to get on, but it was too late, and he was caught between the engine and the tank.

He was immediately taken by special train to the Sherbrooke Hospital, where he died on Monday.

TWO DEAD FROM WOOD ALCO-

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February 25
1914

meeting then adjourned.

WILL BUILD NEW PAPER MILL.

The Brompton Pulp and Paper Company have commenced work on a new iron bridge across the St. Francis River about six hundred feet below their mills. They also intend building a new paper mill four hundred and seventy-six feet long, extending from the present paper mill very near to the new bridge. This bridge will be for private use only. About one hundred men are now employed on it.

PRESENTED WITH GOLD WATCH.

On Monday evening a presentation

MARCH 7 1914

East Angus Red Bridge

SHERBROOKE, QUE., TUESDAY, JUNE 23, 1914

ENT CARDINAL BEGIN DROWNING BER IN SHERBROOKE AT WI

its With Homage Paid to His Eminence Young Lad Name
on His Return to Quebec Lost His Life While
From Rome In the St. Fr

SPENT ABOUT HALF AN HOUR WAS A GOOD SWIM
IN THE OFF. MADE JOUR DROWNING. FATH
NEY IN Q.C.R. OFFICIAL REASON REPOI
DAY. THIS SECT

His Eminence Cardinal Begin of Windsor Mills, June
Quebec, and party, arrived in Sher- On Monday afternoon
brooke this morning about 2.30 from Lionel Laplante, son
New York, on his return from Rome, of Legende, farmer, of
where he had been elevated to the farm Greenlay, accom
Cardinalate. His Eminence occupied companions, Elias Mor
the Quebec Central Railway official thier, who worked with
car, which had been sent to New Canada Paper Mill, w
York for his accommodation. The en the Greenlay side
The ecclesiastical party included His of the River, and under
Eminence Cardinal Begin, Quebec; Mgr. about twenty yards at
Lebreque, Bishop of Chicoutimi; All took the water
Rev. Father Lyons, Wilmington; plants, who was the
Del. Rev. Father Halls, Lewis, sec- went to the first pla
retary to Cardinal Begin; Rev. Fa- and called out: "Man
ther Thibodeau, Eglise du Loup; have a good swim."
Rev. Father Bouchard, St. Malo; Rev. gited: "I cannot swim
Father Mayrand, Quebec; Rev. Fa- plants then said: "W
ther Lindsay, Quebec. to float," and pas
bridge. When he had
Mr. E. G. Gossard, general passen- twenty yards he called
ger agent, and Mr. J. Fortin, super- Morin," and threw up
intendent Quebec Central Railway, sank.
The boys saw him r
surface and then sank.
His companions
ashore, dressed and g

June 23 1914
QCR Car Sherbrooke

BAD REAR-END COLLISION

Caboose Was Completely Smashed
and Two Freight Cars
Were Damaged

ENGINE LEFT THE RAILS WHEN
TRAINS COLLIDED AT C. P.
R. STATION.

As a freight train was standing in the Lenoirville C. & P. R. depot on Saturday night, another freight train crashed into it at the rear end. The caboose of the first train was smashed to kindling and two box cars were badly damaged, while the engine of the rear train left the track.

The wrecking train was called from Farnham and the line was cleared after several hours' work. None of the train crews were injured, and the engine only suffered slight damage. The wrecked caboose was afterwards burned as useless.

COMMONWEALTH

July 2 1914

E. T. RAILWAY AND MAIL SERVICE

Associated Boards Discuss Certain Changes Which Have Been Made

THE O. M. R. MAIL SERVICE—AN
EFFORT WILL BE MADE TO
EFFECT SOME IMPROVE-
MENT.

At the Associated Boards of Trade meeting at Bedford the question of the mail service along the Orford Mountain line was brought up. It was pointed out that through one train having been taken off, passenger train service had been diminished and the mail service was very much affected. The following statement on the matter was laid before the meeting:

STATEMENT.

The change of train schedule has seriously disturbed the mail service on this line.

Formerly trains left Eastman in both directions after arrival of afternoon trains from Sherbrooke and Montreal. This connection is now abolished, the railway service being reduced to one through train each way.

The morning train from Windsor Mills is the only mail train.

The train in the opposite direction does not carry any mail. If the train leaving Eastman at 4:45 was provided with a bag service the situation would be considerably improved.

Mr. Manson explained that when the C.P.R. Co. decided two months ago to make a change in the timetable, a delegation met the superintendent at Farnham and placed the situation fully before him. No improvement had been made, but it must not be forgotten that the company found it necessary to curtail expenses which owing to the war were not wholly warranted by the amount of traffic. He did not think commercial interests were very much af-

(Continued on page 6.)

July 6 1914

Ordered to Quebec

Sherbrooke Volunteers Will Leave For Valcartier To-Morrow Morning

ARMY SERVICE CORPS LEAVE
THIS AFTERNOON—VOLUN-
TEERS AT CHURCH SER-
VICE

Word has been received from the Militia headquarters instructing the volunteers of all units in Sherbrooke to be ready to leave for Valcartier at a minute's notice. Accompanying these instructions was the information that in all probability the men would leave here at eight-thirty on Tuesday morning.

Q.C.R.Y. READY TO MOVE TROOPS

The Quebec Central Railway has been notified that the Regiments will leave tomorrow morning, and have special trains ready to transport them to the training camp at Valcartier.

ARMY SERVICE CORPS LEAVE
TODAY

The Canadian Army Service Corps.

August 16 1914

QUEBEC PATRIOTIC FUND

Company Gives \$2000 and
Employees May Give
Day's Pay

LOCAL ASSOCIATION NOW IN A
POSITION TO RENDER AS-
SISTANCE WHEREVER NEEDED—
RED—FRAG DAY COM-
MITTEE

At the meeting of the Finance Committee of the Patriotic Fund, held at noon yesterday two most welcome letters were read which had been received from Mr. J.H. Walsh, general manager of the Quebec Central Railway. One was to the effect that the Directors of the Company had decided to contribute \$2000.00 to the Patriotic Fund. The other announced that the employees of the Q.C.R. would be requested to make a voluntary contribution of one day's pay towards the "Fund." Both letters were most enthusiastically received and sincere gratitude was expressed for the most generous contribution and for the splendid lead which the Quebec Central Railway had taken.

RELIEF ORGANIZATION

September 8 1914

FIFTY YEARS WITH COAT CENTRAL VER. TO

Mr. Elmer Graves, Mechanical Tree Fall
Superintendent, Has Completed Laroche
a Unique Record He

PRESENTED WITH GOLD WATCH SEVERAL
AND CHAIN FROM FRIENDS RENDRE
AT HIS HOME IN WATER- HUTC
LOO. ST

Waterloo, Dec. 24.—(Special)—A very pleasant function took place on the evening of December 18th, when about 25 of the employees of the Central Vermont Railway assembled at the home of Mr. Elmer Graves, mechanical superintendent of the C. V. R. company in Waterloo, the occasion being the 50th anniversary of Mr. Graves' connection with the company. To mark the occasion, Mr. M. H. Temple, conductor of the C. V. R. mail train, presented on behalf of himself and his fellow employees a very nice souvenir in the shape of a gold watch and chain and \$20 in gold after which Mr. George E. Jones read the following address:

"We, a few of your many friends, esteem it a very great pleasure to meet with you here to-night, to offer you in some tangible way a slight token in recognition of your very many acts of kindness to the employees of the company which they have had at your hands during the past fifty years which you have had of strenuous and continuous service for the Central Vermont Railway Company. It is not often that employees of a company can say, as we can say to-night, that during these fifty years it has been one continuous service, and during all these years you have seen many changes in its employees. Not many of the staff which was at the head when you entered their service are with them now. We trust that you will be spared many more years in the employ and also to enjoy the fruits of your labors. In closing, allow me in behalf of all the undersigned to extend their best wishes for a Merry Christmas to you and yours.—G. E. Jones, W. J. McLaughlin, F. E. Lewis, C. Benham, M. H. Temple, G. C. Francis, G. H. Allen, W. A. Graves, J. H. Hayes, J. Rosby, W. J. Dalton, P. Shepherd Jr., O. E. Choquette, F. Shepherd, T. Gilman, R. G. Graves, J. S. Hoy, G. A. Roberts, F. W. Savage, P. E. Baillargeon, H. Macdonald, J. A. Sutherland, H. D. Hebert, C. A. Porter, Byron Parker, R. Hoffman, C. S. Schofield, J. H. Nealey, C. W. Kendall, Jos. Jarry, F. Kittredge, E. A. Rich, N. Lacroix, J. A. Goodrow, T. Walker, P. H. Francis, N. St. Jean, Alex. Robo, A. Besque, P. D. Williams, D. Racicot, R. H. Shepherd, Z. Cannon, Sam Taylor, C. Poy, A. Bedard, F. Lacroix."

This was Laroche, in his minor e the corpora aticook for said son. T his son rec to his shoul killing tree ing the night 1913. The o the tree sto between the perty and t also entered ly with the mer did not plaintiff alle the fault of accident occi not been tak a safe condit

The corpor were not resj it was an ac The court: which the condemned ti to pay to th quality the and \$316.50 : penses, or a interest and

WORKMA

James Hob tutor to his James Hobb of Kingsbury in view of in ceived while lendant The first and litt second joint, his earning c result 25 cet rental of \$78 ed for \$507 1 The defenda of wages and This was refu The court of the dicto finally fixed i dual rental a cont in loss when the de to pay with

December 24
1914

IF NEWS UNDERSTAND RICHMOND AT LAKE MEGANTIC TO

emonstrations in Business of R.C.R. Will be Transferred to That of The
poses interest in C.P.R. Depot

AND PRUNING OF A PROMINENT CITIZEN PASSES INJU
ORCHARDS OF AWAY IN PERSON OF MR.
BLUE TO FRUIT JOSEPH COMPAGNA.

May 12.—(Special) — Lake Megantic, May 12.—(Special)
in rolling and tying —It is reported that on June 1 the
held in the different Q.C.R. station here is to be closed
Richmond district last and the business transferred to the
d by Mr. MacLaurin, C.P.R. station, and that a new
College, for the Rich switch curve is to be put in so that
Branch, under Mr. O. the trains from the Quebec Central
can be run on to the Chaudiere River
bridge and backed into the C.P.R.
station.

trations of the spray- A number of railroad officials spent
ng of orchards were part of Sunday in town.

Mr. A. C. Gorham, of NEW RULES FOR BURNING
lage and considerable SLASHES.

MAY 12 1915

WNN DISTRICT

Business Transacted at a Meeting

QUELPH CASKET ONE OF ITS THE DO-

June 2.—(Special).—The meeting of the School Board in Scotstown on Monday was decided to consist of Rev. P. R. Skinner for the session. The appointment of Mrs. D. L. Skinner as the school agent was also decided. This is a much needed appointment to the school. It will be greatly appreciated by the town. It has been shown by both by contri- bution to the Fund and their sons to the by the ladies who a continuous pat- rons of the branch of the

RY OF KIND IN LADA.

entry in town. Here- in Canada in the Cask Co. who it is used for many code used are ma- and elm. It might give a brief outline of it made from the taken from the pile team and is put on a that takes it to 72 inches in diam- saw in operation in ter being cut the is again put on and carried to the it is treated for a steam. The next out it on a conveyer- just a place where a jets, one on each a log and it contin- be veneer lathe. For lathe was made for od only and this long the first. If not pt it to hard wood. lathe is 48 inches diam to cut the ven- kneed. The veneer

LAUNCH AT LAKE MEGANTIC

Interesting Ceremony When New Steamer Took the Water and Was Named Frontenac

QUEBEC CENTRAL RAILWAY BUS- INESS NOW BEING CARRIED ON AT C.P.R. DEPOT.

Lake Megantic, June 2.—(Special) During the recent storm one of the large booms at the mill broke adrift and the tug has been engaged ever since in rounding them up.

UNION STATION NOW.

The Quebec Central Railway station was closed on Tuesday, June 1, and the business has been transferred to the C.P.R. station, where Mr. Chabot, the agent, will stay for a short time to superintend the transfer. Mr. J. A. Chabot has received three months leave of absence, after which he expects to be transferred to some other place on the Quebec Central. This is a well-earned rest for Mr. Chabot, for he has been in constant attendance, with very few holidays, at the station at Megantic ever since the line came here in 1895.

LAUNCH OF NEW STEAMER.

The launching of the new steamer last Saturday, May 29, was quite an event. A large crowd of townspeople had gathered at the slip. Mrs. A. H. Evans, assisted by Master H. S. Altro, broke the proverbial bottle of wine as the boat glided gracefully into the lake, and named her "Frontenac," after the newly named county. Father Choquette called for three cheers for the Frontenac, which were given by the spectators.

The Frontenac made her first trip up the lake on Monday, the 31st, and proved herself to be just as fast as her predecessor, the Jubilee, making the trip from Megantic to Woburn wharf in 35 minutes. The mails, which have been carried to Three Lakes and Woburn during the winter tri-weekly by Mr. Louis Lavigne, mail carrier, will now be taken by the Frontenac daily to Three Lakes and Woburn wharves. Mr. Lavigne meeting the boat at the wharf at Woburn for them.

FRANK-GREENSPAN

The marriage of Mr. S. S. Frank, of Chicoutimi, and Miss Belle Greenspan, daughter of Mr. C. H. Greenspan, of Megantic, took place in Montreal on Wednesday, May 26, by the Rev. Rabbi Hard, at the Synagogue. The young couple left Mont-

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JUNE 2
1915

KILLED AT LEVEL CROSSING

**George Lasell Struck Down by Q.
C. R. Engine When Attempting
to Cross Track at Marbleton**

**CORONER'S JURY RETURNED A
VERDICT OF ACCIDENTAL
DEATH, NO ONE BEING
TO BLAME**

Bishop's Crossing, October 18 —
(Special)—A fatal accident occurred
here shortly after five o'clock on Sat-
urday evening, when George Lasell,
an old and respected resident of this
place, was instantly killed.

Mr. Lasell was going home from
the Post Office, and attempted to
cross the Q.C.R. track ahead of a
light engine going north, and was
struck by it and carried a distance of
about thirty feet.

A number of people witnessed the
accident, rushed to his assistance,
and carried the unfortunate man to
his home. Dr. Lambert was called,
but life was extinct.

VERDICT OF ACCIDENTAL DEATH

An inquest was held this forenoon,
presided over by Dr. Lemieux. The
following jurors heard the evidence:
Messrs. H. C. Cunningham (foreman)
L. A. Hughes, J. L. Gilbert, J. R.
McFadden, Geo. Rolse and J. B.
Hooker.

A verdict of accidental death was
returned.

The deceased, who was 81 years of
age, leaves two daughters.

The funeral took place this after-
noon at two o'clock to the Church
of the Good Shepherd.

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October 18
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CHOICE OF ROUTE

Important Judgment Rendered in
Thetford Mines Case by
Utilities Commission

QUEBEC CENTRAL AND CANA-
DIAN PACIFIC HELD TO BE
ONE LINE.

A judgment of importance to rail-
way companies and the shippers of
goods over railway lines was render-
ed by the Public Utilities Commis-
sion yesterday. It virtually provides
that when goods are despatched by
rail from one point to another not
reached by the initial company, the
latter is entitled to choose from any
competing companies running to the
point of destination the one which
will give itself the longest haul, pro-
viding no delay, inconvenience, or ex-
tra expense is thereby placed on the
shipper.

The question arose on a complaint
of the Jacobs Asbestos Company
against the Quebec Central Railway
Company that, although it gave spe-
cific directions that its products
from Thetford Mines should be ship-
ped to its customers via the Grand
Trunk Railway, instead of the Cana-
dian Pacific Railway, to points not
reached by the Quebec Central, the
latter would route the goods invar-
iably by the Canadian Pacific Rail-
way.

In reply to this, the railway com-
pany respondent contended that it
was under a lease with the Canadian
Pacific Railway—and this agreement
was approved by the Legislature—
which practically made its line one
with the C.P.R. for traffic purposes.
It was therefore entitled, other con-
ditions being equal, to avail itself
of the long haul.

The court maintained the railway
company in this contention. The
chairman, Col. Hubbard, K.C., in

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company in this contention, the
chairman, Col. Hibbard, K.C., in
rendering judgment, stating that it
had been held in England that by the
Railway Board in Canada that the
initial or originating company was
entitled to the long haul where no
delay or other inconvenience or ex-
pense was thereby caused to the ship-
per or consignee. The question there-
fore was Did the lease entered into
between the C. P. R. and the Quebec
Central so operate as to make the
line of the Quebec Central practical-
ly continuous to the point of the des-
tination of the goods in this case?
On this question the court was un-
animously affirmative, and the judg-
ment therefore was that under the
terms of the lease sanctioned by pub-
lic enactment, the line of the Quebec
Central Railway and the Canadian
Pacific must be considered as prac-
tically one in respect to all traffic
originating on any point of the line
of the Quebec Central.

There was also a contention rais-
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Grand Trunk Railway would compel
the Quebec Central to bring cars of
the Grand Trunk to Thetford Mines—

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There was also a contention raised," added Col. Hibbard, the chairman, "that to ship goods via the Grand Trunk Railway would compel the Quebec Central to bring cars of the Grand Trunk to Thetford Mines—the point of shipment—to the displacement of its own rolling stock or the rolling stock of the C. P. R., which must be considered as one and the same. This contention seems to be well founded. As the equipment of the Quebec Central and the C. P. R. would be used to take care of all traffic upon their own lines, it could not be compelled to divert that equipment to a competing road. It could not be reasonably expected to go to the expense and trouble of supplying cars to another railway when no tangible advantage was to be gained by the shipper. The shipper in this case did not say that he would be in any benefitted by having his goods routed by the Grand Trunk instead of by the Canadian Pacific, and while his instructions must generally prevail, they must be interpreted reasonably. A railway company cannot be put to any hardship when it is prepared to transport the goods as expeditiously and as inexpensively by its own lines.

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January 26
1916
(3)

DAY, FEBRUARY 24, 1916

FOUR TRAIN MEN INJURED ON Q.C.R.

Engineer D. Ross is in Critical
Condition at Sherbrooke
Hospital

ACCIDENT TOOK PLACE AT CUM-
BERLAND RIVER WHEN Q. C.
R. ENGINE JUMPED THE
TRACK

A rather serious freight wreck occurred at Cumberland River on the Chaudiere branch of the Quebec Central Railway about three o'clock yesterday afternoon. The engine of way freight No. 37 appears to have climbed a frog at Cumberland Siding between St. Camille and Beauce Junction and as this is on a down grade, although not travelling at a rapid rate it jumped the rails and collided with several cars of pulpwood standing on the siding, wrecking the engine and seven cars and slightly damaging two other cars. The track also was badly torn up.

Several men were injured in the wreck.

Engineer Duncan Ross was severely injured and may possibly lose his left leg. Fireman D. Murray was also badly hurt and scalded on the back and head. J. Grant, brakeman, who was learning the road, was severely scalded on both hands, back and head. Brakeman J. O. Labbie was scalded, but his injuries are not so painful as those of the other men.

Engineer Ross and Fireman Murray were brought by special train to Sherbrooke last night and conveyed to the Sherbrooke Hospital under the care of Dr. Lynch, the company's physician. Brakeman Grant was tak-

February
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1916

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Engineer Ross and Fireman Murray were brought by special train to Sherbrooke last night and conveyed to the Sherbrooke Hospital under the care of Dr. Lynch, the company's physician. Brakeman Grant was taken to Levis Hospital and Labbie was removed to his home at Valley Junction.

As the principal wreckage occurred on the siding, traffic was not interrupted for any length of time.

CONDITION OF ROSS IS SERIOUS

On enquiry at the Sherbrooke Hospital this morning the Record learned that Ross is in a very serious condition. He is well known in Sherbrooke and district and is an old employee of the company.

Murray, whose injury is not so serious, is resting as comfortably as can be expected.

THREE OF FOUR MEN INJURED LESS SERIOUSLY THAN AT FIRST BELIEVED.

Later reports indicate that Fireman Murray and Brakeman Grant and Grant were only slightly scalded and will be able to resume work in a few days.

February 24
1916

usual inspection on arrival.

FOUND DEAD NEAR TRACK

Italian Jumped From Train Near
The Bishop's Crossing And
Was Killed

Bishop's Crossing, March 6 (Special).—A fatal accident occurred on Saturday evening, when an Italian, who was afterwards identified as Noel Lupi was found dead this side of the track near Lothrop's Siding.

From the evidence at the inquest who was afterwards identified as Noel would appear that the deceased had jumped from a Maine Central train while in motion. The conductor of the train said that the deceased was not a regular passenger and must have been stealing a ride from Dudson well to Lothrop's Siding.

Dr. Lemieux coroner, presided at the inquest, the jurors being Messrs D. P. McHarg, (foreman) J. R. McEalt Fadden, W. R. Rice, R. O. Ross, L. A. Hughes and Geo. Westman.

A fellow countryman identified the body and said that the deceased was about 25 years of age, and had a mother alive in Italy.

MARCH
6
1916

BRAKEMAN FELL FROM CAR

J. O. Wallace Removed to Sherbrooke Hospital Early This Morning. Injuries Not Serious

REAR CAR OF PULPWOOD TRAIN
LEFT METALS AND OVER-
TURNED WHILE BACKING
UP.

Brakeman J. O. Wallace of the Canadian Pacific Railway Company, was taken to the Sherbrooke Hospital, this morning suffering from a cut on the left eye, bruises on both legs, and injuries to tendons above one knee sustained in an accident which occurred at 4.30 this morning.

A train of pulpwood had been transferred from the Quebec Central line to the C.P.R. depot, and in backing up onto the siding of the Imperial Oil Co., near the bridge, the rear car left the metals, throwing the brakeman off the top of the car amongst the wreckage. The car overturned and was badly damaged but fortunately did not fall onto the main line, as a pile of lumber on the embankment checked its downward course.

Dr. Lambly was called to the scene and ordered Wallace's removal to the hospital. It is expected that he will be able to leave the institution in a few days.

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MARCH
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by a pressure of the foot.

Q. C. R. BRAKEMAN FRACTURED LEG

W. E. Fraser of Sherbrooke Fell
From His Train at Leeds
Station

INJURIES, AFTER EXAMINATION
IN SHERBROOKE HOSPITAL,
LESS SERIOUS THAN AT
FIRST SUSPECTED.

W. E. Fraser, a brakeman living at
17 Wilson street, Sherbrooke, and
employed on the Quebec Central
Railway, was brought by special
train to the Sherbrooke Hospital
yesterday morning suffering from a
badly fractured leg and a general
shaking up as the result of falling
from his train at Leeds station.

The victim of the accident, whose
injuries fortunately proved to be less
serious than were at first suspected,
was met on arrival by Dr. Gordon
Hume and conveyed in Lord's pri-
vate ambulance to the institution.

On enquiry at the hospital this
morning, it was learned that Fraser's
condition is very satisfactory.

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Question Is Expected to Come up at the Next Meeting of the City Council

COMPANY CLAIMS FORMER COUN- SEVE
CIL AGREED TO FIX SPE BR
CIAL RATE ON OFFICE W
BUILDING

The reconsideration of the valuation of the Quebec Central Railway Co.'s properties will probably occupy the attention of the City Council on Monday evening, and there is some possibility that a bye-law may be submitted to the ratepayers to fix the valuation for a term of years.

The company employs a large number of hands, maintains the road leading to the Newington shops and is a source of revenue to the city for the consumption of light and water. The works have been enlarged within the last two years, and it is understood the only obstacle in the way of making further additions is the question of taxation.

In regard to the office building on Wellington Street, the valuation of which has been increased over \$20,000, there appears to have been an understanding with the previous Council that as the company was erecting a building which would be an ornament to the city, and owing to the cost of excavation and the removal of the old building, the valuation would not be placed at a higher figure than for a brick structure which would have answered the purposes of the company equally as well.

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December 31
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STANBRIDGE EAST

Mr. Herbert Stone, of the Canadian Engineers, has been spending Christmas the

WEDNESDAY, MAY 31, 1916

ACTION AGAINST QUEBEC CENTRAL

C. Morrissette, Thetford Mines,
Sues For Damages For
Death of Son

ALLEGES EXPLOSION OF TORPEDO
KILLED THE BOY.—
COMPANY DENIES LIABILITY.

The hearing of the evidence in the case of Morrissette vs. The Quebec Central Railway Company occupied the whole of yesterday in the Superior Court before Mr. Justice Hutchison. The argument took place this morning.

This is an action based on a claim arising out of the death of plaintiff's son, a boy aged 14 years. Plaintiff alleges that while deceased who was employed by the Asbestos Corporation at Thetford Mines, was going to his work during the noon hour that he picked up an unexploded torpedo in the yards of the Q. C. R. Co., and put it on his work bench in the cobbing shed, that he struck it with a heavy hammer when it exploded and a portion of the metal struck deceased in the side and eye and as a result of his injuries he died two days later. The father in bringing the action for damages claims that the son was living at home and assisting in the support of himself and a large family.

The company pleads that the boy was trespassing on the railway, that signs and warnings against trespassing were erected, and that under the rules and regulations in force on all railways it is absolutely necessary to use torpedoes for the purpose of signalling trains, and further that if he found a torpedo, which the company does not admit, that it was there as the result of carrying on the operations of the railway, and that being a trespasser the company is not responsible or liable for the results occurring from any torpedo or portion of a torpedo being found up and taken away as alleged. The accident happened in 1912. An

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QUEBEC CENTRAL

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The accident happened in 1912 and a suit was taken the following year. The plaintiff was then a minor and the action was dormant and recently it has been resuscitated.

Messrs. Bernier and Bernier of Quebec represent the plaintiff and Messrs Fraser and Rugg are attorneys for the company.

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BOARD OF TRADE
SHOULD CURB WHISTLING
ABOUT MIDNIGHT

There has been considerably less whistling at night from the engines north of King St. since the officials of the various roads at the request of the Board of Trade, have notified their engineers to curtail whistling as much as possible. The improved conditions on the north side brought complaints from the south of Wellington St., especially in the vicinity of the Charbon Frontenac and the Jewelry factory.

The Quebec Central Ry. was accused of being the principal offender. Instructions have been issued by Mr. J. T. Reid, superintendent of the Q. C. R., to limit the use of the engine whistles at night as much as possible consistent with safety within the limits of the City of Sherbrooke.

EXPRESS REGULATIONS.

The Express Traffic Association of Canada has filed a copy with the Board of Trade of changes in express classification for Canada No. 1.

The changes have to do principally with the manner of packing and the nature of the packing cases for barometers, baskets, cameras, glass and glassware, graphophones, phonographs, poultry and thermometers. Interested parties may inspect the proposed supplement at the Board of Trade office.

MORE THAN 100 DOCTORS LEAVE

August 18, 1916

CAPT. F. MCKILL REPORTED KILLED

Nephew of Messrs. J. F. and
J. T. McKill Fell at Head
of Company.

In a recent list of casualties sent out by the militia department, Ottawa, is the name of Captain Francis M. McKill as killed in action.

This sad news, if true, will bring deep grief to his family and to a wide circle of friends, for wherever Frank McKill was known he was beloved. He was the eldest son of Mr. W. Lucius McKill and Mrs. McKill, and grandson of the late R. D. McKill, a pioneer settler of Sherbrooke and one of its most esteemed citizens. He was educated at Bishop's College School and at McGill University, where he graduated at an early age with high honors as B.Sc. He then entered upon the McGill special railway course to prepare for what he meant to be his life work, and had nearly completed the practical training when war broke out. He, of course, volunteered, and held a commission in the Grenadiers, then was appointed to the machine-gun section of the 36th Battalion, going overseas in the spring of 1915. He won his captaincy while serving at the front. He was wounded three times, but not seriously, although it seemed that his unusual height of 6 ft. 4 inches made him a special mark. It is believed that he met his death leading his company when his brigade went into action in one of the recent terrific battles on the Somme. His father, Mr. W. L. McKill

October 4 1916

WEDNESDAY, NOVEMBER 9, 1916

**LUMBER MILL BURNT
AT ENGLISH LAKE**

Property of Murray and Gregory Land Destroyed Early This Morning.

(English Lake, Nov. 9.—(Special).—The large mill of Murray & Gregory Ltd., lumber merchants, was destroyed by fire at 3.30 a.m. today. The fire, when discovered by watchman was too far advanced to save anything. It spread over the whole mill in 15 minutes. The cause of the outbreak is unknown.

This company has other mills at St. Camille and St. Johns. The destroyed mill was situated near to the one owned by H.C. Howard & Co., of Sherbrooke.

PARLIAMENT MAY

November 9
1916



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