

SHERBROOKE
STREET
RAILWAY
1913-1914

Electric Railway Department

April 1914

The Sherbrooke Railway and Power Co.'s Electric Railway System.

Sherbrooke Railway and Power Co. has a railway of about 11 miles around Sherbrooke, Que., with a suburban extension to Lennoxville, three miles. It also conducts power and electric lighting business, in competition with the municipal organization.

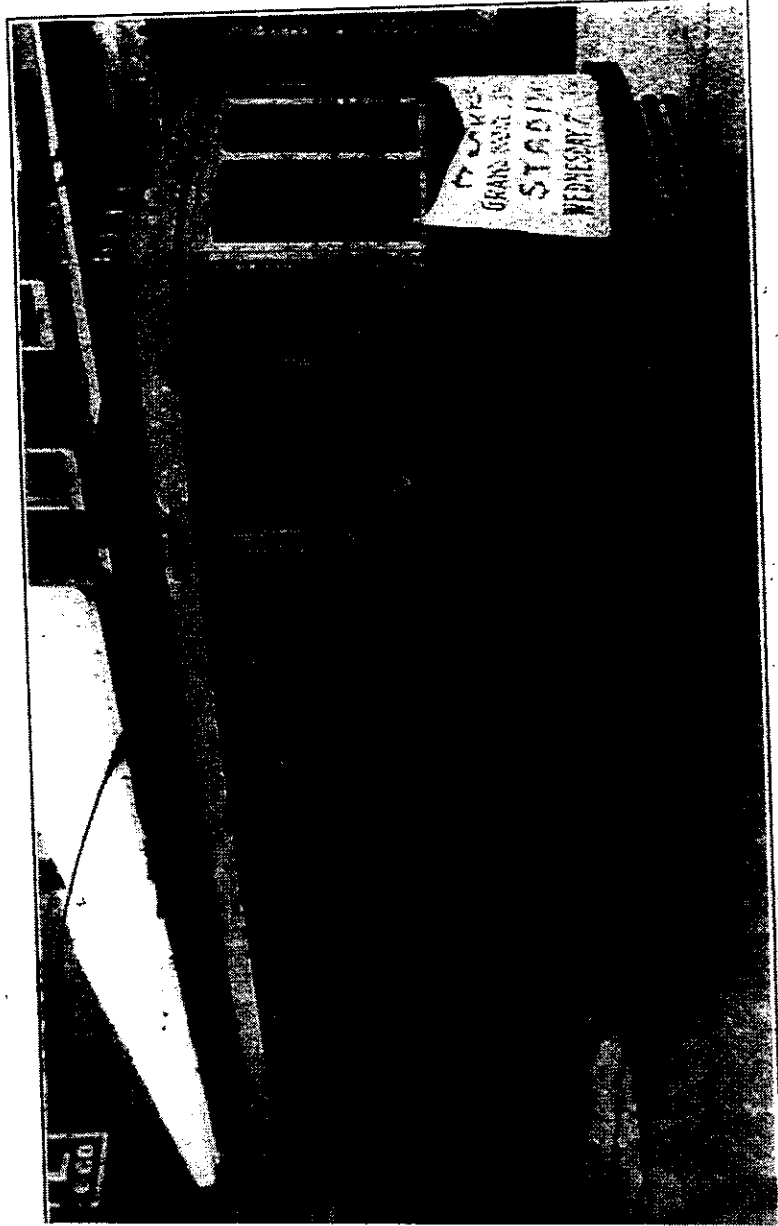
country surrounding the city is very fertile, and supports a prosperous farming community. All these features contribute to the welfare and development of the city. In consequence, the railway policy at the time of the amalgamation was planned with this future prosperity in view. At the

may be counted out, every section of the city is within a short walking distance of a street railway track.

The system consists of five lines, as follows:—Belt, Frontenac, Newington, Park city to the south of the C.P.R. line, which and Lennoxville, all but the latter being exclusively local. The Belt Line operates four cars normally, on a 10 minute headway, the cars running in both directions around the belt. The route followed is along Wellington, Dufferin, Queen, Wolfe, Belvidere, King, Alexander, Aberdeen, Depot, King, and then back along Wellington St. The reverse belt runs in the opposite direction. This is the principal line of the system, embracing the main residential district, and passing through the main business section of the city, which is along Wellington St., north of King St. In addition, this line passes directly in front of the union station, through which pass the trains of the G.T.R., Quebec Central Ry., and Boston and Maine Rd. It is also the line nearest to the C.P.R. station near the back of the city. The starting point, and one of the turnouts for the line, are at the local offices and waiting room on Wellington St.

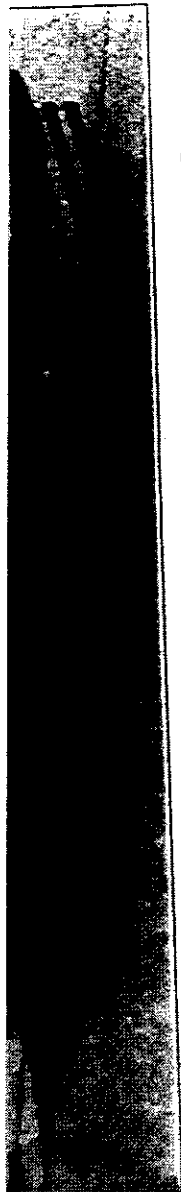
The Frontenac line operates one car only, and in a sense is a one way belt line, the starting point being the waiting room, following Wellington, Frontenac, Wolfe, Portland, Ontario, Beckett, Dufferin, and then along Wellington St. to the starting point. This line operates on a 20 minute headway.

The Newington line, operating one car, connects the centre of the city with New-



Latest Type of Nearside Pay-as-you-enter Car, Sherbrooke Ry. and Power Co.

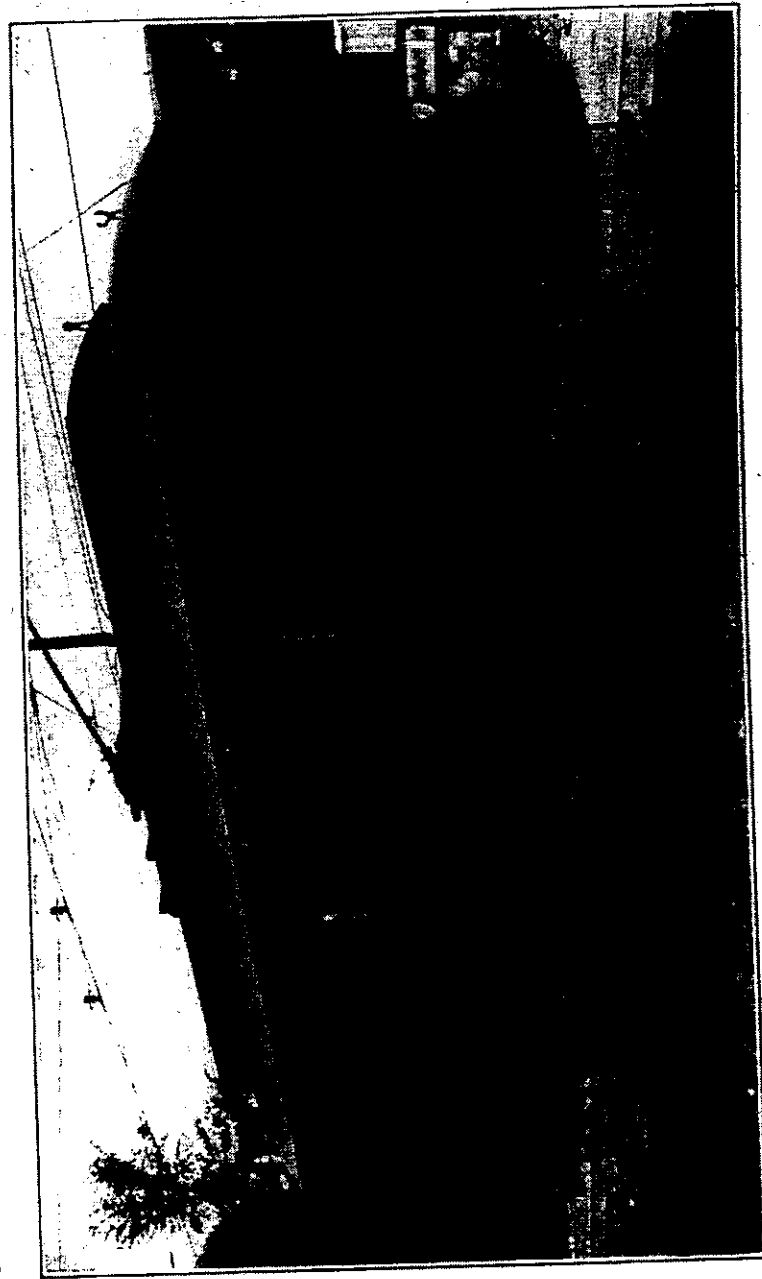
time of the amalgamation, a 5 mile extension of the system was operated



Notes: Type of Nearside Pay-as-you-enter Car, Sherbrooke Ry. and Power Co.

A street railway property first operated under the name of the Sherbrooke St. Ry. under a charter granted by the Quebec Legislature in 1895, when the population of Sherbrooke was about 9,000. For some years the railway was operated in a ordinary manner, and allowed to lapse into a state of decay, largely due to it not being considered a profitable property, and of little worth developing. In 1909, when the earnings on a small mileage with the rolling stock were only \$31,222, the Sherbrooke Ry. and Power Co. was incorporated by the Quebec Legislature, to take over the property and franchises of the Sherbrooke St. Ry., as well as certain water rights held by the British American Electric Co., an old English company then in liquidation. The resultant combination produced a public utility company with a wide field of activity.

At the time of the combination, Sherbrooke had a population of about 17,000, in view of the contemplated rapid development of the city, due to the influx of numerous industries, it was proposed to construct practically the whole system, to replace nearly the whole of the rolling stock, bringing the line up to date, as was felt that by so doing the property would become profitable. This reconstruction has been carried out, with new power plant, road bed, and practically all new car equipment.



Queen Car Converted for Nearside Prepayment, Sherbrooke Ry. and Power Co.

The extent of the local system is shown in the accompanying plan of the city. The system covers the whole city area most thoroughly, and in a manner that is not excelled in many small railway properties. With the exception of the portion of the system which is a recent subdivision, and in consequence

across the bridge, and then along Bowen Ave. and Lennoxville St. to the Q.C.R. shops, where the line loops back. A complete round trip is possible in the 20 minutes with a short stop at each end.

The Park line, operating one car, leaves from the same point as the Newington line,

CANADIAN RAILWAY AND MARINE WORLD.

il, 1914.]

exactly half time with regard to the trolley car movements. This line follows King St. to Pine St., which it follows to the exhibition grounds, where it loops, making the round trip in 20 minutes. It is the busiest line of the system during the fair week. Sherbrooke has the distinction of holding the largest fair in Eastern Canada every fall—The Eastern Canada Exhibition, which draws big crowds, tax- ing the line to its capacity.

The Lennoxville line is the only radial of the system, and operates two cars on a 15 minute schedule, between Sherbrooke and Lennoxville. Starting from the corner of King and Wellington Sts., the line follows the latter to the road along the east bank of the St. Francis River, parallel to the G.T.R. line, to Lennoxville, where it terminates in the centre of the village. It follows the side of the highway, and maintains a very high schedule for the class of traffic handled. All the lines of the system are single

results. The operation of this section of the line has been most satisfactory, and a new trolley line has been obtained at about one tenth the cost of a new copper one. By the use of the old line as an additional feeder alongside, the resistance



ances are in a theatre building near the north end of Wellington St., with waiting room and operating office on the ground floor, opening to the street, and staff office above. The frame car barns are near the south end of the town on the Lennoxville line, backing on the G.T.R. tracks. They have a capacity for 20 cars, the layout consisting of 5 tracks, each holding 4 cars.

The rolling-stock consists of 21 cars, all of which are single truck, with the exception of a double truck sweeper. One of the latest additions to the equipment is shown in an accompanying illustration of one of the new nearside, prepayment cars, which are in almost general use on the system. On a small system, during the major portion of the day, the traffic is very light, and the question of a few men's wages often means the difference between profits and the passing of a dividend. It generally devolves itself into a question of the advisability of decreasing the service, and thereby reducing traffic by causing people to walk, or else putting on an ex-

has been obtained in the heart of the business level, in the west bank of the section along the residential sections. to the upper residential sections. the heaviest grade is up King St., the street of the city, and in consequence, it has been considered inadvisable to run the cars straight up this street. belt line cars making a detour two miles to the south, thereby obtaining an ascent.

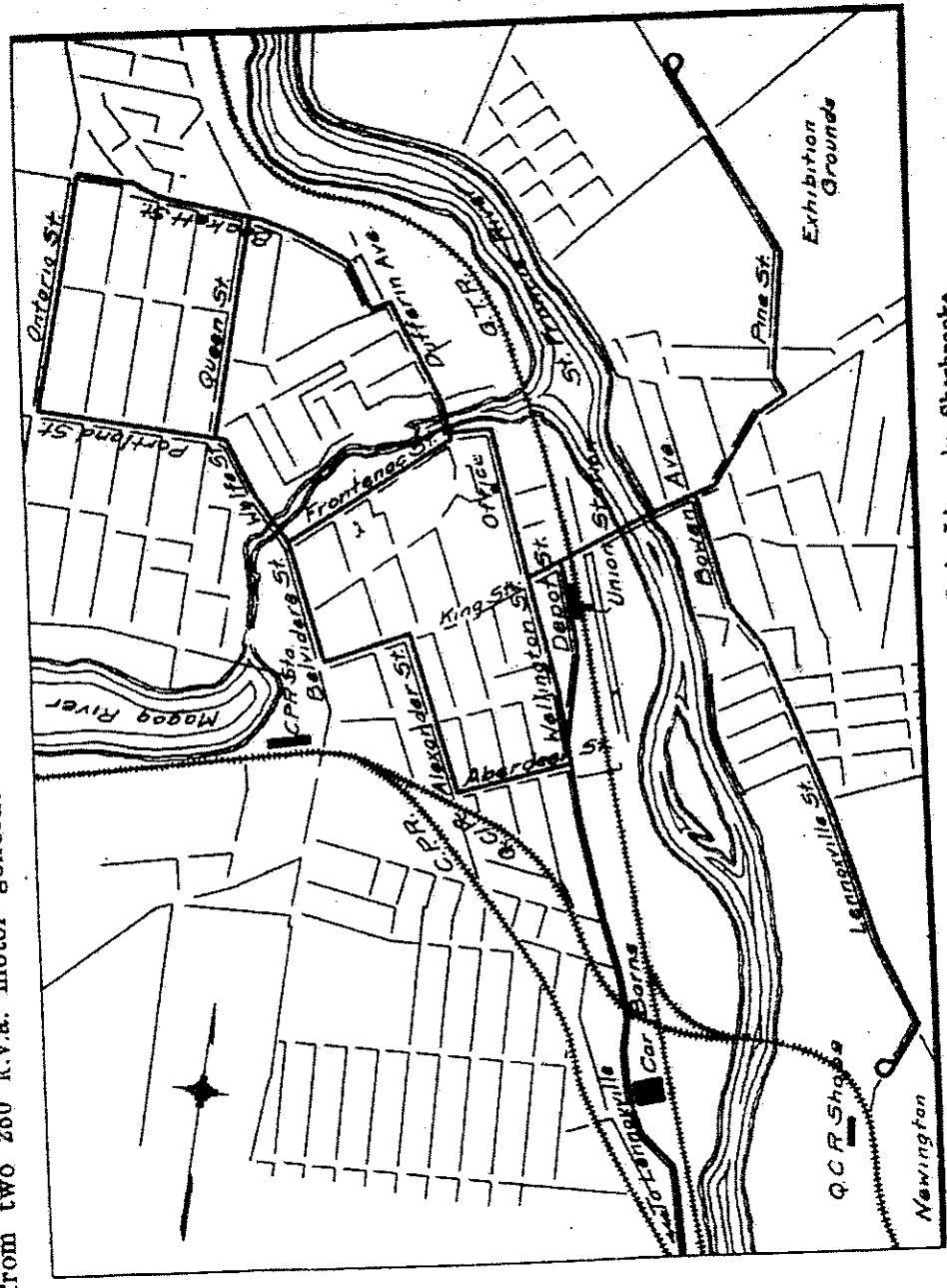
The system is laid with 72 lb. rail, 7 in. on, and with the exception of a very small portion the track is in an almost perfect condition. In all there are 11 miles of trolley wire in the city system. The trolley wire in the city system is of grooved copper. On the Lennoxville line an experiment in line material was tried about a year ago, and has been the best of satisfaction. This 3 mile required trolley wire renewal. It was decided to try a steel wire of similar size and copper one formerly in use, so 3/4 in. wire was obtained for a short section of the line. This was obtained in 30 lengths, and welded together at the shops. This proved quite satisfactory, but it was found that the wire, being as it did from stock, was rough, could not be straightened perfectly, in consequence the wear on the trolley wheel was more than it ought to be. a use of the steel wire was sufficiently satisfactory to warrant the completion of the whole line. Before doing so, an order was placed for smooth, clean wire from the mill in desirable lengths. This wire has proved most satisfactory, and it is claimed that there is practically no wear to the trolley wheels. What wear does occur is principally, it is claimed, to the first section of rough stock wire. The old copper trolley wire was suspended from the poles, 12 ins. off centre, and connected with the trolley wire at every span by flat steel bars, 16 ins. long, which were forged in the shops in spare moments. The copper trolley, in a single subway through a

N. C. Pilcher,
General Manager, Sherbrooke Railway and Power Co.

of the line is, if anything, reduced. On all curves on the city lines, as well as cross-overs, similar steel wire is used.

Power for the railway lines is obtained from two 250 k.v.a. motor generator sets,

line was also given live service. It has not been considered advisable to change over the Lennoxville service, as these cars operate on a very fast schedule, and require two men. In order to secure a better class of men for this more responsible single service, the company raised



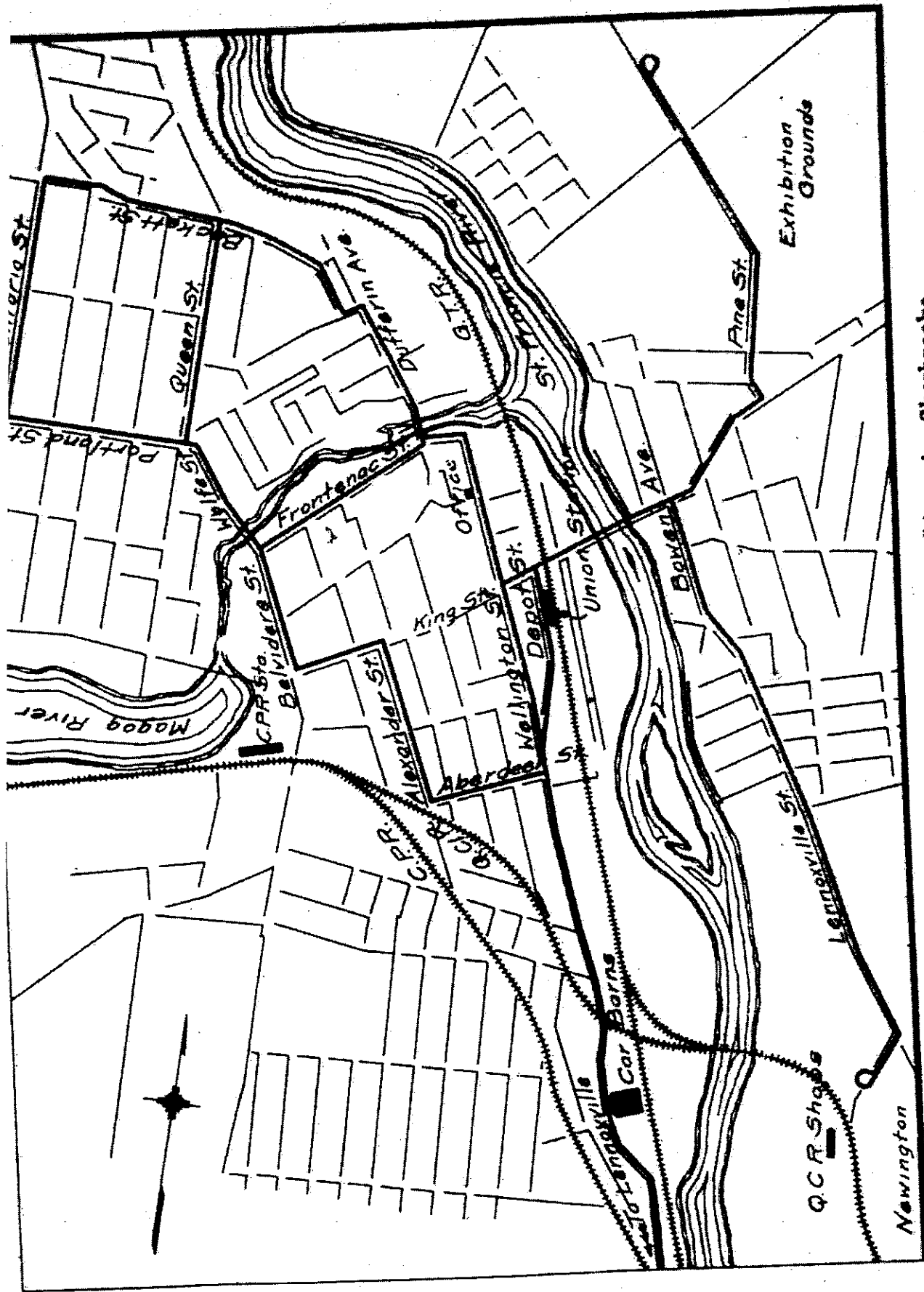
The Sherbrooke Ry. and Power Co.'s Lines in Sherbrooke.

receiving a.c. power at 2,000 volts, and delivering from the d.c. end at 550, which is the distribution pressure through the system.

The company's buildings consist of the

their pay 4c. an hour. As a result of the new operation, since its installation, there has not been a single accident, no doubt due to the centralized control, both entrance and exit being directly under the observation of the motorman-conductor.

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The Sherbrooke Ry. and Power Co.'s Lines in Sherbrooke.

... power at 2,000 volts, and de- their pay 4c. an hour. As a result of the ... since its installation, there

The interruption to service is practically negligible. Ex

Most of the cars are of the closed type shown, the older cars being of the same general design as the newer equipment. When the change to the nearside operation was made, it was desired to convert four open cars for this service, and the manner of doing so is shown herewith. These cars may still be used for double end operation. All the cross seats were cut down, so as to form a side aisle, half way on either side. The side steps were removed, and the sides barred with a wire screening made of no. 10 wire, on a $1\frac{1}{4}$ in. mesh, completely closing in the car body. A door was cut in each bulkhead, and at each end a folding gate and step provided, the step being folded up and the gate closed on the rear end of the car, so that the entry and exit of passengers is still under the motorman-conductor's observation as in the closed car. The car bears out the statement of the chairman of the Quebec Utilities Commission, that it is "the safest open car in existence."

Following are some operating statistics for the year ended June 30, 1913:—Operating expenses to gross earnings, 77.22%; car mileage, 448,144; gross earnings per car mile, 10.746s.; operating expenses per car mile, 8.299c.; passengers carried, 1,115,038; transfer passengers carried, 220,809. The heaviest week of the year is at exhibition time, as mentioned. During the last exhibition the railway receipts for the week were \$3,200, with a single day record in the same period of \$1,000. This traffic was

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June 12 1913
Sherbrooke

Injured and the wagon smashed.

The company defendant denied liability and contended that there was no negligence on the part of those in charge of the car, but that the accident was due entirely to the fault and negligence of the plaintiff.

The Court in giving judgment, reviewed the evidence at some length. The plaintiff when examined as a witness stated that he was driving towards Sherbrooke on Wellington Street, and that a car of the company defendant was coming behind him. When he found that the car would overtake him he gathered up the reins, he found them disarranged and in attempting to pull the horse clear of the railway track he reined him on to the track. Seeing that he was likely to be run over by the car he signalled to the motorman and cried out to him to stop, and that he did this when 100 feet distant from the car. The plaintiff stated that if the motorman had acted promptly he could easily have stopped the car.

On the other hand the motorman swears that he saw no signals and heard no cries from plaintiff, and that he was within five or six feet of the plaintiff's carriage when the plaintiff's horse turned abruptly across the track. The motorman then applied the emergency brakes, but was unable to stop the car before colliding with plaintiff's carriage.

The witnesses Oatback and Kennelly both stated that they were sitting on the verandah of the former's house, and were opposite where the collision took place. Both stated that, in their opinion, it was impossible to stop the car before the collision took place. The horse was unmanageable and the accident was unavoidable.

The Court held that from the proof adduced the conclusion was unavoidable that the accident in question could not have been prevented by the motorman in charge of the car. The evidence did not establish any fault attributable to the defendant or its employees, and plaintiff's action was dismissed with costs.

June 12

1913

Sherbrooke

STREET RAIL
DOWN BROOKS HILL

Given Service Interrupted For Three Hours Due to Slippery Rail

ON THE
HOOF

ACCUMULATION OF LEAVES ON TRACK, MIXED WITH OIL

THE CAUSE

The car service on the Belt and Frontenac Street lines of the Street Railway was completely disorganized last evening between 8 and 9 o'clock. This was not due to any breakdown of the plant or equipment, or weak power, as many supposed. It was due to slippery rails. One car made three attempts to start down Brooks Hill, on Queen street, and each time went "coasting" back again like a bobbed. Those who were on board say it was some sensation when they started down the hill, and they would not care to experience a repetition of it.

The conditions were so bad that the service had to be discontinued until the rails on all the grades were thoroughly scraped and cleaned.

Mr. Pilcher, the general manager, in an interview with the Record this morning, said that the trouble was due to an unusual amount of leaves having gathered on the track after the windstorm last evening. Added to this was the oil with which the streets have recently been sprinkled.

"We wish it to be distinctly understood, however, that the latter reason is in no way a reflection on the city authorities, as we consider the sprinkling of the streets was neces-

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September 27
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FRIDAY, OCTOBER 21, 1911

ONE MAN CAR

SYSTEM NOW

Street Railway Does Away With Its Conductors in Cars

CITY WILL LIKELY APPEAL TO UTILITIES COMMISSION — COMPANY'S EXPLANATION.

The cat is out of the bag. Last summer the Sherbrooke Railway & Power Company remodelled a number of their cars to what they called the "rear, side entrance" style. The rear entrance was closed up, the motorman and conductor standing together at the front.

These cars were established with considerable flourish. A dodger was published and circulated among passengers pointing out the advantage of the new style cars. They would obviate danger of accident, etc. The motorman could see passengers getting on and off, etc.

On the danger question the public protested. They could not see the point. The cars had only one entrance and it looked as if in case of trouble ahead passengers would be caught like rats in a trap. There were others who sought to discover the real motive of this style of car.

This was definitely revealed yesterday when conductors were done away with and the motor man was given the dual position of motorman and driver combined. On receiving passengers his order was to keep his car at a stand still until fare has been collected. In cases where change has to be made and with several people entering the car, the delay and confusion are not difficult to imagine.

A general expression of indignation was heard yesterday from passengers. "It's outrageous," remarked one citizen.

"That's quite true," replied another, "but the city council by their narrow and unfriendly policy have driven the company to this."

"Please, remember," added the

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October 21
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A general expression of indignation was heard yesterday from passengers. "It's outrageous," remarked one citizen.

"That's quite true," replied another, "but the city council by their narrow and unfriendly policy have driven the company to this."

"Please, remember," added the first speaker, "that whatever may have been the attitude of the Council, the public from the time of granting the franchise have extended the heartiest good will to the company. The company is endangering the public good will by this latest act."

The company protests that it cannot build a line on King Hill as the safety of the public would be endangered by running cars on this hill. It remarked an upper town resident, "and yet it does not hesitate to place its passengers in cars with one exit and run the grades on Queen, Wolfe, Alexander and Bridge Streets with only one man in charge."

It is reported that the City Council will appeal to the Quebec Utilities Commission for a ruling as to the one man, one entrance car plan, in view of the question of public safety which is involved.

MR. PILCHER'S STATEMENT.

Mr. N. C. Pilcher was approached by a "Record" representative this morning on the subject and asked to state the Company's reasons for the adoption of the one-man system.

"To put the matter briefly," he replied, "the main reason is that there is insufficient business to keep two men on a car." "Of course," he continued, "it must be understood that when the volume of business increases so as to demand the services of two men again, the old plan will be resumed."

"Have you been guided by past experience in making this change?" was the next question put to Mr. Pilcher.

"Yes," he replied "from now on until the middle of March the traffic is usually extremely light and as a matter of fact one man can handle it much better than two."

"So that you are actuated by a desire to give the public every convenience, as well as by reasons of economy?"

"Precisely," answered Mr. Pilcher, "and of course while the one man cars are in operation we shall work them with two men during busy times, such as Xmas week and probably on Saturday mornings."

Mr. Pilcher concluded his statement

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October 24
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October 1897

CITY WILL PROCEED AGAINST STREET RY.

"One Man Car" Scheme Discussed in Council. City Attorney Ordered to Carry Pending Action at Law Through to End. Give Adequate Service or Get Out, is Position Taken by Council. May Mean Cancelling of Franchise.

At the Council meeting last night, the Mayor referred to certain anonymous statements of citizens, published in the Record, in connection with the adoption of the one-man car system by the Sherbrooke Railway and Power Co. He particularly mentioned the remarks of one to the effect that "the City Council, by their narrow and unfriendly policy, have driven the company to this."

"If the party who said that," said the Mayor, "had just thought for one moment, he would not have said it. The truth is that this company from the very start has ignored its engagements and has flatly refused to carry them out; it has been abusive when approached by special committees or members of this Council. This company was not forced into this action, but has itself forced the whole population, who have voted them favors and privileges, to be handled like government stock, to be conveyed over the city in tubular cars where there is only one exit, upon the fallacy that it was the safest system, when respectable citizens submitted to them that it was a rolling trap, and no heed was paid to it. Encouraged by their success in carrying out their one car system, which we should call a one-horse system or no system at all, it seems to me very unjust, unwise and out of place that some citizens, knowing that the Council has never neglected any move in order to rectify the situation, should make such remarks."

they would carry them out or get out of business."

Ald. Simoneau: "Has not the City an action pending against the company?"

The Mayor: "Yes."

In answer to another question the Mayor said that the City could not take judgment against the company, but simply force them to carry out their charter, or have it annulled. The company showed they were not in a condition to carry it out, and if forced upon, would have to close.

Ald. Simoneau: "If the action that the City has taken against the company had been for damages, I think it would have been much better, and I think we should take that course now."

The Mayor: "You could allow them to go on or get out of business."

Ald. Darche: "Let them get out of business, because they are not giving the service. I will move a motion to that effect."

The Mayor also quoted from an article in the Record to the effect that the same company had purchased the electric lighting franchise at Ayer's Cliff. Continuing, he said that the company was able to buy power all round Sherbrooke and would not treat Sherbrooke as a city that existed, and he was in favor of the motion suggested by Ald. Darche.

Ald. Darche then moved his resolution as follows:

"That the City Attorney be instructed to proceed in the case of the City vs. Street Railway and to take

October
1913

the adoption of the one-man car system by the Sherbrooke Railway and Power Co. He particularly mentioned the remarks of one to the effect that "the City Council, by their narrow and unfriendly policy, have driven the company to this."

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"I submit that it might be better for the citizens to uphold the Council in its action to try and see that their obligations are carried out, and, I might mention, whether it pleases the company or not, that if the company was in ordinary conditions,

The Mayor: "Yes."

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Ald. Darche then moved his resolution as follows:

"That the City Attorney be instructed to proceed in the case of the City vs. Street Railway and to take any such steps as he may deem necessary in the matter to force the company to fulfil its obligations according to its franchise or get out."

Ald. Simoneau seconded. Ald. Ewing supported, and the motion was unanimously adopted.

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October 1913

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Ottawa, Oct. 28.—(Special)—Harry
K. Thaw, fighting at Concord, New
Hampshire, against extradition to
the state of New York, which would
mean his incarceration in Matteawan
asylum as an insane criminal, still
cherishes the hope of reaching sanc-
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His counsel has addressed the Min-
ister of Interior a request to be in-
formed whether, in the event of his
winning out in the present proceed-
ings, he would be allowed to enter
Canada as a through passenger bound
for a foreign country. So far as can
be learned, the letter yet remains
unanswered, but the probability is
that the reply of Hon. Dr. Roche will
be a refusal to supply information
based upon a hypothetical case.

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Should Thaw be restored to his
freedom in the state of New Hamp-
shire, the question of his being per-
mitted to enter Canada as a bird of
passage would probably be dealt with
and Thaw be apprised of the decision
of the Canadian authorities. What
their decision would be under such
circumstances is just what the Minis-
ter of Interior, as administrator of
the immigration regulations, declines
for the present, to assert.

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But, unofficially, it is learned that
the view, at least, would prevail that
Thaw would occupy a position alto-
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The communication from Concord
now before the Minister of Interior in-
dicates clearly enough that Thaw re-
gards the Canadian route as his only
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KEEPER OF MATTEAWAN GATES SUMMONED

Beacon, N.Y., Oct. 28.—Detective
Langdon, of District-Attorney Whit-
man's office, yesterday came here and
subpoenaed a number of witnesses to

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October
1913

Established 1897

SHERBROOKE AND STREET RY. CO.

Company Proposed Engage- ment of Independent Expert

AS FIRST STEP TOWARDS REACH- TWO
ING AMICABLE UNDERSTAND- AN
ING—COMPANY'S POSITION
EXPLAINED. Den

There appears to be a strong pub- noon
lic feeling that the City and Sher- of Stu
brooke Railway and Power Company accord
should endeavor to get together and nor A
arrive at some amicable understand- procla
ing rather than fight out their differ- will r
ences in the courts.

In response to this public expres- miners
sion as heard in conversation with Anima
citizens, the Record took steps to as- it is
certain the views of Company and eleven
City officials on the matter. The dis- three
covery is made that such negotiations teries
were instituted some time ago, and infant
were apparently proceeding amicably The
even at the moment when the Coun- the to
cil ordered the City Attorney to go burg
ahead with the law suit. seats.

The General Manager of the Sher- branch
brooke Railway & Power Company South
when approached said he supposed the
city was proceeding in accordance

October
27
1913

...in accordance with an understanding to secure the report of an independent expert, when the Council suddenly gave orders to go ahead with the action.

Mr. Pilcher handed the Record a letter which he had just received from Mr. H. R. Fraser, K.C., the Company's attorney, in this connection, and consented to its publication as throwing light on one particular phase of the matter.

The letter reads as follows:
N. C. Pilcher, General Manager,
Sherbrooke Railway & Power Co.,
Sherbrooke, Que.

Dear Sir,—In August last I met Mr. Jenckes, Chairman of the Finance Committee, and suggested that a conference would be advisable between representatives of the City Council and the Street Railway Company, with a view of endeavoring to arrive at some amicable and satisfactory adjustment of the difficulty existing between the two bodies.

At that interview Mr. Jenckes stated that he would discuss the matter with other members of the Council, but that he thought it would be useless for the parties to come together until the Street Railway Company was prepared to submit some definite proposal as to change in the contract. Several days later I saw Mr. McQuaig and upon his authority wrote Mr. Jenckes on the 22nd of August, 1913, suggesting the appointment by the City Council of a thoroughly competent and reliable independent engineer and expert to look over the railway plant, equipment and service furnished, as well as to look into the earnings, etc., and report to the Council, giving his opinion on the whole subject and as to what should reasonably be required by the City for street railway service for a town of the size and population of Sherbrooke, and requesting that the Council take the matter up without delay.

Mr. Jenckes told me he thought the suggestion a good one and that he would consult with his colleagues in the Council, and subsequently informed me that he had written to Mr. Hutchinson, the General Manager of the Montreal Tramway Company, who had replied that he could not give the time to the matter, but that he might later be able to suggest a suitable name.

In the meantime, as a Plea was about due to the City action, and the City Attorney was calling upon me to plead, I requested him to obtain authority from the City Council to delay proceedings in the suit until the examination suggested had taken place. The City Attorney replied to me that Plea could not be delayed, and requested me to file same immediately. I communicated this demand to Mr. McQuaig and yourself and my instructions were to allow the action to go by default.

In the meantime Mr. Jenckes communicated again with Mr. Hutchinson, who could not at the moment recommend a fully qualified person to look into the matter.

On the 18th of September I wrote Mr. Jenckes that in the meantime

October 1913

50 and other improvements are being the
made, which will greatly improve this not
street. fat
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14. STREET RAILWAY AND WEST of
28. WARD. to
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or Speaking to a Record Reporter.
this morning, a citizen of West Ward
expressed himself as in favor of the
proposition made by the Sherbrooke
Railway and Power Company for a Sh
line on Galt and Belvidere Streets. TH
He also strongly advocated a move Ed
to bring the Company and City into
conference with a view to settling
the whole matter amicably. ion
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75 BENEFIT AT PASTIME THEATRE.
12

A benefit performance in aid of the
Canadian Athletic Club was given at the

October 28 1913

other for the south.

STREET RAILWAY HAS TO PAY DAMAGES

Judgment Was Rendered
In Favour of Mr. D.
Armstrong

STREET CAR RAN INTO AUTO
WITH THE MAILS AT THE
UNION STATION

Mr. Justice Hutchinson has rendered judgment in favor of plaintiff in the action brought by D. W. Armstrong, mail carrier of the city of Sherbrooke against the Street Railway and Power Co.

This case was heard last week in the Circuit Court. The plaintiff claimed the sum of \$71.03 for damages alleged to have been caused to his auto through being struck by one of defendant's cars on the railway track on Depot Street on December 23rd, 1912.

After hearing the evidence the judge took the case on deliberation, and has as above stated, rendered judgment for plaintiff, with costs.

Messrs. Leonard and Juneau were attorneys for plaintiff and the defendants were represented by Messrs. Fraser, Macdonald and Rugg.

FLIGHT FROM PARIS TO PE-
KING.

Paris, Oct 31. (Special) - It is announced by La Presse that the av-

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October
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Daily Record.

THURSDAY, NOVEMBER 6, 1913

ONE CENT

LAST HOURS OF CAPT. SCOTT

His Diary Tells Thrilling
Story of Heroism in the
Antarctic

NOTE OF DESPONDENCY AROUSED
WHEN IT WAS LEARNED
THAT AMUNDSEN HAD
REACHED POLE.

London, Nov. 5.—"Captain Scott's Last Expedition" is to be published to-morrow in two big, handsome volumes. It contains Capt. Scott's diary, written methodically day by day from the departure of the Terra Nova in 1910 to the moment in March, 1912, when, with death actually in the tent pitched for the last time in the frozen waste of the great barrier, the dying commander wrote: "The end cannot be far. It seems a pity, but I do not think I can write more. For God's sake, look after our people."

Published in facsimile, the last lines, although they are pencilled by the hand of a man suffering physical agonies due to frozen feet and the resultant commencement of mortification spreading upward, and to acute mental distress and almost at the actual point of death, are marked by masculine firmness and complete absence of tremor.

The second volume includes Dr. Atkinson's report giving the reasons why it is impossible to undertake the relief of Scott, but the bulk of the volume is devoted to the scientific achievements of the expedition.

The main facts of Captain Scott's absorbing narrative have already been published. What follows has been heretofore unpublished and throws light on obscure points.

WHEN EVANS FALTERED.

Captain Scott, next to the blizzards and the phenomenally low temperatures on the barrier, ascribed the disaster mainly to the astonishing failure of the strongest man in the

NEARLY SPOILED PERFORMANCE

Threatening Letters Sent to
Evelyn Thaw in
Montreal

CLEVER RUSE ADOPTED TO
DODGE CROWD OF CURIOUS
MONTREALERS.

Montreal, Nov. 5.—As a result of a series of threatening letters received by her in Boston and in Montreal during the last two weeks, Evelyn Nesbit Thaw, wife of Harry K. Thaw, slayer of Stanford White, was yesterday afternoon in a state bordering upon hysterics, and only on the continued solicitations of her management did she consent to appear at the Princess last night.

These letters are believed to have been written by a woman and a man in Montreal. Two were received last week in Boston warning her against coming to Montreal, and, after her appearance in this city on Monday, two more were received by her on Tuesday morning, thought to have been written by the same persons who wrote the first. Again, yesterday afternoon, still another letter was received which contained veiled threats similar to those in the former letters. One was to the effect that, if she continued her performances here, somebody would "get" her.

This last communication was almost the final straw, and Mrs. Thaw became so hysterical that a nervous breakdown was feared. She was induced to appear last evening, but it was only by an effort, on her part, that she was able to compose herself sufficiently to complete the performance.

The letters, which carried the distinctive marks of a woman's writing

WILL HITCH UP LINES

Street Railway Announces
Changes in Opera-
tion

CHANGE IN OPERATION OF
STREET CARS.

The Sherbrooke Street Railway and Power Co. have given notice that on and after November 10th their cars will be operated as follows:

Frontenac cars will leave the office, Wellington Street, at 10, 20 and 50 minutes past the hour, via Frontenac, Portland, Ontario, Prospect, Duferin, thence to the office.

Newington cars will leave the Albion Hotel at 10, 30 and 50 minutes past the hour via King and Bridge to Q.O.R. shops returning over the same route.

Victoria Park cars will leave the Albion Hotel on the hour and at 20 and 40 minutes past the hour via King and Bridge to Victoria Park returning over the same route.

This will eliminate much of the objection which has been raised to disconnected lines.

Belt, Lennoxville, Park and Wellington will all meet at the King Street corner. This will be a convenient transfer point and this arrangement should work out very well.

The running of the Frontenac cars as far as the office on Wellington Street will also be an advantage.

Speaking to the Record, Mr. Pilscher said that while there were some difficulties from the operating point of view in connection with this change, it appeared, however, to be the public wish that something of this kind should be done in order to improve connections and the company had decided to inaugurate this change on Monday next.

FRENCH DANCE

November 6
1913