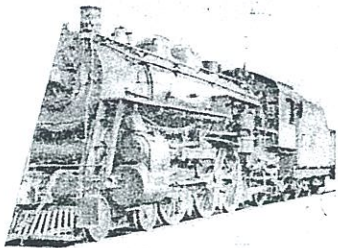


THE  
MASSAWIPPI  
VALLEY  
RAILWAY

SANDY S.

WORTHEN 1983





# Boston & Maine Railroad Historical Societ

## *Incorporated*

P.O. BOX 302

READING, MASSACHUSETTS 01867

46 Lowell Road  
Westford, MA 01886  
Nov. 13, 1979

Dear Sandy:-

Another day shall not pass, ere I reply to yours of 29 October. Suffice it to say that we here are thoroughly intrigued with the situation in Quebec; many of those here who have spent so many enjoyable days in and about Montreal are hopeful that some amiable solution can be worked out; there are times when it seems that "hot heads" would prevail. All this must have a great effect on your activities within the province. We read of a number of firms who have re-located their headquarters to another province. Likewise, we must assume that your travels to Ontario are made via VIA. They seem to be doing the job that AMTRAK was intended to do.

First, regarding the Massawippi Valley, let me say that the Walker Museum in Beverly, Mass. has a limited selection of photos; one view of the old Newport station, two of the new, Beebe Jct., two views Ayers Cliff; two views of North Hatley, and two of Lenoxville, P. Q. They also have the Grand Trunk station, now Canadian National, in Sherbrooke. The folks in Beverly seem to think that the Quebec Central also had a special but separate station in Sherbrooke. Maybe so, but not in my recollection; it was always Grand Trunk, as was the terminal for Boston & Maine. I even recall in later years prowling around in the old GRAND TRUNK station and finding old B&M switch stands, with the big yellow banners on them. Anyhow, arrangements are in the works to obtain all the above photos, which I shall forward to you for your comments. Due to our 250th celebration, I have yet to get in to the R&LHS rooms at Harvard University to see what, if anything is in the picture file; shall do so shortly.

Regarding Dudswell Junction, I have come across another photo of the Jct. layout, given me by George Weston of Marbleton, P. Q., who for many years was car inspector for the QCR, and who worked out of Sherbrooke and Dudswell Jct. He knew my Dad, likewise a car inspector for the Mec. and who covered the job at Cookshire, Dudswell and Lime Ridge when the regular man was off duty for any reason. (As result of their friendship, and "wild strawberry shortcake suppers" at Marbleton church, George's sister met a good friend of our family and they were married and moved to Lancaster, N. H., my old home town). That photo shows the station on the QCR side, the MeC order board on the back side of the station; this was on a postcard of the day, and I've just had a negative made, with the accompanying copy enclosed; George Weston in overalls, a Mr. Fiske as agent. As I recall, as a young boy being there, and usually by instructions, staying on the train, your description of the operation in handling the parlor car sounds correct. I do recall that there was considerable backing and filling at the junction on the northbound trip in summer, not in winter; likely this is why. I do recall the station itself, with a largw waiting room, a full sized restaurant with white aproned waitresses, and a separate bar, (inwhich I was Banned!!), only open at regular train times. To-day it sounds fantastic. Since dining car facilities in those days were only for parlor car passengers, one assumes that the coach passengers made a fast dash for the restaurant during switching maneuvers. I would eat at Lime Ridge at Madam Brock's boarding house with my Dad



NOW! The suspense is killing me. Albeit our 250th Anniversary parade was very wet, I am flambasticated to learn that you and Mary were in Westford and that I did not get to see you. Granted all the mass confusion, but where in the world were you, that I so completely missed you, (I've been told that I missed others, too, but with the rain and all), it's unforgivable that I should have missed you. Topaz and I went the full route down to the Abbot Middle School, and then made our way back up beside the then moving units of the hand fire tubs to the reviewing stand at the Town Hall, where we stayed thru the end. (The old town hearse with the sign "THE END"). We were to learn that there were fourteen units which decided not to show, because of the rain, still it was quite a gala event, one I was proud to be a part of. Still I wish I might have met you both, having come so far. At least we could have arranged to go to dinner or made medicine in some appropriate fashion. Trust you'll fill me in on the details at your convenience. A color print taken the next day shows what we might have looked like, had the weather been co-operative.

Anent your comments again on Sherbrooke yards. I haven't been in the area since back in the fifties when Phil Hastings and I made a junket in the early fifties. No thought was given at that time regarding the physical layouts, except that the wooden trestle of the QCR was still in use, and we saw several QC trains assisted up in the CPR yard by helpers sent over from the CP yard, and they really worked hard coming up the last hundred yards or so. Enough of a grade so that the headlight after dark was like the rising moon out over the end of the station platform.

We'll let this be enough for the moment. Derby Line has to be looked into, (a preliminary letter is in the offing), and a foot-by-foot coverage of the Massihippi Valley placed on the agenda. Don't know what they'll do to us regarding gasoline, maybe it will be literally foot-by-foot, we're sure to know better come Spring. My friend, Harold Moore will help out on request, and the pictures will be on the way. Maybe a safari to the old Dudswell Jct. site to sort out the details there. Meanwhile, our best to Mary and yourself, watch out for Pierre, and be sure to wear your rubbers.

Kindest regards to you

*Arnold W.*

Arnold W.



South of Newport Vt. (I have not listed items that duplicate  
BHS or Dick Springer's steams unless I have the negs.).

Wilder Vt. (11)  
Newrich + Hamner (3 shots)  
Pompanoosuc Vt (3 shots)  
Kendall Vt (2 shots)  
Thetford Vt (3 " )  
N. Thetford Vt -- poor  
Northboro Vt (2 shots)  
Ely Vt (2 shots)  
Fairlee + Orford  
Fairlee Vt  
Piermont Vt  
Bradford Vt (old Piermont depot)  
" " (the "real" one)  
Ancut Vt  
Stone arch at Coxcut  
Osgo (a S. Newbury Vt (ca 1900)  
Newbury Vt V.S. photo 9/1915  
Wells River Vt (8 shots)  
East Ryegate Vt  
Carnet Vt  
Truced Vt  
St. J. Vt 11/14/1916  
Centerville Vt V.S. 9/1915  
Lyndon Vt V.S. 9/1915  
Am/CPR Train action north of Lyndon Vt 1937 - action blurred  
Lyndonville Vt (5 shots)  
" " ships (3 shots)  
Burke Vt (2 shots)  
Cotton Vt  
Summit Siding Vt (2 shots)  
Houghby Vt (2 shots)  
Barton Vt (3 shots)  
Barton Landing Vt post card  
Orleans Vt  
Canton Vt

Various C+PR passes - 1874, 1875,

Tickets, ass't paperwork including  
supplement to table 57A announcement  
lease of C+PR north of Wells Vt

Various slants of C+PR locos.

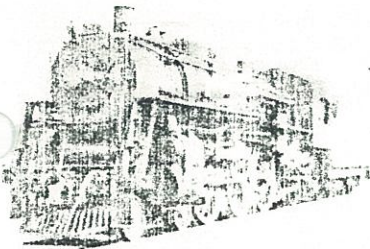
C+PR Locomaster

Brim #2100 at Newport Vt ca 1915  
(73" diameter)

I hope you will find this of  
some use. You may also  
wish to contact Carl Riff,  
73 Austin Drive, Hamilton, Ont  
Canada L8V 3V5 and Milton  
C Gokey, Jr. RFD #5 Laconia NH 0.  
Both have corresponded with me  
recently indicating an interest  
and some research regarding the  
C+PR - MV.

Sincerely,  
Harry





# Boston & Maine Railroad Historical Society Incorporated

P.O. BOX 302

READING, MASSACHUSETTS 01867

4/9/80

Dear Arnold,

The following is a listing of the items I have regarding the C+PR  
from Newport (2) to Sherbrooke P.D.

photos. Newport vs. depot w/steamer "Lily of the Lake"

Postcard view of Newport & depot.

Yards at Newport ca 1920

Stansford Jct. P.D. (see photo)

Beebe Jct. P.D. - 4/21/1966

" " " freight house - 4/24/1978

Tomtebra P.D. v.s. photo 7/1921

Ayers Cliff P.D. ca 1910

" " " 6/21/1966

N. Hatley P.D. ca 1950

" " " 4/24/1978

Sherbrooke P.D. - post card view of G.T.R. depot ca 1920

Enginehouse, Sherbrooke P.D. v.s. photo 7/1921

Beebe P.D.

Rock Island P.D. v.s. photo 7/1921

Site of Rock Island Stansford + Derby line depot 4/24/1978 (track & cellar hole!)

STANSTAD P.D. 2 different photos

" " " Enginehouse v.s. photo 7/1921

1872 Pass. C+PR - Missawippi valley

Ticket C+PR Sherbrooke to —

4-4-a # 889 ca Stansford P.D. - post print

Some of the above I have rec'd for, others not. You may, of course,

know what you need for your article. I also have quite a bit





# Boston & Maine Railroad Historical Society

## *Incorporated*

P.O. BOX ~~302~~ · ~~XXXXXXXX~~ G, MASSACHUSETTS ~~01807~~

46 Lowell Road  
Westford, Ma. 01886

September 22, 1980

Dear Sandy:-

This is a quickie, but I thought you would be interested in the enclosed. Our B&MRRHS Historian, of course, is Harry Frye of Hooksett, N H, and apparently has acquired much in the way of B&M memorabilia. You will note, in the attached Xerox copies of his letter, that he has much more than we might have anticipated on the Massawippi Valley, particularly in the way of pictures and the like.

Expect these are busy days for you, in your anticipated move to Toronto, but I felt that you should know about this new source of picture information. Apparently we may borrow any or all of it, for our article(s). Can't help but note that the CANADIAN RAIL has suffered since you stepped down; no where near the interesting articles that used to appear.

Cordially,

A handwritten signature in dark ink, appearing to read "Arnold W.", with a stylized flourish at the end.

Arnold W.



1<sup>st</sup> #420 4-4-0 C+PR shops 1886 16x24 50"b, 56 1/8 dc 96"dw 26 Tank  
 ex C+PR #7 "Hogog", ex BIL #? Scrap 10/31/1900 A  
 \* 2<sup>nd</sup> #420 0-6-0 Baldwin 1/25/1903 #21562 18x24 55"b 44"dc 10'-8"dw  
 Re no 196 in 1911 Scrap 12/1927 G-4-C

If past 1911 then:

#49 0-4-4T Rhode Island 11/2/1891 #2668 16x20 cyls 48"b, 48"dc 6'-6"dw  
 Ex 596, ex Port + Rock #11 "Mascot" Scrap by 6/30/1914 D-

Nos 489 + 490 not in 1911 series

#761 4-4-0 Manchester 7/1889 #1433 17x24 57"b 60"dc 102"dw 17 1/2 Tank  
 Ex Bm 751, ex C+m #51 "Charles E. Tilton" Scrap by 11/1911 A-21

#762 " " 7/15/1889 #1432 dimensions as for #761, ex Bm 752  
 ex C+m #52 "C.A. Busiel" Scrap by 6/30/1914

\* #1325 0-6-0 Schenectady 2/1893 #3964 19x26 58"b, 58"dc 14'-0"dw ex Bm  
 ex Fitchburg 247-152-230 Scrap 1925 B-12  
 (orig) (1895) (1899)

405 0-6-0 Manchester 1911 #49718 19x26 57"drivers Scrap 3/20/1953  
 420 " 4/1913 #53241 " " 3/1952

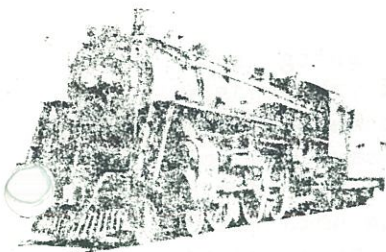
I've started (\*) The ones I consider the "most likely" for what photo worth.

Also have photos of the following in the line in question: 1911 #889 A-37g at  
 Stanstead P.D. (poor print) #265 (1911\*) 6-10 at Newport Vt, (so-so print)

also Sherbrooke P.D. engine facility, Stanstead E/H - 7/1921 as well as  
 a goodly number of the depots on that line if you're interested.  
 also have a number of loco photos on the St. J. & C. when Bm owned it

Sincerely,

Harry.



# Boston & Maine Railroad Historical Society Incorporated

P.O. BOX 302 • READING, MASSACHUSETTS 01867

5/4/80

Dear Arnold,

Many thanks for your compliment on my historic article. It was a while "in the works" checking data, details, etc. I'm sure you know the process.

The numbers you mention can be either pre or post 1911

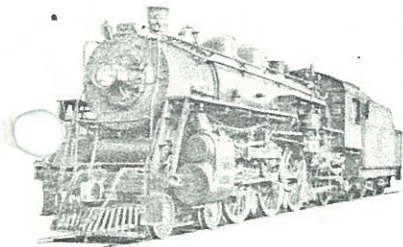
If pre 1911 then:

- 1<sup>st</sup> #49 - 4-4-0 Hinkley 1871 #1035 16x22 48" boiler 63 1/8" driver centers, 90" dwb, 16' tan. CLASS A  
sold Washington City RR #12 5/31/1899
- \* 2<sup>nd</sup> #49 0-6-0 Manchester 11/1900 #1728 18x24 cyls 55" boiler 44" dc 10'-8" dwb  
to #171 in 1911 Scrap 1926 CLASS G-9-B
- \* #489 4-4-0 Manchester 2/1892 #1527 18x24 58" b, 60" dc 108" dwb 18 1/2' tan  
Reno 900 in 1911 Scrap 1925 (known to be a C+PR (No) as #900 A-39-A
- \* #490 " Manchester 2/1892 #1528 dimensions as above A-39-A  
Reno 901 in 1911 Scrap 1924 (known to be a C+PR (No) loco as 901
- \* 761 " Manchester 4/1874 #649 ex B+Cm #25 "Fabyan", ex B+L #497 Fabyans  
ex C+M 61 "Fabyan" 16x24, rebuilt 1889 with 17x2  
52" b, 60" dc, 102" dwb, 18' tank, (operated by  
B+M 1887-9) Reno 656 in 1911 Scrap 1916 A
- \* 762 " " 5/25/1872 #465 ex B+Cm #21 "Gilford", ex B+L #111 "Gilford"  
ex C+M #22 "Gilford" (operated by B+M 1887-9,  
14x22 rebuilt 1900 to 17x24 46" b rebuilt to  
51 7/8" 51" dc rebuilt with 60" 102" dwb 17' tan  
Reno 686 in 1911 Scrap 8/1920

1325 NO PRE 1911 NO.

- 1<sup>st</sup> 405 4-4-0 Manchester 12/1886 #1289 17x24 52" b 60" dc 102" dwb 17' tank  
ex B+L #184 "CONQUEROR" to B+M 405 "D'HELLO"  
in 1887 Scrap 1909 A
- 2<sup>nd</sup> 405 0-6-0 " 3/1910 #47639 17x24 64" b, 44" dc 11'-6" dwb  
Reno 295 in 1911 Scrap 7/1940 G-10





# Boston & Maine Railroad Historical Society

## *Incorporated*

P.O. BOX 302 · READING, MASSACHUSETTS 01867

46 Lowell Road  
Westford, Ma. 01886  
August 29, 1980

Dear Sandy:-

As I re-read your welcome letter, your first comment was, "My goodness, here it is the last of July", all I can say is, here we go again. However I have news! In the confines of our B&M Society, we are blessed with a fine Historian, who has accumulated a vast store of information regarding B&M motive power and related items. The attached sheets will give you an idea of what we can expect in the way of our research on the Massawippi Valley Railroad. I'm sorry about the delay, but since my return from the Canadian West country, (more about that later), I've been involved with our Annual County 4-H Fair, just over this past week-end, and in which Topaz and I had a part' we were Mounted Patrol for four days, and the preparation in the days previous were considerable, repairs, additions, etc., then the taking down of all the impedimenta. Every year I vow that I'll not do it again, but somehow, the apparent good that is done for these kids seems to make it all worthwhile.

The attached handwritten sheets which Harry Frye has provided us, tell us much about the early power used on the Massawippi Valley. You will note that the information is in two parts as to numbering; those as of pre-1911, and those after that period, when, like the CPR, a complete renumbering was done. From the recounting of events from your friend, Mr. George Burrington, I would assume that his references are post-1911, since he speaks of the last trains operated by the B&M north of Newport in 1926. Incidentally, his comment of handling the "last train from Newport to Lennoxville hauled by B&M engine 2115", I feel quite sure was a slip on his part, and was in fact a CPR Class E 4-6-0, since the CPR brought several of that type down from Newport after their takeover 1 June, 1926. Our B&M Winter Bulletin 1978/79 has a good picture of the 2114 on page 23. HOWEVER!!! The B&M did have a class of 4-6-0s numbered in this 2100 series, and they did have one numbered 2115; they were long, lanky passenger engines, with a 72" driver- - - YIPES, I just referred to R&LHS Bulletin # 83 of 1951, where-in Omer Lavallee and R. R. Brown compiled the complete roster of CPR power, and Class E CPR 4-6-0s had 70" drivers. AND, since the B&M did operate their P-2 Pacifics all the way to Sherbrooke, it could have been a B&M 4-6-0 which was the 2115, or it could have been a CPR. Co-incidence, but true!

Answering your questions regarding the motive power, from Harry's records:-  
(assuming 1911 numbering on the B&M)

# 49	0-4-4T	Rhode Island engine	Scrapped 6-30-1914
489	4-4-0	Manchester	(Not in 1911 renumbering SCR as 900 - 1924
490	4-4-0	"	" " " " " " 901 - 1925
761	4-4-0	"	Scrapped 11-19-12
762	4-4-0	"	" 6-30-14
405	0-6-0	"	" 3-20-53
420	0-6-0	"	" 3----52
1325	2-6-0	"	" 1925



		<u>No.1</u> <u>Mail</u>	<u>No.3</u> <u>Freight</u>	<u>No.7</u> <u>Stock</u>	<u>No.9</u> <u>Express</u>	<u>No.11</u> <u>Mixed</u>
Lennoxville	0	5.00 AM	7.00 AM	2.48 AM	6.20 PM	7.30 AM
Capleton	5	-	-	-	-	-
North Hatley	4	5.26	7.45 7.55	3.28	6.44 (m #10)	8.06
Ayer's Flats	8.75	5.55	8.40 8.50 (p #11)	4.08	7.10	8.42 (P #3)
Smith's Mills	9.50	6.20	9.35 9.40	4.48	7.32	9.12
Junction Switch	3.50	6.30	-	-	7.41	9.24
North Derby	1.00	6.53	10.05 10.15	5.05 5.15	7.44 (m #2)	9.27
Newport	5.20	6.45 7.15 AM	10.40 11.35 AM (m #6)	5.37 6.28 AM	7.56 <del>7.56</del>	9.43 9.53

56.90

White River  
Junction 11. 1 11.51AM - 5.20 PM 12.50 AM 5.05 PM

		<u>No.2</u> <u>Mail</u>	<u>No.6</u> <u>Freight</u>	<u>No.8</u> <u>Express</u>	<u>No.10</u> <u>Mixed</u>
Newport	0	6.55 PM 7.25	11.21 AM 12.11 PM (m #3)	12.55 PM 1.25	4.36 PM 4.46
North Derby	5.20	7.37 7.44 (m #9)	12.36 12.45	1.36	5.03 5.13
Junction Switch	1	7.47	-	1.39	5.16
Smith's Mills	7.57 3.50		1.07 1.12	1.49	5.29
Ayer's Flats	8.23 9.50		2.00 2.16 (p #8)	2.11 (p #6)	6.00
North Hatley	8.52 8.75		3.00 3.10	2.38	6.33 6.44 (m #9)
Capleton	4.00	-	-	-	-
Lennoxville	5.0	9.20 PM	4.00 PM	3.00 PM	7.20 PM



<u>Train</u>	<u>No.</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Time</u>	<u>Avr. Speed</u>
Mail	2	Newport	Lennoxville	36.95	145 min.	15.3 mph
Freight	6	"	"	36.95	279	8.0 mph
Express	8	"	"	36.95	125	17.7
Mixed	10	"	"	36.95	164	13.5
Mail	1	Lennoxville	Newport	36.95	105	21.1
Freight	3	"	"	36.95	220	10.1
Stock	7	"	"	36.95	169	13.1
Express	9	"	"	36.95	96	23.0
Mixed	11	"	"	36.95	133	16.7

Trains stopping at Newport for meals will give three whistles three minutes before leaving.

Trains stopping for meals:

Breakfast	Southbound Mail	No. 1	6.45 AM - 7.15 AM
Supper	Northbound Mail	No. 2	6.55 PM - 7.25 PM
Dinner	Northbound Express	No. 8	12.55 PM - 1.25 PM



1876

		<u>Southbound</u>			<u>Northbound</u>	
		<u>No. ?</u> <u>Mixed</u>	<u>No.</u> <u>Mail</u>	<u>No.</u>	<u>No. ?</u> <u>Mail</u>	<u>No. ?</u> <u>Mixed</u>
Sherbrooke	0	1.40 PM	4.30 AM		9.30 PM	11.10 AM
Lennoxville	3	1.55	4.38		9.23	10.58
Capleton	5	2.23	4.53		9.09	10.31
North Hatley	4	2.51	5.06		8.56	10.06
Ayer's Flats	8.75	3.30	5.27		8.36	9.32
Libby's Mills	4.0	4.18	5.48		8.12	8.48
Smith's Mills	5.5	4.44	5.59		8.02	8.30
Stanstead Junction	3.50	5.15	6.08		7.52	8.12
North Derby	1.0	-	-		-	-
Newport	5.20	5.40	6.55		7.30	7.40
		<hr/>				
		39.95				

<u>Train</u>	<u>No.</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Time</u>	<u>Avr. speed</u>
Mixed	PM	Sherbrooke (GTR)	Newport	39.95	240 mins.	10 mph
Mail	AM	"	"	39.95	145	16.5
Mail	PM	Newport	Sherbrooke (GTR)	39.95	120	20 mph
Mixed	PM	"	"	39.95	210	11.4 mph

<u>AM Train</u> <u>Express</u>	<u>AM</u> <u>Mail</u>	<u>PM</u> <u>Exp./</u>		<u>PM</u> <u>Express</u>	<u>AM</u> <u>Express</u>	<u>PM</u> <u>Mail</u>
5.00 AM	9.00 AM	8.20 PM	Sherbrooke GTR	11.20 PM	7.33 AM	5.45 PM
5.08	9.15	8.28	Lennoxville GTR	11.12	7.25	5.35
5.21	9.55	8.41	Capleton	10.53	7.15	5.00
5.31	10.25	8.52	North Hatley	10.43	7.03	4.20
5.49	10.50	9.08	Massawippi	10.31	6.46	3.52
5.55	11.10	9.15	Ayer's Flats	10.25	6.41	3.40
6.05	11.35	9.29	Libbey's Mills	10.12	6.28	3.10
6.19	11.55	9.39	Smith's Mills	10.02	6.19	2.55
6.25	12.25 PM	9.53	Stanstead Jct.	9.52	6.05	2.40
6.45 AM	12.50 PM	10.10 PM	Newport	9.35 PM	5.45 AM	2.00 PM

<u>Train</u>	<u>No.</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Time</u>	<u>Spd</u>
AM Express		Sherbrooke (GTR)	Newport	39.95	105 mins.	22.8
AM Mail		"	"	39.95	230	10.4
PM Express		"	"	39.95	110	21.8
PM Express		Newport	Sherbrooke (GTR)	39.95	105	22.8
AM Express		"	"	39.95	108	22.2
PM Mail		"	"	39.95	225	10.6



<u>Tr. 32</u> <u>Ex. Sun.</u>	<u>Tr. 14</u> <u>Ex. Sun.</u>	<u>Tr. 86</u> <u>Daily</u>	<u>Mil</u>	<u>Yd.</u>	<u>Tr. 37</u> <u>Daily</u>	<u>Tr. 9</u> <u>Ex. Sun.</u>	<u>Tr. 33</u> <u>Ex. Sun.</u>	<u>Tr. 20</u> <u>Ex. S</u>
4.55 AM	11.10 AM	9.25 PM	0 Sherbrooke	Yd.	7.15 AM	2.45 PM	3.15 AM	11.10
5.02	11.17 11.30	9.52	3 Lennoxville	Yd.	7.07	2.53	3.03	11.3 10.3
5.12	11.39	9.43	7 Capelton	19	6.55	2.23	7.53	10.4
-	-	-	8 Justis	37	-	-	-	-
5.23	11.49	9.55	12 M. Hatley	36	6.45	2.17	7.47	10.0
5.33	12.02 PM	10.10	19 Massawippi	19	6.23	2.03	7.33	9.2
5.43	12.07	10.16	21 Ayer's Cliff	27	6.25	1.53	7.23	9.1
5.53	12.16	10.28	26 Boynton	10	6.13	1.43	7.13	8.3
6.04 (#37)	12.24	10.38	30 Smith's Mills	38	6.00 (# 32)	1.59	7.09	8.2
6.16	12.33	10.49	34 Beebe Junction	25	5.50 5.38	1.30 1.25	7.00 6.55	8.0 7.3
-	-	-	35 North Derby	-	-	-	-	-
6.30	12.45	11.05	40.06 Newport	Yd.	5.25	1.10	6.40	7.1

Also Tr. 203 local, Ex. Sun. dep. Sherbrooke 12.30 PM  
ar. Newport 5.00 PM

<u>Train</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Time</u>	<u>Speed</u>
82	Sherbrooke (GTR)	Newport	40.06	95 mins.	25.3
14	"	"	40.06	95	25.3
86	"	"	40.06	100	24.0
203	"	"	40.06	270	9.0
37	Newport	Sherbrooke (GTR)	40.06	110	21.8
9	"	"	40.06	95	25.3
83	"	"	40.06	95	25.3
203	"	"	40.06	270	9.0

## Freight Traffic

Ordinarily one ~~would~~ <sup>might</sup> expect a 40-mile-long, quasi-branch-line railway to have a large number of "on-line" industries to supply the car-load freight shipments so essential to the successful financial operation of the line. The MVR had at least three large shippers over the years, two of which were associated with quarrying/mining and the other with farming.

The Canadian government geological survey of 1863 had discovered high-sulfur, low-copper bearing ores in the hills on the west side of the Massawippi River valley, about <sup>four</sup> miles south of Lennoxville. About the same time, W.E.C. Eustis organized the Orford Nickel Company and acquired the Albert Mine above Capelton and the Lower Canada Mine, later the Crown Mine and subsequently the Eustis Mine, up the hill from the village of Eustis, <sup>about 1 mile -</sup> ~~miles~~ south. <sup>And - a-half further</sup> Shortly thereafter, these properties were purchased by George Capel, who organized the Orford Copper and Sulphur Company.

Crushing and concentrating operations were centralized at Capelton in 1878; the matte

was sent to Swansea, Wales, for refining. However, as was later the case <sup>s</sup> at Sudbury, Ontario, the sulphur fumes, <sup>from the roasting matte,</sup> converting to sulphuric acid when it rained, destroyed crops, grass, trees - in fact, nearly every green plant - for a distance of two to three miles downwind from the burning grounds. Opposition from the local farmers obliged the mining company to cease preliminary



~~processing~~<sup>roasting</sup> of the concentrate at Capelton. Instead, it was shipped to Bayonne, New Jersey, USA for processing and later to St. Johns, Quebec.

After 1878, when the Sherbrooke, Eastern Townships and Kennebec Railway was being built towards the developing asbestos mines around Thetford Mines, *the requirement for* sulphuric acid for the manufacture of explosives began to increase.

Dynamite was also used in mining the sulphur/copper ore at the Albert and Eustis Mines at Capelton.

G.H. Nichols and Company purchased the Capelton complex in 1880, when copper prices had slumped sharply. Business ~~had~~<sup>soon</sup> improved to such an extent that, in 1887, the Company decided to build a sulphuric acid plant at Capelton, on the plain between the Massawippi River and the hills, adjacent to the railway. Fertilizers, by-products of acid manufacture, added to the revenues of mine and railway. A.L. "Gatling Gun" Howard, a veteran of the Second Riel Rebellion of 1885 and original <sup>operator of the</sup> gatling-gun used against the Metis at that time, came to Capelton to start the production of mercury fulminate, a powerful but unstable fuse compound for dynamite.

"Gatling Gun" Howard required three principle ingredients for the manufacture of this explosive: nitric acid, mercury and ethyl alcohol, and water from the adjacent river *for cooling and washing the reaction mixture.*

Nitric acid was prepared from Chile saltpetre and the sulphuric acid produced at the plant. Mercury and ethyl alcohol were imported from the United States, via the Massawippi Valley. The fulminate was manufactured under the watchful eye of the government alcohol tax officer but, more often than not, "process losses" might have been traced to the Saturday night parties of the citizens.

After the chemical reactions between the nitric acid, mercury and alcohol had taken place, the product was washed carefully with water to remove any residual acid and was packed wet in a water-soaked canvas bag, placed inside a rubber bag with wet sawdust in between. Obviously, the explosive became more and more dangerous as it dried out. The rubber bag and contents were then placed in a wooden barrel with more sawdust packing for a total weight of 150 pounds.

One clause in Mr. "Gatling Gun" Howard's contract stipulated that he would accompany his unpredictable product personally to its destination. Thus, habitually he left Capelton with each shipment by the Massawippi Valley Railway. Presumably, he was not obliged to ride in the freight car containing his explosive compound; not that the privilege of riding in the caboose would have improved/<sup>significantly</sup> his chances of survival in case of an explosion.



Ore from the Albert Mine was brought to the Capelton complex by a three-quarter-mile-long aerial tramway. Ore from the Eustis Mine was brought to the mill by <sup>A short electric railway and</sup> the Massawippi Valley. After the Capelton complex was totally destroyed by fire on November 24, 1924, for as long as the Eustis Mine operated, ore was crushed and concentrated at Eustis <sup>And shipped to Valleyfield or Noranda, Québec, for refining.</sup>

As mentioned previously, G.H. Nichols and Company had opened the Capelton Chemical and Fertilizer Works at Capelton in 1889. The operation was described in the CANADIAN MINING REVIEW of September 1890:

"A few hundred feet south from the chemical works, close to the main Boston & Lennoxville Railway, stands the fertilizer works, where are compounded the several grades of complete plant food, so well and favourably known to our farmers... After passing through various mills and mixing machines, it is put in sacks of 200 pounds each, neatly branded."

There was even a special brand of fertilizer for the newly-established tobacco-growing industry located north of Montreal. Shipments were billed to points in and around Joliette, Québec, and the tobacco-producing localities of southwestern Ontario.

Although the river valley was more than a mile-and-a-half wide at Capelton, in the spring of <sup>the</sup> year, the Massawippi River frequently overflowed its banks.

Normally this created few problems for the factory or the farmer, but one spring the water rose to reach the chemical storage area <sup>at the acid plant</sup>, leaching out great quantities of sulphur-containing compounds. The sluggish current of the swollen river was not fast enough to carry these chemicals downstream, nor to dilute them to inactive concentrations. They were deposited in fields and forests along the river banks. When the water subsided, the chemicals were left and every, single green plant perished. Cultivation of the fields could not be resumed for a year or more.

Mining operations in the Massawippi River valley began to wind down as early as 1908, when the <sup>ore-body at</sup> Albert Mine ran out. For the next 16 years, ore from the Eustis Mine was used, brought to Capelton by the MVRy. The Capelton works were burned completely in a spectacular and colourful fire on the night of November 24, 1924, and not rebuilt. The Eustis Mine continued to be worked until 1939, and was then closed after 70 years of operation and the production of over three million tons of ore.

The traffic in bulk/<sup>ore</sup>concentrate, roasted matte and fertilizer phosphate was shipped to and from the United States, Québec and Ontario in special service *Boston and Maine* boxcars. Obviously, the interiors of these cars could never be freed of the noxious materials which they carried. The walls and floors of the wooden cars were so corroded after several years of service. that they could not be



rebuilt.

When the Eustis Mine closed, it was reputed to be one of the deepest mines in Canada, its shaft having a length of some 6,000 feet. However, it was oblique instead of being vertical and was only about 1,000 feet below ground level at its deepest point.

There were other mines in the Capelton Hills on the west side of the Massawippi River valley. Among these were the King, Suffield, Howard and Norton Mines. With the advent of World War II, the Norton Mine on the western slope was reactivated. It operated sporadically in the 1940s and '50s, but the ore was generally too low in copper content to make mining profitable, except when the world price of copper increased significantly. Ore was transported by road to the crusher/concentrator in Ascot, near Sherbrooke, and the Massawippi Valley employed none of this latter-day traffic.



For many years, there was a brisk traffic in whole milk from Vermont to the cities of Boston and New York. The eastern parts of the Province of Quebec were also participants in this market, - at least until the milk marketing boards of Massachusetts and New York states disqualified Québec as a source of dairy products.

Along the 40 miles of the Massawippi Valley Railway, there were three "milk factories" or whole-milk collection centres. The ~~two~~ <sup>one</sup> at the <sup>northern</sup> extremity, - Lennoxville - functioned principally for ~~the~~ <sup>that</sup> localities. The <sup>second and</sup> third, located at the intermediate village of Ayer's Cliff, <sup>and Tomi Fobia</sup> was owned for many years by H.P. Hood & Sons of Boston, Mass. <sup>were</sup>

The whole milk was brought into the collection centre by the local farmers, who were paid on a "per pound and per cent butter-fat" scale. The milk was collected in large cooling <sup>tanks</sup> ~~vats~~, and after pasteurization, was filled into <sup>stermed</sup> ~~sterilized~~ galvanized milk cans, closed with covers of the same metal and sealed with lead seals. These milk cans were then placed in shallow reservoirs of water, in which cakes of ice from the adjacent ice-house kept the milk cold.

At the height of the milk traffic in the late 20's and early 30's, the morning mail train would halt briefly at the south end of the <sup>of Ayer's Cliff</sup> village, to spot two express refrigerator cars on the stub siding of the creamery.



The <sup>siding</sup> switch ~~was~~ was protected with an interconnected derail, and since it was a "dead-end" siding, spotting and picking up cars was simple when the ~~train~~ <sup>TRAIN</sup> was northbound. The ~~crew~~ <sup>staff of</sup> the creamery spent the rest of the day filling up the cars with loaded milk cans, covering them with a reasonable amount of <sup>chunk</sup> ice from the ice-house next door, and by <sup>six o'clock</sup> quitting time, the cars were sealed and ready to go.

Number 52, the <sup>daily</sup> "Milk Train" <sup>of the Boston and Maine</sup> originated at Newport, and called at every <sup>local</sup> milk factory all the way to White River Junction. <sup>and Tomifobia</sup> The <sup>"reefers"</sup> cars from the creamery at Ayer's Cliff, <sup>Number 86,</sup> were picked up by the southbound night express, and turned over to the night milk train at Newport, for delivery to H.P. Hood & Sons, Boston, the following morning.

Nightly, the quiet of the <sup>disturbed</sup> village would be ~~ruffled~~ by the sound of a long whistle, as the engineer of the late train blew for the mile-board north of town.

Then, there followed the faint <sup>clanging</sup> of the <sup>engine</sup> bell

as the train rumbled over Tyler Street crossing and into the station.

Generally, the engineer <sup>the</sup> the bell ringing, as a few passengers disembarked and a few more embarked, and the last sack of mail was tossed from the <sup>Railway Post Office</sup> ~~R.P.O.~~ car into ~~the~~ mailman <sup>John Bailey's</sup> waiting cart. Then there would be the abrupt

"BOOrd" from the conductor, the shrill of the cab whistle, and the hiss of the engine brake (You could hold the train in the station with just the engine brake.).



The locomotive gave a preliminary bronchial cough,

followed by a further series of wet snorts, until the train was fairly under way, passing <sup>A. E. Fish's</sup> the feed mill and sidings.

Here steam was <sup>shut</sup> off, and the train drifted a short distance down the slight grade towards the creamery, and the south road crossing. Sometimes the crew left the train in the station while the following manoeuver was completed, but generally they brought the whole train forward and stopped it just opposite the <sup>whitewashed</sup> live stock pens, next to the feed mill.

The engine, uncoupled and with the two brakemen and the conductor, ran forward past the switch to the <sup>long</sup> east passing siding, where the rear-end brakeman dropped off. The front-end brakeman, riding the <sup>cab steps</sup>, ran forward as the engine slowed, and unlocked the switch to the creamery siding and <sup>opened</sup> ~~threw~~ it. As the engine came forward slowly, he ran ahead,

to check that the <sup>interconnected</sup> derail was open. Then he hurried ahead to open the knuckle on the first of the two milk cars.

The pilot truck wheels of the ~~engine~~ squealed on the sharp entrance to the siding. This was followed by the loud clash of couplers, as the two milk cars were coupled up. The air was not connected.

The engine coughed mildly as the reverser went over. Then there were several more soupy snorts as the two milk cars came out of the siding. Once the second milk car was clear of the derail and siding switch, the front-end brakeman closed and locked the latter. He then caught the grab iron



of the ~~reverser~~ <sup>as the reverser went over, and</sup>  
the two cars and engine began to drift <sup>South</sup> down the grade towards  
the curve and the road crossing. The engine bell had never  
stopped ringing, and, as the <sup>ENGINE AND TWO REFRIGERATOR CARS</sup> approached the  
crossing <sup>At the required 10 miles per hour,</sup> the engineer gave another hesitant "two  
longs - two shorts", and the ~~conductor~~ ran forward to  
flag the crossing.

Running slowly past the crossing, the engine and two cars  
came to a halt, and the reverser went over again. With

~~the~~ the bell ringing continuously, and the  
~~head-end man~~ <sup>conductor</sup> flagging the crossing, the locomotive and two  
cars accelerated rapidly back across the <sup>highway</sup>, around the  
curve and up the slight gradient in the direction of the  
waiting train. The rear-end man, at the switch to the  
east siding, now began to <sup>play</sup> an active <sup>part</sup> in the  
<sup>operation</sup>. Blasting up the short grade past the creamery,  
the bell still ringing, the engineer slammed the throttle  
shut for a <sup>MOMENT, CAUSING</sup> the slack between the two cars  
and the engine <sup>to</sup> "bunch". At that <sup>SAME</sup> moment, the head-end  
brakeman, holding on with one hand, yanked on the coupling  
rod and lifted the pin to release the engine coupler.  
A swing of the lantern, and the engineer opened up the  
throttle again, and the locomotive accelerated ~~to~~  
widen the gap <sup>it and</sup> between the two milk cars. Still  
accelerating, the engine cleared the <sup>east siding</sup> switch ~~to~~



completely and the rear-end man, who had already unlocked the switch, but was holding it in the closed position, threw up the switch lever, slid it around and slammed it closed - for the siding.

Obedient to the switch-points, but usually with some protest from squealing flanges, the two milk cars *coasted* into the long east siding, while the engineer closed the throttle and with *and* application of the engine brake, brought his *engine* to a stop. Putting over the reverser, he brought the locomotive forward to the switch, which had already been lined for the main track by the rear-end man. As soon as the engine had cleared the switch, the engineer put over the reverser *again*, while the rear-end man opened the switch, and in a minute, the engine had *backed on* up the east siding to capture the two milk cars,

which were already slowly coming to a halt. *After coupling up, the engine, now hauling the two milk cars ran* down the siding to the switch. All stop. Over with the reverser and the switch. Lock the switch.

Back down slowly onto the grain. All stop. Open the couplers. Come back slow. Make the coupling and connect the air. Start pumping up the train line. The "Flying Switch" had been ~~made~~ *completed*.

Sometimes the milk cars were flyed directly onto the main portion of the train, but not often. Sometimes the conductor waited on the crossing for a long time, if the first attempt didn't work. In the summer, it was fine, but in the spring and fall, there were some unsuccessful attempts. In wet



<sup>or snow</sup>  
weather, the engine often lost <sup>her</sup> ~~its~~ footing, both at the beginning of the rush, and after bunching the slack when ~~the engineer~~ <sup>tried</sup> to accelerate. Sometimes it <sup>seemed</sup> that the <sup>conductor</sup> at the crossing was going to be left behind, but if he ever was it was never recorded. In the winter, when the local cows were in the barn, it wasn't <sup>often</sup> necessary to bend the rules, let alone break them!

<sup>IN later</sup> years, the <sup>AFTERNOON</sup> way-freight used to switch the full cars, laborously trundling them all the way <sup>ahead</sup> ~~back~~ to the north switch, - about a mile - and then <sup>spotting</sup> ~~running~~ them <sup>NEAR</sup> the south switch where the night train could get at them ~~x~~ easier. It was probably safer but it was a lot less exciting for the listener. It resulted in far fewer complaints from the villagers.



Throughout its history, the Massawippi Valley Railway has been notably free from accidents. Under its various proprietors, there have been a number of natural disasters, including a stupendous flood in the spring of 1927. But accidents due to human error have been very few, in spite of the heavy traffic which was carried over the line in the period after the turn of the century. Included in the category of natural disasters was the wreck of the night express, southbound from Sherbrooke to Newport, on 8 April 1895. This was a popular train, carrying a full load of coach passengers, and two sleeping cars, one of which had come through to Sherbrooke, from Quebec, over the Quebec Central Railway.

The following account is taken from the Stanstead JOURNAL of Thursday, 11 April, 1895:

**LOCOMOTIVE DERAILED BY A ROCK ON THE TRACK AT SMITH'S MILLS.  
Engineer and Fireman Scalded to Death in the Cab.**

The Boston & Maine night express train south (No. 18) ran into a rock a few rods north of the Smith's Mills station at about 10.30 Monday night. The engine was derailed. It ran along the track for a few rods and tipped over, the tender swinging around and closing upon the cab, thus preventing the engineer and fireman from escaping. It was a terrible spectacle that met the gaze of the passengers who rushed from the cars to see what had happened. A blaze from the smoke stack lit up the



scene almost as bright as day. The locomotive lay on its side hissing like a huge living monster. The water gauge and "inspirator" connections had both broken and an intense volume of steam was coming from the cab, where the engineer and fireman were being scalded to death. They were struggling desperately for life crying piteously for assistance. The passengers procured boards from a fence and pushed the cab over when the nearly lifeless men managed to throw themselves out, only to fall to the ground exhausted. They were carried into one of the cars and cared for as well as possible. Drs. Rugg and Canfield of Stanstead and Dr. Witcher of Beebe Plain were summoned and conveyed to the scene by the "spur" train, to which the unfortunate men were transferred and carried to Newport where they were removed to the Newport House. The fireman died at 3.50 A.M. and the engineer survived him only twenty minutes, breathing his last at 4.10. Both suffered indescribable agony, crying and begging incessantly for something to relieve their pains. Any attempt to remove their clothing had removed the skin also.

(sic)

The engineer was ~~Fay~~ J. Rooney, of St. Johnsbury, the fireman, "Kit" Emerson, was from Massachusetts.

The train consisted of five cars crowded with passengers. When the engine tipped over, connection was broken which "set" the air brakes, and the passengers were not even thrown from their seats.



Many slept on and never knew what had happened. Others were so indifferent that they did not leave their seats. The boulder was loosened from the bank by the rain, and rolled down upon the track after the north bound mail train had passed. The rock was thrown several rods, but it had accomplished its deadly mission.

In 1949, Mr. L.E. Carpenter of Tomifobia (Smith's Mills) recounted the circumstances of this wreck, and added the following particulars: The engineer was Felix "Phale" J. Rooney and the fireman was Lewis A. "Kit" Emmerson. It is not certain where they were buried, but it is supposed that the body of Mr. Rooney was returned to St. Johnsbury for interment. The Boston & Maine Railroad erected a monument on the site of the accident, with the following inscription:

To the Memory of

Felix J. Rooney and Lewis A. Emmerson,  
who met with a fatal accident here  
April 8th., 1895, on Boston & Maine  
Engine No. 427. Died at Newport, Vt.,  
April 8th., 1895.

Rooney, B. of L.E. Age 34 Years

Emmerson, B. of L.F. Age 19 Years

The boulder was removed from the right of way and placed on the north side of the track, at some distance from ~~the~~ it.

~~The~~ The following inscription was <sup>cut into</sup> ~~placed in~~ the boulder:



This is the Boulder  
that caused the Accident.

About a mile and a half north of the station at Smith's Mills, later renamed Tomifobia, the railway grade ~~climbs~~<sup>up</sup> the west side of the river valley ~~overcoming~~ the sudden rise in the level of the valley floor. At the same location, the valley narrows, and the river drops some sixty feet over three rocky falls. The west side of the valley ~~was~~<sup>15 to twenty thirty</sup> ~~thirty~~<sup>thirty</sup> feet ~~above the track,~~<sup>higher than the</sup> and it was from this height that the boulder fell (or rolled) onto the track. The curve was to the right, southbound, which effectively prevented the engineer from seeing the obstacle. Since the bank drops away rapidly for some thirty feet on the east side of the right of way, the locomotive was probably derailed to the right, with its pilot in the soft, overhanging bank. Unluckily for the crew, but luckily for the passengers, the derailment did not occur to the left, since the engine might have pitched down the ~~bank~~<sup>steep</sup>, dragging the passenger cars with it, and the death toll might have been considerably higher.

The Doctors from Stanstead and Beebe Plain were brought down the four miles to the wreck by the branch train from Stanstead, which ~~would~~<sup>was</sup> standing at Stanstead Junction (later, in 1912, Beebe Junction) waiting for the night express, ~~due~~ due there at 10.49 P.M. Despite the rain and wet, and the probable slow orders in force, because of the seasonal condition of the road, ~~Number 18~~<sup>Number 18</sup> was running to time, being due at Smith's Mills at 10.38 P.M.



# Journal.

THURSDAY, JULY 27, 1899.

WHOLE No. 2788.

## Quebec Central RAILWAY.

### Summer Time Table.

On and after Monday June 26th, 1899, train will run as follows:

#### LEAVING SHERBROOKE,

##### THROUGH EXPRESS—

Leave Sherbrooke	7.00 a. m.
Arrive Dudswell Jct.,	7.53 a. m.
" St. Francis	11.30 a. m.
" Levis	11.52 a. m.
" Quebec (Ferry)	12.00 M.

Pullman Palace Car, through coaches and baggage car, Boston to Quebec, and Pullman Palace Car Springfield to Quebec by this train. This train runs daily, Sunday's included.

##### PASSENGER—

Leave Sherbrooke,	3.50 p. m.
Arrive Dudswell Jct.,	4.45 p. m.
" Levis,	9.10 p. m.
" Quebec (Ferry)	9.15 p. m.

Pullman Drawing Room Car, Portland to Fabyans connecting with Pullman Drawing Room Buffet Car, Fabyans to Quebec via Maine Central R. R. and Dudswell Jct. This train runs daily, Sundays excepted.

##### ACCOMODATION—

Leave Sherbrooke	11.45 p. m.
Arrive Dudswell Jct.,	1.00 a. m.
" Levis,	8.40 a. m.
" Quebec (Quebec)	8.45 a. m.

This train runs daily, Sundays excepted. Saturday night's train runs through to destination on Sunday morning.

##### WAY FREIGHT—

Leave Sherbrooke,	9.00 a. m.
Arrive Dudswell Jct.,	12.20 M.
" Tring Jct.,	6.05 a. m.

in runs daily Sundays excepted.

#### TRAINS ARRIVING AT SHERBROOKE.

##### THROUGH EXPRESS—

Leave Quebec (Ferry)	3.45 p. m.
" Levis	4.15 p. m.
Arrive Dudswell Jct.	8.10 p. m.
" Sherbrooke,	9.20 p. m.

Pullman Palace Car, through coaches and baggage car Quebec to Boston, and Pullman Palace Car Quebec to Springfield by this train. This train runs daily, Sundays included.

##### PASSENGER—

Leave Quebec (Ferry)	7.45 a. m.
" Levis,	8.15 a. m.
" St. Francis,	8.45 a. m.
Arrive Dudswell, Jct.,	12.25 p. m.
" Sherbrooke,	1.30 p. m.

Pullman Drawing Room Buffet Car, Quebec to Fabyans, connecting with Pullman Drawing Room Car, Fabyans to Portland via Dudswell Jct. and Maine Central R. R. This train runs daily, Sundays excepted.

##### ACCOMODATION—

Leave Quebec (Ferry)	6.30 p. m.
" Levis	7.00 p. m.
Arrive Sherbrooke,	4.55 a. m.

This train runs daily, Sundays excepted.

##### WAY FREIGHT—

Leave Tring Jct.	6.00 a. m.
Arrive Sherbrooke,	2.20 p. m.

This train runs daily, Sundays excepted.

Connection is made at Dudswell Jct. by through express train from Sherbrooke on the Maine Central, R. R. for Cookshire, Sawyerville, etc.

For Time Tables, Tickets and all Information apply to any of the Company's agents.

FRANK GRUNDY, J. H. WALSH,  
General Manager. Gen'l Pass'r Agent

McIntosh and Co. of Toronto have purchased of the Eastern Townships Bank the two quarries formerly known as the Stanstead Granite and Moir Granite quarries together with the branch railroad, granite shops and everything formerly belonging to these two companies. Consideration \$50,000. We understand they intend putting it into a stock company with a capital of \$175,000. They will commence operations as soon as Moir & Co. finish what work they have on hand, which will be sometime in August. A large force of men will be employed by the new company, and again for about the one hundredth time the town will boom. This time to stay as there is no limit to the amount of money behind it.

The section men on the branch had a lively time on Friday. When the big storm came on they were working at the lower end and started up the line. At the first curve on the old track, known to employes as the coal cinder curve, the culverts were entirely inadequate to carry off the water coming down the hillside and a large overflow was running over the track flooding it to a depth of six or eight inches. Leaving men to watch that point, Foreman Charles Monroe proceeded up the track and discovered a thirty feet washout just above the willow hedge this side of the Stanstead station. The rails and ties were left hanging and it is fortunate that the foreman arrived in time to prevent the 3.30 accommodation train from being derailed. The branch gang from Cookshire

The Canadian Pacific Railway Company's freight shed at Lake Megantic was burned at three o'clock Sunday morning, the building, which included an office, being a total loss. It is understood that the shed contained no freight. Origin of fire unknown.



Tuesday night robbers entered the Rock Island and Derby Line passenger station of the B. & M. R. R. by prying up a side window in the ticket office. They extracted \$19.64 from the safe which was left unlocked, then entered the baggage room and broke open two sample trunks, one belonging to Mr. L. T. Lochheed, traveling salesman for the W. J. Gage Co., publisher and stationers, Toronto, and the other to T. O. Chapman of the Dominion Speciality Co., Rock Island. None of the contents were taken except a few prayer books and pencils, but the Gage Co.'s trunk was badly smashed. A telescopic valise containing the Dominion Speciality Co.'s samples of cutlery etc., was left with the cover partly removed and the contents untouched, indicating that the robbers had left in a hurry before examining this line which would doubtless have suited them better than the samples contained in the larger cases. The Railway company settled with Mr. Lochheed for \$10.00 and with Mr. Chapman for \$8.00. Mr. Herbert A. Clark, assistant station agent, was the last man to leave the station Tuesday night after the arrival of the late train and no suspicious characters were seen. The tools used for entering the building and smashing the trunks were taken from Julius Allard's shop. Some suspect that the robbery was committed by local crooks. They reason that professional burglars would not have touched the baggage.

Friday's rainfall was the heaviest of the season and the work of the accompanying lightning was not the only damage done. The Tomifobia river was never known to be as high at this season as it was Friday evening. The bridge near the freight station had a narrow escape. The approach at the southern end of it was washed away the bridge being supported only by a frail stone abutment which the spectators expected to see tumble at any moment but were, fortunately, disappointed. A considerable portion of the foundation wall at E. A. Baldwin's grist mill (Judd's Mills) was carried away, and it was thought at one time that the building was doomed to destruction, but it still stands. Farther up the river Daniel Gallaher's bridge was lifted from its foundation and carried bodily to the dam at Judd's Mills where it was wrecked and carried down the river in pieces. Charles Cooper who lives on Crystal Lake Farm (the L. K. Benton place) had an exciting experience with some cows pastured on the east side, the river being forded to save the longer distance via the Bouchard bridge. The cattle courageously entered the river but were quickly taken off their feet and carried down stream. It was thought they would be drowned, but by swimming they managed to reach the shore some distance below.



# Summary of Place Names.

Page 2

<u>Place</u>	<u>Life of 22 May</u> <u>Station 1871</u>	<u>06 DEC</u> <u>1875</u>	<u>13 OCT</u> <u>1890</u>	<u>02 OCT</u> <u>1892</u>	<u>01 OCT</u> <u>1906</u>	<u>MAY 30</u> <u>1912</u>	<u>SEP JUN</u> <u>1936</u>	<u>29 SEP</u> <u>1967</u>
Tomifobia, 1918/ Que. 1950(?)	No	No	No	No	No	No	Yes	No
Libbee's 1870/ Mills, Que. 1875(?)	Yes	No	No	No	No	No	No	No
Libby's Mills, 1875(?)/No Que. 1896(?)	No	Yes	Yes	Yes	No	No	No	No
Boynton, Que. 1896(?)/No 1935(?)	No	No	No	No	Yes	Yes	No(?)	No
Ayer's Flats, 1870/ Que. 1904	Yes	Yes	Yes	Yes	No	No	No	No
Ayer's Cliff, 1904/ Que. 1967	No	No	No	No	Yes	Yes	Yes	No
Massawippi, Que. 1875/ 1955(?)	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Woodland Bay, Que. None	No	No	No	No	No	No*	No*	No
* Summer flag-stop.								
North Hatley, 1870/ Que. 1967	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Eustis, Que. 1910(?)/No 1930(?)	No	No	No	No	No	Yes	No	No
Capleton, Que. 1870/ 1900(?)	Yes	Yes	Yes	Yes	No	No	No	No
Capelton, Que. 1900(?)/ 1930(?)	No	No	No	No	Yes	Yes	Yes	No
Adams, Que. None	No	No	No	No	No	No	No	Op.pt.
Lennoxville, Que. 1870/ 1874	Yes	GTR	GTR	GTR	GTR	GTR	CNR	CNR
Sherbrooke, Que. GTR/CNR/ CPR 1873-GTR 1923-CNR 1926-CPR/QCR	No	GTR	GTR	GTR	GTR	GTR	CPR	CPR



REMEMBRANCES OF THINGS PAST.

A LA RECHERCHE DU TEMPS PERDU.

The Massawippi Valley Railway.

S.S.Worthen.



In the Stanstead JOURNAL each year about July, a notice appears announcing that the Annual General Meeting of the shareholders of the Massawippi Valley Railway Company will be held early in September in the office of the Manager, Quebec Central Railway Company, 165 Wellington Street North, Sherbrooke, Province of Quebec. Such an announcement is certain to arouse the curiosity of almost anybody, especially a railway ~~historian~~ ~~enthusiast~~.

Add to this a report in the Montreal GAZETTE of 13 January 1979 that "Shares of Railroads ride wave of Trading" and that shares in the Massawippi Valley "closed at \$ 900 bid, double its value at the beginning of the week", and almost anybody, including railfans, would be consumed with curiosity.

What's it all about? Lake Massawippi and the Massawippi River are wellknown as important adjuncts to the beauty of the Eastern Townships of Quebec. Logically, a railway of the same name ought to parallel these stretches of beautiful water. It does.

For many years, the events and opinions<sup>s</sup> of Stanstead County have been carefully chronicled by the weekly newspaper, the Stanstead JOURNAL, without whose files this account could not have been written. But it is in the pages of the Waterloo (Québec) ADVERTISER and Eastern Townships SENTINEL, Thursday, July 17, 1862, that first mention is made of the elusive Massawippi Valley Railway:

" We understand that the preliminary survey of



the Massawippi Valley Railway has commenced under the skilfull superintendence of Mr. J. M. Clark, late assistant engineer of the S.S. & C. R.R. (Stanstead, Shefford and Chambly Railroad...Author). The opposition to the charter for that road on the part of the Shefford railway was withdrawn, in consideration that the gauge, instead of being broad like the Grand Trunk, should be narrow like the gauge of the Passumpsic and further that the Massawippi should become part of the main line of the Shefford road and worked on a pro-rata arrangement therewith from any point at which a junction may be hereafter be affected. The effect of this provision will be probably to carry the Shefford road by the head of Massawippi Lake (Newport, Vermont...Author) and to place the Massawippi Valley under the control of the narrow gauge ( 4 feet  $8\frac{1}{2}$  inches...Author) instead of becoming a Grand Trunk branch. It is fortunate that all cause of difference between the two Companies has thus been removed. We trust their successes may be speedy and harmonius."

Harmonius their successes may have been; speedy they were not. A year later ( July 9, 1863) there was another item in the ADVERTISER:

"The Massawippi Valley Railroad.

On the 28th. of last month the meeting was held at West Hatley village for the purpose of organizing



a company to carry on this undertaking through. John McConnell Esq., was called to the chair and E.H.LeBaron, Esq., appointed secretary. Several gentlemen addressed the meeting including the Hon. A.T.Galt, setting forth the importance of the enterprise. The following officers were appointed: President, the Hon. A.T.Galt; Vice-President, Col. Benjamin Pomeroy; Directors, Josiah Stickney, Esq., J.R.Brigham, Esq., Carlos Pierce, Boston, Emmonds (sic) Raymond, Esq., Vermont, A. Knight, M.P.P., Stanstead, C.C.Colby, Esq., do , Charles Brooks, Esq., Lennoxville. Secretary, E.H. LeBaron and Treasurer E.W.Mack. Some stock has already been taken, but not so much as the importance of the enterprise warrants."

In Dorman's "Statutory History of the Steam and Electric Railways of Canada 1836-1937", the following entry occurs:

"Province of Canada

23 Vic., Cap. 61

Incorporation of Massawippi Valley Railway Company to build from a point on the Grand Trunk Railway between Lennoxville and Compton to "Place Benson" in the Township of Stanstead or some point of connection on the Provincial boundary with Connecticut and Passumpsic Railroad, etc., etc.. 1862."

Place Benson has long since disappeared from maps of the region, together with Lindsay Beach, Lineboro' and



Coventry Mill, but the purpose of building the Massawippi Valley is evident, more than 100 years later.

The Connecticut and Passumpsic Rivers Railroad had been chartered in the State of Vermont in 1835, in opposition to the Vermont Central and the Grand Trunk. Opened from a connection with the Northern Railroad (New Hampshire) and the Vermont Central Railroad at White River Junction, Vermont, and the Concord and Montreal Railroad at Wells River <sup>Vermont,</sup> to St. Johnsbury<sub>N</sub> in 1850, "The Passumpsic" was opened to Newport on Lake Memphramagog, about 5 miles south of the International Boundary in August 1863. The directors of this line planned a connection with a <sup>railway</sup> ~~line~~ from Montréal, in order to avoid delivering freight to either the Grand Trunk or the Vermont Central, which companies controlled the rail access to Montreal at the time. This medium-range plan explained the presence of Messrs. Emmon<sup>S</sup> Raymond and Carlos Pierce on the MVRy's Board of Directors. The former was the President of the Connecticut & Passumpsic Rivers Railroad and the latter was a Boston financier and one of the directors of the C&PRRR.

In the planning stages, a connection at Newport with the Stanstead, Shefford and Chambly Railroad had been contemplated. However, J. Gregory Smith of the Vermont Central Railroad saw through this strategm and eliminated the possibility by leasing the SS&C. in 1861 and purchasing it in 1864. Despite this turn of events, other alternatives were considered by the Directors of the Passumpsic. There



was the possibility of a transshipment agreement with the broad-gauge ( 5 feet 6 inches) Grand Trunk Railway at Lennoxville. There was talk of a connection at Lennoxville with another standard-gauge line from Saint John, New Brunswick, but in 1863 it was only talk. Other merchants in Sherbrooke were discussing the construction of a standard-gauge line from Sherbrooke to Quebec City, an alternate to the Grand Trunk's line from Richmond to the Provincial capital. But this, too, was only talk.

By far the brightest <sup>possibility</sup> ~~proposal~~ on the horizon was Colonel Asa Belknap Foster's Southeastern Railroad which was destined to make the much desired connection in 1871. But that was 8 years in the future.

And so the Directors of the Massawippi Valley decided to build their line north ~~of~~ the Canada Line, through the valley of the Tomifobia River, Lake Massawippi and the river of the same name, to a <sup>freight and passenger</sup> interchange facility <sup>with the Grand Trunk Railway</sup> at Lennoxville and later to the <sup>GTR's</sup> imposing station in Sherbrooke, Canada East. The portion of the new line from Newport to <sup>the International Boundary</sup> (North Derby, Vermont) was built under the authority of the charter of the Connecticut and Passumpsic Rivers Railroad. The MVRy from Lineboro' to Lennoxville, Quebec, was built <sup>with</sup> ~~under~~ the authority of the charter issued under 33 Victoria Cap. 61, of 1862.

Securing shareholders for the new line seemed to be no problem. Neither was the construction of the line. There were no large engineering works to be undertaken; the several rivers that had to be crossed were of medium



size and could be crossed on pile trestles. The several crossings of the Tomifobia River between Smith's Mills (Tomifobia) and Ayers Cliff, Quebec, were made by single-span covered bridges, none of which, unfortunately, survive to the present.

The Brothers Trout (J.M. & Edw. Trout: "Railways of Canada 1870-71") record that the Massawippi Valley was leased to the Connecticut & Passumpsic Rivers Railroad for 999 years on its completion on 1 July 1869. They were one year early. The Massawippi Valley was opened for traffic - and leased to the C&PRRR - from July 1, 1870. Further, \$165,000 of the MVRy stock was subscribed in Canada and paid for in gold, and an equal amount was furnished by the Connecticut and Passumpsic Rivers Railroad Company ( a remarkable corporate title), making \$330,000 value of stock. The contractors were to take as part-payment \$70,000 of stock and \$400,000 of bonds to be issued by the Massawippi Valley Railway Company, which the Passumpsic company endorsed and guaranteed.

The Canadian participation consisted of \$100,000 from the vicinity of Stanstead, \$15,000 worth of debentures from the Township of Hatley, \$40,000 from the Township of Ascot (Lennoxville portion) and "with some subscriptions in the vicinity to pay for the right-of-way over and above what the \$15,000 in stock would meet, and for the preliminary expenses."

A casual note - more of this later - stated that it had been very recently decided to run the line into Sherbrooke, E.T. (Eastern Townships...Author) by laying a



third rail on the Grand Trunk from Lennoxville; stations would also be built there sufficiently commodious for the traffic of both lines. Trout(s) indicated that the chief office and address was Lyndonville, Vermont, USA, which also happened to be the northern headquarters of the Connecticut and Passumpsic.

Construction of the main line from Newport to Lennoxville did not contemplate any major difficulties. From the end-on junction at Newport with the Passumpsic road, the MVRy crossed the Clyde River on an almost water-level pile trestle, past a large water tank, to the <sup>commodious</sup> ~~large~~ freight yard on the lake front, just to the north of the original station. Past this point, the main line climbed northward on a steadily rising embankment through a <sup>deep</sup> ~~shallow~~ cutting spanned by <sup>a</sup> ~~the~~ humpbacked dry bridge. On the outskirts of the village of West Derby, the line crested the ridge and began descending to the east shore of Lake Memphramagog at Lindsay Beach. Just across the International Boundary at Lineboro', the MVRy later on in its history, received shipments of granite from the quarries at Graniteville, Quebec, via the electrified quarry railway, for forwarding to Stanstead Junction (Beebe, Quebec) for finishing. Much of the granite used in <sup>in the 1930s</sup> the construction/of the Sun Life Building, one of Montreal's landmarks, came from the quarries at Graniteville.

"Junction Switch" was the original name for the point where the main line threw off a branch to the important county town of Stanstead, 3.51 miles east up the valley



of the Tomifobia River. From the Junction, through Beebe Plain to Rock Island, the line rose on a moderate grade. Between Rock Island and Stanstead, trains had to climb up out of the river valley to the plain above. This involved a hair-raising grade of 3.6% for about half-a-mile; operation of this short stretch was always a problem.

Four miles north from Junction Switch - Stanstead Junction after 1876 and Beebe Junction by 1926 - the *main line* *of the* railway descended into the valley of the Tomifobia River. At Smith's Mills the river valley narrowed into a gorge for a mile or so, obliging the railway to follow a curving alignment along the west side of the valley. This resulted in a short, curving grade southbound of something more than 1.5%; normally, this would not have been <sup>*an obstacle*</sup> difficult, but with the reverse curve, the memory of the construction engineers who located this part of the line would remain forever purple in the memories of the firemen on the southbound trains. There was poor visibility around one of these curves and on a dark, rainy night, 15 years later, this situation would cost the lives of the engineer and fireman on Number 18, the night express from Sherbrooke to Boston.

Reaching the lower levels of the river valley, the line *entered upon* a succession of crossings of the Tomifobia, which wound across and through the valley in sprawling ox-bows. Reaching the outskirts of the village of Ayer's Cliff, the railway curved west away from the river to the station, about 3 miles from Massawippi Lake. On a



slightly descending grade, the <sup>railway</sup> <sub>A</sub> crossed the Tomifobia River for the last time and was soon running along the eastern shore of Lake Massawippi, past the little station of the same name.

The <sup>four</sup> ~~4~~-mile stretch of the line from Massawippi to Putney Cut was and is one of the most scenic portions of the MVRy. Here, the substratum of hard rock erupts into seventy-foot-high cliffs, arbitrarily cristened "Rock Donda" by some of the local writers. There was no corniche or subaqueous ledge for the contractors to build the line upon, so they were obliged to carve a ledge for some hundreds of feet along the base of the cliff. About a quarter-mile further on, the process was again necessary, until the railway was once again able to use the lower hillside terrace, along the lake shore.

South of the location that was to become Woodland Bay was a final earthwork - Putney Cut - through which the track was laid to avoid circumnavigating the rocky point. The clatter of the wheels frequently drowned out the call of Brakeman Harvey Place, as he announced the next station stop at "Perkinses Point" (Perkins' Point). From Woodland Bay to the outlet of the Lake at North Hatley, the railway ran along the lake shore, or back from it, a few hundred yards.

Leaving <sup>the station at</sup> <sub>A</sub> North Hatley, the railway crossed the Massawippi River on a pile trestle to the west side, on which it remained for the remainder of the distance to Lennoxville. At Capelton and Eustis, copper mines were later to provide traffic for the railway. At Adams, about midway between Capelton and



Lennoxville, there was a passing siding

It is probable that, because of the differences in gauges, there was no physical connection between the Grand Trunk and the Massawippi Valley at Lennoxville before the night of 1874, when, on/25-26 September of that year, the Grand Trunk was standard-gauged from Montreal to Portland, Maine (292 miles) without interruption of traffic. From its opening to September 1873, <sup>the Massawippi Valley interchanged</sup> freight and passenger traffic across the platform at the joint station at Lennoxville. There were reports of Grand Trunk <sup>passenger</sup> trains leaving before time or not waiting for <sup>advertised</sup> ~~scheduled~~ connections.

After protracted negotiations, the Massawippi Valley was able to execute a lease "to be allowed to make use of and run over that portion of the Grand Trunk Railway which extends between Lennoxville and Sherbrooke in the County of Compton, in the Province of Quebec, and Dominion of Canada." The parties agreed that the Connecticut and Passumpsic Rivers Railroad Company (President: Emmons Raymond, Esq.), lessor of the Massawippi Valley, could lay a third rail for the purpose of forming a narrow-gauge ( 4 feet  $8\frac{1}{2}$  inches) line on and over the existing Grand Trunk line from the junction at Lennoxville to the double-tracked train-shed type station of the GTR on Depot Street in Sherbrooke.

This was Contract No. 222 in the record books of Notary John S. Hunter, N.P. (Number 18,923) of Montreal, before whom appeared C.J. Brydges, Managing Director of the Grand Trunk Railway Company of Canada and Emmons



Raymond, President, Connecticut and Passumpsic Rivers Railroad Company. The Passumpsic was to furnish the third rail and all of the fittings and attachments thereto and to pay for the upkeep of same, but the cost of all of the necessary switches and frogs for the double gauge so formed between Lennoxville and Sherbrooke was to be divided equally between the two companies. The term of the agreement was 99 years; theoretically, it should have been renegotiated in 1970.

Coming into the GTR yard and station in Sherbrooke, the MVRy used the north half of the latter to handle their passenger traffic. Two stalls in the round, covered, brick engine-house were used by the lessee. The annual rental on the properties was \$ 1,750 in gold. For track maintenance, Lennoxville to Sherbrooke, the cost was \$ 450 in gold per year. This sum, together with the rental of the station facilities, was payable in twelve monthly installments. The engine-house rental was \$ 20,000 United States' dollars for the whole term of the 99-year lease. The Passumpsic also agreed to provide the GTR free access at all times to - and free use of - the two leased stalls in the engine house and to maintain " the north gauge of the said Grand Trunk Railway Company, and the said rails for the same, from the East (south...Author) of said engine house of (sic) shed, so that the said party of the first part (the GTR... Author) may be enabled at any time to run their engine into the said engine house or shed and to have free access to and across the said land hereby leased, to the said Engine house, and to the said two stalls therein."



Lastly, and after all these pro-GTR clauses, it was agreed that the running of Passumpsic trains over the 2.91-mile, three-rail stretch would be under the sole control of the Grand Trunk, who would give all reasonable facilities for the passing of trains of the Passumpsic.

It looked good on paper, but it was something else in practice. Some results of joint operation had been suggested by an item in the Waterloo ADVERTISER of 27 September 1872 - just a year before - and copied from the Newport, Vermont EXPRESS & SENTINEL - which chronicled:

"Last Friday morning, the mail train (on the MVry) was delayed some 5 hours by a collision on the Grand Trunk. The earlier passenger train on the Grand Trunk ran into the rear of the Passumpsic freight at Lennoxville, splitting open and badly smashing the paymaster's car, attached to the latter train. We understand that no one was injured, save the engineer of the Grand Trunk engine, somewhat bruised, in jumping out of his engine."

This report suggests that there was a three-rail operation in Lennoxville at least a year before the third rail was laid to Sherbrooke. It also suggests that the Passumpsic pay-car came north as far as <sup>Lennoxville</sup> ~~Sherbrooke~~ and, probably for operating reasons, shunted on to the GTR main line, where it was overtaken by the morning passenger train.

As far as can be determined, the Massawippi Valley never owned any motive power or rolling stock. The 4-4-0s



that hauled the trains were from the C&PRRR and the name "Passumpsic" was stencilled in large letters on the tender sides or presented in script as "C. & P. R.RR." in the same location. The name of the locomotive was often lettered on the cab sides, just under the windows. The rolling stock was Passumpsic, until the Southeastern Railway reached Newport in 1873. After that, freight and passenger cars frequently bore the name of that Company and Southeastern engines frequently powered trains from Newport to Stanstead Junction and the 2.48-mile branch to Rock Island. Trains for Montreal via Newport and the Southeastern originated after October 1896 at the county town of Stanstead; there was no point at originating them at Sherbrooke. The Grand Trunk was there in full force.

Life on the Massawippi Valley had been complicated from the outset, as described in the following report from the Stanstead JOURNAL of 10 August 1871:

"The first serious accident on the Massawippi Railroad took place on Friday morning last, when the mail train from Lennoxville went through a culvert north of Ayer's Flat. The engine passed over safely, the hind wheels of the tender dropped down and were broken off, the express and mail car were pretty effectually wrecked, as were also the passenger cars. No lives were lost. The express messenger, Frank Richardson had his shoulder dislocated, and some of the passengers got some contusions."



Accidents did not happen exclusively on the Massawippi Valley. From the same issue of the JOURNAL, the following:

"There was a collision on the Grand Trunk Road between Sherbrooke and Lennoxville on Monday, between a passenger train running south and a freight train moving north. The conductor of the passenger train had orders to wait at Sherbrooke for the freight train, but says he forget (sic) it, and being on time, moved on. The collision smashed both engines and the baggage car of the passenger train. Geo. W. White formerly of Stanstead but now of New York, was in the baggage car and saved himself when the alarm was given by leaping down the embankment."

From a business point-of-view, things began to look up early in 1873, when Colonel Asa Belknap Foster completed the Missisquoi and Clyde Rivers Railroad from Richford to Newport, Vermont. The Colonel's Southeastern Railway, nee the South Eastern Counties Junction Railway, had been hauling passengers and freight from West Farnham to Richford since 10 June 1872. Service from Montreal to Boston, via the Grand Trunk, the Stanstead, Shefford and Chambly, the Southeastern, the Connecticut and Passumpsic Rivers, the Northern (N.H.), the Boston, Concord & Montreal, the Concord, the Nashua and Lowell, the Manchester and Lawrence and the Boston and Maine, was offered on 01 July 1873. The monopoly of the Vermont Central and its southern associates was shaken but not broken. Like it



or not, the VC-Grand Trunk "dragon" gobbled up the traffic - still - at either Sherbrooke or West Farnham, Quebec.

There were other glimmers of hope on the horizon. To the north, the first portion of the line from Sherbrooke to Quebec City, the Sherbrooke, Eastern Townships and Ken~~ne~~bec Railway, was opened to Westbury in October 1874. To the east, construction had begun on the St. Francis and Megantic International Railway's line from Lennoxville towards Megantic, the first 26-mile portion to end-of-track near Bury being opened on Bastille Day (14 July ) 1875.

In the interim (1876), the C&PRRR was able to offer a variety of passenger - and freight - services between Montreal and Boston, via the Grand Trunk and with a change of trains in Sherbrooke. There was an early-morning (4.30 a.m.) "mail", departing after the arrival of the GTR Portland sleeper which had left Montreal at 10 p.m. the previous evening. There was also a connection from the overnight sleeping car train leaving Quebec City at 7.30 p.m. the previous night and reaching Sherbrooke via Richmond.

The 4.30 a.m. train arrived at Newport at 6.55 a.m., taking 2 hours and 25 minutes for the 40-mile trip over the Massawippi Valley. It made station stops at Lennoxville, Capelton, North Hatley, Massawippi, Ayer's Flats, Libby's Mills, Smith's Mills and Stanstead Junction.

The northbound mixed train left Newport at 7.40 a.m. and arrived at Sherbrooke at 11.10 a.m. At 1.40 p.m.



the southbound mixed left Sherbrooke, arriving at Newport at 5.40 p.m. A connection was provided with the southbound Passumpsic accommodation train for White River Junction, Boston and New York, departing at 6.10 p.m., or the Montreal "Night Express", via the Southeastern to West Farnham and the Stanstead, Shefford and Chambly to St. Johns and the GTR, at 9.15 p.m. By these arrangements, the traveller could reach Boston at 8.35 a.m. For the late northbound passengers, there was a mail train leaving Newport at 7.30 p.m., with a connection at Sherbrooke with the 9.30 p.m. GTR train to Quebec City (arrival 7.00 a.m.) and to Montreal (arrival 6.30 a.m.). The Montreal Night Express via the Southeastern, referred to above, reached Montreal at 9.25 a.m.

This timetable, dated December 6, 1875, further noted that the "Stanstead Branch Train connects at Stanstead Junction with all trains for Stanstead and Derby Line. The time from Stanstead Junction to Stanstead 10 minutes". Stanstead Junction later became Beebe Junction; in this announcement, "Stanstead" is obviously Rock Island, since the 1.03-mile extension to Stanstead was not completed until 1896.

The following interesting supplemental notes are given:

" NEW SHORT LINE ROUTE TO MONTREAL

The completion of the Southeastern Railway from Newport, Vt., to West Farnham, P.Q., opens a new short route from New York, Boston and all points East and South to Montreal, which offers special attractions to all classes of travellers. It is



the only direct route between the White Mountains, Lake Memphramagog, and Montreal.

Connections

- 1 At Sherbrooke, with Grand Trunk Railway, for Portland, Quebec, Montreal and the West.
- 2 At Newport, with Southeastern Railway for Richford, West Farnham, St. Johns and Montreal. Also, with Steamboat daily (during pleasure travel season ) for Magog, connecting with Coaches for Sherbrooke and Waterloo.
- 3 At St. Johnsbury, with Portland and Ogdensburg Railway, for Danville, Hyde Park, West Concord, etc.
- 4 At Wells River, with White Mountain Railway, for Littleton and Fabyan's (the nearest railway station to the White and Franconia Mountains), and Boston, Concord and Montreal Railway for Concord.  
Also with Montpelier & Wells River Railway.
- 5 At White River Junction with Northern (N.H.) Railway, for Concord, Manchester, Portsmouth, Nashua, Worcester, Providence, Lowell, Lawrence and Boston.  
With Vermont Central Railway for Waterbury, Mt. Mansfield, Montpelier, Burlington, Ogdensburg, Montreal and Saratoga Springs.  
With Vermont Central and Connecticut River line, for Windsor, Bellows Falls, Rutland, Saratoga



Springs, Keene, Fitchburg, Worcester,  
Providence, Brattleboro', Northampton,  
Springfield, Hartford, New York and  
Southern Cities.

PULLMAN SLEEPING-CAR on 6.00 p.m. train from Boston goes through to Montreal via Newport, without change. The most direct route to the White and Franconia Mountains, Lake Willoughby, and Lake Memphramagog. NEW YORK or BOSTON to QUEBEC.- This is the established Mail route and is shorter and quicker than any other. Unrivalled attractions for both pleasure-seekers and business men.

As has been noted previously, there were no engineering works of any magnitude on the Massawippi Valley. The total difference in altitude on the main line between the highest and lowest points was something less than 300 feet. There were, nevertheless, difficult stretches and trouble spots. The two-mile grade southbound around the reverse curves at Smith's Mills. (later Tomifobia), mile 30, was the bane of all firemen. There was a passing siding half-way up the hill and woe betide the extra south that had a meet ordered there. In the valley north of the two-mile hill, the railway crossed and recrossed the Tomifobia River in a succession of covered bridges and a pile trestle. About a mile north of Tomifobia, there was a covered bridge. Three-quarters-of-a-mile further north, there was another one. A half-mile further on was a pile trestle, as the railway crossed an old ox-bow of the river. At Libby's Mills, later Boynton



(mile 26), there was another river crossing via a covered bridge. Two miles onward, there was yet another covered bridge. That made four covered bridges in 9.2 miles, surely a record for the time. The great flood of 1927 swept them all away; when the line was rebuilt, and it had to be in the river valley, the Boston & Maine, which had inherited the Massawippi Valley lease from the Passumpsic, dug a new course where the river had not already done so, confined it to the east side of the valley and filled in the shallow ox-bows.

The Passumpsic continued its efforts to realize its own connection from West Farnham to Montreal and progress was reported in the JOURNAL of 23 May 1878:

"The Passumpsic Railway is now in possession of the railway from West Farnham to Chambly. From Chambly to St. Lambert the road is pronounced unsafe by the government inspector and travel forbidden until suitable repairs are made. The entire line, known as the Montreal, Portland and Boston will be run in connection with the Southeastern when opened, giving that road and the Passumpsic and (sic) independent line to Montreal."

And, from the 10 October 1878 issue of the JOURNAL, a successful completion:

" THE SOUTH EASTERN RAILWAY

The South Eastern (sic) Railway are now running through trains to Montreal over the Chambly road. This makes the shortest and most pleasant of all



the routes to Montreal, and the new road is said to be one of the best finished and smoothest roads in Canada, and the passenger trains will compare favorably with those of any other road."

The only addition to the Massawippi Valley Railway during its history was the 1.03-mile extension of the Stanstead Branch (Stanstead Subdivision of the Canadian Pacific Railway: Time Table 28, October 29, 1967). This extension was built from the end of the original line, <sup>in Rock Island</sup> up the side of the valley of the Tomifobia River to a terminus at the Tomifobia/~~Fitch~~ Bay road near the north end of Stanstead village. Its completion was predicted in the Waterloo ADVERTISER of Friday, October 2nd., 1896:

"The extension of the Stanstead Branch of the Boston & Maine Railroad from the present depot at Rock Island to Stanstead Plain, a distance of 2 miles, is rapidly nearing completion under the management of the contractor, Mr. M.M. McCarthy of Sherbrooke. The first passage over this extension will be made on or about October 3rd."

Despite the constantly changing transport and travel patterns in New England and southeastern Quebec, the Massawippi Valley continued to be a profitable enterprise, particularly in the latter part of the Nineteenth Century. The following item in the Waterloo ADVERTISER of August 21, 1885, confirms this characteristic:

"The shareholders of the Massawippi Valley Railway Company meet at Rock Island on the 2nd. September.



This railroad is remarkable for paying the stockholders a regular and handsome dividend."

The Massawippi Valley was no more immune to accidents than most other railways of the period. In the spring of 1900, there was an unfortunate accident not far from North Derby, Vermont, which was described in the Stanstead JOURNAL:

"The branch train, which runs through to Newport as an 'accommodation', leaving here at 3.30 p.m., collided with a north bound 'light' engine on the main line at the curve a short distance above the North Derby crossing yesterday afternoon killing one man and seriously injuring several other persons. Both trains were running fast and as they came in sight of each other around the curve the engineers had barely time to set the brakes before the crash. Both engines were derailed and badly demolished. The tender of the branch train was forced through the forward end of the car the two being 'telescoped' several feet, the tender trucks passing under the forward end of the car. Archie Bowker, fireman on the north bound train, was killed. Engineer Walter Hunting's shoulder was dislocated and he was quite badly bruised. The other trainmen injured are:

Charles Dennison, engineer on the branch train, hands badly scalded and head scalded and wounded.

Fireman Kimball, scalp gashed eighteen inches and torn from skull (sic).

Fred Stevens, conductor, severe scalp wounds and limbs badly jammed.



Homer Martel, brakeman, head bruised and back injured.

The passengers injured are:

Harry Stratton, Beebe Plain, badly bruised about the hips and legs, left wrist cut, side of head bruised. William Stratton, Beebe Plain, collar bone broken. Mrs. Stratton, badly bruised. Mrs. Skinner, Barton Landing, bad scalp wound. Mr. Bean, Beebe Plain, rib broken. Mrs. Bean, cut over eye. Mamie O'Brien, Stanstead, shoulder bruised.

Conductor Stevens had just signalled the engineer to stop to leave passengers at North Derby and was standing near the door. He was knocked down by the tender which crashed through the forward end of the car. His legs were squeezed in between the car floor and bottom of the tender, his head being held down by the brake beam. The end of the tender had to be raised with jack-screws before he could be released. Although bleeding from scalp wounds and badly bruised, he kept perfectly cool and gave instructions to the rescuing party.

Harry Stratton, who was sitting at the end of the car, was also pinioned by the tender and the side of the car had to be cut away to secure his release. Mrs. Stratton was held fast by her clothing which had to be cut to release her.

Many people visited the wreck which was at first the scene of much confusion. It was some time before



the arrival of a sufficient number of surgeons to give the injured proper attention.

Some of the wounded trainmen were at first taken to the d'Etchegoyen house on the knoll behind which the wreck occurred. Other trainmen and passengers were taken up the line on hand cars and in teams. Finally, all were removed, some going to their homes, others to the Junction House and Hotel Beebe Plain where they received every attention from doctors, nurses and others. A special from Newport with a number of doctors and trainmen reached the scene of the wreck after all the wounded had been removed.

Between two and three o'clock this morning the line was restored, the engine having been tipped over and the track swung outward past the wreck.

The 'light' engine was an extra 'helper' running to Lennoxville to assist in hauling heavy south-bound trains up the grades. The run was a familiar one for Engineer Hunting, who received his orders to proceed to Lennoxville keeping clear of all regular trains. Neither of the men thought anything about the branch train, which makes this one run through to Newport.

There were some affecting scenes in connection with the wreck, particularly the arrival of Miss Hammond at the Stratton home last evening and the visit of the deceased fireman's wife to the station at the Junction where the body of the unfortunate man awaited the arrival of the coroner from Sherbrooke. Besides a wife the deceased leaves two children. He



was a son of Charles Bowker, C.P.R. station agent at Mansonville. An inquest was held by Coroner Pelletier, who arrived on the late train, the jury returning a verdict in accordance with the facts, holding both the engineer and fireman to be equally to blame but the former the more responsible.

Harry Stratton, who was seriously injured, was to have been married last night to Miss Lena Hammond of West Derby. He was on his way to that place with his father and mother when the accident occurred.

The wounded are all doing as well as could be expected."

The foregoing account can be better understood when one realizes that the "accommodation" train consisted of a 4-4-0 engine and a combination baggage/passenger car, running with the passenger end next to the engine tender. However, the newspaper account does not describe exactly the scene portrayed in the picture taken by Mr. Frank Maheux of Rock Island, Quebec, on a 5 x 7" glass negative, published in the Stanstead JOURNAL of 21 February 1974. No evidence of telescoping can be seen and the combination car in the photograph is still on the rails.

Mr. Charles Holmes of Stanstead was reported to have an exceptionally intelligent dog, as the following report from the Stanstead JOURNAL of August 4, 1921 certified:

"Mr. Charles Holmes of this place has a very intelligent dog who goes to the Port Office for maily matter, and does all errands required where



no speaking is needed. This dog left Lennoxville by the train on Monday, with his master, and being asleep when it reached North Derby, was left on the train. At Newport he got off and inspected the boat, hotel and village until the 'Shoo Fly' train was ready, when he went aboard, changing cars at North Derby and safely reaching home. Conductor West asked him for his ticket, when he gravely sat upon his hind legs on the seat and held out his right paw, which was satisfactory payment."

Besides describing a very clever canine, this item also raises the question as to why, in August 1924, passengers from Newport to Stanstead should have been obliged to change trains at North Derby!

At this point, an explanation ought to be provided as to how the Connecticut and Passumpsic Rivers Railroad became part of the Boston and Maine's northern kingdom. The C&PRRR managed to assemble lines north from White River Junction to Sherbrooke and West Farnham by leasing the Southeastern and its associated lines in 1878. The Connecticut River Railroad, Springfield, Massachusetts to Brattleboro, Vermont, acquired financial control of the Passumpsic in 1885, but lost it in 1887 when the Passumpsic was leased by the Boston and Lowell Railroad. Squabbles in the New Hampshire legislature threatened the demolition of the B&L's system; rather than have this happen, the Boston & Lowell leased itself to the Boston & Maine for 99 years in 1893.

The Boston & Maine operated the Massawippi Valley under



the lease originally negotiated by the Passumpsic through good years and bad until 1926, when the Canadian Pacific Railway Company leased the B&M's lines north of Wells River, Vermont, for 30 years. While the CPR assumed operation of the Wells River-Newport-Richford main line, the Massawippi Valley was transferred to the Quebec Central Railway Company for operation, thus establishing a through route from Quebec City to Newport, via Sherbrooke.

At the general meeting of the shareholders of the Canadian Pacific on 09 April 1947, the Directors were instructed to purchase these lines and thus, in November 1947, the CPR purchased the former B&M lines. Included in the purchase were the portions of the Passumpsic from Wells River north to Newport, the part of the connection from the Passumpsic to the Massawippi Valley between Newport and North Derby and those parts of the Newport and Richford Railroad, originally the Missisquoi and Clyde Rivers Railroad, from Newport to Highwater and East Richford, through Richford, Vermont to the International Boundary near Abercorn, Quebec. However, the Massawippi Valley maintained its independence; it was still operated under lease to the Canadian Pacific Railway, and remains so to this day.



THE MASSAWIPPI VALLEY RAILROAD

Thursday July 9 1863

Waterloo: ~~XXXXXXXXXXXXXXX~~ Advertiser and Eastern Townships Sentinel

The Massawippi Valley Railroad

On the 28th. of last month the meeting was held at West Hatley village for the purpose of organizing a company to carry on this undertaking through. John McConnell Esq., was called to the chair and E.H. LeBaron, Esq. ~~was~~ appointed secretary. Several gentlemen addressed the meeting including the Hon. A.T. Galt, setting forth the importance of the enterprise. The following officers were appointed: President, The Hon. A.T. Galt, Vice-President, Col. Benjamin Pomeroy, Directors, Josiah Stickney, Esq., J.R. Brigham, Esq., Carlos Pierce, Boston, Emmonds Raymond, Esq., Vermont, A. Knight, M.P.P., Stanstead, C.C. Colby, Esq., do, Charles Brooks, Esq., Lennoxville. Secretary, E.H. LeBaron and Treasurer E.W. Mack. Some stock has already been taken but not so much as the importance of the enterprise warrants.



MASSAWIPPI VALLEY RAILWAY

Source: "Forests & Clearings: The History of Stanstead County"  
B.F.Hubbard; The Lovell Printing & Publishing Company,  
Montreal 1874

The provincial charter for the company was obtained by Albert Knight, Esq., MPP. The first meeting of the Directors, held on 18 June 1862 at Massawippi, Quebec, Colonel Benjamin Pomroy was elected President, D.W. Mack, Esq., Vice-President, and E.H. Le Baron, Esq., Secretary and Treasurer. C.C. Colby, Esq., was chosen Managing Director.

A meeting of the shareholders was held on 25 June 1863 and nine directors were elected, according to the requirements of the charter, of whom the Honorable Alexander T. Galt was chosen President; Colonel Benjamin Pomroy, Vice-President; E.H. Le Baron, Secretary, and D.W. Mack, Treasurer. Albert Knight, C.C. Colby, and Carlos Pierce were appointed to the Executive Committee for the management of business, subject to the approval of the Directors of the Company.

A meeting of the Directors was held on 28 April 1864 at which all of the officers of the Company were re-elected, with the addition of Charles Brooks, Esq., to the Executive Committee.

The Directors of the Company, chosen at the meeting of 02 October 1867 were the Honorable A.T. Galt, Colonel Benjamin Pomroy, C.C. Colby, Albert Knight, Ozro Morrill, Charles Brooks, General H.P. Adams, Stephen Foster



and Carlos Pierce.

At the meeting of 14 January 1868, the Honorable Alexander T. Galt was re-elected President and Colonel Benjamin Pomroy, Vice-President. The profile and map of the spur (to Rock Island), and a report on the location of the main line to Ayer's Flat, were presented by Mr. Chamberlin ( the contractor? ... Author). The Executive Committee appointed at this meeting were instructed to meet a committee of Directors of the Passumpsic Railroad Company (Connecticut and Passumpsic Rivers Railroad Company...Author) and negotiate with them upon the construction of the M.V. Railway, the running of the same, and all matters connected therewith, making the necessary provisional agreements - the same to be afterwards submitted to the Board for ratification.

On 16 June 1868, Carlos Pierce and Albert Knight were appointed to confer with the Directors of the Passumpsic R.R., presenting resolutions, and arranging terms for payment of preliminary expenses of the M.V. Railway Company.

At a Directors' Meeting on 30 July 1868, the draft of a bond for leasing the line to the Passumpsic R.R.Company was submitted,also one of an agreement for the construction, equipment and running of the same and other matters connected therewith. The Honorable A.T.Galt, Colonel Benjamin Pomroy, C.C.Colby, Esq. and Charles Brooks, Esq., were appointed to confer with the Passumpsic R.R.Company on all matters involved in the bond and contract mentioned above.



The estimated cost of construction, &c., of the M.V.Railway, or amount to be paid, was \$ 800,000, viz., \$ 330,000 in cash, \$ 70,000 in stock of the Company at par value and \$ 400,000 in first mortgage bonds. The sum to be paid annually by the Passumpsic R.R.Company leasing the same was \$ 24,000 in gold, or its equivalent. The time fixed for the completion of the Mississippi Valley Railway was 01 July 1870.

At a meeting of the stockholders held 30 September 1868, for the election of directors, the following were chosen: Honorable A.T.Galt, Colonel Benjamin Pomroy, C.C. Colby, MPP , A. Knight, Esq., Carlos Pierce, Charles Brooks, Henry Keyes, Emmons Raymond and B.P.Cheney. The Honorable A.T.Galt was elected President, Colonel Benjamin Pomroy, Vice-President, and A.P.Ball, Esq., Secretary. The Committee on Construction consisted of Henry Keyes, Emmons Raymond and Colonel Benjamin Pomroy.

The Officers of the Company were re-elected at the meeting of 29 September 1869, with Stephen Foster as Treasurer.

In entering upon the business of construction, the line of railway was divided into three sections, the first beginning at the Province Line (Lineboro'), the last connecting with the Grand Trunk Road at Lennoxville.

At the meeting of 07 September 1870, a vote of thanks was given by the stockholders to Colonel Pomroy for his gratuitous services and for the zeal shown by him in behalf of the M.V.Railway Company.



A month later, the officers of the Board were re-elected and on 29 December 1870, by vote of the Directors, Colonel Pomroy, Vice-President and A.P. Ball, Secretary, were appointed and authorized to sign the contract for the M.V. Railway Company and deliver the railway to the Connecticut and Passumpsic Rivers Railroad Corporation.

The officers of the Company, recently (1874) elected, are: Albert Knight, Esq. of Stanstead, President; R.N. Hall, Esq., Sherbrooke, Vice-President; and Stephen Foster, Esq. of Stanstead, Secretary.

Albert Knight (1817- )

Born in Waterford, Vt. 12 February 1817;  
Began business for himself at Stanstead in 1837;  
Was most successful and after several years, retired;  
Elected to Provincial Parliament for Stanstead County  
in 1861;  
Director of Massawippi Valley Railway in 1863;  
Director and President, Massawippi Valley  
Railway, in 1874.  
Married in 1839 to Julia Ann Rose. They had seven  
children, three of whom died young.

Colonel Benjamin Pomroy (1800- ).

Born in Stanstead Township 28 December 1800;  
Began his mercantile business in Sherbrooke in 1823;  
Returned to Stanstead in 1824 to marry Lucy Lee;  
Removed to Compton in 1830; gave up trade and  
commenced farming;



Captain, Queen's Mountain Rangers, Rebellion 1837/38;  
Subsequently appointed Major of Militia and Colonel,

Second Batallion, County of Compton;

Pioneer in the construction of the Grand Trunk

St. Lawrence & Atlantic) Railway;

Prominent mover in the establishment of the Eastern

Townships Bank of which he was elected

President in 1859;

Director & President, Massawippi Valley Railway

Company, 1862;

Director & Vice-President, M.V.Railway Company,

1863-1870;

Special vote of thanks from shareholders, September 1870

Daniel W. Mack, Esq. (1812- )

Born in Marlow, New Hampshire and came to Stanstead  
with his parents in 1816.

"He sustained the office of magistrate, and was  
otherwise employed in public affairs."

Treasurer, Massawippi Valley Railway Company, 1863.

Elijah H. Le Baron (1814- )

Born in Hatley Township in 1814;

Married Maria Brown in 1843 and settled in Massawippi  
Village;

"He has sustained several offices of responsibility  
and trust;"

Secretary & Treasurer, Massawippi Valley Railway  
Company, 1862.

Stephen Foster (1806- )

Born in Montpelier, Vermont, 12 July 1806;

Commenced mercantile business with Colonel J. Langdon  
at Derby Line, Vermont, in 1828;

Married Maria Kimball of Barton, Vermont in 1831;

Colonel Langdon withdrew from business in 1833;

company continued as Spalding & Foster;

Mr. Foster withdrew in 1844 and was appointed Cashier,  
People's Bank, Derby Line, Vermont;

Elected Mayor of Municipality of Stanstead in 1855;

Director, Massawippi Valley Railway Company, 1867;

Secretary, Massawippi Valley Railway Company, 1874.



# SUMMARY OF OPERATING POINTS ON THE

## MASSAWIPPI VALLEY RAILWAY.

<u>Place</u>	<u>Life of Station</u>	<u>22 MAY 1871</u>	<u>06 DEC 1875</u>	<u>13 OCT 1890</u>	<u>02 OCT 1892</u>	<u>01 MAY 1906</u>	<u>30 SEP 1912</u>	<u>JUN 1936</u>	<u>29 SEP 1936</u>
Newport, Vt.	1870/1967	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
West Derby	None	No	No	No	No	No	No	No	No
Lindsay Beach	None	No	No	No	No	No	No	No	No
North Derby, Vermont	1870/ 1932(?)	Yes	No	No	No	Yes	Yes	No	No
Lineboro', Quebec	1898/ 1906(?)	No	No	No	No	Yes	No	No	No
Junction Switch, Que.	1870/ 1872(?)	Yes	No	No	No	No	No	No	No
Stanstead Junction, Que.	1872(?)/ 1900(?)	No	Yes	Yes	Yes	Yes	No	No	No
Beebe Junction, Que.	1900(?)/ 1967	No	No	No	No	No	Yes	Yes	Yes
<u>Stanstead Branch:</u>									
Beebe Plain Camp Ground, Que.	None	No	No	No	No	No	No	No	No
Beebe, Quebec	1900(?)/ 1930(?)	No	No	No	No	Yes*	Yes	Yes	No
* Beebe Plain, Quebec									
Stanstead & Derby Line	1870/ 1896(?)	Yes	Yes	Yes	Yes	No	No	No	No
Rock Island & Derby Line	1896(?)/ 1928	No	No	no	No	Yes	Yes	No	No
Stanstead, Que.	1896(?)/ 1928	No	No	No	No	Yes	Yes	No	No
Stanstead, Rock Island & Derby Line	1928(?)/ 1960(?)	No	No	No	No	No	No	Yes	No
<u>Main Line:</u>									
Mack's Mills, Quebec	None	No	No	No	No	No	No	No	No
Smith's Mills, Quebec	1870/ 1918	Yes	Yes	Yes	Yes	Yes	Yes	No	No

Sources.

1. Connecticut & Passumpsic Rivers & Massawippi Valley Railroads  
(Employees') Time Table Number 8: Commencing May 22, 1871.
2. Walton's Vermont Register and Farmer's Almanac for 1876:  
(Advertisements) Passumpsic Railroad Public Time Table Dec. 6, 1875.
3. Boston & Maine Railroad, Passumpsic Division, Local and Through  
Public Time Tables; Winter Arrangement in effect October 13, 1890.
4. Boston & Maine Railroad: Passumpsic Division, Public Time Tables;  
Winter Arrangement, October 2, 1892, corrected to January 3, 1893.
5. Passenger Department, Boston & Maine Railroad: Map of Lake  
Memphramagog, May 1, 1906.
6. Boston & Maine Railroad, Connecticut & Passumpsic Division (North  
of White River Junction): Employees' Time Table Number 30,  
to take effect at 12.01 a.m., Monday, September 30, 1912.
7. June 1936: Author's personal observations, sometimes uncertain.
8. Canadian Pacific Railway: Atlantic Region, Montreal Terminals,  
Laurentian and Farnham Divisions, Quebec Central Railway,  
Beebe & Stanstead Subdivisions; Employees' Time Table Number  
28, taking effect at 12.01 a.m. Sunday, October 29th., 1967.

S.S. Worthen  
15 September 1979.



## 50 Years Ago

OCTOBER 17, 1929

### SMUGGLING BY RAIL

The first case of a railway car voluntarily attempting to smuggle booze into the United States, and "getting away with it" so far as the officers were concerned was reported here Saturday night. Orders had been given to attach a carload of beer to a southbound train arriving here shortly before six o'clock.

Near the local station the car was released, and, to the surprise of the train crew, started down the track. Going through Beebe and Beebe Junction, like a flash, and disregarding switches, it headed down the track, for Newport, completely ignoring the international boundary at North Derby. Meantime the excited train crew gave chase and succeeded in overhauling the empty car at Lindsay's Beach.

\*\*\*\*\*

Mack's Mills:

Mrs. M.L.Dustin:

East Hatley  
R.R.No. 3  
Ayers Cliff  
Quebec  
JOB 1C0

Mack's Mills was located south of Tomifobia, Quebec, on the Tomifobia (Barlow) River some 300 feet downstream from the bridge by which the Ruiter's Corners-Griffin road crossed the river.

There was never a railway station or a post office at Mack's Mills, because it was only about one mile to Tomifobia.

Mack's Mills was named for a family by the name of Mack who lived in the Griffin neighbourhood.

There are no Macks or Dericks living in the neighbourhood today (1979).

Mrs. Ellison M. Butler:

Mack's Mills is located at the four corners  
28 Maple Street, Box 111 where the Ruiter's Corners-Griffin  
Stanstead Quebec road crosses the Beebe/Stsnatead-  
JOB 3E0 Tomifobia road, on the east side  
of the railway tracks.

Between 1906-1911, the Boston & Maine Railroad had a siding at Mack's Mills for 6 cars, for loading pulpwood, driven down the Tomifobia River in the spring from the Barnston area.

Messrs. Tilton & Raymond had two mills here; one was a sawmill, the other a shingle mill and there was also a conveyor for loading the pulpwood. On the east side of the river, where today there are cement foundations still present, was the site of Comstock's feed mill, (so named on the topographical map of 1934) later bought by Tilton & Raymond.

Today, some of the Macks from California come to Marlinton (Marlow) to visit their family graves in the cemetary.

The original Mack families came with the Marlow settlers, as did Comfort Carpenter, who built a mill about 1800 on the Barlow River at the lower falls (Tomifobia). Later, Philip Smith bought it and built a second mill there, hence Smith's Mills (possessive and plural).

The last owner of the sawmill and woodworking factory at the lower falls was Mr. Lawrence Tilton. The mill was washed out in 1927, was rebuilt, burned, was rebuilt a second time and burned again. It was never rebuilt after the



Stanstead,

Rock Island

Stanstead Jct.  
Camp Meeting Etc.

Spur line

Ruiter's Corners

Stanstead Rd

Mack's Mills

XXX sawmill

Griffin

Boynton

Fitch Bay

X Wood  
mill,  
last known  
owner, Merrill

Smiths Mills  
(Tomifobia)  
(Ogden)

Washout on RR mentioned in article

Boynton, Ayer's Cliff &  
Sherbrooke

second fire.

Mr. Mack M. Derick:

30 North Avenue  
Orleans VT 05860  
USA

I believe the name was changed from Smith's Mills to Tomifobia about 1918-19.

Mack's Mills was located about a mile south (upstream) from Tomifobia, at the place where the road from Ruiter's Corners to Griffin crosses the railway tracks and the road from Stanstead/Beebe to Tomifobia and Fitch Bay.

There were never more than 5-6 houses at Mack's Mills, plus a store. I was born near Tomifobia in 1897 and I recall a sawmill owned by a Mr. Burbank.

I don't think there are any Dericks in the neighbourhood today.

In the spring of 1916, a combination of rising waters in the Tomifobia River and a heavy run-off caused by a cloud-burst was too much for the culvert about half-way between the station and the dry bridge over the railway. The water backed up and washed out the embankment. Very early in the morning, a double-headed freight train was coming south, working hard up the grade. The washout was partly concealed by the morning mist and before the engineer on the leading locomotive could stop the train, the engine derailed to the right and somersaulted upside-down onto the tender. The second engine derailed to the left and rolled on its side into the river. The engineer and fireman on the first engine jumped clear, but the crew on the second engine got an unexpected ducking.

Mr. Henry Derick:

16A Academy Street  
Lennoxville  
Quebec  
J1M 1P6

Macks Mills was named for a family by the name of Mack that lived in the neighbourhood in 1897.

Smith's Mills was renamed Tomifobia in September, 1918.

There was never a station at Mack's Mills, but there was a station at Smith's Mills from 1870, when the railroad was opened for business.



## Letters TO THE EDITOR

6595, ch. Cote St-Luc, Apt. 106  
Cote St-Luc, Que. H4V 1G7.  
August 27, 1979.

Dear Mr. Editor,

It was very kind of you to publish the letter about my "wild goose chase" in the Journal of August 16, 1979.

As might have been anticipated, it produced results; in view of the benevolent nature of the readers, it would have been more surprising if nothing had happened!

May I acknowledge the replies as they arrived? Mrs. Ellison M. Butler kindly located Mack's Mills (just below the bridge where the Stanstead-Ruiter's Corners-Griffin road crosses the Tomifobia River, the railway tracks and the Beebe-Tomifobia road) noted that Smith's Mills (named for Philip Smith, who bought Comfort Carpenter's mill site) became Tomifobia in 1923 and there there were no Dericks presently living in the neighbourhood.

Mr. Henry J. Derick of Lennoxville provided confirmation of the name-change for Smith's Mills, but dated it 1918. He agreed that there were no Dericks in the neighbourhood at present.

Mr. Mack M. Derick, the "hero" of Ms. Agnes Fedele's article in VERMONT LIFE, agreed with the foregoing information and thought the name-change occurred in 1918-19. Mr. Derick remarked that, due to the loss of a leg two-and-a-half years ago, his mobility has been reduced somewhat, but he was glad to provide what assistance he could from behind his typewriter -- which can't spell. The writer countered by saying that his typewriter is a "Royal" portable and therefore refuses to either spell or write in the French language!

Mrs. W. D. Dustin wrote from East Hatley to say that Mack's Mills never boasted a post office or railway station, being only about a mile south of Smith's Mills/Tomifobia. Mrs. Dustin

agreed with the location of Mack's Mills and the absence of Dericks.

In closing, may I once again say "thank you" to you for publishing my request and to the respondents who took the time to reply to my queries.

Yours sincerely,

S.S. "JOHN" WORTHEN.

-----  
Note: The Journal Files show that Smith's Mills became Tomifobia during the early fall of 1918.



Cote St-Luc, Que.  
Aug. 6, 1979.

Mr. Editor,

Like many other readers of the JOURNAL, I enjoyed the article "The Photography of Mack Derick" by Agnes Fedele in the Spring 1979 issue of VERMONT LIFE. I had heard of Mr. Derick when he was associated with Sears Studio in Sherbrooke and had enjoyed some of his photographs of places in Vermont, taken later.

But what really started me thinking was his place of birth (a farm in Smith's Mills, (formerly Tomifobia, Que.) The apposition of Mr. Derick's christian name (Mack) and "Smith's Mills" raised the question of where, exactly, was Mack's Mills and what happened to them.

So I started looking.

B. F. Hubbard's Forests and Clearings" (1874) mentions Mack's Mills and Smith's Mills as two distinct locations on the Barlow River (later Tomifobia River).

An Employee's Time Table No. 8 of the Connecticut & Passumpsic Rivers and Massawippi Valley Railroads (1871) records "Smiths Mills" at mileage 27.25 from Lennoxville. No mention of a station at Mack's Mills.

A "broadside" advertising Beebe Plain Campmeeting at Stanstead Junction, Saturday June 23 to Monday July 2, 1888; shows a fare of 25 cents return, Smith's Mills to Stanstead Junction, within the dates mentioned.

Another "broadside" (paper advertisement to be tacked on walls, etc.) advertising the celebration of the centennial of the formation of the United States to be held at Newport, Barton, Lyndonville and St. Johnsbury, variously, gives return fares to these points from Smith's Mills of 45c, 75c, \$1.40 and \$1.75 (Passumpsic Railroad or Connecticut & Passumpsic Rivers Railroad). Nothing about Mack's Mills, however.

As a last resort, H. Belden & Company's HISTORICAL ATLAS OF QUEBEC EASTERN TOWNSHIPS ILLUSTRATED of 1881. The map of Stanstead County on page 63 shows Smith's Mills, P.Q. alright, but nothing about Mack's Mills.

So, the only thing to do was to go and explore.

There are two falls in the Tomifobia River in the vicinity of the Village of Tomifobia. The upper falls occur not far below the point where the Stanstead-Fitch Bay highway crosses the Tomifobia River. There have been a succession of sawmills at this point. I identified this location - quite arbitrarily as Mack's Mills.

The second fall in the river is immediately below the Village of Tomifobia. There have been sawmills here for many years. Logically, this would be Smith's Mills, which later became Tomifobia, Quebec.

I hope that one of your readers can confirm these conclusions. At the same time, perhaps the reader could say when Smith's Mills became Tomifobia and when the location of Mack's Mills ceased to be so named.

Returning to Mr. Mack Derick, I wonder if there are any Dericks in the Tomifobia area today.

I would be glad of any help in this current "wild-geese chase."

Yours sincerely,

S.S. John Worthen  
6595, ch. Cote St-Luc Apt. 106  
Cote St-Luc, Que. H4V 1G7



PLACE NAMES

ON THE

MASSAWIPPI VALLEY RAILWAY.

Connecticut & Passumpsic Rivers Railroad:

Newport, Vermont: Mile 0.00

Village/city established 1793, chartered 1802, at mouth of Clyde and Barton/Black Rivers (South Bay) on south end of Lake Memphramagog (Abnaki: Lake of Beautiful Waters). The East or Long Bridge, Newport to West Derby via/<sup>south side of the Clyde River</sup>, was built during the winter of 1862-63, the piles being driven through the ice.

The South Trestle Bridge across South Bay was built by the Connecticut & Passumpsic Rivers Railroad in 1863; this marked the entrance of the railroad within the town limits.

The West Bridge, affording a connection of the Missisquoi & Clyde Rivers Railroad (the Southeastern Railway) with the Connecticut & Passumpsic Rivers Railroad across what is called (1926) Prouty & Miller Bay, was built in 1872. The piles were driven through the ice beginning 17 February and the trestle was finished 21 May 1872.

The village was known initially (1816) as Duncansboro', after George Duncan, one of the organizers of the township. In 1820, the area around the mouth of the rivers was called "The Narrows", for obvious reasons. John M. Currier, MD, records that when he first settled in the locality in 1858, he addressed his

letters to "Lake Bridge, Vermont".

The original railway station, a  $1\frac{1}{2}$ -storey structure, was built parallel to the north-south railway, about where Main Street crosses the railway tracks today (1979). When the Southeastern Railway/ connection was made replaced in 18<sup>th</sup> with a/one-storey structure built in the triangle rambling, it was between the CPR's Newport-Farnham main line, the mouth of the Clyde River and South Bay and the B&M's main line from Newport to Lennoxville, Quebec. When the Canadian Pacific Railway leased the lines of the Boston & Maine Railroad north of Wells River, Vermont on 01 June 1926, the station was part of the lease and was soon repainted in CPR tuscan red. This station was demolished in 1967.

West Derby, Vermont: No mileage; no station:

This village was located across East Bay and the mouth of the Clyde River and South Bay, about 1 mile from the village of Newport. After passing through the freight yard, <sup>on land reclaimed from the lake,</sup> the railway began to climb to the plateau through an earth cut, spanned by two dry bridges, in the village of West Derby. Here are located (1979) the large transshipment or "flour" sheds, owned by CP Rail and leased/operated by the Quebec Central Railway Company.

Lindsay Beach, Vermont: Mile not given; station 1906:

Apparently located just north of the bridge over John's River, about 3.5 miles from Newport.



North Derby, Vermont: Mile 5.20 from Newport; station 1871-

Last station on the Connecticut & Passumpsic's extension from Newport to the State line in Derby.

Station demolished about 1932 (?). Also Lake Park, Vt.

Lineboro, Quebec: Mile 5.30 from Newport: station 1898-1906:

Became prominent when the Stanstead Granite Quarry Railway (electric) was built from the quarries at Graniteville to a connection with the by-then

Boston & Maine RR. Also station for Cedarville, Que.

Junction Switch: 1871: Mile 6.20 from Newport: No station:

Movements over Junction Switch controlled by operator, North Derby, Vermont. Junction Switch  
Stanstead  
controlled branch to (Rock Island) (1870-1896 (?)) & 1930(?) - 1979, 2.48 miles) and Stanstead (1896(?) - 1930(?), 3.51 miles.

Stanstead Junction: 1876: Mile 6.20 from Newport: Station:

Stanstead Junction: 1890: Mile 6.20 from Newport: Station:

Beebe Junction: 1912: Mile 6.17 from Newport: Station:

Passing sidings, capacity 25 cars.

Stanstead Branch:

Beebe Plain Camp Ground, Quebec: Mile 0.25 from Beebe Junction:

No station:

Occasional stops during Adventist Camp Meeting annually in June/July.

Beebe, Quebec : Mile 0.52 from Beebe Junction: Station: No yard or passing tracks. Station is not shown in 1871, 1875, 1888 or 1890 timetables, but is

shown in Timetable No. 30, 30 September 1912.  
Station demolished in the 1930s (?) but rails  
to Rock Island, Quebec, still in place (August  
1979).

Rock Island, Quebec/Derby Line, Vermont: Mile 2.48 from Beebe

Junction: Station: Yard (first location):

Branch terminated here in village of Rock Island  
from 1870 to 1896(?). About 1896(?), line was  
extended to a station in the village of Stanstead.  
From 1870 to 1896(?), the station in Rock Island  
was called "Stanstead" and so shown in timetables,  
presumably to pacify officers and shareholders  
living in Stanstead Plain/Stanstead.

Stanstead/Stanstead Plain, Quebec: Mile 3.51 from Beebe Junction:

Station: Yard:

Branch extended up the escarpment and along the  
plain to a terminus at the Stanstead-Tomifobia  
road in the northern end of the village.  
Freight and passenger service were provided to  
Stanstead from 1896 to 1928 (passenger) and 1954  
(freight). In August 1979, the rails at the  
road crossings at Beebe and Rock Island had  
been paved over, but were still in place.

Massawippi Valley Main Line:

Mack's Mills, Quebec: No mileage: No station:

About 1 mile south of Tomifobia. Named for the  
Mack families who were early settlers (1801)



in the Marlow Settlement, named from Marlow, NH .

Smith's Mills, Quebec: Mile 9.70 from Newport: Station: Sidings,  
capacity 38 cars:

Named for the Smith families who settled here in 1800.

Comfort Carpenter and Simeon Glidden built a grist  
mill, and a sawmill near the present (1874)<sup>site</sup> of

Smith's Factory on the Barlow (Tomifobia) River.

Tomifobia, Quebec: Mile 9.70 from Newport: as above:

Name changed from Smith's Mills to Tomifobia in

Sept. 1918 due to confusion with Smiths Falls, Ontario.

Libbee's Mills: Mile 14.14 from Newport: No station in 1871;

Station in 1876-1935(?).

Siding for 10 cars.

Named for Abraham Libbee, one of nine partners who  
settled in the neighbourhood in 1800.

Libby's Mills: Spelling changed in 06 December 1875 public TT.

Boynton, Quebec: Village renamed after 1892 and before 1906.

Ayers Flats, Quebec: Mile 19.20 from Newport: Station: Sidings,

Ayers Flats - 22 May 1871 capacity 27 cars: ( no apostrophe in MV/C&P TT of 1871  
Ayer's Flats - 06 Dec 1875  
Ayer's Flats - 13 Oct 1890 Village originally named Langmade's Flats for John  
Ayer's Cliff - 1904  
Ayers Cliff - 01 May 1906 Langmade who first cleared a site in 1798. Thomas  
Ayers Cliff - 30 Sept 1912  
Ayers Cliff - 1913 Top Map Ayer had begun on No. 1, Range 9 of Hatley in  
- 1944 Top Map  
Ayer's Cliff - 1936 1799.  
Ayers Cliff - 1967 CP TT  
rs Cliff - 1979 Apostrophe restored in MV/C&P TT of 1875;

Ditto 1890; No apostrophe in map B&M 1906;

No apostrophe B&M TT No. 30, 30 SEP 1912;

No apostrophe CAN MIN<sup>of</sup> Interior map 1913/1936

but name changed to "Ayers Cliff".

Massawippi, Quebec: Mile 21.35 from Newport: No station in 1871;  
Station 1875-1888-1890  
1906-1913-1936

Siding, capacity 19 cars.

Named for Massawippi Lake. Settled first in 1798 by  
Simeon Cole from Waterbury, Connecticut, USA.

Station closed about 1955 (?) and sold and converted  
into a summer cottage.

Woodland Bay, Quebec: No mileage: No station: occasional flag-stop:

North Hatley, Quebec: Mile 27.95 from Newport: Station in 1871-

Sidings, capacity 36 cars. 1875-1888-1890-  
1906-1912-1913/1936.

Colonel Henry Cull settled in the neighbourhood of  
"The Outlet" in 1800.

Named "North Hatley" because of location in northern  
part of township and to separate from (East) Hatley  
(Charleston) and West Hatley (Massawippi).

Reedville, Quebec: No mileage: No station:

About 1 mile north of North Hatley, Quebec.

Eustis, Quebec: Mile 31.77 from Newport in 1912 B&M TT No. 30:

Sidings, capacity 37 cars. No mention in 1871-1875-  
1888-1890-1906.

Named for W.E.C. Eustis of the Orford Nickel  
Company of 1878.

Operating point established when shipments of  
ore concentrate from Eustis Mine began about  
1910.



Capleton, Quebec: Mile 32.99 from Newport in 1912 B&M TT No. 30;  
Sidings, capacity 19 cars.  
1871 Employees' TT  
06 DEC 1875 public TT  
13 OCT 1890 public TT  
02 OCT 1892 public TT

Apparently named for George Capel, who opened the Capleton (Albert) Mines on his property during the War Between the States (1865?).

The above variant spelling persisted until about 1900.

Capelton, Quebec: Mileage, etc., same as above.

This is the proper spelling with regard to the founder, George Capel's, name.

01 MAY 1906 Map of Lake Memphramagog.  
30 SEP 1912 Employees' TT No. 30 B&M Conn.&Pass.  
JUN 1936 Author's personal observations.  
29 SEP 1967 No operating point. Village only.

Adams, Quebec: Mile 36.8 from Newport in CPR/QCR Employees' TT  
Number 28, 29 OCT 1967.

This was an operating point from about 1924 to 1980. Capacity, 24 cars.

There never was a station here, nor any settlement. It was and is inaccessible from the highway.

Lennoxville, Quebec: Mile 36.95 from Newport (C&PRR/MVRy 1871);  
37.00 from Newport (05 DEC 1875);  
37.15 from Newport (30 SEP 1912);  
37.50 from Newport (29 OCT 1967).

1870-73: Cross-the-platform connection with the Grand Trunk Railway's Montreal/Portland, ME. main line;

1873-74: Third-rail connection to GTR Sherbrooke station proposed and ratified, BUT

25-26 SEP 1874: GTR standard-gauged its Montreal-Portland main line (292 miles) overnight, so third rail for Stephenson gauge was probably removed at the same time;

1874-1926: B&M/MVRy used GTR/CNR station on Depot Street, Sherbrooke.

1926-79: QCR/MVRy trains, freight & passenger, used Upper Town (Belvidere Street) Sherbrooke station of CPR.

# A Century Ago

From Journal Files of

SEPTEMBER 15, 1870

**Dominion Rifle Association** — The Dominion Rifle Association meeting at Fredericton is passing off very successfully. In the provincial match the firing was unusually excellent, the prize being won by sixty points more than the successful team made last year. The New Brunswickers made the highest score, 649, Ontario won the second prize, 624, and Quebec came in third, scoring 621. Private H. Miner, of Granby, made the highest individual score, 54 points out of a possible 60.



**Train kills cattle** — The up express train last Sunday morning ran through a drove of cattle near McIndoe's Falls, killing sixteen and injuring several others.



**New telegraph wires** — The telegraph company has put up a line of wires from Lennoxville to this place via M. V. Railway. Connection will be made with both Derby Line and Stanstead offices. An office will be open at the station here and at Ayer's Flat.



**Murder at Franklin** — Early Sunday morning, while playing cards at Thomas McConnell's house at Franklin, N.H. Henry Gardner, the baggage master on the Northern Railroad got into a dispute with E. G. Stevens, a tanner, who stabbed Gardner five times in the breast, killing him instantly. Stevens has been arrested and acknowledges the deed. The weapon used was a large jack-knife. There were three other persons in the room who witnessed the affray. Gardner leaves a wife and child. Stevens is a native of Berlin, N.H. They had all been drinking, of course — no murder would have been committed without.



# A Century Ago

From Journal Files of

OCTOBER 13, 1870

Regular trains of the Massawippi — Regular trains now run on the Stanstead Branch of the Massawippi, having commenced on the 7th inst. and connecting with all the trains North and South. This station is known as Stanstead and Derby Line Station. Geo. E. West, Agent. — Mr. West has charge of all the business on the branch, and we are pleased to learn that the business is opening better than was anticipated.





# Lead Journal.

Q., THURSDAY, DECEMBER 1, 1921.

WHOLE No. 3956

## CANADIAN PACIFIC

B. & M. R. R. Trains leave Rock Island Que. and Derby Line, Vt.

(Eastern Standard Time)

For Newport, Vt., \*5.49 a. m., +12.22 p. m., +2.09 p. m. +6.39 p. m., \*10.14 p. m.

For Sherbrooke, Que., \*5.49 a. m., +1.14 p. m., +8.07 p. m.

Canadian Pacific Railway Trains leave Sherbrooke for Montreal, \*5.35 p. m., +3.00 p. m., \*9.05 a. m., +8.00 a. m., +5.40 a. m.; arrive at Montreal, \*9.20 p. m., +6.50 p. m., \*12.20 p. m., +11.30 a. m., +8.55 a. m.

Canadian Pacific Railway Trains leave Montreal for Sherbrooke, \*8.30 a. m., \*12.00 noon, +4.10 p. m., 17.00 p. m.; arrive at Sherbrooke, \*12.20 p. m., \*3.15 p. m., +7.40 p. m., 110.15 p. m.

B. & M. R. R. Trains leave Sherbrooke for Rock Island, Que., and Derby Line, Vt., \*9.15 p. m., +11.15 a. m., +5.00 p. m.; arrive at Rock Island, Que., and Derby Line, Vt., \*10.43 p. m., +12.48 p. m., +7.03 p. m.

Canadian Pacific Railway Trains leave Newport for Montreal, \*5.00 a. m., +3.00 a. m., \*6.00 p. m.; arrive at Montreal, \*8.30 a. m., +12.10 p. m., \*9.30 p. m.

Canadian Pacific Railway Trains leave Montreal for Newport, \*8.00 p. m., +5.25 p. m., \*9.35 a. m.; arrive at Newport, \*11.30 p. m., +9.35 p. m., \*1.05 p. m.

B. & M. R. R. Trains leave Newport for Rock Island, Que., and Derby Line, Vt., +1.13 p. m., +6.03 p. m., +8.00 p. m., \*5.40 a. m., \*8.15 a. m.; arrive at Rock Island and Derby Line, +1.38 p. m., +6.25 p. m., +8.30 p. m., \*6.33 a. m.

From Montreal (Windsor Station), for Ottawa and Toronto, \*9.15 a. m., via Belleville; +10.30 p. m., via Peterboro.

For Toronto, Hamilton and Buffalo, +10.30 p. m. For Windsor, Detroit and Chicago, \*9.15 a. m., \*10.00 p. m.

For North Bay, Cobalt, Sault Ste Marie, Duluth and St. Paul, Minn., \*8.15 p. m.

For Winnipeg, Vancouver, Seattle and Pacific Coast points, \*10.15 p. m.

\*Daily +Except Sunday +Except Saturday  
+Except Monday \$Sunday Only



# Head Journal.

Q., THURSDAY, JULY 9, 1914.

WHOLE No. 3569.

and has not  
elsewhere.

## KILLED BY TRAIN.

An unknown man was struck and killed by the mid-day train north-bound, Tuesday. The fatality occurred a short distance above the upper crossing at Mack's Mills. The victim rode to that place on one of the teams belonging to the township of Stanstead and started up the track towards Beebe. A curve at the point of the fatality kept Engineer Thompson from seeing the victim until too late to save his life. The man was struck by the locomotive and thrown into a small pond on the west side of the track where he was stopped by a log. The train was brought to a standstill as soon as possible and the body was taken to Smith's Mills where an inquest was held Tuesday evening, but little light was thrown on the affair.

## QUEBEC CENTRAL RAILWAY

### TIME TABLE.

In Effect June 22nd, 1914.

#### LEAVING SHERBROOKE.

EXPRESS—Leave Sherbrooke 6.00 a. m. daily except Sunday, arrive Levis 11.00 a. m., Quebec 11.05 a. m. Dining car Sherbrooke to Tring Jct.

BOSTON & NEW YORK EXPRESS—Leave Sherbrooke 9.30 a. m. daily, arrive Levis daily except Sunday 1.55 p. m., Quebec 2.00 p. m., Sunday arrive Levis 2.25 p. m., Quebec 2.30 p. m. Pullman buffet sleeping car New York to Levis, and Pullman sleeping car Boston to Levis daily.

WHITE MOUNTAINS EXPRESS—Leave Sherbrooke 4.00 p. m. daily except Sunday, arrive Levis 9.05 p. m., Quebec 9.10 p. m. Pullman parlor car Portland to Levis, (via Dudswell Jct.), and dining car Sherbrooke to Leeds Station.

ACCOMMODATION—Leave Sherbrooke 6.50 p. m., daily except Sunday, arrive Levis 6.45 Quebec 6.50 a. m.

#### ARRIVING SHERBROOKE.

WHITE MOUNTAINS EXPRESS—Leave Quebec 7.30 a. m., Levis 7.50 a. m. daily except Sunday, arrive Sherbrooke 1.15 p. m. Pullman parlor car Levis to Portland, (via Dudswell Jct.), and dining car Tring Jct. to Sherbrooke.

NEW YORK EXPRESS—Leave Quebec 1.45 p. m., Levis 2.05 p. m. daily, arrive Sherbrooke 7.15 p. m. Pullman buffet sleeping car Levis to New York.

BOSTON EXPRESS—Leave Quebec 4.15 p. m., Levis 4.40 p. m. daily except Sunday, arrive Sherbrooke 9.20 p. m. Dining car Leeds Station to Sherbrooke. Pullman sleeping car Levis to Boston daily, the car being operated Levis to Sherbrooke Sunday on the New York Express.

ACCOMMODATION—Leave Quebec 5.30 p. m., Levis 6.00 p. m. daily except Sunday, arrive Sherbrooke 5.00 a. m.

Also connecting trains on the Megantic and Chaudiere Valley Divisions.

For timetables or further particulars apply to any of the Company's Agents.

J. H. WALSH, Gen'l Mgr. E. O. GRUNDY, G.F. & P.A.



# ad Journal.

1899

THURSDAY, NOVEMBER 16, 1899.

WHOLE No. 2804.

In the Superior Court at Sherbrooke Friday the case of the Grand Trunk Railway vs. the Sherbrooke Street Railway was decided in plaintiff's favor. The suit was in connection with the King street crossing, the Grand Trunk claiming the street railway was responsible for the maintenance of signals, etc. Action was for \$516.25.

The old boat house on the St. Francis, below the Grand Trunk track at Sherbrooke, was burned the other night. It was owned by James Harkness and contained one boat, four wagons and two sleighs. It is supposed that tramps set fire to the building. It was insured in the Imperial for \$800 which will pretty well cover the loss.

## BOSTON & MAINE RAILROAD.

### Stanstead & Derby Line Branch.

Commencing Monday, October 2nd,

#### Trains leave Rock Island and Derby Line as follows:

5.39 a. m. for Montreal (C. P. & G. T.) Quebec (G. T. & Q. C.) and Sherbrooke.  
6.17 a. m. for Boston and New York, Montreal (C. P.)  
12.04 p. m. for South.  
1.44 p. m. for Sherbrooke, Island Pond (G.T.) and Montreal (G.T. & C.P.)  
6.47 p. m. for Montreal (G.T.) Quebec (G.T. and Q.C.)  
10.04 p. m. for Boston and New York.

#### Trains arrive at Rock Island and Derby Line:

From South—5.58 a. m. and 2.06 and 7.06 p. m.  
From North—6.36 a. m. and 12.26 and 10.22 p. m.

Outward trains leave Stanstead Plain 4 minutes earlier than R. I. and D. L. time. Inward trains arrive at Stanstead Plain 4 minutes later than Rock Island and Derby Line time.

## Quebec Central RAILWAY.

### Fall and Winter Time Table.

On and after Sunday, October 8th, 1899, trains will run as follows:

#### LEAVING SHERBROOKE,

##### EXPRESS—

Leave Sherbrooke	7.30 a. m.
Arrive Dudswell Jct.,	8.30 a. m.
“ St. Francis	1.30 p. m.
“ Levis.	1.20 p. m.
“ Quebec (Ferry)	1.30 p. m.

Pullman Palace Car Springfield to Quebec by this train, connecting at Sherbrooke with Pullman Palace Car from Boston, also through coach Boston to Quebec. This train runs daily Sundays excepted.

##### ACCOMMODATION—

Leave Sherbrooke	9.00 p. m.
Arrive Dudswell Jct.,	10.15 p. m.
“ Levis,	7.15 a. m.
“ Quebec (Ferry)	7.30 a. m.

This train runs daily, Sundays excepted. Saturday night's train runs through to destination on Sunday morning.

##### FREIGHT—

Leave Sherbrooke,	9.15 a. m.
Arrive Dudswell Jct.,	12.00 M.
“ Tring Jct.,	6.00 p. m.

This train runs daily Sundays excepted.

#### TRAINS ARRIVING AT SHERBROOKE.

##### EXPRESS—

Leave Quebec (Ferry)	2.30 p. m.
“ Levis	2.50 p. m.
Arrive Dudswell Jct.,	7.20 p. m.
“ Sherbrooke,	8.30 p. m.

Pullman Palace Car Quebec to Springfield by this train, connecting at Sherbrooke with Pullman Palace car for Boston; also through coach Quebec to Boston. This train runs daily, Sundays excepted.

##### ACCOMMODATION—

Leave Quebec (Ferry)	6.30 p. m.
“ Levis	7.00 p. m.
Arrive Sherbrooke,	9.00 a. m.

The Accommodation train leaving Levis on Saturday night will only run as far as Tring Junction.

##### FREIGHT—

Leave Tring Jct.,	7.00 a. m.
Arrive Sherbrooke,	3.00 p. m.

This train runs daily, Sundays excepted.

Connection is made at Dudswell Junction by the Express train from Sherbrooke in the morning with the Maine Central R. R. for Cookshire, Sawyerville, etc.

For Time Tables, Tickets and all Information apply to any of the Company's agents.

FRANK GRUNDY, J. H. WALSH,  
General Manager. Gen'l Pass'r Agent.



1901

## QUEBEC CENTRAL RAILWAY

### WINTER TIME TABLE

In effect, Monday, Oct. 14th, 1901.

#### LEAVING SHERBROOKE.

**THROUGH EXPRESS**—Leave Sherbrooke 7.30 a. m.; arrive St. Francis 11.30 a. m.; arrive Levis 1.20 p. m.; arrive Quebec 1.30 p. m. Pullman Palace Car, New York to Boston daily, Sunday excepted.

**ACCOMMODATION**—Leave Sherbrooke 9.30 p. m.; arrive Levis 7.15 a. m.; arrive Quebec 7.30 a. m. daily, Sunday excepted.

**FREIGHT**—Leave Sherbrooke 9.00 a. m.; arrive Tring Junction 6.00 p. m.; daily, Sunday excepted.

Also connecting trains on the Megantic Division.

#### ARRIVING IN SHERBROOKE.

**THROUGH EXPRESS**—Leave Quebec 2.45 p. m.; leave Levis 3.10 p. m.; arrive Sherbrooke 8.45 p. m. Pullman Palace car Quebec to New York, daily, Sunday excepted.

**ACCOMMODATION**—Leave Quebec 6.30 p. m.; leave Levis 7.00 p. m.; arrive Sherbrooke, 9.00 a. m., daily, Sunday excepted.

**FREIGHT**—Leave Tring Junction 7.00 a. m.; arrive in Sherbrooke 3.00 p. m., daily, Sunday excepted.

Also connecting trains on the Megantic Division.

For Time-Tables, Tickets and all information, apply to any of the Company's Agents.

FRANK GRUNDY,  
Gen'l Manager.

J. H. WALSH,  
Gen'l Pass'r Agent.

## BOSTON & MAINE RAILROAD.

### Stanstead & Derby Line Branch.

#### WINTER ARRANGEMENT.

In effect Monday, Oct. 14th, 1901.

#### TRAINS LEAVE STANSTEAD:

For North—5.35 a. m., 1.05 and 6.43 p. m.

For South—6.13 a. m., 11.38 and 10.25 p. m.

#### TRAINS ARRIVE AT STANSTEAD:

From South—6.02 a. m., 1.34 and 7.10 p. m.

From North—6.40, a. m., 12.07 and 10.52 p. m.

#### Trains leave Rock Island and Derby Line as follows:

5.39 a. m. for Montreal (G. T.) Quebec (G. T. & Q. C.) and Sherbrooke.

6.17 a. m., for Boston and New York, for Montreal (C. P.)

11.42 a. m. for South.

1.09 p. m. for Sherbrooke, Island Pond (G. T.)

6.47 p. m. for Montreal (G. T.) Quebec (G. T. and Q. C.)

10.29 p. m. for Boston and New York.

#### Trains arrive at Rock Island and Derby Line:

From South—5.58 a. m., 1.30 and 7.06 p. m.

From North—6.56 a. m., 12.03 and 10.48 p. m.

D. J. FLANDERS, G. P. & T. A.



# QUEBEC CENTRAL RAILWAY

## TIME TABLE.

In Effect Oct. 9, 1905.

### LEAVING SHERBROOKE.

**BOSTON AND NEW YORK EXPRESS**—Leave Sherbrooke 7.30 a. m. (daily except Sunday) arrive Levis 1.00 p. m., arrive Quebec 1.15 p. m. Pullman car Springfield to Quebec and Pullman car Boston to Sherbrooke connecting with Pullman Car from Springfield for Quebec.

**NOTE**—Pullman car leaving Springfield on Saturday does not run beyond Newport on Sunday morning.

**PASSENGER**—Leave Sherbrooke 4.00 p. m. (daily except Sunday) arrive Levis 9.20 p. m., arrive Quebec 9.30 p. m.

**ACCOMMODATION**—Leave Sherbrooke 9.30 p. m. (daily except Sunday) arrive Levis 7.15 a. m., arrive Quebec 7.30 a. m.

Also connecting trains on the Megantic Division.

### ARRIVING SHERBROOKE.

**BOSTON AND NEW YORK EXPRESS**—Leave Quebec 2.30 p. m., (daily except Sunday) leave Levis 3.00 p. m., arrive Sherbrooke 8.40 p. m. Pullman car Quebec to Springfield connecting at Sherbrooke with Pullman Car for Boston.

**NOTE**—Pullman Car leaving Quebec on Saturday connects at Springfield with Parlor Car arriving at New York 4.05 p. m. instead of at 11.40 a. m. as on other days.

**PASSENGER**—Leave Quebec 7.30 a. m. (daily except Sunday) leave Levis 8.00 a. m., arrive Sherbrooke 1.10 p. m.

**ACCOMMODATION**—Leave Quebec 7.00 p. m., (daily except Saturday) leave Levis 7.45 p. m., arrive Sherbrooke 9.10 a. m.

Also connecting trains on the Megantic Division.

For time tables, tickets, and all information apply to any of the Company's Agents.

J. H. WALSH,  
Gen'l Pass. Agt.  
FRANK GRUNDY,  
Vice-President and Gen'l Manager.

1905

# BOSTON & MAINE RAILROAD.

Stanstead & Derby Line Branch.

## WINTER ARRANGEMENT.

In Effect Monday, Oct. 9, 1905.

### TRAINS LEAVE STANSTEAD:

For North—5.25 a. m., 12.53 and 6.39 p. m.  
For South—6.13 a. m., 11.35 a. m., 10.20 p. m.

### TRAINS ARRIVE AT STANSTEAD:

From South—6.06 a. m., 1.25, and 7.10 p. m.  
From North—6.45 a. m., 12.09 and 10.52 p. m.

### TRAINS LEAVE ROCK ISLAND AND DERBY LINE

6.29 a. m. for Sherbrooke, Montreal (G. T. & Q. C.)  
1.17 a. m., for Boston and New York, for Montreal (C. P.)  
1.39 a. m. for South.

2.57 p. m. for Sherbrooke, Island Pond and Montreal, (G. T.)

3.43 p. m. for Montreal (G. T.) & Quebec (G. T. & Q. C.)

10.24 p. m. for Boston and New York.

### TRAINS ARRIVE AT ROCK ISLAND AND DERBY LINE:

From South—6.00 a. m., 1.25, and 7.10 p. m.  
From North—6.45 a. m., 12.09 and 10.52 p. m.

D. J. FLANDERS, G.P. & T. A.



# ad Journal.

THURSDAY, NOVEMBER 8, 1900.

WHOLE No. 2856.

## BOSTON & MAINE RAILROAD.

### Stanstead & Derby Line Branch.

Commencing Monday, October 8th.

#### Trains leave Rock Island and Derby Line as follows:

5.34 a. m. for Montreal (C. P. & G. T.) Quebec (G. T. & Q. C.) and Sherbrooke.  
6.17 a. m. for Boston and New York, for Montreal (C. P.)  
12.04 p. m. for South.  
1.44 p. m. for Sherbrooke, Island Pond (G. T.) and Montreal (G. T. & C. P.)  
6.47 p. m. for Montreal (G. T.) Quebec (G. T. and Q. C.)  
10.29 p. m. for Boston and New York.

#### Trains arrive at Rock Island and Derby Line:

From South—5.33 and 5.53 a. m. and 2.06 and 7.06 p. m.  
From North—6.36 a. m. and 12.23 and 10.46 p. m.

Outward trains leave Stanstead Plain 4 minutes earlier than R. I. and D. L. time. Inward trains arrive at Stanstead Plain 4 minutes later than Rock Island and Derby Line time.

in effect Monday, Oct. 8th, 1900.

#### LEAVING SHERBROOKE.

EXPRESS—Leave Sherbrooke 7.30 a. m., arrive St. Francis 1.30 p. m., arrive Levis 1.20 p. m., arrive Quebec (Ferry) 1.25 p. m.

Pullman Palace Car Springfield to Quebec connecting at Sherbrooke with Pullman Car from Boston, daily, Sundays excepted.

ACCOMMODATION—Leave Sherbrooke 9.30 p. m., arrive Levis 7.15 a. m., arrive Quebec (Ferry) 7.20 a. m., daily, Sundays excepted.

FREIGHT—Leave Sherbrooke 9.00 a. m., arrive Tring Jct. 6.00 p. m., daily, Sundays excepted.

#### ARRIVING AT SHERBROOKE.

EXPRESS—Leave Quebec (Ferry) 2.45 p. m., leave Levis 3.10 p. m., arrive St. Francis 5.30 p. m., arrive Megantic 8 p. m., arrive Sherbrooke 8.45 p. m.

Pullman Palace Car Quebec to Springfield connecting at Sherbrooke with Pullman Car for Boston, daily, Sundays excepted.

ACCOMMODATION—Leave Quebec (Ferry) 6.30 p. m., leave Levis 7.30 p. m., arrive Sherbrooke 9.00 a. m., (on Saturday nights this train only runs as far as Tring Jct., connecting from there to Sherbrooke on Monday mornings.)

FREIGHT—Leave Tring Junction 7.00 a. m., arrive Sherbrooke 3.00 p. m., daily, Sundays excepted.

For Time-tables, Tickets and all information apply to any of the Company's Agents.

FRANK GRUNDY, J. H. WALSH,  
General Manager. Gen'l Pass'r Agt.

In a dense mist Saturday morning the B. & M. express ran into a G. T. R. freight train standing on the track just south of the Union station at Sherbrooke. The engine on the express was considerably smashed. Owing to the density of the mist the engineer could see neither the freight nor the semaphore.



# QUEBEC CENTRAL RAILWAY

## TIME TABLE.

In Effect December 17, 1906.

### LEAVING SHERBROOKE.

OSTON & NEW YORK EXPRESS—Leave Sherbrooke 7.30 a. m., (daily except Sunday) arrive Levis 1.00 p. m., arrive Quebec 1.15 p. m. Pullman Car Springfield to Quebec and Pullman Car Boston to Sherbrooke connecting with Pullman Car from Springfield for Quebec.

NOTE—Pullman Car leaving Springfield on Saturday does not run beyond Newport on Sunday morning.

ASSENGER—Leave Sherbrooke 4.00 p. m., (daily except Sunday) arrive Levis 9.20 p. m. arrive Quebec 9.30 p. m.

ACCOMMODATION—Leave Sherbrooke 9.30 p. m., (daily except Sunday) arrive Levis 7.15 a. m., arrive Quebec 7.30 a. m.

Also connecting with trains on the Megantic Division.

### ARRIVING SHERBROOKE.

OSTON & NEW YORK EXPRESS—Leave Quebec 2.30 p. m., (daily except Sunday) leave Levis 3.00 p. m., arrive Sherbrooke 8.40 p. m. Pullman Car Quebec to Springfield connecting at Sherbrooke with Pullman car for Boston.

NOTE—Pullman car leaving Quebec on Saturday connects at Springfield with parlor car arriving New York 2.15 p. m., instead of at 11.27 a. m., as on other days.

ASSENGER—Leave Quebec 7.30 a. m., (daily except Sunday) leave Levis 8.00 a. m., arrive Sherbrooke 1.10 p. m.

ACCOMMODATION—Leave Quebec 6.30 p. m., (daily except Saturday) leave Levis 7.00 p. m. arrive Sherbrooke 9.10 a. m.

Also connecting with trains on the Megantic Division.

For time tables, tickets and all information apply to any of the Company's Agents.

J. H. WALSH.

General Manager.

E. O. GRUNDY.

Gen. Pass'r Agt.



# ad Journal.

THURSDAY, FEBRUARY 7, 1907.

WHOLE No. 3182.

## AYER'S CLIFF.

Miss Laura Grenon who has been spending her vacation at her home here, has returned to Sherbrooke, where she is employed.

Mr. Thompson, who has been clerking for Mr. A. G. Clough for the past year has left the store and will go West the first of March.

Mr. Sanford Emery has moved to his new home.

Mr. T. T. Vaughan spent Sunday at his home here.

Mr. A. O. Norton has bought of Sanford Emery his house on Pleasant St.

The old B. & M. station which is owned by Mr. A. G. Clough came very near being destroyed by fire. The fire was discovered by Mr. O. Davenport in the upper part of the building at about one o'clock, Friday evening, and upon investigation it was found a tramp had gained access to the building and built a fire in the iron sink and was enjoying the heat. While Mr. Davenport was extinguishing the flames, Mr. Tramp made his escape.

CLARK.

Clark Brothers of the Sutton tub factory have contracted with Erwin Moffat for 300,000 feet of spruce logs to be delivered at their factory this winter. They have also contracted with Megantic parties for a considerable quantity of logs to be shipped to Sutton by rail. Private individuals are also adding smaller quantities to the firm's supply of material.

## NORTH HATLEY.

A semaphore has been recently erected here for the better guidance of trains.

Granby has organized a crusade against the inadequate freight service furnished by the Central Vermont Railroad. A complaint and petition have been sent to the Railway Department at Ottawa.

The announcement is made that J. J. Connelly has been appointed train-master of the 2nd and 3rd districts of the Grand Trunk with offices at Richmond. This is understood to mean that Richmond is again to be made "divisional headquarters."

A double team belonging to H. W. Elder was run into by the branch train near the Prew crossing on Saturday evening and both horses instantly killed. The owner and driver, Mr. Elder, fortunately escaped uninjured. As the horses were in the "Sere and yellow leaf" and chiefly valued for what they had been the loss was not great, it was however something as they were doing duty every day.

Two banks are in operation here, a branch of the Eastern Townships bank located in the front rooms of H. B. Stewart's Gilman house, on Main street, with Mr. Kerwin as manager. The Sovereigns in J. W. Elder's office, the manager of which we are not informed. While we are not prejudiced, we believe the patrons of the old reliable E. T. Bank should and will be slow in transferring their business to any other bank.

THEY WILL SHORTLY SAY.

The C. P. R. has cut out all passenger trains across Saskatchewan and Alberta but one each way, to make way for coal trains, the fuel situation becoming more serious than ever.

Immigration officials in Winnipeg now estimate that for railway construction in the North-West during the coming season, there will be required 59,500 laborers.

Mr. George Smith is in town looking after the construction of the C. P. R. bridge near Magog.

la

Hugh T. Elder, who lives on the Griffin road the other side of Beebe Plain, had a close call Saturday night. He came to town with a load of apples in the afternoon having a span of horses and a set of farm traverse sleds. Leaving for home in the evening, the horses took to the railway track at the siding which crosses the Beebe Plain road just below the Rock Island and Derby Line freight station. On they went over the switches and down the track, crossing the railroad bridge near Fred Prew's. About half way between the bridge and the old electric light station they met the incoming mail train. The team was not seen in time to prevent a collision. The big iron horse struck the two of flesh, throwing one to the left and dragging the other several rods up the track, while the train was being brought to a standstill. The sleds were also backed up the track and not so badly broken up considering the seriousness of the collision. Both horses were killed outright. Mr. Elder's escape was providential; he was thrown off the track and only slightly bruised. He boarded the train and proceeded to Stanstead from which place he was driven home a short time later.



# BOSTON & MAINE R.R.

October 7th, 1907

## LEAVE SHERBROOKE.

4.55 a.m.—For Boston and New York.  
11.00 a.m.—For Boston.  
9.15 p.m.—For Boston and New York.

## ARRIVE SHERBROOKE.

7.15 a.m.—From Boston and New York.  
2.50 p.m.—From Concord, St. Johnsbury and Newport.  
8.20 p.m.—From Boston and New York.  
8.30 a.m.—Mixed from Newport. Sundays only, connecting with train from Boston and New York.

D. J. FLANDERS, Pass. Traf. Mgr.  
C. M. BURT, Gen. Pass. Agt., Boston.

# GRAND TRUNK RAILWAY

Trains arrive and leave Sherbrooke as follows:

Leave for	Arrive From
11.22 a.m. { Portland, Boston, and } 3.10 p.m.	
12.01 a.m. { intermediate sta. daily } 2.39 a.m.	
2.39 a.m. { Montreal, Toronto, Ch- } 11.23 a.m.	
3.10 p.m. { cago and west, daily } 12.01 p.m.	
9.15 a.m. { Montreal, Quebec and } 8.05 p.m.	
daily ex. } intermediate } daily ex.	
Sunday } stations } Sunday.	
8.05 p.m. { Island Pond and Inter- } 9.15 a.m.	
daily ex. } mediate stations } daily ex.	
Sunday } } Sunday.	
6.05 p.m. { Richmond, Quebec } 4.06 p.m.	
daily } and intermediate } daily	
except } stations and Inter- } except	
Sunday } colonial points } Sunday	
4.06 p.m. { Castleton and Inter- } 6.05 p.m.	
ex Sunday } mediate stations } ex Sunday	

For tickets and information apply to

C. H. FOSS, City Tk. Agt.,  
8 Southcona Square.  
or E. J. ASTELL, Station Agent.

# CANADIAN PACIFIC

## International Life Stock Exposition

CHICAGO, III.

Nov. 30th to Dec. 7th, 1907

Tickets will be sold at lowest one way first-class fare and one-third for the round trip.

Good going Nov. 28th to Dec. 3rd, 1907, inclusive.

Return limit, Dec. 9th, 1907.

For tickets, information, etc., apply to

E. B. SEWELL, City Pass. Agt.  
Art Building, Sherbrooke, Que.

# QUEBEC CENTRAL RAILWAY

## TIME TABLE

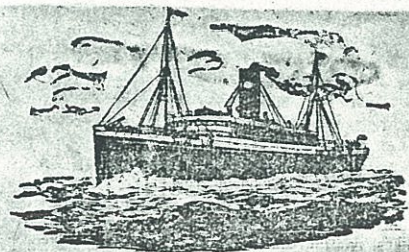
In Effect Oct. 7th, 1907.

Boston Express leaves Sherbrooke 7.30 a.m., arrives Quebec 1.15 p.m., daily except Sunday.

Portland express leaves Sherbrooke 4.06 p.m., arrives Quebec 9.20 p.m. daily except Sunday.

Accommodation train leaves Sherbrooke 9.30 p.m., arrives Quebec 7.30 a.m., daily except Sunday.

Also connecting trains on Megantic Division and Chaudiere Valley Branch. For time-tables or further particulars apply to any of the company's agents, or to E. O. Grundy, G. F. and P. A., Sherbrooke.



## DOMINION LINE

### Royal Mail Steamships

From Portland:— Dominion, Dec. 7; Kensington, Dec. 14; Canada, Jan. 4; Dominion, Jan. 18.

Steamers sail from Portland, 2 p.m. MODERATE RATE SERVICE— TO Liverpool, \$40 and \$42.50, to London, \$2.50 additional. Third-class to Liverpool, London, Londonderry, Belfast, Glasgow, \$27.50.

C. H. FOSS, or E. H. SEWELL, G. T. Ry. C. P. Ry.

or DOMINION LINE,  
17 St. Sacrament St., Montreal.



## TO LIVERPOOL

Nov. 23, Sat. ... LAKE ERIE.  
Nov. 29, Fri. EMPRESS OF IRELAND  
Dec. 7, Sat. ... LAKE MANITOBA  
Dec. 13, Fri. ... EMPRESS OF BRITAIN  
Jan. 4, Sat. ... LAKE CHAMPLAIN  
Dec. 27, Fri. ... EMPRESS OF IRELAND  
E. H. SEWELL, City Pass. Agent.



# Daily Record.

SATURDAY, NOVEMBER 23, 1907.

ONE CENT

## TO BUILD REFRESHMENT ROOM AT STATION.

A long felt want is about to be supplied at the Union Depot by the erection of a building to be used as refreshment rooms. The building, the foundation for which has been commenced, will be at the north end of the station, and will be of the same style in every particular as that now at the south end and which is used by the express companies.

## THE DRUMMERS DO NOT MOURN.

Like New Line At Magog Better Than Old.

SIX DAYS' TRAFFIC SHOWS ROAD BED TO BE SOLID AND IN GOOD CONDITION.

C. P. R. trains continue to run over the new line across the bog beyond Magog, avoiding the Magog trestle.

No class of passengers experience more satisfaction from this fact than the commercial travellers. The "drummer" is not a timid man but his almost daily experience on railway trains has caused him to become a keen observer of railway service and an intelligent judge of road bed conditions.

Suffice it to say that there is no mourning among the knights of the grip over the abandonment of the Magog trestle.

The C. P. R. Co.'s decision to get off the trestle in short order followed a report received on Thursday, November 14th. A heavy freight train pulled into Magog and the engineer made the startling report that the Magog trestle had sunk in one spot so much that he distinctly felt his engine jump as he went over.

Investigation showed that the engineer's imagination had been at work to some extent but there had been an actual sag of an inch or so.

The passengers on the local train that night were transferred, the Halifax went around by Newport and the C. P. R. brought its best efforts to bear on the situation.

The result was that the new line, intended as a substitute for the trestle, which has been in building many months, was rushed to completion and trains directed over it the first of the present week.

The six days' traffic, it is stated, shows the road bed to be solid and in good condition.

The new section runs in close proximity to the old Central Vermont line and while the grade is quite heavy, the route will be a popular one with the travelling public.

In the meantime the situation at Eastman remains unchanged. The temporary "link" is proving very satisfactory. The last of the cars has been hauled from the river and the work of removing the engine will be proceeded with.

## C. P. R. PAY OFF MORE MEN.

Three Hundred and Fifty Hands Must Walk.

MOST OF THEM ARE ENGLISH AND LIKELY TO GET ON TRANSCONTINENTAL CONSTRUCTION.

Kenora, Ont., Nov. 23.—(Special)—About three hundred and fifty men from the Canadian Pacific Railway, extra gangs, were paid off yesterday.

There was a busy time for several hours at the bank, where the men cashed their time checks.

A great many of the men were English, though there were large numbers of Galicians.

All the men let out from the Canadian Pacific Railway extra gangs will likely find work on the Transcontinental construction.

1907



# ad Journal.

Q., THURSDAY, MAY 30, 1912.

WHOLE No. 3459.

1911  
-12

effit of the rest of the people.

The north bound mail train Friday evening was held up at Ayer's Cliff by the washouts along Lake Massawippi. Several officials of the railway company were on board, but when the impossibility of getting through to Sherbrooke became known to them they divided the train, and, with the entire crew, went back to Newport, leaving the luckless passengers to pass the night in a day car at Ayer's Cliff. Not a single employé of the company remained with the car and no word of information was vouchsafed to the abandoned passengers. Many went without supper and had to hunt for breakfast. Natuaally they are indignant about it. Under such circumstances any first-class railway would do its best to care for the passengers who are its patrons. Such a cowardly act as abandoning them to their fate while the officials and trainmen sought comfort for themselves passeth understanding. Saturday the passengers made their escape in various ways, some went by automobile, some drove to the C. P. R. at Magog and others went by boat to North Hatley.

## MASSAWIPPI.

Friday night the worst and heaviest rain storm for years visited this section, passing to the north. Reports are coming to-day, Saturday, of bridges and culverts, being washed away, and it is estimated that it will cost \$1000 to repair same. Roads are ditched and fields flooded, much seed just sown is washed out and farmers look blue. The Railroad through by the lake is badly damaged. In the forenoon 75 men were engaged in fixing the track for traffic, Trains began to pass in the afternoon. No mail received here to-day.

Mr. and Mrs. Wilkerson and friends  
after

See over for the  
time table  
Oct. 2 1911



# id Journal.

., THURSDAY, JUNE 13, 1889.

~~1888~~  
1889

## QUEBEC CENTRAL RAILWAY

The Favorite Route to Quebec and all  
Points on the Intercolonial Railway.

On and after MONDAY, OCTOBER 29th,  
TRAINS WILL LEAVE SHERBROOKE,

EXPRESS leaves Sherbrooke 8 15 a m, ar-  
rive Beauce Junction 12 40 p m, arrive  
Harlaka Junction 2 53 p m, arrive Levis  
3 10 p m, arrive Quebec by ferry 3 30 p m.

MIXED leaves Sherbrooke 7 15 a m, ar-  
rive Beauce Junction 4 40 p m, arrive St.  
Francis 7 45 p m.

TRAINS ARRIVE AT SHERBROOKE,

EXPRESS leaving Quebec by ferry 12 30 p  
m, leaving Levis 1 10 p m, leaving Beauce  
Junction 3 25 p m, arrive Sherbrooke 8 00  
p m.

MIXED leaves St Francis 6 00 a m, leaves  
Beauce Junction 7 00 a m, arrives Sher-  
brooke 3 00 p m.

QUICK TIME! NO DELAY! SURE  
CONNECTIONS!

CONNECTIONS at Harlaka Junction  
with the Intercolonial Railway for Riviere  
du Loup, Rimouski, Campbellton, St.  
Johns, Halifax, and all points in the Mari-  
time Provinces. At Quebec with Canadian  
Pacific Railway for Three Rivers, Mon-  
treal, and the West. With Quebec & Lake  
St. John Railway for all points North of  
Quebec.

J. H. WALSH, A. STEELE,  
Gen'l Fr't & Pass. Agt. Sup't.  
Sherbrooke, October 29th, 1888.

See over  
for  
B & M.



# Quebec Central RAILWAY.

## Fall and Winter Time Table

In effect October 11, 1897.

On and after Monday, October 11th, 1897, trains will run as follows:

### TRAINS LEAVE SHERBROOKE.

#### EXPRESS—

Leave Sherbrooke	8.00 a. m.
Arrive Dudswell Jct.,	9.00 a. m.
" Levis,	1.55 p. m.
" Quebec (Ferry)	2.00 "
" St. Francis,	1.10 "

Through Coaches Boston to Quebec and also Pullman Palace Car from Springfield via Sherbrooke to Quebec on this train; connecting at Sherbrooke with Pullman Palace car from Boston.

#### ACCOMMODATION—

Leave Sherbrooke,	9.00 p. m.
Arrive Dudswell Jct.,	10.15 a. m.
" Levis,	8.15 "
" Quebec (Ferry)	8.50 "

#### WAY FREIGHT—

Leave Sherbrooke,	9.30 a. m.
Arrive Dudswell Jct.,	10.15 a. m.
" Beauce Jct.,	7.15 p. m.

### TRAINS ARRIVE SHERBROOKE.

#### EXPRESS—

Leave Quebec (Ferry)	1.30 p. m.
" Levis (Q.C.R.)	2.00 p. m.
Arrive St. Francis,	4.20 p. m.
" Megantic	8.30 p. m.
" Dudswell Jct.	6.35 p. m.
" Sherbrooke,	7.50 p. m.

Through Coach Quebec to Boston and also Pullman Palace Car from Quebec to Springfield via Sherbrooke on this train, connecting at Sherbrooke with Pullman Palace car at Boston.

#### ACCOMMODATION—

Leave Quebec (Ferry)	6.30 p. m.
" Levis (Q.C.R.)	7.00 p. m.
Arrive Dudswell Jct.,	7.50 a. m.
" Sherbrooke.	9.30 a. m.

This train runs only as far as Beauce Jct. on Saturday nights, continuing on to Sherbrooke the following Monday morning.

#### WAY FREIGHT—

Leave Beauce Jct.,	7.50 a. m.
" Dudswell Jct.	2.45 p. m.
Arrive Sherbrooke,	4.10 p. m.

All trains run daily Sundays excepted.

Connections made at Dudswell Junction with the Maine Central R.R. so that passengers leaving Sherbrooke in the morning make quick connections for Cookshire, Sawyerville, etc.

For tickets and further information apply to this Company's Agents.

FRANK GRUNDY, J. H. WALSH,  
General Manager. Gen'l Pass'r Agent.

## Boston & Maine Railroad.

### Stanstead and Derby Line Branch.

Trains leave Rock Island and Derby Line as follows:

5.35 a.m. for Montreal (C. P. & G. T.) Quebec (G. T. & Q. C.) and Sherbrooke, Boston and New York.

12.00 p.m. for South.

1.40 p.m. for Island Pond (G. T.) and Montreal (G. T.)

7.00 p.m., for Montreal (G. T.), Quebec, &c.  
9.45 p.m., for Boston and New York.

### Trains arrive at Rock Island and Derby Line:

From South—6.20 a.m., and 2.10 and 7.25 p.m.  
From North—6.20 a.m., and 12.30 and 10.10 p.m.

Outward trains leave Stanstead Plain 5 minutes earlier than R. I. and D. L. time. Inward trains arrive at Stanstead Plain 5 minutes later than Rock Island and Derby Line time.

1897



1899

PORTO RICO

# ad Jour

Post Official Ellio  
thusiastically of

ONEY IN FRUIT

ood Chance For E  
Men to Make Money  
Natives Are Becomi  
o American Ways—  
Postal Matters Are

THURSDAY, AUGUST 24, 1899.

To the Editor of the Journal:

As an old resident of Stansted County, and a tax payer at the present time I would like to ask if the Boston & Maine R. R., pay their agent at Ayer's Flat to be at the station at train time. I was born at Way Mills, Barnston, Que., but have lived in New York since 1876 and it has been my custom to visit the old homestead and vicinity for a short vacation every summer. Several others of my family and friends go back and forth to New York and other places in the United States. We have all been much inconvenienced for several years past on account of no agent being at the depot to sell tickets and check our baggage. There are only two trains daily from Ayer's Flat that connect with New York and Boston trains; one train about 6 o'clock in the morning, and the other at 10.19 o'clock at night.

We usually take the morning train which I admit is pretty early for an agent to rise after the very arduous duties he must be called upon to perform at a station as busy as the one at Ayer's Flat, and I presume many mornings during the year, there are no passengers.

It is very inconvenient however for the ones who do wish to take the train to find the station closed, and no one to check your baggage, or sell you a ticket, and especially a rainy or winter morning.

The most unpleasant and exciting experience I have ever had in reference to the matter occurred Aug. 6th instant.

I started from New York with my family Sunday afternoon July 30, for Ayer's Flat, intending to leave them at the old homestead, and return myself, the following Saturday, noticing however, that the B. & M., had a train scheduled to leave Sherbrooke Sunday night at 9.35. I decided to stay until Sunday night and telephoned to Ayer's Flat to see if this train stopped there, and was told it did, leaving Ayer's Flat at 10.19. When I reached the station at about ten o'clock, I found it dark and deserted. Seeing a light in the upper part of a building across the way I made enquiry, and was told I would very likely find the agent at the hotel. On enquiring was told he had been there, but left half an hour previous, and was further informed the train would not stop unless flagged. I had a business engagement in New York at noon Monday, involving a transaction of about forty thousand dollars, so you can imagine my anxiety to go by that train.

It was minutes of train time when I got back to the depot and no agent appeared.

Something must be done, and done quickly to stop the train which I heard whistle below Massawippi. Trying the station door to my surprise I found it unlocked and lighting a match which fortunately I had in my pocket, I discovered two lanterns, a green and a white one, which I quickly lighted and gave the green one to my son and the other to my brother-in-law (who drove me to the train) I then lighted the station house lamp and going down the platform waving the lanterns, awaiting with anxiety the incoming train which by that time was in sight. Much to my relief our signals were effective, and the train stopped and boarding it I reached New York the next morning at 11.30 and kept my appointment. Now, Mr. Editor, if the B. M. R. R., pay their agent for attending the trains, I think it time they knew he does not do his duty.

If they do not pay an agent for such service, they should be compelled to do so. They are public carriers and the public are entitled to some consideration.

Now my Dear Sir: if this letter is the means of bringing the attention of the railroad company to the matter and help in having the trouble rectified, I shall feel well repaid for my trouble, and will gladly send the company a receipt in full for my services as station agent, for the evening of Aug. 6th. Hoping for better station services in the future, I remain,

Yours truly,

DANIEL STARR SANBORN.



Massawippi Valley Railway

WATERLOO ADVERTISER

Friday, October 2nd., 1896

The extension of the Stanstead Branch of the Boston & Maine Railroad from the present depot at Rock Island to Stanstead Plain a distance of 2 miles, is rapidly nearing completion under the management of the contractor, Mr. M.M. McCarthy of Sherbrooke. The first passage over this extension will be made on or about October 3rd.

Friday August 21, 1885

The shareholders of the Massawippi Valley Railway Company meet at Rock Island on the 2nd. September. This railroad is remarkable for paying the stockholders a regular and handsome dividend.

Friday, September 27, 1872

Newport Express & Sentinel

Last Friday morning, the mail train was delayed some 5 hours by a collision on the Grand Trunk. The earlier passenger train on the Grand Trunk ran into the rear of the Passumpsic freight train at Lennoxville, splitting open and badly smashing the paymaster's car, attached to the latter train. We understand that no one was injured, save the engineer of the Grand Trunk engine, somewhat bruised, in jumping out of his engine.



Stamstead Québec Journal

# A Century Ago

From Journal Files of

AUGUST 24, 1871

HATLEY — We have been visited by two severe storms of rain and wind, during the past week. One of Wednesday, night, in which there was incessant thunder and the most vivid lightning, with heavy rain and wind, doing no other damage than gulying the roads and beating down grain, but the thunder was remarkable for its continuous roar, like the rumbling of a train of cars at a short distance, without cessation for nearly three quarters of an hour.

The disaster which occurred on the Massawippi Valley Railway, in Hatley, and which was noticed in your last issue, was caused by a defect in the construction of the bridge, the bridge across the "Baçon River" is unsafe from the same defect, and should be immediately repaired.

The storm of Friday afternoon was accompanied with a severe gale of wind, which, in some places, assumed the character of a tornado, unroofing buildings, blowing down fences, shade, apple and forest trees. The Episcopal Church and Academy at the East village suffered severely, the spire, belfrey and entire front of the former, being torn away and moved several rods. The spire and cap to the bell-deck of the latter was also blown a distance of some ten rods, and deposited on the common.

A large portion of the sugar orchard of Mr. Avery Ives was completely levelled to the ground, considerable damage was also done over a narrow strip of the country extending south-easterly in the direction of Coaticook — oats, and peas — of which the growth is rank — have been badly lodged, and the yield considerably diminished thereby, and other crops have also suffered from these storms, yet the harvest of grain and potatoes will be large. Corn has a good growth, but is so late in earing that the quantity of good corn will be light, unless the frost should hold off until late, and the weather soon becomes warm.



## 25 Years Ago

SEPTEMBER 9, 1954

### HEAVY ELECTRICAL STORMS

Following close on the heels of a fine, sunny Labor Day, Tuesday saw one of the stormiest days of a dark and dreary summer. Electrical storms of unusual intensity followed one another from about 6 a.m. until nearly midnight. Several inches of water fell in at least three intensive rains storms during the day and evening.

Although no buildings were burned, power lines were struck and several home owners in Derby Line report oil burners knocked out. Early in the afternoon a particularly strong flash of lightning actually made a direct hit on a lightning rod at the Charles Bliss farm near Stanstead. The crack was described as being equal to that of a high powered rifle fired inside the house and came simultaneously with the flash.. No damage could be found although several neighbors who had seen the flash came to search the house for possible fire.

Rock Island had a near miss early in the evening when a brilliant flash occurred that snapped on water pipes and other metal objects in nearly all the homes in the business section of the town. Street lights from Rock Island to Beebe were out for several hours following the storm.

\*\*\*\*\*

### STANSTEAD DISCUSSES RAILROAD

Proposals for the discontinuance of Stanstead's railroad were discussed at the council meeting on Tuesday night when four officials of the railroad company were on hand to hear the terms of settlement as agreed upon by the council and to explain the situation from their point of view. Representing the Quebec Central Railroad were A. Hand, superintendent; C. Blake, general passenger and freight agent; Mr. Benoit, his assistant, and Mr. Comeau, company engineer.

Councillor Beasse requested that the sum of \$5,500 be paid to Stanstead, and return the right-of-way of the line from Rock Island to Stanstead. They also asked that the Railroad enter into a contract regarding delivery of freight in the village, and that they establish an adequate bus terminal.

Local citizens had built the railroad in the late 1890's, the Village of Stanstead through a bond issue raised \$17,000 and supplied the right of way from Rock Island. Passenger service was discontinued in 1928 and now due to no profits in the carrying of freight, the company wish to discontinue the service.



MASSAWIPPI VALLEY RAILWAY

Waterloo ADVERTISER AND EASTERN TOWNSHIPS SENTINEL

Thursday, July 17, 1862

We understand that the preliminary survey of the Massawippi Valley Railway has commenced under the skilful superintendence of Mr. J.M. Clark late assistant engineer of the S.S. & C. R.R. The opposition ~~to~~ <sup>to</sup> the charter for that road on the part of the Shefford Rail~~road~~ <sup>way</sup> was withdrawn, in consideration that the gauge, instead of being broad like the Grand Trunk, should be narrow like ~~xxxxxx~~ the gauge of the Passumpsic, and further that the Massawippi should become part of the main line of the Shefford road and ~~be~~ worked on a pro rata ~~xxxx~~ arrangement therewith ~~at~~ <sup>from</sup> any point at which a junction may <sup>be</sup> hereafter be affected. The effect of this provision will be probably to carry the Shefford road by the head of Massawippi Lake and to place the Massawippi Valley under the control of the narrow gauge instead of becoming a Grand Trunk Branch. It is fortunate that all cause of difference between the two Companies has thus been removed. We trust their successes may be speedy and harmonious.



# Archie Bowker killed in railway wreck at North Derby

OCT. 4, 1900 — The branch train which runs through to Newport as an "accommodation", leaving here at 3:30 p.m., collided with a northbound "light" engine on the main line at the curve a short distance above the North Derby crossing yesterday afternoon, killing one man and injuring several other persons.

Both trains were running fast, and as they came in sight of each other around the curve the

engineers had barely time to set the brakes before the crash.

Both engines were derailed and badly demolished. The tender of the branch train was forced through the forward end of the car, the two being "telescoped" several feet, the tender trucks passing under the forward end of the car.

Archie Bowker, fireman on the northbound train was killed. Engineer Walter Hunting's shoulder was dislocated, and he was quite badly bruised. Others

injured were: Charles Dennison, engineer on the branch train, hands scalded and head scalded and wounded; Fireman Kimball, scalp gashed 18 inches and torn from skull; Fred Stevens, conductor, severe scalp wounds and limbs badly jammed; Homer Martel, brakeman, head bruised and back injured.

Passengers injured are: Harry Stratton, Beebe Plain, badly bruised about the hips and legs, left wrist cut, side of head bruised; William Stratton,

Beebe Plain, collar bone broken; Mrs. Stratton, badly bruised; Mrs. Skinner, Barton Landing, bad scalp wound; Mr. Bean, Beebe Plain, rib broken; Mrs. Bean, cut over eye; Mamie O'Brien, Stanstead, shoulder bruised.

Harry Stratton, who was seriously injured, was to have been married last night to Miss Lena, Hammond of West Derby.



Stanstead Quebec JOURNAL

Mississippi Valley Railway

## The North Derby train wreck in 1900

The branch train, which runs through to Newport as an "accommodation," leaving here at 3:30 p.m., collided with a north bound "light" engine on the main line at the curve a short distance above the North Derby crossing yesterday afternoon killing one man and seriously injuring several other persons. Both trains were running fast and as they came in sight of each other around the curve the engineers had barely time to set the brakes before the crash. Both engines were derailed and badly demolished. The tender of the branch train was forced through the forward end of the car the two being "telescoped" several feet, the tender trucks passing under the forward end of the car. Archie Bowker, fireman on the north bound train, was killed. Engineer Walter Hunting's shoulder was dislocated and he was quite badly bruised. The other trainmen injured are:

Charles Dennison, engineer on the branch train, hands badly scalded and head scalded and wounded.

Fireman Kimball, scalp gashed eighteen inches and torn from skull.

Fred Stevens, conductor, severe scalp wounds and limbs badly jammed.

Homer Martel, brakeman, head bruised and back injured.

The passengers injured are:

Harry Stratton, Beebe Plain, badly bruised about hips and legs, left wrist cut, side of head bruised. William Stratton, Beebe Plain, collar bone broken. Mrs. Stratton, badly bruised. Mrs. Skinner, Barton Landing, bad scalp wound. Mr. Bean, Beebe Plain, rib broken. Mrs. Bean, cut over eye. Mamie O'Brien, Stanstead, shoulder bruised.

Conductor Stevens had just signalled the engineer to stop to leave passengers at North Derby and was standing near the door. He was knocked down by the tender which crashed through the forward end of the car. His legs were squeezed in between the car floor and bottom of the tender, his head being held down by the brake beam. The end of the tender had to be raised with jack screws before he could be released. Although bleeding from scalp wounds and badly bruised, he kept perfectly cool and gave instructions to the rescuing party.

Harry Stratton, who was sitting at the end of the car, was also pinioned by the tender and the side of the car had to be cut away to secure his release. Mrs. Stratton was held fast by her clothing which had to be cut to release her.

Many people visited the wreck

which was at first the scene of much confusion. It was some time before the arrival of a sufficient number of surgeons to give the injured proper attention.

Some of the wounded trainmen were at first taken to the d'Etchegoyen house on the knoll behind which the wreck occurred. Other trainmen and passengers were taken up the line on hand cars and in teams. Finally all were removed, some going to their homes, others to the Junction House and Hotel Beebe Plain where they received every attention from doctors, nurses and others. A special from Newport with a number of doctors and trainmen reached the scene of the wreck after all the wounded had been removed.

Between two and three o'clock this morning the line was restored, the engine having been tipped over and the track swung outward past the wreck.

The "light" engine was an extra "helper" running to Lennoxville to assist in hauling heavy south-bound trains up the grades. The run was a familiar one for fireman Bowker, but a new one for Engineer Hunting, who received his orders to

proceed to Lennoxville keeping clear of all regular trains. Neither of the men thought anything about the branch train which makes this one run through to Newport.

There were some affecting scenes in connection with the wreck, particularly the arrival of Miss Hammond at the Stratton home last evening and the visit of the deceased fireman's wife to the station at the Junction where the body of the unfortunate man awaited the arrival of the coroner from Sherbrooke. Besides a wife the deceased leaves two children. He was a son of Charles Bowker, C.P.R. station agent at Mansonville. An inquest was held by Coroner Pelletier, who arrived on the late train, the jury returning a verdict in accordance with the facts, holding both the engineer and fireman to be equally to blame but the former the more responsible.

Harry Stratton, who was seriously injured, was to have been married last night to Miss Lena Hammond of West Derby. He was on his way to that place with his father and mother when the accident occurred.

The wounded are all doing as well as could be expected.



Stanstead Québec

"JOURNAL"

## A Century Ago

From Journal Files of

AUGUST 10, 1871

### RAILWAY ACCIDENTS

The first serious accident on the Massawippi Railroad took place on Friday morning last, when the mail train from Lennoxville went through a culvert north of Ayer's Flat. The engine passed over safely, the hind wheels of the tender dropped down and were broken off, the express and mail car were pretty effectually wrecked, as were also the passenger cars. No lives were lost. The express messenger, Frank Richardson had his shoulder dislocated, and some of the passengers got some contusions.

There was a collision between two engines at Newport, Vt., on Saturday between the engine of the gravel train and an engine returning from Lyndon where it had been to take the broken cars of the smashup at Hatley. The latter engine was totally demolished and the former badly damaged. Nobody hurt.

There was a collision on the Grand Trunk Road between Sherbrooke and Lennoxville on Monday, between a passenger train running south and a freight train moving north. The conductor of the passenger train had orders to wait at Sherbrooke for the freight train, but says he forgot it, and being on time, moved on. The collision smashed both engines and the baggage car of the passenger train. Geo. W. White formerly of Stanstead but now of New York, was in the baggage car and saved himself when the alarm was given by leaping down the embankment.



MASSAWIPPI VALLEY RAILWAY

# A Century Ago

From Journal Files of

MARCH 2, 1871

Massawippi Valley Railroad — We learn that the appointment has been made of a Mail Clerk to serve on this railway between Lennoxville and Stanstead, and that it is probable arrangements will be completed for introducing the postal car on the line on the 1st April, the commencement of the next quarter. One of the advantages flowing from this measure will be, that more reliable connection than has hitherto prevailed will be secured at Lennoxville for mail matter, or the County of Stanstead, leaving Montreal by the night train for Island Pond. Owing to the present necessity for this matter being distributed at the Lennoxville Post Office between 4 and 5 o'clock in the morning, connecting with the M.V. train is lost when the G.T.R. is not on time.



# A Century Ago

From Journal Files of

MARCH 8, 1871

ready to use.



Brakemen's pay raised — Brakemen on railways formerly only received twenty-five dollars per month, but of late their pay has been raised to forty dollars. This they increase by running on extra trains, by means of which they often make sixty dollars. A good brakeman in time may hope for promotion, and if not here, he may go west, where they are often put into important positions.





# Fifty Years Ago

APRIL 7, 1921

★  
Sleeping with booze — Going to bed with booze beneath their bunks was the experience of passengers occupying upper berths in the Springfield sleeper Sunday night. U.S. Customs officers made the discovery after the train left Sherbrooke. The booze was distributed throughout the car beneath the mattresses and the springs. It was evidently placed there in Quebec City where the car was sidetracked the previous day. The owner was not to be found, but suspicion rested upon some member of the train crew.



# A Century Ago

From Journal Files of

SEPTEMBER 22, 1870

**New road to station** — The new road to the station built under the supervision of Mr. Jas. Judd, is a first-rate one, and will prove satisfactory to those having to do business at the station.

The road and bridge on the Derby side are also nearly or quite completed. The grade will be found so objectionable that it will be little used.

# A Century Ago

From Journal Files of

APRIL 6, 1871

**New mail instructions** — Our exchanges and correspondents are requested to address their letter or papers intended for this office to Rock Island instead of Stanstead, as the former office has now separate bags, giving us our mail matter a little earlier than when it goes to the Stanstead Plain office.

★  
**Mail agent on the railway** — A mail agent commenced running on the Massawippi Valley Railway on the 1st of this month, who distributes the mail matter for the respective offices on the line, a great convenience for the people on the line, especially businessmen.



## Fifty Years Ago

FEBRUARY 16, 1922

### ROBBERY AT BOSTON & MAINE

The Boston & Maine ticket office at Stanstead was broken into Tuesday night between eight and eight thirty. The agent's duty ceases at four o'clock; after that the watchman at the roundhouse is the only custodian of the railway property. The branch train was at the Junction. The operations of the "burglar" were interrupted by W. E. Gibson who carries the mail and who had gone down a little ahead of time to meet the incoming train. When Mr. Gibson entered the waiting room the burglar stepped slyly out of the ticket office, apparently unseen, then bolted from the building and ran down the track toward Rock Island. Mr. Gibson did not see the intruder's face. He was quite thick-set and under average height. Entrance to the ticket office had been gained by prying the door open and breaking the catch. Before this was done, apparently, an attempt was made to unlock the door as the Yale lock was unusable when the agent got there. The money till has no lock; but contained only 29 pennies which was all the intruder got.



# A Century Ago

From Journal Files of

MAY 11, 1871

**British Columbia joins Dominion** — The inhabitants of British Columbia learned on the 15th of April, of the passage of the Bill for the Annexation of that Province to the Dominion, and everywhere they hoisted flags in token of rejoicing.



**Snowfall** — Several inches of snow fell here on Sunday night. There has been a succession of rain and cool days for the last month.



**Pollution in 1871** — Making paper is profitable to the manufacturers, but death to the fish. On a single small island in the Geuesee 50,000 were found dead the other day, killed by the chemical poisons contributed by the paper mills.



**Massawippi Railway** — It has been decided to run the Massawippi Railway into Sherbrooke by adding a third rail to the Grand Trunk Railway from Lennoxville, and to build stations there sufficiently commodious for the traffic of both lines.



# Fifty Years Ago

DECEMBER 8, 1927

## R.R. BRIDGE REPAIRED BY BEE

A peculiar situation has developed between the township of Stanstead and the Quebec Central Railway as a result of the recent flood during which the east approach to the Brainerd bridge a short distance above Boynton was carried away. This would appear to have been a "railway bridge," although the railway never used it.

As related by Mr. T. E. Brainerd at the Journal office Tuesday, during the building of the Massawippi Valley Railway, some fifty-seven or fifty-eight years ago, the Railway Company obtained permission to change the course of the river to avoid the construction of two railway bridges within a distance of twenty rods. This change involved the building of a new highway bridge, an undertaking which was assumed by the Railway Company, and for fifty-seven or fifty-eight years this structure has been maintained by the company.

The wooden portion of the approach was lifted off the supporting piles and floated down stream, something like a mile, landing at the Abijah Little farm, now owned by the Federal Government, and there it remained intact. A considerable portion of the earth fill was also washed away.

By this time the present owners or lessees of the M.V.R. had denied responsibility while the municipality declined to repair the bridge because by so doing its claim against the railway would be weakened.

On Monday, after waiting a little over a month, citizens of North Stanstead and the Brainerd neighborhood joined in a bee to repair the bridge. The approach was taken apart at the Little farm, hauled to its former site and put together again. While this work was in progress, a number of teams were busy hauling material for the earth fill, and by nightfall crossing was possible.

After the approach had been carried away Napoleon Racicot, near by, and John Mosher on the Little place, lower down the river, were isolated, not only from their nearest neighbors, but from their natural trading centre, for over a month, save by a long ladder stretching from the east shore to the first abutment of the bridge. The two farms above named were originally parts of the old Wood place.

When the course of the river was changed, land was acquired from Lydia Brainerd, wife of Joshua Davis, but concerning the transfer of responsibility for the care of the bridge not a scrap of paper had so far been found at any registry office.

That is not surprising. In the early days there was much loose bargaining with railway promoters. No deeds were ever given for a considerable portion of the "right of way" for the old Massawippi Valley Railway. In such cases titles have been obtained by proscription, that is by peaceable possession for thirty years.

Aside from cost of maintainance, a perplexing legal question is involved in this controversy. The municipality, never having accepted this bridge, denies any responsibility connected therewith. The Railway Company says it is a highway bridge, not theirs. Suppose it should collapse, under heavy load, with serious loss of life or property, would it be no man's bridge then?

\*\*\*\*\*



# 25 Years Ago

JULY 8, 1954

## TENDERS CALLED FOR BEEBE SCHOOL

Beebe's new school drew one step nearer last night when the School Board issued a call for tenders on the proposed modern brick and granite one-storey building. The plans for the attractive new building were accepted by the Department of Education with only one or two very minor alterations. Tenders will be opened at a special meeting of the Board in the Beebe Elementary School on Tuesday, July 20, at 3 p.m.

\*\*\*\*\*

## WINDOW UNVEILED AT HATLEY UNITED CHURCH

On Sunday, July 4, during the morning service at Hatley United Church, a stained glass, memorial window was unveiled in memory of Mr. Frederick Ayer and his wife, Harriet Couch, and Mr. William Hodges and his wife, Alice Ayer.

This beautiful window was given by their families, unveiled by Mr. Homer Ayer and dedicated by Rev. J. M. Butler.

\*\*\*\*\*

## QUEBEC CENTRAL SEEKS TO DISCONTINUE STANSTEAD LINE

The Quebec Central Railroad presented a request to the Stanstead Council on Monday night for the discontinuance of their branch line from the junction at Rock Island to the end of steel west of the village.

\*\*\*\*\*



Stamstead Québec "JOURNAL"  
**Fifty Years Ago**

AUGUST 4, 1921

**ORDERS DOWN AT BUTTERFIELDS**

Owing to shortage of orders, a number of workmen at the Butterfield plant were laid off last week. The balance work four days each week for the present.

Notice of a 20 percent reduction in wages applying to both office and mechanical force, has been given. The reduction is in line with the action previously taken in New England, and is rendered necessary by trade conditions prevailing throughout the country. With a constantly lessening demand, it becomes almost impossible to sell anything produced at costs prevailing during the past few years.

**A VERY INTELLIGENT DOG**

Mr. Charles Holmes of this place has a very intelligent dog who goes to the Post Office for mail matter, and does all errands required where no speaking is needed. This dog left Lennoxville by the train on Monday, with his master, and being asleep when it reached North Derby, was left on the train. At Newport he got off, and inspected the boat, hotel and village until the "Shoo Fly" train, was ready, when he went aboard, changing cars at North Derby and safely reaching home. Conductor West asked him for his ticket when he gravely sat upon his hind legs on the seat and held out his right paw, which was satisfactory payment.



# **A Century Ago**

**From Journal Files of**

**JULY 10, 1879**

## **MAILS TO BE LATER**

By a change in the trains on the Passumpsic, the mail does not reach Derby Line until 10 p.m. This ought to be remedied by having the through mail from Boston forwarded by the Express train, which would give us our Boston mail about half-past 5. An application in the proper quarter would probably bring about the change.

\*\*\*\*\*

## **THE DAILY EXPRESS TRAIN**

The Daily Express Train over the S.E. Railway, via Newport, Vt., to Boston and other New England points, commenced running on Monday morning 30th. June. Parties can leave Montreal in the morning, dine, at Newport on Lake Memphremagog, and sup a Fayban's, White Mountains, at 6 p.m.

\*\*\*\*\*



Stanstead, Quebec, JOURNAL, 23 May 1978

## **A Century Ago**

**From Journal Files of**

**MAY 23, 1878**

### **THE PASSUMPSIC RAILWAY**

The Passumpsic Railway is now in possession of the railway from West Farnham to Chambly. From Chambly to St. Lambert the road is pronounced unsafe by the government inspector and travel forbidden until suitable repairs are made. The entire line, known as the Montreal, Portland and Boston will be run in connection with the Southeastern when opened, giving that road and the Passumpsic and independent line to Montreal.

\*\*\*\*\*



# A Century Ago

From Journal Files of

JANUARY 9, 1879

1879

INSURERS

1879

Best New Year's Investment -- A Hartford Fire Policy. When you insure, choose Age, Experience, Stability and Success. Millions lost by neglecting to secure Hartford policies. The Old Hartford has paid twenty-two Million losses. The Old Hartford established in 1810, Assets nearly \$4,000,000. Paid up capital One Million and a Quarter. Losses adjusted equitably, and paid promptly. The Old Hartford has One Hundred and Fifty Thousand Dollars deposited with Dominion Government. Farmers, you can get 1,000 insured in Hartford for 5 years for \$15. Plans can be had of J. T. Flint, Agent for Stanstead County. Call and get a Calendar for 1879.

\*\*\*\*\*

## A MONSTROUS STORM

The biggest fall of snow in ten years, during Friday and Saturday accompanied by a gale of wind. In consequence the highways are badly drifted. The stage between Cowansville and Frelighsburg, a distance of 12 miles was delayed two days. The track of the South Eastern Railway was badly drifted and it was forced to lay out in a drift near Mansonville. The Chambly Railroad is badly drifted and no trains passed between West Farnham and Montreal during Saturday and Sunday. The engine "Union" belonging to the Passumpsic Railway, got into a drift on Friday at Maryville, five miles from West Farnham, and broke down. Sunday afternoon she was still in the snow, and the road was completely blocked. Sunday the Company sent out a gang of men on an engine and they are now clearing the road. Passengers for Montreal have had to go by the way of St. Johns, over the Central Vermont.

The Stanstead and Coaticook stage remained over here last Friday night, snow bound. It was the first occurrence of the kind in many years. No mail arrived on Saturday. The snow is now nearly one foot deep in the woods.

### Notes:

*Railway Farnham - Frelighsburg opened to Starbridge East  
11 Nov 1879 And to Frelighsburg 09 SEPT 1882.*

1. It is interesting to note that, in 1879, the Village of Frelighsburg was large enough to support a stage service from West Farnham (Farnham).
2. The original station near the forks of the Missisquoi River just north of the International Boundary near North Troy was named "Mansonville" after the town of the same name some 6-7 miles north up the valley of the north branch of the Missisquoi. Later, it was renamed "Highwater", since Mansonville now had a station bearing its name on the Orford Mountain (Railway) Branch, from North Troy, VT (Elkhurst) to Orford Lake, Valcourt and Windsor, Québec. (over)



# A Century Ago

From Journal Files of

DECEMBER 5, 1878

## AN INGENIOUS MACHINIST

Georgeville - McWilliams, the ingenious machinist having at considerable expense in time, money and labor, got his inventions relative to improvements in steam engines patented, both at Ottawa and at Washington, has set up forges in the rear of the Old Bullock store, and hired Mr. Burbank to work, and is ready to do any kind of blacksmithing and machinery work either in the manufacturing or repairing line in iron or wood, having a turning lathe to facilitate operations in woodwork.

\*\*\*\*\*

## ANOTHER QUILT

The inevitable patch-work items are in order. A local correspondent started the ball last week and draws out this rejoinder: Mrs. Chas. Eastman, of Holland, has a bed quilt containing 4,760 pieces. Who beats?

\*\*\*\*\*

## DERBY LINE HOTEL CHANGES HANDS

Jas. K. Gilman Esq., assumes control of the Derby Line Hotel this week, and will doubtless make as popular a landlord here as at St. Leon Springs.

\*\*\*\*\*

## BUILDINGS BURN AT GRANBY

All the railroad buildings at Granby, including station, freight house and woodshed were burned on Monday night, with their contents. Supposed to be an incendiary fire.

\*\*\*\*\*

## STORES CHANGE AT BEEBE

T. W. Edwards has bought J. D. Daniels' stock of groceries and put them, with a fresh stock into his store on the corner of Railroad and Campground streets. Mr. Edwards also keeps a well appointed barber shop and is at all times prepared to have his customers.



- in 1875
3. The "Chambly Railroad" was the Montréal, Chambly and Sorel Railway, which became - and was in 1879 - the Montréal, Portland and Boston Railway, from St. Lambert to Chambly, Marieville, (West) Farnham and Frelighsburg.
  4. The "Passumpsic Railway" was the Connecticut and Passumpsic Rivers Railroad, from White River Junction, through St. Johnsbury to Newport, VT, which it reached in 1863. ~~By~~ By 1879, the Southeastern Railway had completed the line from Richford, VT, up the valley of the Missisquoi River to Highwater (Mansonville) Québec, North Troy VT and Newport. This provided\* the Connecticut & Passumpsic with a through line of railway to St. Lambert, opposite Montréal.
  5. "Maryville" was and is, of course, Marieville, Comté de Rouville, today on the former line of the Montréal and Southern Counties Railway from St. Lambert through Chambly, Marieville and Abbotsford, to Granby (bif. 1913-1916)
  6. Because of the blockage of the line via Marieville, passengers for Montréal via the Southeastern Railway had to change trains at (West) Farnham and take the Stanstead, Shefford and Chambly Railroad (Central Vermont Railroad) to St. Johns and Montréal.

\* in 1877



# 50 Years Ago

MAY 10, 1928

## ACTIVITY AT OLD FREIGHT YARD

Just now the vicinity of the old freight station presents a scene of unusual activity. The earth along the south side of Railroad street at that point is being excavated to provide for the new track which will be quite close to the street but at a considerably lower level. The new passenger station will be located on the south side of the track some eight or ten rods east of the old freight office. The approach will be via the old road to the freight station, the street entrance to the new passenger station being at the south side. The east end of the building will be given over to express and baggage, while the central portion will provide for a commodious waiting room. The ladies room will occupy the south-west corner, the office the north-west corner.

A huge steam shovel, with a considerable gang of men, is now engaged in excavation at that point, the earth being delivered to an advanced type of dumping cars brought in on a temporary track paralleling the street at that point. Farther west a new siding is being laid between the street and the track of the Stanstead extension, laid some thirty years ago. Some of the old warehouses about the freight station are being torn down or removed. The Caswell & O'Rourke Store Company's warehouse is already on its new foundation alongside the new siding above mentioned.

South of the street near this point a temporary siding has been laid to provide for "construction cars" where the workmen are housed and fed.

When the Stanstead extension was built the section of the old roadbed from a point near the bridge to the lower end of the freight yards was abandoned. No one ever dreamed it would be used again by the railway and a number of sheds and garages had been built thereon. At Adolphe Seguin's a shed is now being torn down while farther west garages are being removed from the old right of way.

\*\*\*\*\*

## C.P. EXPRESS PUTS HORSES ASIDE

The new delivery truck of the Canadian Pacific Express Company is an attractive looking vehicle, and Elmer, Rush and Harry are very proud of it, as we all are. The horses formerly used here have been shipped away, the bay going to Farnham, gray to Woodstock, N.B.



The Stanstead JOURNAL

Rock Island Quebec

## A Century Ago

From Journal Files of -

OCTOBER 17, 1878

### THE INTERNATIONAL ROAD

**Eaton** - The International road has been extended to within six miles of Megantic. The Inspector, accompanied by quite a large number of gentlemen, passed over the line one day last week, and pronounced it in good working order.

\*\*\*\*\*



The Stanstead JOURNAL

Rock Island Quebec

## A Century Ago

From Journal Files of

OCTOBER 10, 1878

### BEEBE PLAIN

Our popular station agent, B. A. Gale, has moved into the Wellington Rutter house which was bought last spring by Dr. Whitcher.

Our long-time (U.S.) postmaster has bought the Ransom Beebe house and is re-modeling the interior, putting on a bay window, and fixing things up in good shape.

There is a family in Derby who have a hen. If it is a good hen. If it is a good hen, it is somewhat luxurious. When she wants to lay an egg she hangs around the door until it is opened, when she will dodge in and get on the bed and there deposit her egg with great satisfaction.

\*\*\*\*\*

### THE SOUTH EASTERN RAILWAY

The South Eastern Railway are now running through trains to Montreal over the Chambly road. This makes the shortest and most pleasant of all the routes to Montreal, and the new road is said to be one of the best finished and smoothest roads in Canada, and the passenger trains will compare favorably with those of any other road.

\*\*\*\*\*



## 50 Years Ago

DECEMBER 20, 1928

### LAST PASSENGER TRAIN TO STANSTEAD

The mid-day passenger train service on the Stanstead extension is being continued over Saturday, December twenty-second, to comply with a regulation of the Canadian Railway Commission which requires ten days' clear notice before cancellation.

After this week, the Stanstead station will be closed as a passenger depot, all regular trains thereafter operating to and from the new passenger station to be known as Rock Island, Stanstead and Derby Line. Consequent upon this change the south-bound train at midday now leaving the new union station at 11:11 a.m., will leave at 11:25; north-bound, this train will leave the union station at 1:10 p.m.

The existing freight service will be continued at the present Stanstead station, in charge of a caretaker agent, under the jurisdiction of the agent at Rock Island, Stanstead and Derby Line station.

\*\*\*\*\*



JOURNAL 14 FEB 80

## A Century Ago

From Journal Files of

FEBRUARY 12, 1880

### AREA BRIEFS

Mr. Lomer is reported to still have faith that he can infuse life into the dry bones of his company. --The Coaticook clothes pin factory have an order for eight carloads of those useful articles. --Parties in Coaticook are buying hewed timber for shipment to England, as well as at Dixville. - The Gale's are doing a lively business in spring beds, which appears to be a growing industry. Miss Lizzie Kinnevan, of Coaticook, fell while on her way to church and broke one of her arms. --What do our farmer friends think of giving up their County Agricultural Society and going in for a District Society? --Mr. D. J. Randall, of Bolton, recently lost a valuable young horse while being driven on the lake by Mr. G. Wadleigh, who accidentally drove into a reef near Gibraltar Point.

\*\*\*\*\*

### COURTS OF FORESTRY

Courts of Forestry were organized during the past week in the Townships by the Chief Ranger, Oroahyatekha, who once figured prominently in the Good Templar organization. Forestry is understood to be a sort of a mutual insurance society. These new courts were established at Beebe Plain, Coaticook, and Waterville.

\*\*\*\*\*

### CENTRAL VERMONT - WOOD CONSUMPTION

The Central, Vt., railroad consumes about ninety thousand cords of wood a year. The price this year, for good hard wood, delivered at track, ranges from \$2.25 to \$2.75, according to locality.

\*\*\*\*\*



# **QUEBEC CENTRAL**

**Club Breakfasts and  
Table d'Hote Lunches and Dinners**

as well as a la carte service may now  
be had on

## **Quebec Central Cafe Cars**

Operating on all Quebec-Sherbrooke Trains

### **An Excellent Meal at a Moderate Price**

Patronize Dining and Parlor Car Services,  
They are operated solely for your  
convenience and comfort.

---

For Parlor Car Seat Reservations, Train Service Information,  
etc., apply to local Station Agent or W. E. A. Brooks, General Pas-  
senger Agent, Sherbrooke, Que.



# Head Journal.

QUE., THURSDAY, MARCH 12, 1931

WHOLE No. 4439

## QUEBEC CENTRAL RAILWAY

Winter Time-table, 1931

P. M.	A. M.		P. M.	P. M.	
*3.05	+7.40	Lv. Quebec	Ar. *1.15	+9.30	
3.37	8.12	Ar. Charny	Lv. 12.33	8.57	
3.38	8.13	Lv. Charny	Ar. 12.37	8.56	
4.21	8.56	Ar. Scotts	Lv. 11.54am	8.08pm	
P. M.					A. M.
+6.00	+12.05pm	Lv. Lewis	Ar. 1.53pm		+10.25
7.16	1.45	Ar. Scotts	Lv. +11.55am		9.17
	4.22pm	8.57am	Ar. 11.53am	8.07pm	
	4.32	9.07	Lv. 11.44	7.57	
	4.44	9.20	Lv. 11.31am	7.44pm	
+7.55pm	+9.30am	Lv. Valley Jct.	Ar.	6.20pm	8.42am
8.09	9.45	Lv. St. Joseph	Lv.	6.00	8.30
8.30	10.20	Lv. Beauceville	"	5.30	8.07
8.50	11.05	Lv. St. George	"	5.00	7.47
10.55	4.10pm	Ar. Lake Frontier	Lv.	+12.30pm	+5.50am
	4.51pm	9.27am	Ar. 11.26am	7.37pm	
	5.12	9.48	Lv. 11.07	7.18	
+5.20pm		Lv. Tring Jct.	Ar.		7.40
8.00		Ar. Megantic	Lv.		+4.50
					A. M.
5.19pm	9.53am	Lv. Tring Jct.	Ar. 11.02am	7.13pm	
5.31	10.06	" E. Broughton	Lv. 10.53	7.04	
6.05	10.44	" Thetford Mines	" 10.15	6.28	
6.15	10.54	" Black Lake	" 10.02	6.07	
6.39	11.18	" Disraeli	" 9.36	5.42	
6.50	11.29	" Garthby	" 9.26	5.32	
7.50	12.28	" East Angus	" 8.29	4.34	
8.30	1.05	Ar. Sherbrooke	Lv. 7.55am	4.00pm	
A. M.					P. M.
9.10	8.45pm	4.15pm	Lv. Sherbrooke	Ar. *7.35am	+2.50pm
9.19	8.52	4.24	Ar. Lennoxville	Lv. 7.25	2.40
9.20	8.53	4.25	Lv. Lennoxville	Ar. 7.24	2.39
9.33	9.02	4.36	" Capelton	Lv. 7.12	2.25
	9.04	4.39	" Eustis		2.19
9.51	9.15	4.51	" North Hatley	" 7.01	2.13
10.09		5.09	" Massawippi	" 6.47	1.58
10.18	9.32	5.17	" Ayer's Cliff	" 6.42	1.52
10.30		5.29	" Boynton	" 6.30	1.40
10.43	c9.49	5.41	" Tomifobia	" 6.23	1.32
10.55	9.59	5.53	Ar. Beebe Jct.	" 6.16am	1.25pm
11.02	f10.04	5.59	" Beebe	" 6.12am	1.21pm
11.11	10.13	6.08	" Rock Island	" 6.04	1.13
			{ Stanstead		
11.14	10.15	6.10	Lv. Derby Line	Ar. 6.02	1.11
11.22	10.22	6.18	" Beebe	" 5.56	1.05
11.30	10.25	6.25	" Beebe Jct.	" 5.52	1.02
11.34			" North Derby	Lv.	f12.57
+1.55am	+10.40pm	+6.45pm	" Newport	" *5.40am	+12.50pm

For further information please apply to Agent at your station.

W. E. A. BROOKS, General Passenger Agent.

\* Daily  
+ Daily except Sunday  
o Flag stop Sunday only

s Stops Saturday only  
f Stops on signal or to  
leave passengers

## QUEBEC CENTRAL

Sleeping Cars and Coaches  
SHERBROOKE and BOSTON

Daily

3.05 p.m.	Lv Boston (North Stn)	9.00 p.m.
8.45 p.m.	Ar Sherbrooke	7.35 a.m.
	(QC-CP Stn)	
7.30 a.m.	Ar Quebec (Palais Stn)	1.15 p.m.

Cars Quebec and Sherbrooke

Daily Except  
Sunday

Daily Except  
Sunday

9.10 a.m.	Lv Boston (North Stn)	10.00 a.m.
7.40 p.m.	Ar Sherbrooke	9.30 p.m.
	(QC-CP Stn)	

Information as to train service, reservations, etc.,  
Local Station Agent, or W. E. A. Brooks,  
Agent, Sherbrooke, Que.



## Those railroad shares could be a gold mine

**Editor's note** - This article, which appeared in the Montreal Gazette of January 13, was brought to our attention by S.S. [John] Worthen, an authority on local railroads and railroad history. He notes in his accompanying letter that Massawippi Valley Railway shares have a value of \$900, and that he has been unable to find out who owns the 500 minority shares in the company. Massawippi Valley is a subsidiary of Canadian Pacific and consists of 35.8 miles of track between the border at Lineboro and on the border with Vermont and Lennoxville.

### Shares of Railroads Ride Wave of Trading

How many people have travelled on the New Brunswick and Canada Railroad Co., or the Massawippi Valley Railway Co. or the Ontario and Quebec Railway Co.?

How many people have even heard of them?

The three are small and obscure companies which own track leased to Montreal-based Canadian Pacific Ltd., one of Canada's two major railway systems.

And this week, shares in these little lines have provided some of the most spectacular stock trading. Their shares are not even listed on a stock exchange. The activity has taken place over the counter in Toronto - outside the trading floors of the major exchanges.

And yesterday, market watchers were unable to explain the increase in both price and volume of the shares of the three lines.

Shares of New Brunswick and Canada showed the highest percentage gain, rising from \$26

to \$185. They later sagged to \$130 bid and \$150 offered.

The stock of Ontario and Quebec was quoted at \$8,500 to \$9,000. It had been as high as \$10,500 this week. Its sister stock, Massawippi Valley, closed at \$900 bid, double its value at the beginning of the week.

Ontario and Quebec started its climb from \$1,700 a share last October following a favorable judgment accorded two shareholders in a lawsuit against Canadian Pacific.

The minority shareholders, which include the pension fund of T. Eaton Co., Ltd., alleged that Canadian Pacific had treated the assets of the leased line as its own and to the detriment of minority holders.

Mr. Justice Samuel Hughes ruled in favor of the minority shareholders but no transfer of assets has taken place.

Some 50 to 100 shares of both Ontario and Quebec and Massawippi have traded daily. Up to 1,000 shares of the New Brunswick and Canada changed hands yesterday.

CP Ltd holds 16,200 of the 20,000 outstanding shares in Ontario and Quebec and some 7,500 of the 8,000 Massawippi shares.

It holds 6,800 of the 17,800 shares in New Brunswick and Canada.

The company has controlled both the Ontario and Quebec and

Massawippi railroads since

Ontario and Quebec owns 700 miles of railway track between Montreal's Windsor Station and Windsor, Ontario. The Massawippi has 33 miles of track from Sherbrooke to the Vermont border. The companies leased the track to Canadian Pacific for 999 years.

An official at Canadian Pacific said the company could not account for the movement in the shares.



# Lead Jour

THURSDAY, DECEMBER 1, 1927

## RAILWAY COMMISSION NEXT

Citizens of Stanstead Plain and Quebec Central Officials Fall To Agree.

## LIVELY MEETING MONDAY NIGHT

Citizens of Stanstead Plain met in the court house on Monday evening to consider with the municipal council the proposed cancellation of passenger train service on the Stanstead extension of the branch from Beebe Junction. The meeting was presided over by Mr. E. W. Hay, mayor of the municipality, who gave an interesting account of the inception, promotion and building of this extension, that is the line from Rock Island to Stanstead Plain.

With much fidelity to detail Mr. Hay explained the financing of this undertaking. April 1, 1895, twenty-year bonds, bearing interest at 5 per cent were issued under by-law No. 59, to the amount of \$3,000, for the retirement of which an assessment of 2 mills on the dollar was provided for.

May 4, 1896, under by-law No. 59, a similar issue of thirty-year bonds to the amount of \$10,000 was made at the same rate of interest, with a sinking fund of 5½ mills, provided for by special assessment.

These bonds were sold to Hanson Brothers of Montreal at 108½, netting \$14,105, and of this amount \$13,000 was deposited to the credit of the railway account, the balance to the credit of the municipality.

April 5, 1897, the municipality received from the Quebec Government a railway grant of \$5,000, and on August 25, 1900, the Boston & Maine Railroad received a grant of \$5,376 from the Dominion Government.

The municipality paid to the Boston & Maine Railroad, for the line complete \$14,710.54. In addition the municipality paid \$3,505 for the right of way, bringing the total cost of the enterprise up to \$18,215.54, out of which should be deducted \$10,376 received from the Railway Company, leaving Government grants. The net cost to the municipality was, therefore, \$7,839.54, plus interest on bonds.

The balance of the money received from the sale of bonds went to pay notes against the municipality held by Mrs. O. M. Thomas. This was the financing at the time, and, in explanation, Mr. Hay remarked that municipalities would appear to have had debts then as well as now.

The cost of the right of way was divided as follows: To Mrs. Haskell \$800, F. Proulx \$50, A. B. Sweeney \$225, William Willoughby \$55, Mrs. O. E. Wheeler \$600, Seguin (Kathan) \$25, Butters \$1,750.

Mr. Hay also gave details of the financing subsequent to the issue of bonds and leading to the final retirement of the same.

One might naturally think that, having paid for the road, the property would remain in the hands of the municipality, but such was not the case; it was deeded to the Massawippi Valley Railway Company which, together with the Passumpsic and Connecticut River Valley Railroad was under ninety-nine year lease to the Boston & Maine Railroad. The last named, on its part, had entered into a contract to operate the road in perpetuity. Some eighteen months ago the Quebec Central had acquired that portion of the Boston & Maine system north of Newport, assuming all obligations of the lessee.

## CURTAILMENT SUGGESTED

Not long ago officials of the Quebec Central Railway had approached the councillors, in an informal way, regarding cancellation of passenger train service, on the ground that it was no longer needed.

The railway officials had verbally promised to maintain an adequate freight service to Stanstead Plain, and agreed to repay the municipality one-half of its net cash outlay when the line was built.

This would appear to have been \$3,919.77, although speakers referred to the amount as \$3,500.

The railway, Mr. Hay said, had further promised to retain the name of Stanstead on its lists of stations, the proposed new terminal being known as Stanstead, Rock Island and Derby Line.

The alternative was to allow the case to go before the Railway Commission for decision.

At Monday evening's meeting the Quebec Central Railway was represented by Mr. J. H. Walsh, vice president and general manager; Mr. G. D. Wadsworth general freight and passenger agent; Mr. C. K. Bartlett train master, and Mr. H. G. Bradford general accountant. These gentlemen are understood to have been here again on Tuesday forenoon looking over the site of the proposed terminal at the lower level of this village. Elimination of passenger service between this place and Stanstead Plain would, of course, involve the abandonment of the present passenger station at Rock Island.

The matter had subsequently been discussed at a meeting of the International Chamber of Commerce, and afterwards a committee consisting of the mayor (Mr. Hay) and Councillors Charland and Channell were appointed to secure all possible information. As a part of the work of this committee they had gone to Montreal for advice

and had obtained from Foster, Hackett, et al, a written opinion, which was open to examination by any person interested. After reviewing the situation the Montreal lawyers had advised the municipality to secure from the Q. C. R. the best terms possible without litigation.

The meeting had been called to obtain the opinion of the citizens on the subject and officials of the Quebec Central Railway had been invited to state their case and furnish whatever information they had to offer.

In closing, Mayor Hay said he wished to pay a tribute to a foreign corporation, the Boston & Maine Railroad, which for a period of thirty years had faithfully carried out its contract, without regard to its own personal interests. He wished he could say as much for the Quebec Central Railway, a Canadian corporation.

1927



After introduction by the mayor, Mr. J. H. Walsh, vice-president and general manager of the Q. C. R., said it would be much more pleasant to announce improvement rather than current state of service, but unfortunately that was impossible. Conditions had entirely changed in the 30 years since the line was built. The automobile and truck had reduced traffic to such an extent that the gross earnings at the Stanstead station were not sufficient to even pay the wages of the agent, to say nothing of other heavy expenses. To make matters all the more serious, along with reduced traffic, came greatly increased wages. The cost of operating the branch in 1897 was approximately \$15,000, now it was \$44,000 a year. Conductors who earned \$2 25 a day then, now received \$6.70 for a 7½-hour day, brakemen who then earned \$1.55 now received \$5.24, and about the same proportions held for the entire train crew and station employees. While costs had increased some 300 per cent, traffic had dropped about 300 per cent. The proposal was to discontinue the passenger service only, between Rock Island and Stanstead. Fourteen local passenger trains were being operated daily, with an average of only two passengers per train on the Stanstead extension, and for each of these the railway received five cents. The new plan was to do away with all branch trains and run all main line trains through to Rock Island "solid." Adequate terminal facilities would be provided on the lower level at Rock Island, and local passengers would have the advantage of entering or leaving sleepers here. Changing at Beebe Junction would be obviated and the railway officials felt that the improved service would offset the inconvenience of the extra distance to reach the station. Main line trains could not be run through to Stanstead "solid" on account of the heavy grade, but they could be run to Rock Island at small expense during customs examination. Roughly speaking he thought the cost of operating the branch would be cut from \$44,000 to \$16,000. It was the extra mile with the heavy grades that calls for the heavy waste. Mr. Walsh felt very sure the Railway Commission would not order the continuation of such a costly service when it was so little used, and therefore not needed. Like the municipality, his company had obtained a written legal opinion and this he read. A number of judgments were also cited.

## THOUGHT IDEMNTY TRIFLING

Mr. W. V. Poapst had a good word to say for the C. P. R., which he understood was very closely allied with the Q. C. R. For himself he did not think it fair to ask the railway to continue a service which was so costly and so little used. He thought, however, that a more definite statement should be made and that any offer from the Railway Company should be submitted in writing. The amount which the Railway Company had offered to refund the municipality seemed very trifling. He thought perhaps if they would agree to pay a sum equal to the loss of operation for one year, a satisfactory arrangement could be made between the parties.

Mr. J. A. Tilton found the gathering the most peculiar meeting he had ever attended because the Quebec Central officials had been invited to sit in while the municipality showed its hand. The Q. C. R. would not stand a ghost of a show before the Railway Commission because the former had bought the road with its eyes open and knew just what it was getting. It was the C. P. R. which was back of the purchase and they had bought it as a means of securing the long haul—carload lots coming through from the Coast. It was therefore unreasonable to talk about local losses. Some talked of the expense of taking a case before the Railway Commission. He had once been before that Commission in connection with a crossing, and the only expense was the carfare to Montreal.

## CALLED IT A LUXURY

Mr. G. D. Wadsworth, general freight and passenger agent of the Q. C. R., thought the Three Villages should be regarded as one community. He understood the population was about three thousand. Only the

larger cities enjoyed the luxury of two passenger stations. Such cities as Sherbrooke, Quebec and Ottawa had to get along with one, and in many cases residents were much farther away than the most distant resident of Stanstead would be from the proposed new terminal. Mr. Tilton's contention was wrong because his calculations were based on freight service, which there was no intention of disturbing.

The Rev. Father Favreau, Mr. P. A. Bissonnet, Mr. John Macdonald, Mr. G. A. Channell and others spoke. Suspicion was not wholly lacking and in a number of cases the good faith of the railway officials was questioned. Some thought the present move was only the entry of the thin edge of the wedge and that a little later an effort would be made to abandon the branch altogether.

The meeting was fairly lively, with considerable sharp-shooting on the part of the citizens. A vote of the meeting was suggested but vigorously opposed by some of the councilors. The consensus of opinion seemed to be that the municipality should reject the Railway Company's proposal and insist upon the continuation of the service according to the original contract, without regard to any loss which may be sustained by the company, and to appeal to the Railway Commission in case of the default of the former. The next move is "up to" the railway, and there is considerable curiosity as to what this will be.



POORS  
MANUAL of the Railroads

1874-1875

RAILROAD MANUAL OF THE UNITED STATES.

507

### LIGONIER VALLEY RAILROAD. (In Progress.)

**Line of Road.**—Ligonier, Pa., to Latrobe, Pa. .... 10.2 miles.  
Gauge, 4 feet 8½ inches. Rail, 56 lbs.

The grading of this road will be completed May 1, when the company expect to lease it to the Pennsylvania Railroad Company.

**Financial Statement,** January 1, 1874.—Capital stock authorized, \$100,000; subscribed, \$58,009.77; and paid in, \$44,856.77; floating debt, \$5,212.71—total stock and debt, \$50,069.48. Per contra: Cost of construction to date, \$43,888.93.

**Directors.**—R. M. Graham, W. A. Bair, John Ownler, M. Kepper, J. M. Brenizer and F. Smith, Ligonier, Pa.; and George F. Huff, Greensburg, Pa.

S. H. BAKER, *President*.....Latrobe, Pa.

*Secretary*—John Harquett.....Ligonier, Pa. | *Chief Engineer*—Geo. L. Miller.....Ligonier, Pa.  
*Treasurer*—W. D. McGowan.....Ligonier, Pa.

PRINCIPAL OFFICE AND ADDRESS.....Ligonier, Pa.

### MASSAWIPPI VALLEY RAILWAY.

(Leased and operated by the Connecticut and Passumpsic Rivers Railroad Company.)

**Line of Road.**—Stanstead, Can., to Sherbrooke, Can. .... 36 miles.  
Branch—Junction to Derby Line, Vt. .... 2 "

Total length of line operated. .... 38 miles.  
Sidings and other tracks, 2 miles. Gauge, 4 feet 8½ inches. Rail, 56 lbs.

This railway continues the Connecticut and Passumpsic Rivers Railroad to a junction with the Grand Trunk Railway of Canada. A third rail, to admit the passage of ordinary gauge cars, has been laid on that line between Lenoxville and Sherbrooke, about 3 miles.

**Rolling Stock.**—Furnished by lessees.

**Operations** for the year ending December 31, 1873.—Included in lessee's returns. Payments during the year—interest on funded debt, \$24,000 gold. Dividend, 3 per cent., \$24,000.

**Financial Statement.**—Capital stock, \$400,000; and 1st mortgage 6 per cent. gold bonds, interest January and July and principal July 1, 1889, \$400,000, guaranteed by C. and P. R. R.—total stock and bonds, \$800,000. Nominal cost of railway, \$800,000.

**Directors.**—A. T. Galt, Montreal, Can.; B. Pomroy, Compton, Can.; B. P. Cheney, E. Raymond, Thomas Upham and F. M. Weld, Boston, Mass.; C. Brooks, Lenoxville, Can.; C. C. Colby and A. Knight, Stanstead, Can.

A. T. GALT, *President*.....Montreal, Can.  
B. Pomroy, *Vice-President*.....Stanstead, "

<i>Treasurer</i> —S. Foster.....Stanstead, Can.	<i>Master Machinery</i> —H. Alden.....Lyndonville, Vt.
<i>Secretary</i> —A. P. Ball.....Boston, Mass.	<i>Gen. Tkt. Agt.</i> —N. P. Lovering, Jr. .... " "
<i>Gen. Supt.</i> —E. Raymond.....Boston, Mass.	<i>Gen. Fgt. Agt.</i> —H. Alden..... " "
<i>Asst. Supt.</i> —L. Gilmore.....St. Johnsbury, Vt.	<i>Purchasing Agent</i> —T. Upham.....Boston, Mass.

PRINCIPAL OFFICE AND ADDRESS.....Stanstead, Can.



Brown, Boston, Mass.; T. P. Redfield, Montpelier, Vt.; F. M. Weld, Boston, Mass.; Horace Fairbanks, St. Johnsbury, Vt.; Amos Barnes, Boston, Mass.; S. S. Thompson, Lyndon, Vt.

EMMONS RAYMOND, *President*.....Boston, Mass.

Josiah Stickney, *Vice-President*....." "

<i>Treasurer</i> —N. P. Lovering.....Boston, Mass.	<i>Master Mechanic</i> —H. Alden.....Lyndonville, Vt.
<i>Secretary</i> —Elijah Cleveland.....Coventry, Vt.	<i>Master of Trans.</i> —H. P. Alden...." "
<i>Superintendent</i> —Wm. M. Parker.....Boston, Mass.	<i>Gen. Tkt. Agt.</i> —N. P. Lovering, Jr. " "
<i>Road Master</i> —James Shanks.....Lyndonville, Vt.	<i>Master Car Repairs</i> —Horace Alden. " "

PRINCIPAL OFFICE AND ADDRESS.....Lyndonville, Vt.

Fiscal Agency.....No. 7 Merchants' Exchange, Boston, Mass.

## MANCHESTER AND NORTH WEARE RAILROAD.

(Owned by the Concord Railroad Company.)

**Line of Road.**—Manchester, N. H., to North Weare, N. H.....19 miles.

**Sidings and other tracks.** 2.4 miles. Gauge, 4 feet 8½ inches. Rail, 56 lbs. to yard.

**Rolling Stock.**—None owned by company. Furnished by lessees.

**Operations.**—Included in lessees' returns.

**Financial Statement.**—Capital stock, \$200,000. Nominal cost of road and appurtenances, \$200,000.

**Directors.**—Nathan Parker, Phineas Adams, H. P. Watts and C. W. Stanley, Manchester, N. H.; and Enos Blake, Concord, N. H.

NATHAN PARKER, *President*.....Manchester, N. H.

*Genl.*.....George R. Fowler. | *Superintendent*.....Horace E. Chamberlain.

PRINCIPAL OFFICE AND ADDRESS.....Manchester, N. H.

## SUNCOOK VALLEY RAILROAD

(Leased for 42 years, from January 1, 1870, to the Concord Railroad Company.)

**Line of Road.**—Suncook (5 m. S. Concord), N. H., to Pittsfield, N. H.....17.5 miles.

**Sidings and other tracks.** 1.75 miles. Gauge, 4 feet 8½ inches. Rail, 56 lbs. to yard.

**Rolling Stock.**—None owned by company. Supplied by lessees.

**Operations.**—Included in lessees' returns. Lease rent, \$14,400 per annum, and \$300 for maintenance of organization. Dividend on guaranteed stock, July and January, each 3 per cent.

**Financial Statement.**—Capital stock—common, \$141,700; and guaranteed, \$200,000—total, \$341,700. Nominal cost of road and appurtenances, \$341,700.

**Directors.**—Frederick Smyth, Natt Head, L. B. Towle, R. L. French, C. H. Carpenter and M. V. B. Edgerley.

SAMUEL N. BELL, *President*.....Manchester, N. H.

*Clark*—Lewis L. Clark.....Manchester, N. H. | *Treasurer*—Ed. W. Harrington...Manchester, N. H.

PRINCIPAL OFFICE AND ADDRESS.....Manchester, N. H.



Capital Account of the Railway; also the Revenue and Expenditure, etc., for the year ended June 30th, 1914.

### CAPITAL ACCOUNT

	Authorized	Subscribed	Paid Up.	Rate of Interest or Dividend.
Total amount of Ordinary Share Capital.....	3,381,603	3,381,603	3,381,603	4%
Total amount of Ordinary Bonds, 4% Debent.	2,943,540	2,943,540	2,943,540	4%
Total amount of Ordinary Bonds 3½% 2nd "	1,644,933	1,644,933	1,644,933	3½%
Total amount of Ordinary Bonds, 5% 3rd mortgage Bonds.....	1,644,933	1,644,933	1,644,933	5%
Total Capital.....	9,615,009	9,615,009	9,615,009	

The Statement must agree with the totals shown in the Report of the Company, a copy of which is to be transmitted also.

Statement containing copies of all contracts made by the Company for the construction of any part of the Railway, up to June 30th, 1914.

Original Line Sherbrooke to Valley Jct.; Valley Jct. to Beauceville built by Bowen & Woodward, Contractors, opened in 1881.

Tring Jct. to Megantic built by Holt & Lukes, contractors in 1895.

Beauceville to St. George built by Clark Garden in 1907.

St. George to St. Sabine, built by Dussault & Powers in 1910.

Loans or bonuses from Governments or Municipalities up to year ended June 30th, 1914.

From what source.	Amt of Loan granted.	Amt of Bonus Granted
Dominion Government.....		541,876
Total.....		541,876
Municipalities:		
City of Sherbrooke.....	50,000	
Parish of Dudswell.....	25,000	
Parish of Weedon.....	25,000	
Township of Garthby.....	3,000	
Total.....	103,000	



## Floating Debt.—Year ended June 30th, 1914.

	Total amount	Rate of Interest.
Debenture Stock .....	2,943,540	4%
2nd Debenture Stock .....	1,644,933	3½%
3rd Mortgage Bonds .....	1,644,933	5%

## Characteristics of Road, etc., to June 30th, 1914.

OWNED		Miles
Length of Main Line from Sherbrooke to Harlaka .....		138
Length of Branch From Valley Jet to St. Sabine .....		55
Length of Branch From Tring Jet to Megantic .....		60
LEASED		
Length of Intercolonial Railway from Harlaka to Levis .....		5
Total Mileage Worked .....		258
Length of Road laid with Steel Rails .....		258
Weight of Rail per yard, Main Line, Steel .....	60, 70, 80 lbs.	per yard.
Weight of Rail per yard, Branches, Steel .....	60, 70 lbs per	yard.
Number of Engine Houses and Shops .....		6
Number of Engines owned by the Company .....		34
Number of First Class Passenger Cars owned by the Company .....		31
Number of Second Class and Emigrant Cars, owned by the Company .....		6
Number of Baggage, Mail and Express Cars, owned by the Company .....		9
Number of Cattle and Box Freight Cars, owned by the Company .....		334
Number of Platform Cars, owned by the Company .....		652
Number of Coal Cars, owned by the Company .....		23
Number of Ties to a Mile, Main Line .....		2,640
Nature of Fastenings used to secure Joint of Rail .....	Fish Plates	
	and angle Bars.	
Number of Level road crossings at which watchmen are employed .....		6
Number of Level road crossings, without watchmen .....		7
Number of Level road crossings, with alarm signal bell .....		1
Number of Level crossings of other Railways .....		6
Number of Junctions with other Railways .....		6
Number of Junctions with branch lines .....		2
Radius of sharpest curve .....		716
Number of feet per mile of heaviest gradient .....		122
Gauge of Railway .....		4' 8½"



# Le Centre d'Interprétation Ferroviaire de Vallée-Jonction

(une division du Musée Ferroviaire Canadien)

397, boulevard Rousseau, C.P. 477  
Vallée-Jonction, Qc G0S 3J0

Depuis sa fondation en décembre 1990, le Centre d'Interprétation Ferroviaire de Vallée-Jonction Inc. travaille à la protection, à la restauration et à la conservation du Patrimoine ferroviaire beauceron.



No: 2000-... Président  
CENTRE D'INTERPRÉTATION FERROVIAIRE DE VALLÉE-JONCTION INC.  
Tél.: (418) 253-6449

## DEVENEZ UN "AMI DU RAIL"...

Cher membre, nous vous remercions de votre abonnement, qui nous encourage à réaliser de nouveaux projets & à continuer ceux en cours de réalisation. Incitez également parents & amis à faire de même.

→ (Vous recevrez: (Entrée gratuite au Musée et bulletin: « Cif-flet ».)

### FICHE D'INSCRIPTION

Nom: \_\_\_\_\_  
Adresse: \_\_\_\_\_  
Ville: \_\_\_\_\_  
Code postal: \_\_\_\_\_  
Numéro de téléphone: \_\_\_\_\_  
Veuillez retourner votre fiche d'inscription avec un chèque de 5.00 \$ fait à l'ordre de:  
Centre d'interprétation ferroviaire de Vallée-Jonction  
Case postale 477, Vallée-Jonction (Qc) G0S 3J0



399, boulevard Rousseau  
Vallée-Jonction, Québec, Canada  
C.P.639, G0S 3J0

## Copie EXTRA

Place Napert II  
1076 Boul. Vachon Nord  
Bureau 604  
Ste-Marie, Beauce  
G0E 3P5  
Tél.: (418) 387-5250  
Fax.: (418) 387-5227  
E-mail: copextra@ibm.net



Photocopies et tous  
pour vos documents...

## LE BULLETIN "Le Cif-flet"

COMPOSITION et MONTAGE: François Cliche  
IMPRESSION du BULLETIN: C.I.P. de Vallée-Jct.  
POSTE et DISTRIBUTION: Nos commanditaires.

##### BONNE LECTURE #####

## MICHEL GILBERT

**Ébéniste**  
restauration, reproduction  
mobilier et objets anciens

**Antiquités**  
achat et vente

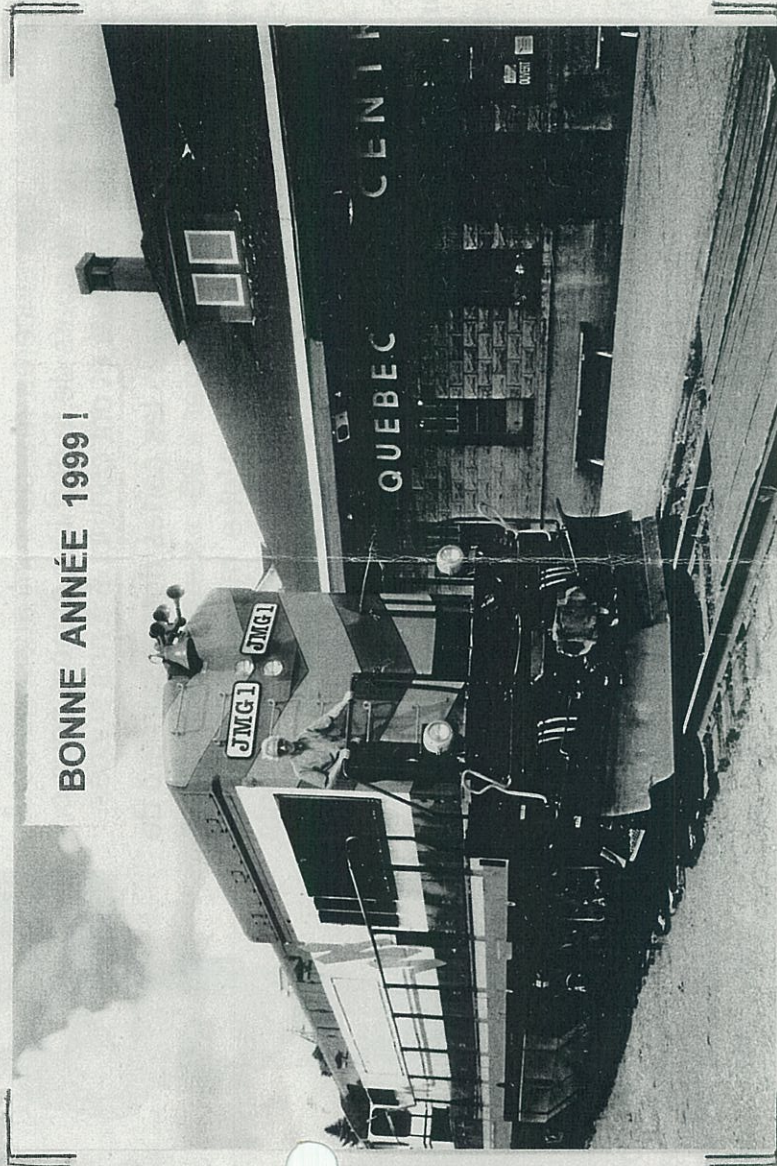
Sur rendez-vous: Tél. et Fax: (418) 253-5128  
971, Chemin de l'Écore, Vallée-Jonction, Beauce  
(Québec) G0S 3J0

# C I F - F L E T

Saison touristique 1999

Volume 4, numéro 1

BONNE ANNÉE 1999 !



En ce magnifique dimanche, 12 juillet 1998, M. Jean-Marc Giguère, propriétaire des entreprises Express Marco Inc. et Québec Central, posant fièrement sur SA locomotive «JMG-1». (Photo: François Cliche)



PUBLIÉ PAR:

LE CENTRE D'INTERPRÉTATION FERROVIAIRE DE VALLÉE-JONCTION  
ET LA DIVISION VALLÉE-JONCTION, BEAUCE, une division de:  
ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE.



## LE PETIT MOT DU CHEF DE GARE...

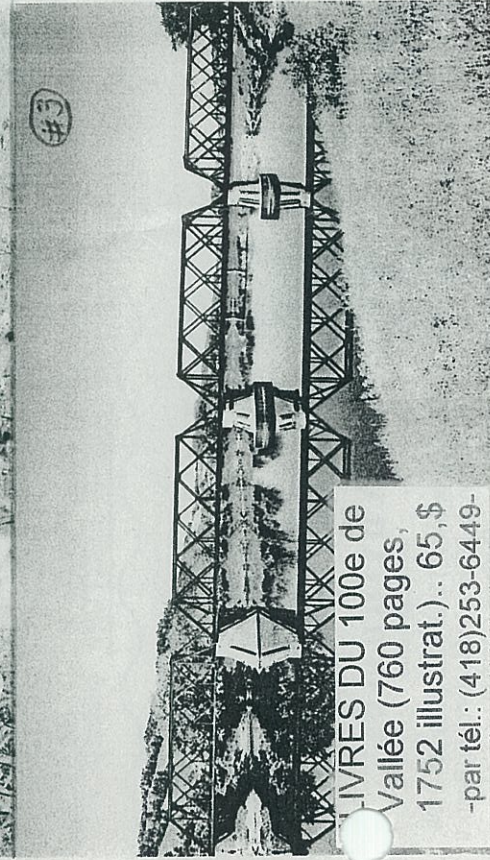
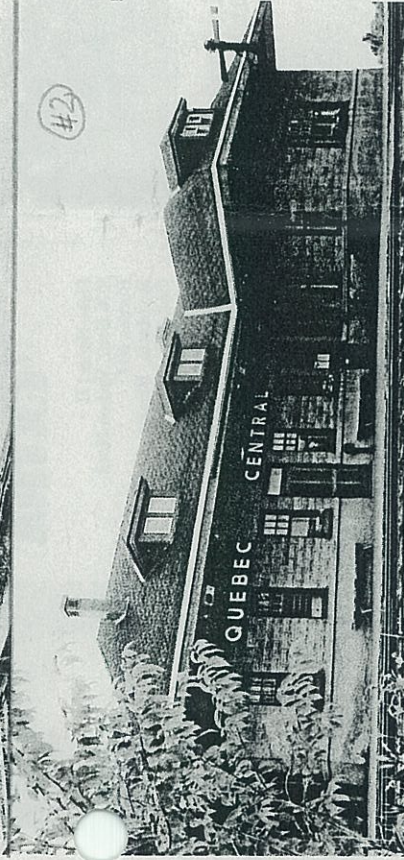
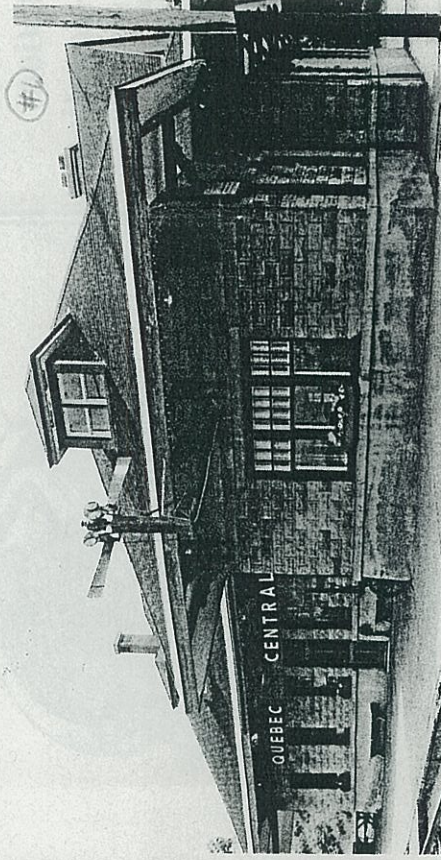
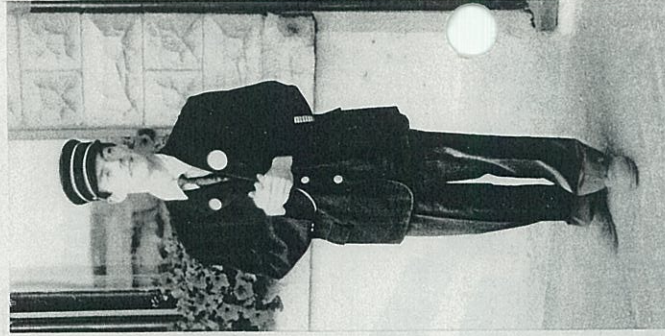
Laissez-moi tout d'abord, au nom des membres du C.I.F., vous souhaiter une merveilleuse année 1999. Que celle-ci nous apporte Paix, Santé et Bonheur dans nos vies... mais aussi une multitude de réussites ferroviaires ! Des sincères mercis sont aussi adressés à tous ceux qui, au cours de la dernière saison, nous ont aidés à réaliser nos buts et ont contribué à nos succès.

**N'OUBLIEZ PAS...** Toutes les cartes dont le numéro de membre ne débute pas par « 99- » deviennent échuës avec le présent « CIF-flet ». Votre membership étant précieux pour nous, nous vous serions reconnaissants de renouveler votre adhésion. Et celle-ci vous permet la visite du Musée ferroviaire GRATUITEMENT en plus de recevoir le bulletin de liaison « CIF-flet » UNE fois l'an qui, vous le constaterez, a été doublé en pages...

\*Le nouveau sigle du « CIF-flet » est d'André Carignan.\*

## RAPPORT TOURISTIQUE ANNUEL 1998...

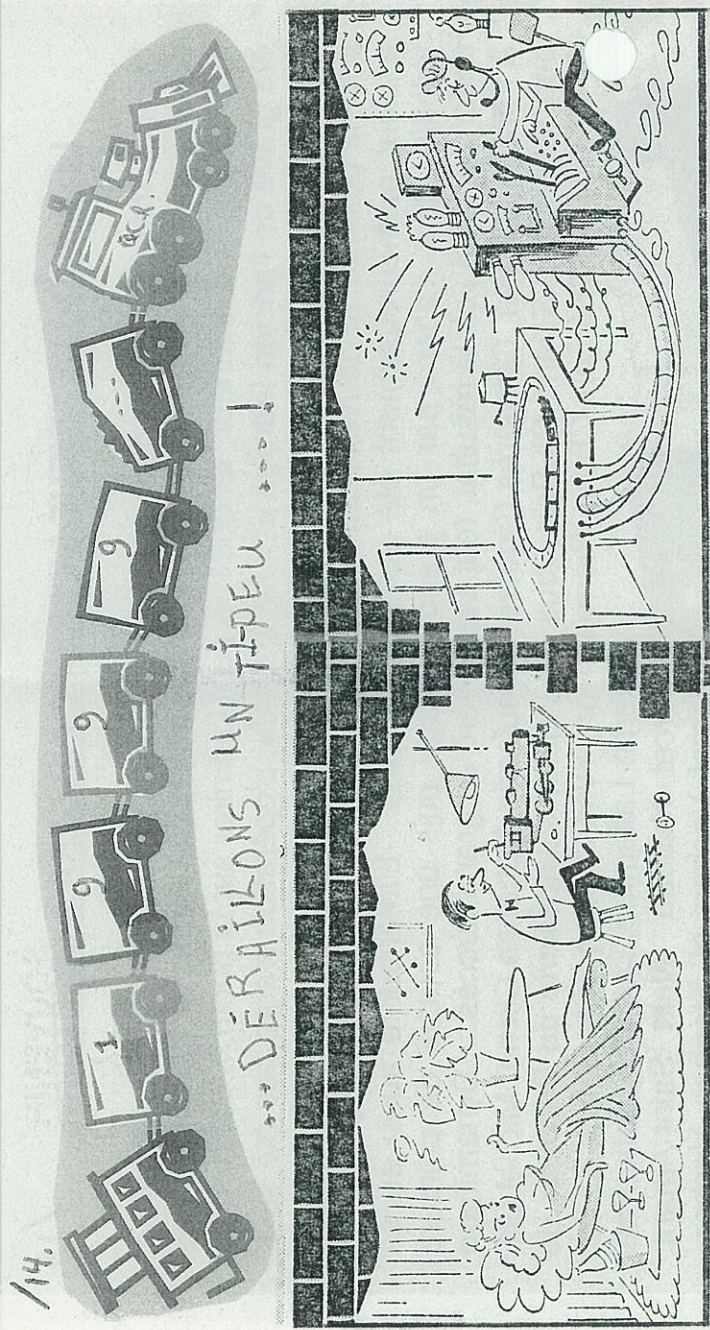
UNE CINQUIÈME ANNÉE REMPLIE DE SURPRISES ! Voilà comment on peut résumer en quelques mots l'année qui vient de se terminer. Tout d'abord, mentionnons que la Gare patrimoniale a été louée pour des réunions familiales et des organismes puis qu'en regroupant nos cinq saisons touristiques, plus de 9,000 visiteurs de tout le Québec, de l'Ontario et même des États-Unis avaient franchi les rails au Musée. En avril, deux prix furent décernés au Centre d'interprétation ferroviaire lors du Gala des Perséides de la Chambre de commerce de la Nouvelle-Beauce : un « Perséide de bronze » dans la catégorie Tourisme et Culture et une « Mention honorifique » dans la Restauration du Patrimoine bâti (Entreprise touristique). D'autres événements se sont ensuite succédés, à savoir la période intensive des Fêtes du 100e de Vallée avec sa tournée des dignitaires (4 au 19 juillet), le Rassemblement des cheminots et la Journée « ENTRAIN » du 100e (19 et 23 août) et le Rallye-automobile du Musée (4 octobre). N'hésitez pas à nous envoyer vos commentaires et à commander des articles-souvenirs listés en fin de bulletin. Notez aussi que nous aurons bientôt notre impressionnant site Internet... A suivre !



Vous aimerez nous encourager en achetant un souvenir... rien de plus simple ! Voici la liste et les prix (frais de poste inclus):

- \*T-shirt (avec photo 1935)..... 20,\$
- \*Coton ouaté (avec photo 1935)..... 25,\$
- \*Cartes postales (celles de gauche: 3,\$ ch., les 3..... 7,\$
- \*Cartes postales (gare Barington) 3,\$
- \*Cartes de souhaits (sans texte: train vapeur à Vallée) 4,\$
- \*Vidéo #1: Il était un train. (histoire du QC 1835-1992) 25,\$
- \*Vidéo #2: Interview (avec films: années 1970, 80, 90)... 25,\$
- \*Épinglettes...:
  - ...gare-Vallée... 6,\$
  - ...loco. QCR..... 6,\$
  - ...CP Rail..... 6,\$
  - ...La Beauce.... 6,\$
  - ...gare-Danville 6,\$
  - ...clignotante.... 10,\$
  - \*Mobile (train).... 9,\$
  - \*Sifflet (son:train) 9,\$
  - \*Macarons.....
    - ...gare-Vallée... 2,\$
    - ...gare-Danville 2,\$
- \*Et des certificats-cadeau (5\$, 10\$ & +)

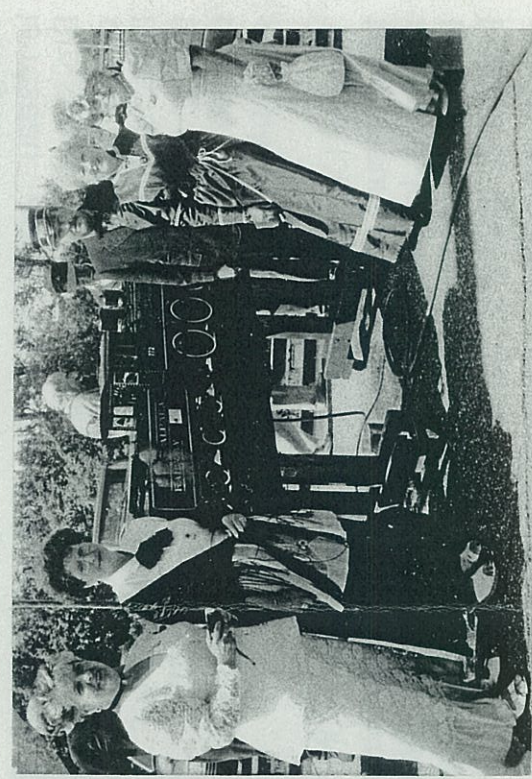




RASSEMBLEMENT DES CHEMINOTS 1998...

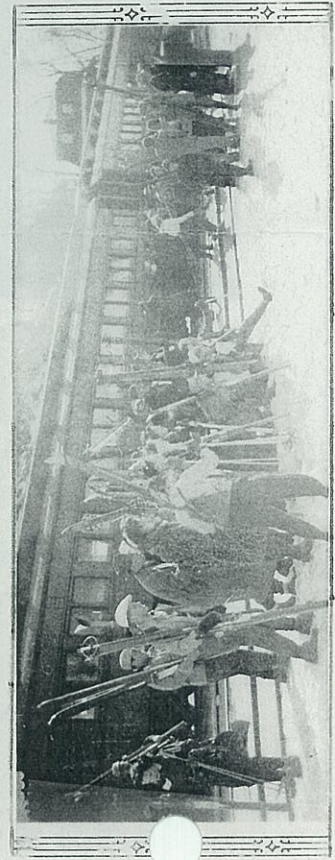
Par un magnifique mercredi, 19 août, et sous l'étroite supervision de Pierre Doyon et de son équipe, le Grand Rassemblement annuel des cheminots avait lieu encore une fois sur le site ferroviaire de Vallée-Jonction et ce, en pleines fêtes intensives du centenaire de la paroisse de l'Enfant-Jésus (1898-1998).

L'événement fut une fois de plus une grande réussite, de par l'assistance et les activités spéciales planifiées. La participation fut remarquable comme le montre la photographie plus bas. En effet, plusieurs personnes et toutes les bénévoles s'étaient costumées pour la grande occasion. Durant la journée, on a pu constater les ajouts au Musée, jeter un petit coup d'oeil du côté du wagon de queue et surtout sur la locomotive diesel-électrique de la Québec Central.



Dans l'après-midi, en présence des députés, du curé de la paroisse et du maire de Vallée, on a assisté au dévoilement du monument ferroviaire, réalisé par M. Philippe Bouliane de Sainte-Foy et à la démonstration d'une « vapeur vive » : celle de M. Alain Saint-Amant de Cap-Rouge, en banlieue de Québec.

Un grand MERCI à tous les participants, les bénévoles et surtout à Pierre qui a travaillé intensément à la réussite complète de cette activité FERROVIAIRE...



...1940... VOUS SOUVENEZ-VOUS DES TRAINS DE NEIGE DU MANOIR ?

**Mot vaillé**

Mot de 7 lettres  
Le train

1	R	S	E	I	O	V	O	I	T	U	R	E
2	N	L	I	G	N	E	X	P	R	E	S	S
3	O	A	N	A	S	I	T	E	F	O	P	R
4	B	A	V	R	T	R	O	E	N	E	A	U
5	R	E	S	E	A	U	D	N	T	I	R	T
6	A	L	A	P	T	N	E	I	L	N	C	E
7	H	E	E	V	I	T	O	M	O	C	O	L
8	C	D	D	M	O	B	E	G	R	A	U	F
9	F	R	E	I	N	S	A	A	R	I	R	F
10	N	H	L	T	P	W	D	R	R	U	S	J
11	C	E	E	L	L	A	E	E	T	U	O	S
12	T	E	J	A	R	T	R	S	T	E	R	F

N navette  
P parcours  
R radar  
rail  
rang  
rapide  
réseau  
S sifflet  
site  
sonne  
soute  
station  
T trajet  
V voies  
voiture  
W wagon

A allée  
arrêt  
B boîte  
C charbon  
chemin de fer  
D départ  
E étoile  
express  
F fourgon  
freins  
fret  
G gare  
gares  
L ligne  
locomotive  
luire



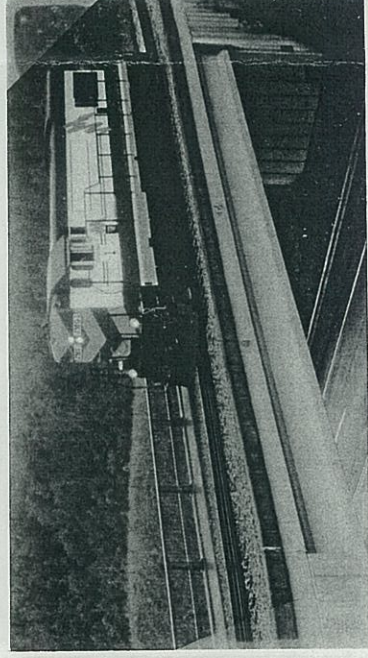
LA RELANCE DU RÉSEAU QUÉBEC CENTRAL ...  
POUR L'INDUSTRIE ET LE TOURISME (3e Partie)

Que de travail accompli et de délais vécus depuis notre dernière édition du « CIF-fet » ! Que d'efforts soutenus dans ce dossier d'importance pour les régions longeant ce réseau de chemin de fer ! En effet, beaucoup d'énergie a été déployée. Bien de maux... et bien de mots... auront alors permis de connaître un dénouement inoubliable dans la mémoire de milliers de gens.

**11 juillet 1998:** C'est par un magnifique samedi que la toute première locomotive diesel-électrique de la Cie de Québec Central, désignée « JMG-1 », a fait son apparition sur le réseau. Après des arrêts souignés à East Broughton et Tring-Jonction, le spectaculaire convoi composé en tête de la « JMG-1 » par l'une des draisines Q.C., celle des Trains touristiques de Chaudière-Appalaches et le camion adapté sur rails de la Cie ferroviaire « Québec Sud », filiale d'« Iron Road ».



Tout au long de l'été dernier, la locomotive « JMG-1 » (ex-Norfolk Southern) a fait plusieurs sorties très appréciées des visiteurs et des écoliers, tout d'abord à Vallée-Jonction, puis à Tring-Jonction, Saint-Joseph, East Broughton, Robertsonville, Thetford Mines, Black Lake, Coleraine et Disraëli. Quel plaisir intense de visiter la cabine de pilotage et de redécouvrir nos beaux paysages !



Malgré le retard subi par diverses autorités... le retour des trains est officiel pour le printemps 1999. Pour le moment, toute la belle équipe du Québec Central oeuvre à compléter les dossiers de relance du réseau (financement, achat de matériel roulant, formation des employés, etc.)

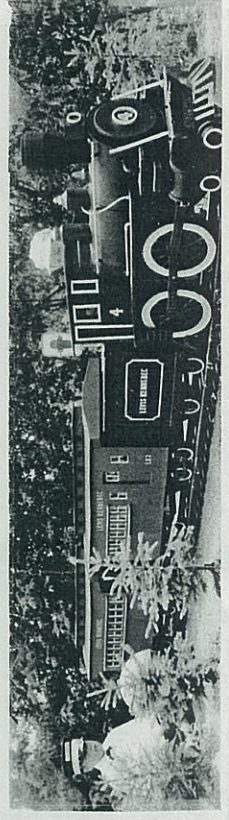
(suite à la page 5...)

LE WAGON DE QUEUE DU MUSÉE PASSERA À L'HISTOIRE...

Suite au magnifique don d'un wagon de queue fait de la Ville de Lac-Mégantic, des travaux ont été effectués à l'été 1998 afin de lui redonner son allure des années 1950. L'extérieur, tel que l'on peut l'admirer sur la photo, a par la suite été gravé de l'ancien lettrage « Québec Central ». L'opération n'aura pas été sans difficultés : transport à la rotonde pour le décapage général, retour à la gare pour la peinture, la nouvelle fenestration et le transfert des bogies (trucks), qui avaient malheureusement été installés inversés. L'intérieur a aussi eu sa toilette : tout d'abord par un grand ménage puis une couche de peinture uniforme. A en voir le résultat, tout s'est avéré un grand succès... Dynamitage & Forage Nadeau, Gravières Giguère, Menuiserie Alphonse Cliche, Michel Gilbert (ébéniste), Scierie Cli-Bois, tous de Vallée, Quincaillerie du Bricoleur de St-Georges et François Cliche, Pierre Doyon, Yves Dubosq, Éric Gagné & Cie, Martin Laflamme, Carl Morissette, Paul Marcel Nadeau, Alain Saint-Amant, Marcel Vachon et Stephan Vachon. Un sincère MERCI à tous... espérant n'en avoir oublié aucun...



LE CHEMIN DE FER  
ÉTAIT À L'HONNEUR  
DURANT LA PARADE  
DU 100e DE VALLÉE !





TU CONNAISSAIS MON RÊVE...

J'étais jeune et te voyant passer, j'étais fasciné, te me faisais rêver.

Tu glissais doucement ton panache soufflant, des fois noir, des fois blanc.

Quand tu t'éloignais dans la vallée, même de loin je t'entendais siffler.

Tu parlais souvent, mais tu nous revenais, j'allais te voir arriver, tu étais tout essoufflé, mais tu venais de loin.

Tu connaissais mon rêve.

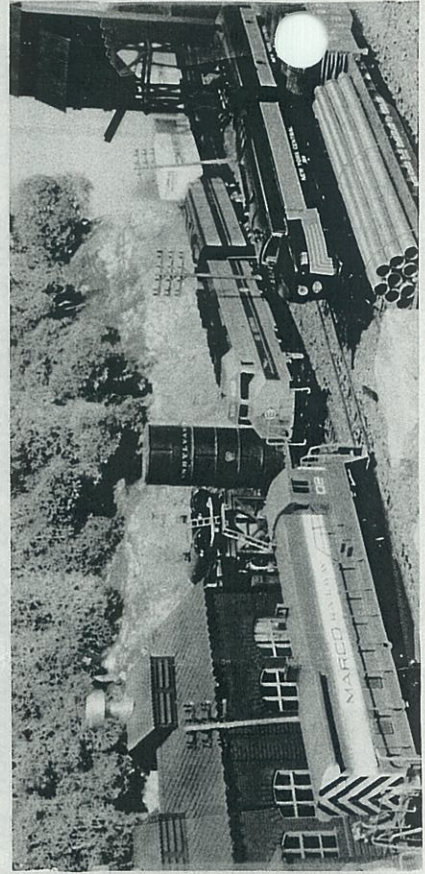
Un jour tu m'as amené et j'ai été de ta réalité. Enfin ça s'est réalisé, pendant des années, tu as permis que je conduise ta destinée.

M. André Carignan, le 4 mars 1994.

VIVE LES TRAINS MINIATURES !...

Aménagée dans la salle des bagages, la maquette de trains miniatures de 80

pièds/long fait le plaisir de tous les visiteurs. Notons la collaboration spéciale de Martin Laflamme (le grand Manitou), Henri Beaudoin, François Cliche, Scierie Cli-Bois, Menuiserie Alphonse Cliche, Stephan Vachon et nos fidèles commanditaires.

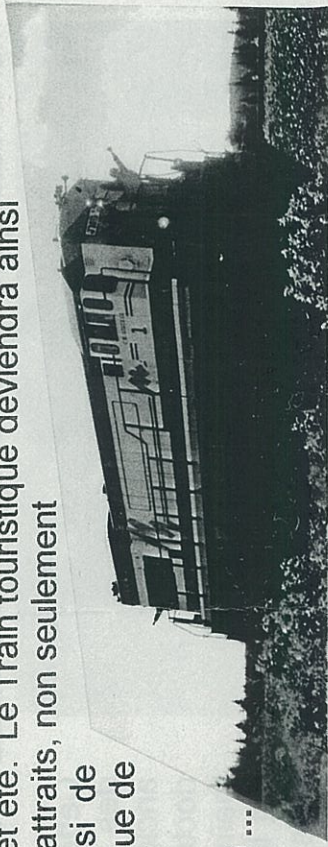


DU CÔTÉ TOURISTIQUE... (... suite de la page 4)

En mai 1998, une nouvelle entreprise touristique a été incorporée sous le nom de: Trains Touristiques de Chaudière-Appalaches Inc. Tout est mis en oeuvre pour débiter leur première saison touristique en juin 1999. A ce jour, une vingtaine de grossistes en voyages du Québec ont démontré leur grand intérêt à cette nouvelle activité plus qu'ordinaire, en faisant des demandes pour plus de 13,000 places pour cet été. Le Train touristique deviendra ainsi

l'un des plus importants attraits, non seulement de la Beauce mais aussi de toute la région touristique de Chaudière-Appalaches !

EN VOITURE ! en 1999 ...



par Luc Berthold

ÉDITORIAL

Le train, il nous le faut, et nous l'aurons!

Samedi dernier, les sceptiques ont été confondus. Ceux qui prétendaient que le train ne reviendrait jamais sur les rails du Québec Central en ont pris pour leur rhume, quand l'homme d'affaires beauceron Jean-Marc Giguère a fait son entrée dans la région avec sa locomotive, prenant lui-même les commandes pour savourer pleinement ce moment, attendu depuis si longtemps.

Alors que peu de personnes de la région de L'Amiante prétaient foi au projet de M. Giguère, et que les doutes sur sa capacité à le réaliser fusaient de toutes parts, le voilà qui fait son arrivée avec la pièce d'équipement essentielle pour donner vie à son rêve: sa locomotive! Il a prouvé de ce fait qu'il était sérieux dans ses intentions de faire revivre le Québec central, et qu'il en était capable. N'a-t-il pas remis en état les quelque 160 kilomètres de voies ferrées qui relient Vallée-Jonction à Sherbrooke, sans aucune aide gouvernementale?

M. Giguère aurait bien aimé avoir plusieurs partenaires de la région pour l'aider à mener cette barque, mais comme tout bon rénovateur, il a dû faire face au scepticisme (ou appelons ça une prudence extrême) de la part des gens d'affaires de la région. Seul, il a payé pour remettre en état les voies, pour acheter la locomotive, sans compter toutes les autres dépenses liées à l'administration du projet.

Dans la Beauce, dans L'Amiante, nombreuses sont les entreprises, existantes ou en devenir, qui attendent impatiemment le train pour prendre de l'expansion, ou simplement pour voir le jour. De magni-

fiques projets qui pourraient assurer un superbe avenir à la grande région de L'Amiante n'attendent que le retour du train pour aboutir! Et parce que leurs promoteurs ne veulent pas d'un autre Magnolia, ils préfèrent garder confidentielles toutes les informations qui entourent leurs idées! Il est si facile de déplacer des montagnes, comme on le sait!

D'après les informations que le COURRIER FRONTENAC a pu vérifier auprès de certains industriels, plusieurs dizaines de millions \$ seront investis dans la région si Jean-Marc Giguère réussit l'incroyable tâche de remettre le Québec Central en service.

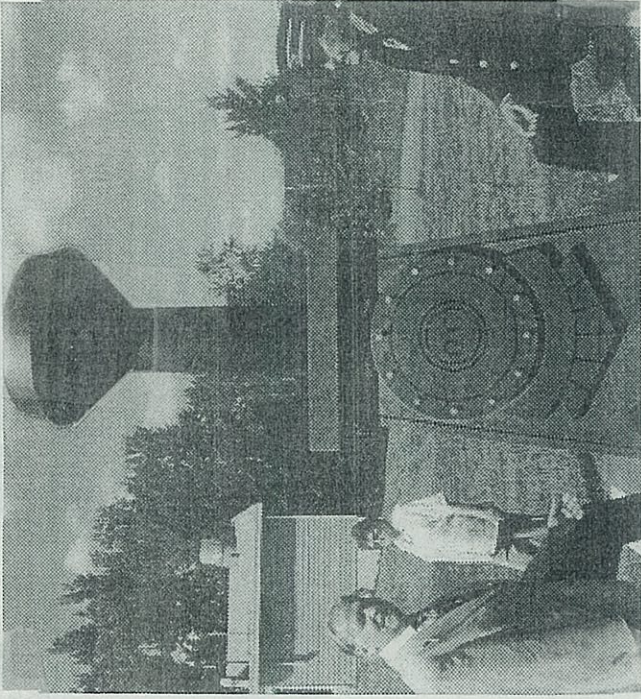
Nous n'avons pas d'autoroute, parce que les infrastructures étaient trop dispendieuses pour les gouvernements, et nous en souffrons aujourd'hui. Nous avons les voies ferrées, et les infrastructures sont presque intactes. Le retour des trains de marchandises, avec des accès directs aux différents marchés à des coûts minimes, donnerait à la région de L'Amiante une longueur d'avance sur plusieurs autres régions, qui ont négligemment laissé se démanteler leurs chemins de fers. C'est pourquoi il faut faire savoir à M. Giguère qu'il n'est plus seul à bord!

Les citoyens de Tring Jonction et de Vallée-Jonction lui ont prouvé leur appui. La même chose doit se produire à chaque gare du Québec Central, dans chaque ville qu'il traverse, afin de montrer aux dirigeants de cette province et de ce pays que le train est attendu, et qu'on ne se fera pas passer une autre autoroute sous le nez!



## INAUGURATION D'UN MONUMENT FERROVIAIRE À LA GARE...

Lors du Grand Rassemblement des cheminots dans la programmation, le dévoilement d'un magnifique monument représentant une cheminée évasée de locomotive à vapeur chauffée au bois, sise sur une immense base de granit à quatre côtés : trois de ceux-ci relatant des événements historiques et celui de façade, le devant d'un engin à vapeur du Q.C.R.



Cette oeuvre est le résultat des efforts artistiques d'un ancien médecin de Vallée, le docteur Philippe Bouliane, maintenant de Sainte-Foy. Il est le fils d'Honoré Bouliane, jadis employé de la Québec Central. Sa grande gentillesse nous a permis d'embellir le site de la gare de Vallée. Notons que M. Bouliane est « Membre-à-Vie » du Musée, ayant fait dans le passé un don substantiel à notre organisme à but non-lucratif.

La fabrication et l'installation de ce monument ferroviaire ont été une grande aventure. Il nous faut donc ici remercier naturellement M. Philippe Bouliane, le « créateur », Excavation Clément Gagné de Vallée, Béton St-Joseph, Monuments Chabot de Scott, Scierie Cli-Bois de Vallée, ainsi que MM. Pierre Doyon et François Cliche, respectivement directeur et président du Musée.

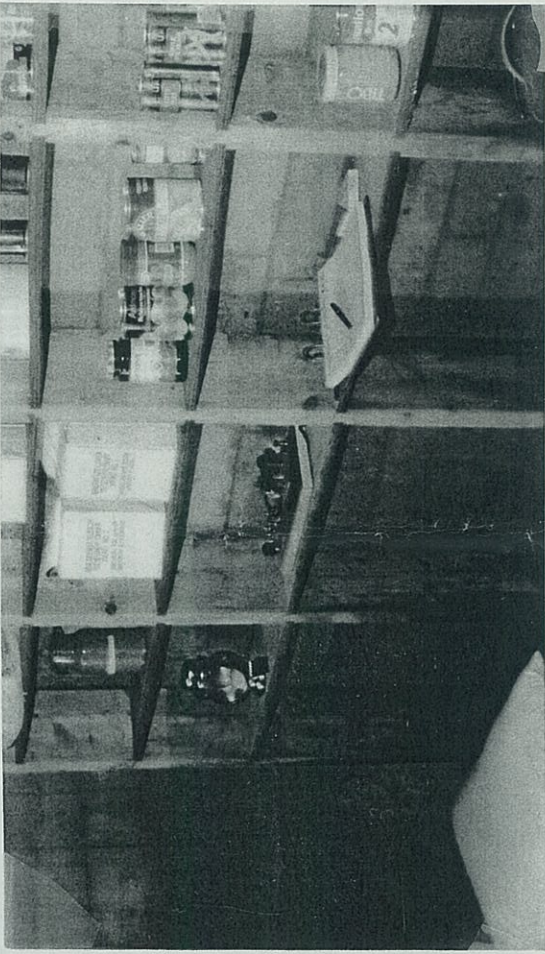
## REMERCIEMENTS À DES BÉNÉVOLES À LA RETRAITE...

De sincères remerciements doivent être adressés à ces bénévoles, qui ont contribué aux succès du Musée. Merci à Éric Champagne, Denise Lemelin, Nycole N. Cliche, Normand Nadeau et Pierre Doyon. Ces trois derniers étaient parmi les fondateurs en 1990 et ont oeuvré depuis les tous débuts à la cause ferroviaire. La gare leur sera toujours grande ouverte... Bienvenue aux nouveaux bénévoles : Marcel Vachon, Martin Laflamme et Stéphan Vachon.

## L'ABRI ANTI-NUCLÉAIRE DE LA GARE DE VALLÉE...

Érigée en 1917, la gare ferroviaire patrimoniale de Vallée-Jonction possède au rez-de-chaussée une salle d'attente des Dames, une seconde plus vaste pour les Hommes, une salle des bagages convertie enmaquette de trains miniatures, un ancien bureau pour le « roadmaster » aménagée en salle de visionnement vidéos et deux grands bureaux, dont un pour l'assistant-opérateur (autrefois la salle des TELEX) et un autre pour le chef de gare.

Mais sous ce dernier existe au sous-sol, une salle bétonnée dans lequel était aménagé un abri au cas OÙ ? ...Abri anti-QUOI ?



En cas d'alerte d'attaque nucléaire, le chef de gare avait l'obligation d'aller se réfugier dans cet abri, accompagné de quelques de quelques conserves, de nourriture sèche, d'appareils de communication en double et de filage pour rebrancher tout le système télégraphique.

Suite aux améliorations rendues à ces armements mortels depuis les dernières décennies, l'abri anti-nucléaire de la gare de Vallée-Jonction est bien entendu désuet, de par l'épaisseur de ses murs, six fois moins large que la norme prescrite aujourd'hui.

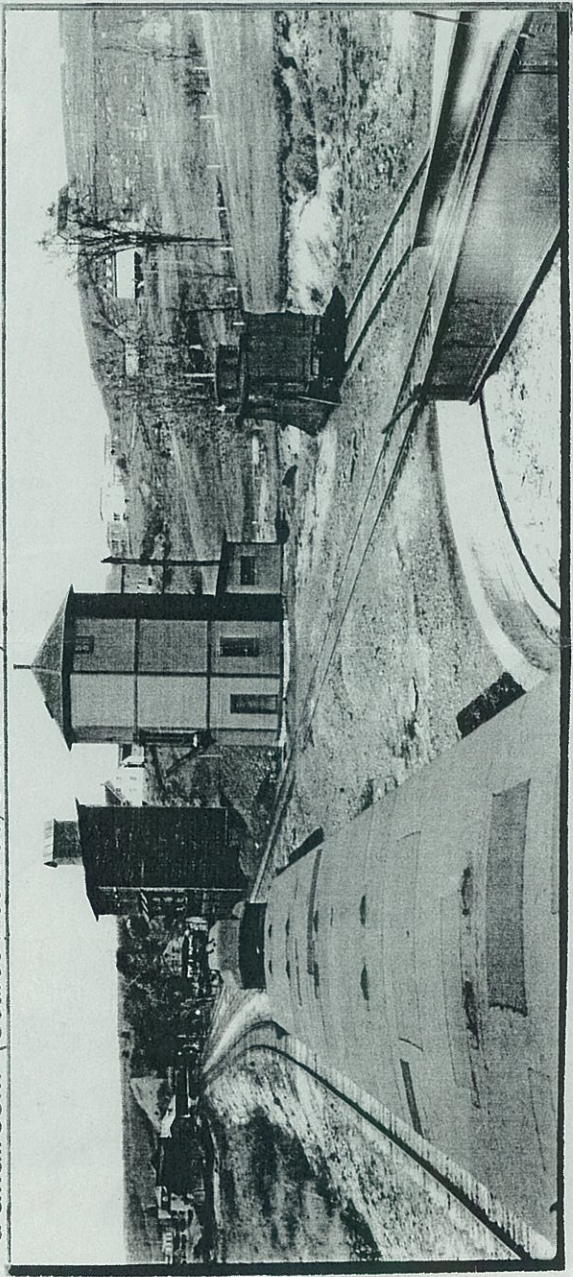
Le « Livre des Records Guinness » ? Serait-il possible que le Québec Central à Vallée-Jonction possède le SEUL abri anti-nucléaire en Amérique du Nord situé en zone inondable ???



C'ÉTAIT UN 8 DÉCEMBRE 1910...

INCENDIE. La semaine dernière, une partie du village de Beauce-Jonction a été menacée de destruction. La gare aux engins et l'entrepôt de marchandises ont été détruits, de même que l'engin qui était en remise. On ne connaît pas l'origine du feu, les pertes sont couvertes par les assurances. La compagnie se proposait depuis longtemps de transporter cette gare de l'autre côté de la rivière pour libérer sa cour et installer des voies d'évitement dont la nécessité se fait sentir à mesure que le trafic augmente.

Il est probable qu'à l'automne toutes ces constructions seront de l'autre côté où on pourra les refaire sur des plans beaucoup plus modernes et plus développés. La gare aux marchandises prendra la place de l'entrepôt de charbon, ce qui évitera beaucoup d'alertes et d'accidents de voitures. En tout cela, la compagnie semble avoir à coeur de donner satisfaction aux gens d'affaires... (Source inconnue, 8 déc. 1910)



... Ce fut cependant au même endroit que le Q.C.R. fit reconstruire sa rotonde (ou gare aux engins). Ces installations furent alors utilisées jusqu'en 1918, et relocalisées à l'endroit que l'on connaît aujourd'hui. La plus vaste cour de triage fut donc, en partie, érigée de l'autre côté de la rivière, puis on ajouta des voies de triage aux deux extrémités de la nouvelle « station » construite à l'été de 1917. Cette dernière fut considérée comme la gare la plus spacieuse et la plus moderne de toute la Cie de chemin de fer de Québec Central.

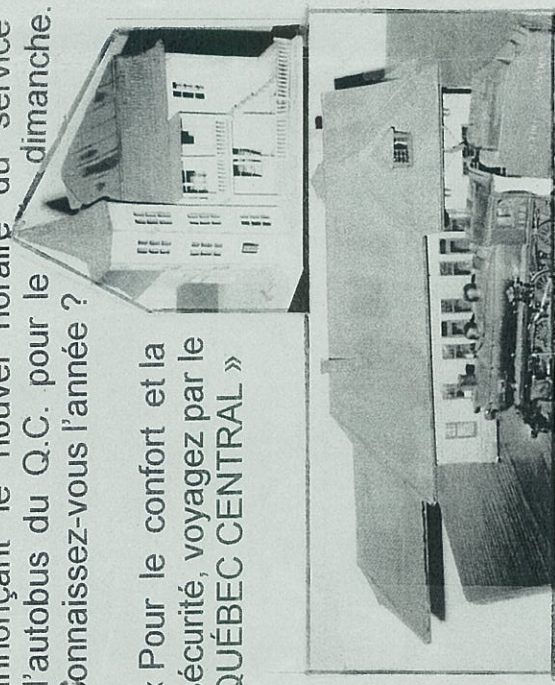
VOTRE SOUTIEN EST DEMANDÉ...

**AVIS IMPORTANT :** Au moment d'entrer à l'impression du bulletin, le Musée ferroviaire doit faire appel à votre générosité... En effet, des travaux importants sont obligatoires pour le printemps mais nos finances ne nous le permettent pas puisqu'une subvention importante vient de nous être refusée. Les travaux à effectuer visent la réfection d'une partie de la toiture qui coule, la réparation majeure du système de chauffage et l'installation de toilettes pour les visiteurs. Le coût des travaux est évalué à 12,800\$, diminué par l'aide de bénévoles. Une demande financière vous est donc adressée, chers(es) membres. Notez que tout don de 10\$ et plus vous donnera la carte de membre gratuite du Musée et que tout don de plus de 25\$ se verra émettre un reçu d'impôts (sur demande seulement). Vous pouvez également nous faire parvenir de l'argent « Canadian Tire », qui pourra aussi nous servir dans les achats à affectuer sur tous ces travaux. **MERCI DE VOTRE AIMABLE COLLABORATION...**

DÉCOUVREZ...

Dans ce bulletin, le document d'archives mis à l'honneur est une ancienne publicité annonçant le nouvel horaire du service d'autobus du Q.C. pour le dimanche. Connaissiez-vous l'année ?

« Pour le confort et la sécurité, voyagez par le **QUÉBEC CENTRAL** »



Maquettes de la Maison J.H.A. Chabot et de la gare patrimoniale de Vallée-Jonction. En avant de la gare, la loco. QC-1108 de la Québec Central. Les maquettes ont été réalisées par M. Carl Riff de Hamilton, Ontario. Salutations Carl!

SERVICE D'AUTOBUS DU DIMANCHE  
COMMENÇANT LE 6 JUILLET



SERVICE D'AUTOBUS DU DIMANCHE  
ST-GEORGES - VALLEE-JONCTION - QUEBEC  
via SCOTT-JONCTION et le PONT DE QUEBEC  
(HEURE SOLAIRE)

De bas en haut	Dép.	Ar.	De haut en haut
8.10 a.m.	St-Georges	Ar.	9.55 p.m.
8.32	Beauceville	Dép.	9.33
8.57	St-Joseph	"	9.08
9.15	Vallée-Jct.	"	8.55
9.25	St-Marie	"	8.35
9.35	Scott-Jct.	"	8.25
11.10	Québec	Terminus des autobus	7.10
11.15 a.m.	Ar.	Québec	7.00 p.m.
		Québec	Gare du Palais

ALLER-RETOUR POUR LE PRIX D'UN PASSAGE SIMPLE, LE DIMANCHE SEULEMENT  
Exemple: Aller-Retour à Québec:

De St-Georges	\$2.10
Beauceville	1.85
St-Joseph	1.55
St-Marie	1.20

Tous proportionnels pour les autres endroits.

Pour le confort et la sécurité, voyagez par le **QUÉBEC CENTRAL**

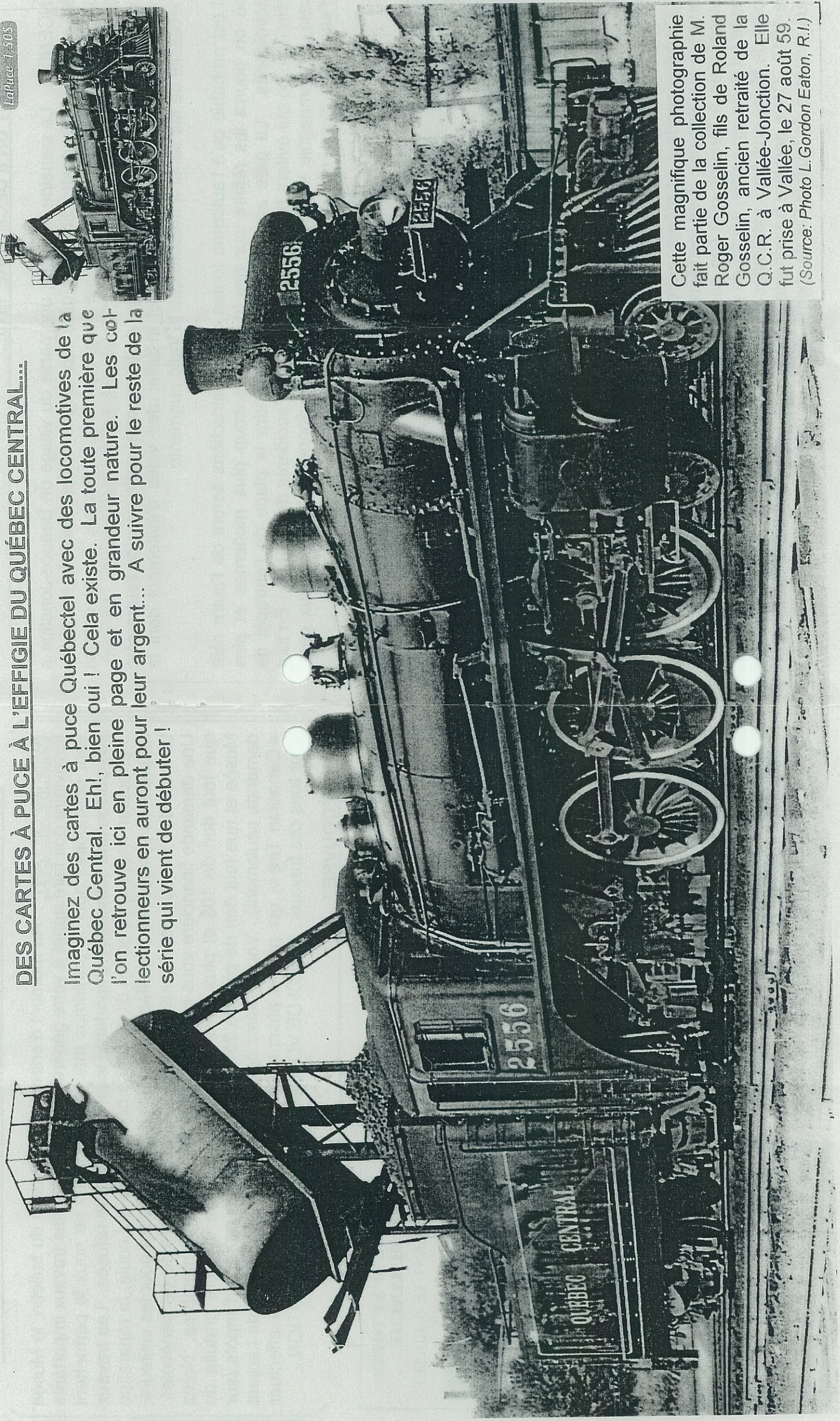


## DES CARTES À PUCE À L'EFFIGIE DU QUÉBEC CENTRAL...

Imaginez des cartes à puce à l'effigie de la locomotive 2556 du Québec Central. Eh! bien oui ! Cela existe. La toute première que l'on retrouve ici en pleine page et en grandeur nature. Les collectionneurs en auront pour leur argent... A suivre pour le reste de la série qui vient de débiter !



LaPuce 1-50\$



Cette magnifique photographie fait partie de la collection de M. Roger Gosselin, fils de Roland Gosselin, ancien retraité de la Q.C.R. à Vallée-Jonction. Elle fut prise à Vallée, le 27 août 59. (Source: Photo L.Gordon Eaton, R.I.)