

GRAND
TRUNK
RAILWAY
SHERROOKE
QUEBEC,
SHERBROOKE
DAILY
RECORD

BROOKLYN, MONDAY, MARCH 3, 1913

CAR CRASHED INTO HOUSE

Rear Part of Residence of
Mr. Harrison, Station
Agent, Wrecked

YOUNG SON, RICHARD, HAD
CLOSE CALL FROM BEING
SERIOUSLY INJURED.

About 5:30 yesterday morning as some freight cars were being shunted on the siding at the rear of Mr. Harrison's residence at the corner of Depot and Wellington streets, one of them became derailed and smashed into the side walls of the house, the end of the car entering the kitchen. The back part of the house was entirely broken away from the main building and the kitchen and bedroom over it were completely wrecked, the beam from the kitchen extending fully one foot to the other side of the house. The stove was moved off its base and the chairs, tables, dishes and other household effects totally destroyed.

Mr. and Mrs. Harrison and family were upstairs at the time and they naturally received a severe shock. Mr. Harrison, being too upset to attend to his ordinary duties as station agent beyond paying a short visit to the depot and giving a few instructions. He was, however, this morning sufficiently recovered from the effects of the shock to resume his accustomed duties. His little son, Richard, had a miraculous escape from death. He was sleeping in a cot in the bedroom over the kitchen when the ceiling and walls crashed in, and the beam fell right over his bed without even touching him. It is a significant fact that on Saturday evening the boy asked his mother to al-

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ENGINE AND CARS LEAVE THE TRACK

None of the Passengers in Farnham Bound Train Injured

CONSIDERABLE DAMAGE WAS
DONE TO THE TRACK OF
THE CENTRAL VERMONT
RAILWAY

Stanbridge East, December 18—(Special)—The Central Vermont train running from Frelighsburg to Farnham on Tuesday afternoon, which was composed of one passenger coach and three cars of live stock from Frelighsburg, left the rails one and a half miles south of Stanbridge East. There was considerable damage done to the track, but although there were quite a few passengers on none were hurt.

The wreck train was sent up from Farnham with necessary tools to get the cars back on the rails and repair the damage done to the track.

The wreck engine, as soon as the cars were replaced, proceeded to Farnham with them and a car of stock which was loaded at this place. The cars were got on the track again about seven o'clock.

BEATING A THROW

Famous Coach Thinks Baseball Players Are Very Poor Runners

Boyd Comstock, famous as an athletic coach, has some original ideas for making ball players fast. It is generally believed that speed is natural gift, but Comstock thinks is merely a mechanical proposition and that any well-developed man

EVENTS IN BRIEF FROM BRITAIN

The death took place at Ocoffe Escommen, of a Mrs. Costelloe, the remarkable age of 113 years. She had four sons drawing the old pension.

Drowned With His Dog

When the body of Charles Reynold, a cabinetmaker, of Newhampton to Wolverhampton, who had been missing for two days, was discovered, the canal near his home, the body of a favorite dog was found attached to his neck.

Archbishop's Heirlooms

Mementoes of Marie Antoinette were included among a number of curious heirlooms collected by the late Archbishop of Ontario and Mrs. Travers Lewis—offered at a sale at the Trinity Church Room, Brompton.

Asleep on Road With \$350

It was stated at the Claremont Petty Sessions, when a charge of drunkenness was made against a former named Jos. Larkin, from Balglass, that he had in his possession in a laneway, where he was found sleeping, a sum of nearly \$350.

Boy Giant Thief

Although only fifteen years of age, G. K. Martin, accused at Hove of theft from the Dyke Golf Club House, six feet three inches, and it was stated that doctors reported him not normal moral sense. The youth said he had read detective stories.

How to Live

Mr. and Mrs. John Pitt, of Trun Norfolk, celebrating their golden wedding, had their whole family of

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He was able later to return to his home in Valcourt by train.

RAILWAY MAN BADLY HURT

Richford, Oct. 17.—(Special)—Section foreman, Mr. Peck of the Central Vermont Railway fell from his handcar Wednesday afternoon, injuring his spine severely. Strappings means had to be taken to get his spine back to place, then Mr. Peck's body was encased in a solid plaster casing or cast, which he will have to endure until the spinal column gets healed. It was considered quite a serious injury.

REVISION OF LIST CAUSE OF DISMEMBERMENT

October 17
1913

ROOKE, QUE., THURSDAY, JULY 5

TWO FATAL ACCIDENTS IN MONTREAL

One Was a Victim of a Half of Light Engine at a Crossing

THREE FATALITIES IN THREE DAYS, BESIDES SERIOUS ACCIDENT TO FIREMAN.

Montreal, July 24.—Two men lost their lives under the wheels of railway cars yesterday, making three such fatalities in two days besides a serious accident which came near resulting in the death of a G. T. R. engine fireman which occurred almost simultaneously with the third fatality at about midnight last night.

The victims are, John Firth, 48 years of age, of 83 Parly street, who lost his life in an attempt to save a fellow workman on Tuesday; Napoleon Foisy, 32 years of age, of 157 De Neuville street, who was struck by a light engine at the Charlevoix street crossing yesterday morning, and who died in a few hours later at the General Hospital, and the third man to be killed was one whose identity has not yet been established, who was struck and run over by cars being shunted into the freight yards at the Bonaventure depot at 12 o'clock last night.

WEEKLY LARGE AMC

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BIRTHD

July 5
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JUNE 17 1913.

C.N.R. COMING TO SHERBROOKE

Said in Well Informed Cir-
cles Construction Next
Year

SPECULATION AS TO WHERE
NEW LINE WILL ENTER CITY
—SHERBROOKE, QUEBEC
AND LABRADOR.

It seems to be pretty well assured that the Canadian Northern Railway will build to Sherbrooke within a year or two, very likely next year. It is known that representatives of this railway have been in Sherbrooke recently looking over the ground.

According to reports the C.N.R. as it will come to Sherbrooke will be in connection with the short mail route from Liverpool to New York. This involves a port on the Labrador coast, a railway line to Quebec, and another from Quebec to Sherbrooke, connecting here with the Boston & Maine. It is figured that mail or passengers can be transported from Liverpool to New York many hours quicker than by any other route.

The C.N.R. between Sherbrooke and Quebec would use the Quebec Eastern route already surveyed and a charter for which was obtained by the McCrean Tobin interests and sold to the Forger interests.

These interests have recently been

June 17
1913
Sherbrooke

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 route already surveyed and a charter
 for which was obtained by the Mc-
 Crea-Tobin interests and sold to the
 Federal interests.
 Federal subsidies have recently been
 voted for this line.
 It seems to be generally accepted in
 well informed circles that this line
 will be built and that construction
 work will be commenced next year.
 The whole as a part of the Canadian
 Northern system.
 There is much speculation as to
 where this line will enter Sherbrooke
 city. Some guess that it will come
 in on the East Sherbrooke side with
 a station on that side of the river.
 Others that it will cross the St.
 Francis at Lone Pine creek, which was
 the original survey and enter Union
 Station over the C.T.R. tracks, while
 still others expect to see this line
 cross the St. Francis lower down, cir-
 cuit the city through a ravine to the
 west and enter the city in upper town,
 crossing over the C.T.R. tracks or
 with an independent station in that
 vicinity.
 In any event the prospect of Sher-
 brooke being linked up with the Can-
 adian Northern is with railway men
 and the city is interesting.

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June 17
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Q. The loss to the building is covered by insurance.

WHOLE TRAIN LEFT RAILS

Passengers on Portland-Express Had Close Call Near Dixville on G. T. R.

NOT A PERSON WAS INJURED, AS NONE OF THE CARS TIPPED OVER. DRAWBAR OF CAR ON RAIL.

The Grand Trunk Montreal to Portland, Me., which passes through Sherbrooke about midnight, was derailed near Dixville, Que., at an early hour this morning. That a bad train wreck is not reported seems miraculous. The engine and every car behind left the rails, but, fortunately, none of them were tipped over, thus averting loss of life and injuries to the passengers.

The passengers were badly shaken up when the cars left the rails, but none were injured to the extent that medical assistance was required.

CAUSE OF ACCIDENT.

It seems that a freight train had passed Dixville a short time previously and a drawbar of a freight car had dropped on to the rails. This could not be seen by the engineer of the passenger and the consequence was that the obstruction caught the front wheels of the engine and threw them off the track, followed by the cars.

Railwaymen say that it is seldom that the engine and whole train will leave the track when going at full speed and so little damage be done. The wrecking trains were called out and the train was again on the rails by 6 o'clock, and it then proceeded, the passengers congratulating themselves at escaping from what might have been a serious accident.

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February 10
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work only about an inch a day can be removed.

TWENTY FREIGHT CARS WERE DITCHED

Broken Rail on C. & T. R. Above Coalbrook Was the Cause of the Accident

REGULAR PASSENGER TRAINS WERE HELD—NONE OF THE TRAIN CREW WERE INJURED

Coalbrook, February 15. —(Special) —Twenty cars of an eastbound freight train were ditched on Saturday morning a short distance from the depot. The cause of the accident was a broken rail.

There were altogether 31 cars on the train, and six or eight of them were mashed to kindling.

The morning mail train due at 8.15 was delayed for five hours.

The wrecking trains from Richmond and Island Pond are still working at the scene of the wreck.

Despite the fact that the train crews have strict orders to run very slowly between Coalbrook and Island Pond, a number of wrecks take place.

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February 16, 1914

Storerocks Hospital and placed in the
charge of Dr. Hume.
BELIEVED THAT INJURED LIMB
MAY HAVE TO BE AMPUTATED.
HEAD ALSO CUT.

Granby, Feb. 22.—(Special).—A
fireman named H. R. Graves, on the
Central Vermont Railway, met with
an accident on Saturday which may
cost him the loss of one of his arms.
The unfortunate man was standing
alongside his engine at the station,
talking with Carol Benham, when a
passenger train came along on the
next track and struck him.
Graves was knocked down with his
arm on the track, and it was badly
crushed. He also had his head seri-
ously injured. Medical assistance was
immediately rendered, and he was
given temporary aid until the depar-
ture of the express, when he was
conveyed to a Montreal hospital.

February 25
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G. T. R. EXPRESS ALMOST BLOWN UP

School Inspector John Hunter
Among the Passengers
That Were Injured

NARROW ESCAPE FROM DEATH
WHEN DYNAMITE EXPLOSION
OCCURRED NEAR ST. RO-
MUALD.

Quebec, February 12—Several pas-
sengers on the incoming Grand-Trunk
Railway express yesterday, narrowly
escaped death by a dynamite explo-
sion at St. Romuald between eight
and nine o'clock. And while no fa-
talities occurred, some of the passen-
gers on the first-class car were sev-
erely cut about their faces and bodies
and sustained nervous shocks through
being struck by flying glass and
rocks.

The G.T.R. express, due at Lévis at
7 a.m., was two hours late this
morning. Construction work on a
piece of double-track for the I.C.R.
is underway near St. Romuald, and
it would appear that a fuse for a
dynamite blast was lighted by the
construction gads at the time of the
G.T.R. express was passing St. Ro-
muald. It is said the gang foreman
sent a man up the line a short dis-
tance to flag the G.T.R. train, but
the latter had got too close to the
scene of the proposed blast before it
was flagged. The train was stopped
in front of the scene of operations
just as the blast went off. Every
window on one side of the first class
car was shattered by the flying rock,
and some of the passengers were
knocked down by the force of the ex-
plosion and cut about the face and
body by the flying rock and window
glass.

Among the passengers injured were
Mr. John Parker, inspector of schools
who was cut about the hands and
face, and Mr. Swallow of St. Giles,
who was cut in the face and arms.

February 18
1914

**WILL USE C.V.R.
RIGHT OF WAY**

**and Rumour From Waterloo Says G.T.R.
Will Get Another Entrance Into
Sherbrooke**

**CANADIAN COMPANY WILL TAKE
OVER ALL LINES OF GEN-
ERAL VERMONT IN
CANADA.**

Waterloo, Feb. 23.—(Special).—Mr. F. Crumpton, of the Grand Trunk Railway engineering department; Mr. W. Watson and Mr. C. L. Henderson and Mr. C. S. Schoecraft, of the bridge and building department of the C. V. Railway, were in town yesterday. It is rumored that the G.T.R. will take over the C.V.R. lines in Canada and extend same through to Island Pond, via Sherbrooke, following the old C.V.R. right of way.

EMERY WHEEL BURST.

Mr. Herbert Moynan, of this place, only son of Mr. Geo. Moynan, and senior member of the Moynan & Robinson Co., met with what might have been a fatal accident on Thursday morning. While at work in their shop sharpening tools on an emery wheel, it broke, one piece striking his ear, the other striking him in the stomach and knocking him down. Medical aid was quickly summoned, when it was found no bones were broken. Had it struck a couple of inches lower it might have proved fatal.

February 28 1914

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TRAINMAN HAS MIRACULOUS ESCAPE

Fell off Rear End of Pullman Into
Richelieu River a Distance of
35 Feet

RESCUED BY JAMES MCGEE WILL
BE BROUGHT TO ATTENTION
OF THE CARNEGIE HERO
SOCIETY.

Noyan Junction, Feb. 4.—(Spec-
ial)—One of the most miraculous es-
capes from death was the experience
of Trainman A. Mott on No. 56 pas-
senger train from Ottawa. On Mon-
day night as they were crossing the
bridge over the Richelieu river at a
speed of 35 miles an hour, Mr. Mott
accidentally fell off the rear end of
the Pullman into the river, a dis-
tance of 35 feet. As the ice was thin
near the pier he went under. Rising
to the surface, his cry for help was
heard by Mr. James McGee, bridge
tender, who at the risk of his own
life, and after several unsuccessful
attempts, rescued the unfortunate
young man from what might have
been in two moments more a watery
grave, for when he was pulled out of
the water he was nearly perished.

He was taken to Swanton on the
same train he fell from, for as soon
as his disappearance from the train
was known Conductor Evanson or-
dered the train back.

The attention of the lifesaving of-
ficer Mr. McGee will be brought before the
Carnegie Hero Society. Mr. Mott is resting
comfortably.

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February 4 1914

11 PASSENGERS INJURED IN TRAIN WRECK NEAR RICHMOND

Several Hundred Passengers Had Miraculous Escape From Death. First Class Car Went Down Fifteen Foot Embankment and Turned Completely Over. Had Accident Occurred 30 Yards Farther on Train Would Have Gone Into River. Several Sherbrooke Passengers Among the Injured. 1000 Feet of the Rails Torn up. Spread Rail Believed to Have Been Cause of Accident.

did everything possible to cheer and assist the women, and children.

PASSENGERS THROWN FROM CAR

The first warning the passengers received was a "cl" They then felt the airplane being jolted The men at once began to shout the women screamed and in a few seconds the cars were hurled off the track The scene was one of indescribable confusion as the passengers were thrown pell-mell about the cars tumbling over one another The screaming of the glass windows as water must have been hurled into the faces of the people tumbling about in the baggage car and the sudden shock and sensation experienced helped to heighten their panic that something terrible had happened before they were in a position to realize exactly what had taken place

MONTREAL

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(By Staff Correspondent)
Richmond May 11 (Special) —
hired passengers of the General Truck
Montreal express had a double and
accident escape from death on Satur-
day afternoon near Richmond when
the tender jumped the track and
several cars went down the embank-
ment.

leave, and then reached the scene of the disaster in approximately a few minutes after being notified.

4 BUCKING, "PLAINS SENT" 117

The wrecking crew at Richmond received further orders to proceed to the spot where the demolition had been made and a messenger was also dispatched to inform Grand regarding the wrecking work.

MAY 11 1914

11 PASSENGERS INJURED IN TRAIN WRECK NEAR RICHMOND

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(By Staff Correspondent)

Richmond, May 11.—Several hundred passengers on the Grand Trunk Montreal express had a doubly miraculous escape from death on Saturday afternoon near Richmond, when the tender jumped the track and several cars went down the embankment.

That no lives were lost is almost incredible, especially amongst the first-class passengers, whose car was turned completely over. Another miraculous feature of the wreck is

leave, and they reached the scene of the disaster in automobiles a few minutes after being notified.

WRECKING TRAINS SENT OUT.

The wrecking crew at Richmond received hurried orders to proceed to the spot with all possible haste, and a message was also flashed to Island Pond requesting the wrecking train at that place to come on immediately.

At five o'clock the wrecking crew from Richmond, with the section

did everything possible to pacify and assist the women and children.

PASSENGERS THROWN ABOUT CAR.

The first warning the passengers received was a jolt. They then felt the airbrakes being applied; the men at once began to shout, the women screamed, and in a few seconds the cars were hurled off the track. The scene was one of indescribable confusion as the passengers were thrown pell-mell about the cars, tumbling over one another. The crashing of the glass windows, by which many received nasty cuts, the noise of the trunks tumbling about in the baggage car, and the sudden shock and sensation experienced helped to heighten their fears that something terrible had happened before they were in a position to realise exactly what had taken place.

PASSENGERS PROCEEDED TO MONTREAL.

The Montreal passengers were sent on by special train after an hour's delay. Engineer Oliver Duffy and Conductor H. Gendron, of the ill-fated express, together with the injured baggage and express men and the rest of the train crew, also went on to Montreal.

WRECKING CREWS WORKED

The Island Pond wrecking crew arrived at 8.45, and at once set to work in conjunction with the Rich-

MAY 11 1914 (2)

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That no lives were lost is almost incredible, especially amongst the first-class passengers, whose car was turned completely over. Another miraculous feature of the wreck is that, had the disaster occurred thirty yards farther ahead, the whole train would have plunged into the river.

Eleven passengers and two of the crew were injured, while nearly all received a severe shaking-up. Mrs. John May, of Sherbrooke, and Baggageman Deragon suffered the most, the latter being badly cut and bruised by the falling trunks.

LIST OF INJURED.

The following is the list of injured:

Mrs. John May, of Sherbrooke, shoulder badly injured.

Daughter, slightly injured.

Mrs. Herbert Ames, of Sherbrooke, hand injured slightly.

Sidney J. Hughes, Toronto, shoulder injured.

Louis Auger, West Sherbrooke Hotel, bruised and badly shaken.

E. A. Flamondon, St. Hyacinthe, head cut.

Miss Lizzie Pratt, St. Winchester

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At five o'clock the wrecking crew from Richmond, with the section hands and car repairers, had arrived, and a message was received that the Island Pond crew were on the way. By this time a crowd of two thousand persons had assembled at the crossing. Business men, storekeepers, professional and public men, artisans, women and children, from Richmond, Melbourn and the surrounding villages, were gathered together, having come by auto, team and on foot, to investigate for themselves and to render any assistance possible.

A BAD SPECTACLE.

It was a bad spectacle that met their gaze. The express and baggage car was the first to leave the track. It went down the fifteen-foot embankment on the west side of the track and was broken in two. In all probability this car would have entered the river but for the bush and trees near the edge. The second-class coach swerved to the right and

at once began to shoot, the women screamed, and in a few seconds the cars were hurled off the track. The scene was one of indescribable confusion as the passengers were thrown pell-mell about the cars, tumbling over one another. The crashing of the glass windows, by which many received nasty cuts, the noise of the trunks tumbling about in the baggage car, and the sudden shock and sensation experienced helped to heighten their fears that something terrible had happened before they were in a position to realise exactly what had taken place.

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WRECKING CREWS WORKED

The Island Pond wrecking crew arrived at 8.45, and at once set to work in conjunction with the Richmond gang. The men, who were favored with the light of the full moon, worked like Trojans all night, and had the track cleared by 2.30 on Sunday morning. Mr. Boyce was in charge of the Island Pond men, and Mr. Braxton and Mr. Jones directed the local gangs. Mr. Connolly, superintendent of the division, and several other officials were also on hand.

Before the track was cleared all the trains were delayed and the passengers were transhipped at the crossing.

TRAINS AGAIN ON TIME.

Early on Sunday morning the engine and rear coach were got back on the rails, and the latter was taken to Morse Siding. At 10 o'clock the parlor car was lifted on to the trucks and run into Richmond. The 10.30 train left on time and reached Sherbrooke only a few minutes late.

STEEL FRAMES OF CARS SAVED

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MAY 11, 1914 ④

John May, of Sherbrooke, and Baggage-man Deragon suffered the most, the latter being badly cut and bruised by the falling trucks.

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Daughter, slightly injured.

Mrs. Herbert Ames, of Sherbrooke, hand injured slightly.

Sidney J. Hughes, Toronto, shoulder injured.

Louis Anger, East Sherbrooke Hotel, bruised and badly shaken.

E. A. Plamondon, St. Hyacinthe, head cut.

Miss Lillian Pratt, 21 Winchester avenue, Westmount, cuts on head and arm.

J. A. Legace, wife and child, of Windsor Mills, bruised and badly shaken.

Baggage-man Deragon, injured on body and head.

Express Messenger Burley, injured on arm.

Miss Collins, daughter of Mr. Richard Collins, Sherbrooke, hip and side injured.

WORST IN TEN YEARS.

Intense excitement reigned in Richmond and vicinity on Saturday afternoon when it became known that the worst railway wreck which had taken place in the district for a period of ten years had occurred at Jaffery's Crossing, two and a half miles west of Richmond station.

The first news of the accident received in the town was in the form of a telephonic communication shortly after four o'clock from Mr. William Taylor's house near the crossing. It was to the effect that the Grand Trunk Montreal express, which left Sherbrooke at 3.15 p.m., had been derailed at the crossing while travelling at sixty miles an hour, that several passengers had been seriously injured, that some of the train crew were badly cut up, that two cars had been hurled headlong down the embankment, and that the coach containing the first-class passengers had turned completely over.

cars, professional and pacific men, artisans, women and children, from Richmond, Melbourne and the surrounding villages, were gathered together, having come by auto, team and on foot, to investigate for themselves and to render any assistance possible.

A BAD SPECTACLE.

It was a bad spectacle that met their gaze. The express and baggage car was the first to leave the track. It went down the fifteen-foot embankment on the west side of the track and was broken in two. In all probability this car would have entered the river but for the bush and trees near the edge. The second-class coach swerved to the right and plunged down the embankment on the east side of the track. It was badly smashed at the head end. The first-class car left the rails and went over the embankment. It lay partly on its side and partly on its roof. The parlor car and the Sherbrooke coach also left the rails but remained on the track, as they were facing the highway crossing. The end of the parlor car was smashed.

1000 FEET OF RAILS TORN UP.

The truck of the engine tender jumped and pulled the cars a distance of two hundred yards before they were derailed. The rail was torn up for a length of a thousand feet, and the ties were ploughed up for a like distance. After the first car went down the embankment, the engine sped along for 100 yards, but was only thrown a few inches off the rails and was not seriously damaged. Had the accident occurred thirty yards farther ahead a terrible calamity would undoubtedly have resulted, as the whole train would have been precipitated into the river.

SPREAD RAIL CAUSE?

The cause of the accident has not been determined. It has been attributed to a spread rail, and this is the opinion which the engineer is said to have expressed at the station.

* NO BONES WERE BROKEN.

When the physicians arrived they

Mr. Pearson and Mr. Jones directed the local gangs. Mr. Connolly, superintendent of the division, and several other officials were also on hand.

Before the track was cleared all the trains were delayed and the passengers were transhipped at the crossing.

TRAINS AGAIN ON TIME.

Early on Sunday morning the engine and rear coach were got back on the rails, and the latter was taken to Morse Siding. At 10 o'clock the parlor car was lifted on to the trucks and run into Richmond. The 10.30 train left on time and reached Sherbrooke only a few minutes late.

STEEL FRAMES OF CARS SAVED.

That the cars were not completely smashed to under is due to their steel frames and braces. In the opinion of the railway officials, all except the baggage car can be put in thorough repair. The trucks were not damaged.

PASSENGERS RECOVERING.

This morning it was stated that the injured passengers are progressing favorably. Mrs. May's little daughter has developed slight concussion of the brain, but this is not considered serious by Dr. Tomkins, who is in attendance.

Amongst the patients at the St. Jacob's Hotel are Mrs. Ames, Mrs. May and daughter, and Miss Collins, all of Sherbrooke. Miss Pratt, of Westmount, is staying with Rev. W. McMillan, and there are several of the injured at the Brunswick Hotel.

BAGGAGE DAMAGED.

Some portion of the baggage was damaged, but the extent has not yet been ascertained.

The Montreal wrecking crew also assisted in clearing the line, and their derrick was broken during lifting operations.

It is ten years since a wreck of such a serious nature occurred near Richmond. This happened during the time the exhibition was being held, and several passengers were killed on that occasion.

"SCOOT" WAS DELAYED.

The regular "Scout" could not get through on Saturday afternoon. A

MAY 11, 1914

(5)

WORST IN TEN YEARS.

Intense excitement reigned in Richmond and vicinity on Saturday afternoon when it became known that the worst railway wreck which had taken place in the district for a period of ten years had occurred at Jeffery's Crossing, two and a half miles west of Richmond station.

The first news of the accident received in the town was in the form of a telephonic communication shortly after four o'clock from Mr. William Taylor's house near the crossing. It was to the effect that the Grand Trunk Montreal express, which left Sherbrooke at 2.15 p.m., had been derailed at the crossing while travelling at sixty miles an hour, that several passengers had been seriously injured, that some of the train crew were badly cut up, that two cars had been hurled headlong down the embankment, and that the coach containing the first-class passengers had turned completely over.

DOCTORS RUSHED TO SCENE.

Word was immediately sent to Dr. Hayes, physician to the Grand Trunk Railway Co., and to Drs. Tomkins and Johnson. The news spread like lightning throughout the town in a few minutes. Telephone bells were ringing incessantly as the information was repeated from one to another, messengers were flying in every direction, and all who had automobiles and teams made hurried preparations to proceed to the scene of the wreck. Conjecture and imagination ran wild as to the possibility of many persons having been killed or the probability of the death of the injured occurring before help could reach them.

Drs. Hayes and Tomkins, Lt.-Col. Mying, Mr. M. E. Montgomery and Mr. H. E. Huber were the first to

1000 FEET OF RAILS TORN UP.

The truck of the engine tender jumped and pulled the cars a distance of two hundred yards before they were derailed. The rail was torn up for a length of a thousand feet and the ties were ploughed up for a like distance. After the first car went down the embankment, the engine sped along for 100 yards, but was only thrown a few inches off the rails and was not seriously damaged. Had the accident occurred thirty yards farther ahead a terrible calamity would undoubtedly have resulted, as the whole train would have been precipitated into the river.

SPREAD RAIL CAUSE?

The cause of the accident has not been determined. It has been attributed to a spread rail, and this is the opinion which the engineer is said to have expressed at the station.

* NO BONES WERE BROKEN.

When the physicians arrived they found that several passengers had been injured, but none fatally, and that while some were severely hurt none had been thrown out of the cars, and no bones had been broken. After receiving first aid, the injured were conveyed in the autos of Dr. Hayes, Col. Ewing and Mr. Montgomery to the St. Jacob's and the Brunswick Hotels, Messrs. Keenan and Lane, the respective proprietors, having thrown open their houses to receive them.

RENDERED ASSISTANCE.

Mr. Samuel Mooney, live stock dealer, of Inverness; Mr. Norman Nicholson, of Richmond; Mr. M. O'Donnell, of Sherbrooke; Mr. E. G. Pierce, of Melbourn, and several other passengers who were in the first-class coach that toppled over,

MAY 11 1914 (6)

INJURED ARE DOING WELL

Expected That Passengers Who
Were in G.T.R. Wreck Will Leave
Richmond in a Few Days.

DR. HAYES, COMPANY'S PHYSI-
CIAN, SAYS THAT NO SER-
IOUS RESULTS WILL FOL-
LOW INJURIES.

Richmond, May 11. — (Special) —
Those who were injured in the rail-
way wreck on the G.T.R. near here
on Saturday afternoon, and who
were taken to Richmond, are recov-
ering from their injuries and expect
to leave in a few days.
Dr. Hayes, the G.T.R. Company's
physician, stated to the Record this
forenoon that all were doing well. He
expected that Miss Collins, of Sher-
brooke, who had her hip and side in-
jured, will be able to return to her
home to-day.
Mrs. May and daughter, of Sher-
brooke, who were among the most
seriously injured, are doing well, and
no serious results are expected to
follow their injuries.
Miss Lizzie Pratt, of Westmount, is
also on the way towards recovery.

INDICUMEN

MAY 12 1914

FREIGHT WRECK NEAR BROMPTON

Engine and Eight Cars Were Piled
up Alongside the Rail-
way Track

CONDUCTOR AND TWO BRAKE-
MEN WERE INJURED ENGI-
NEER AND FIREMAN ES-
CAPED

Bromptonville, June 15.—(Special)
—The engine of a freight train going
towards Montreal jumped the track
early yesterday afternoon at the east
end of the yard here. The engine and
tender ploughed their way through
the gravel clear of the track when
they stopped, and they were both
runk in the sand up to the axles.
Eight cars also went off the rail and
were badly piled up.

The engineer and fireman both
jumped clear of the engine and es-
caped without injury, but the three
trainmen were more or less injured.
Brakeman Archibald, the front end,
brakeman, who was riding in the en-
gine, had his ankle sprained. Con-
ductor Boucher, who was in the van,
at the time, was thrown down and
had his arm injured and nose badly
bruised. The rear end brakeman,
named Gendron, escaped with a
sprained wrist.

The wrecking train was called out
from Richmond and Island Pond but
it was not until nearly midnight that
through traffic could be resumed.

The derailed engine is one of the
largest owned by the C.T.R. It was
still alongside the track this morn-
ing and it will be quite a task to
put it back on the track again.

PASSENGERS TRANSFERRED

The afternoon train from Portland
to Montreal came up as late as the
wreck and the passengers were trans-
ferred to a special that had been sent
out from Richmond.

The midnight train from Montreal
was delayed about half an hour.

June 15 1914

DAY AUGUST 18, 1914

French Shore of Brussel

Send Off To A. S. Corps

First of Sherbrooke Units To Leave For Camp At Valcartier

OFFICERS AND MEMBERS OF
53RD AND 54TH REGIMENTS
CHEERED ON THEIR DE-
PARTING COMRADES.

The No. 1 Company Canadian Ar-
my Service Corps, who left by spe-
cial train over the Grand Trunk Rail-
way for Valcartier this morning at
3 a.m., were given a great send-off.

The Corps marched to the Union
Depot shortly after 11 o'clock last
night, singing "Rule Britannia" and
were closely followed by the 53rd
Bugle Band and a large number of
the 53rd Regiment, who turned out
to bid farewell to their comrades.

The station was the scene of a live-
ly demonstration. Hundreds of citi-
zens, besides the men's relatives and
friends, turned out to witness the de-
parture of the first contingent from
Sherbrooke to go to the front.

Among those at the station were
Colonel Spearing, Brigadier and Ma-
jor E. W. Farwell, Brigade Major.

August 18, 1914

**"Smoke Sherbrooke
Made Cigars."**

GERMAN PRINCE
AS HUNGARY'S KING

SECOND SON OF THE EMPEROR.
WILLIAM SPOKE OF AS

NEXT PAGER

London, Dec. 24.—The Morning

Robert F. Kennedy correspondent **HA:58**

Germany is energetically pushing the candidature of Prince Felix of Saxe-Coburg for the throne of Hungary, the independence of which is expected to be the result of the war.

Emperor William

taken in recognition of your very many acts of kindness to the employees of the company which they have had at your hands during the past fifty years which you have had of strenuous and continuous service for the Central Vermont Railway Company. It is not often that employees of a company can say, as we can say to-night, that during these fifty years it has been one continuous service, and during all these years you have seen many changes in the employees. Not many of the staff which was at the head when you entered their service are with them now. We trust that you will be en-

ed enjoy more years in the employ-
ment of the same firm. The firm
will also be able to enjoy the fruits of your
labors. In closing, allow me to in-
form you that the undersigned is glad
that all of you have been able to extend
their best wishes for a Merry Christ-
mas to you and yours—E. E. Jones,
W. J. McLaughlin, F. E. Lewis, C.
Benham, M. H. Temple, G. C. Francis,
G. H. Allen, W. A. Graves, J. H.
Hayes, J. Rooley, W. J. Graves, J. H.
Sherbert, Jr., C. E. Chomiser, F.
Shepherd, T. Altman, R. G. Graves,
S. S. Hoy, G. A. Roberts, F. W. Sax
Agr., P. E. Bullerston, H. Mundorff,
J. A. Sutherland, H. P. Hebert, C.
A. Porter, Byron Parker, H. Hoffman,
C. W. Schouderack, J. H. Nealey, G.

Mr. Graves was elected
 E. Kennedy, Joe Barry, S. Rutherford,
 W. A. Reed, S. Lacroix, J. A. Good-
 row, T. Walker, P. H. Pearson, S. S.
 Jean, Alex. Bode, A. Hunter, P. D.
 Quilman, D. Racleot, H. H. Shep-
 herd, Z. Aaron, Sam Taylor, C. Joy-
 A. Buxwell, E. Lacroix, A. Dion, J.
 Harry Ward, B. A. Taylor, F. Menard,
 A. St. Marie, Ang. Doe, J. J. Moore
 F. V. S. Ball, C. V. Carter, J. Doherty,
 G. Borden, L. Lacombe, T.
 Layman, A. Durcote, P. W. Beckus,
 D. Grice, J. Tulpe, J. Guerin, Z. J.
 Quinlan, A. Lacroix, O. Thirau, J.
 Lacroix, C. Allard, F. Balthazard, P.
 Macneuf, L. Barres, A. Bellefleur, P.
 Marotte

A very nice report was received by Mrs. Graves after which the visitors were prevailed to their homes, well pleased with the evening's proceedings.

Mr. Graves is a familiar figure in Waverletoe and deservedly enjoys the respect and admiration of his citizens. Having lived his life here in quietude we have learned to esteem and admire him. Fifty years ago he en-

mer of not plead to the action. The plaintiff alleged that it was through the fault of the corporation that the accident occurred, as proper care had not been taken to see that it was in a safe condition.

The corporation pleaded that they were not responsible for the action as it was an act of God, and unforeseen.

The court in a temporary judgment, in which the evidence was reviewed, condemned the defendant corporation to pay to the plaintiff in his said and \$316.50 as hospital and other expenses, and an order of \$2,772.50, with interest, and equity.

WORKMAN GETS DAMAGES.
James Hobbes, in the quality of tutor to his minor son, Herman James Hobbes, sued M. G. Atwater, of Kingsbury, for an annual pension, in view of injuries which he had received while in the employ of the defendant. The sum of plaintiff had the first and little finger cut off at the second joint, and he estimated that his earning capacity was reduced as a result 25 cents per day or a year rental of \$78 per year. He also took \$117 for a loss in wages.
The defendants offered \$36 for loss of wages and \$22.50 a year as rental. The court refused.

of the defendant, in the evidence of the doctor on both sides, and finally fixed the amount of the annual rental at \$27.72, and the amount in loss of wages at \$51.76, when the defendant was condemned to pay with costs of suit.

AT TOWN TWO AMENITY VOTERS, 1157P

This was an action wherein Henry H. Whinnow and others petitioned in court that the township of Eaton make the following additions, &c.

As the late former superintendent, resigned, Mr. Groves was at once named as his successor, and his management of his department proves that the company made no mistake in their choice of a man to fill this important position. Besides this, Mr. Groves has been a model citizen, being characterized in every movement that has had for its object the moral and commercial upbuilding of the community, and all classes of citizens join with the employees in wishing that Mr. Groves may long be spared to the company and to the town, which he has graced so long.

to the voters. If
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BANK OF MONTANA
UNION
The Bank of Montana, a corporation organized under the laws of the State of Montana, is the defendant in the within captioned cause. The defendant is indebted to the plaintiff for \$22,000.00, which amount was loaned to the defendant by the plaintiff on the 1st day of January, 1910, for the purpose of carrying on the business of the defendant. The defendant has failed to pay the amount of the loan, and the plaintiff is now suing the defendant for the amount of the loan, with interest thereon at the rate of 10 per cent per annum, and for the costs of this action.

THE SECRETARY OF THE INTERIOR, WASHINGTON, D. C.

- Elmer
- Groves
- CVR
- Waterloo

December
24
1914

... supported by artillery
... fire, was checked.

G. T. R. EXPRESS OFF THE TRACK

Tender, Baggage Car and Dining Car Left Rails Near City

NONE OF THE PASSENGERS IN-
JURED—TRACK BLOKED
FOR SOME HOURS.

The G.T.R. Portland express due
here at 11.35, was delayed for sev-
eral hours this forenoon through a
portion of the train leaving the track.
The accident happened just west of
the Rack-a-Rock works.

The first intimation that the pas-
sengers had of anything wrong was
the jarring of the cars.

When the train was pulled up it
was found that the tender, the bag-
gage car, and the rear end of the
dining car had left the rails.

The other coaches remained on the
track.

No one was injured.

The conductor telephoned to Sher-
brooke for help from Mr. Rose's re-
sidence.

The wrecking train was summoned
but it will be some hours before the
train can proceed.

A number of the passengers drove
up to Sherbrooke, a number of the
hacksmen having gone down to the
wreck.

February 2
1915

al authorities in this connection.

TO DESTROY G.T.R. PROPERTY

Plot Hatched in California to Blow up Tracks at Portland, Me.

HEAD OFFICE IN MONTREAL OR-
DERS THAT TENS OF CON-
STABLES AND GUARDS
BE EMPLOYED.

Portland, Me., February 12.—(Spe-
cial)—A large force of police and
watchmen stationed at the elevated
tracks and coal pockets of the Grand
Trunk Railway was increased sub-
stantially today in consequence of a
reported plot to destroy the rail-
way's property here and its principal
bridges between this city and the
Canadian boundary.

Word received from the company's
general offices at Montreal asserted
that the alleged plot was evolved in
California, and that six men were
bound here to carry out its plans.

February 12
1915

FEBRUARY 26, 1915

CANADIANS UNDER HEAVY SHELL FIRE

Col. Ramsay of Toronto Re-
ports Several Men
Wounded by Shrapnel

TORONTO GLOBE CORRESPOND-
ENT CARLES THAT QUEEN'S
OWN RIFLES CAPTURED
GERMAN TRENCH

London, February 26—Further re-
ports were received yesterday that
the First Canadian Contingent had
been in action in the trenches where
they relieved Imperial troops. Letters
from Toronto officers state that the
men of the First Brigade were under
heavy shell fire and behaved well.
Lieut. Col. Ramsay, one of the Queen's
Own Rifles, reports that several men
were wounded by shrapnel and some
by snipers, but that the casualties
altogether have been light.

The censor prohibits correspondents
sending to Canada unofficial casual-
ty lists.

CAPTURE GERMAN TRENCH

Toronto, February 26—A special
cable from the Globe from its cor-
respondent who was with the Cana-
dian contingent at Salisbury Plain,
says:

"The Little Black Devils made a
charge and captured a German trench
after inflicting severe losses on the
enemy. One company had several kill-
ed."

The Little Black Devils is the fight-
ing name applied to the Queen's Own
Rifles of Toronto by General Milne,
commander in the Northwest Rebellion. The
Queen's Own form part of the Third
Infantry Battalion of the First Bri-
gade of the Canadian contingent, the
battalion in command of Lieut. Col.
Ramsay.

NO CASUALTY LIST RECEIVED

Ottawa, February 26—Up to late
last night no casualty list from the
First Contingent had been received.

CHAMPION PUGILIST A GERMAN PRISONER

Berlin, February 26, via London.—
(Special)—George Carstairs, the

TRAIN DELAYED BY ICE BLOCK

St. Francis River Rose Sev-
en Feet in Twenty-Four
Hours. Water Still Rising

FOUR FEET OF WATER AND ICE RE-
CONSTRUCTION ON RAILWAY
TRACK

The O.T.R. Montreal to Portland
train due here at midnight did not
arrive at Sherbrooke until 5.30 this
morning. The delay was occasioned
by the track being blocked by ice
and water west of Brompton Sta-
tion. There was about four feet of
water on the track, besides large
pieces of ice which were thrown from
the river by the ice jam. The Mon-
tréal bound train left here at 4 a.m.
and had considerable difficulty in get-
ting through the flooded area at
Bromptonville.

There was no detention of Quebec
Central trains last night or this
morning. A portion of the track was
covered to a considerable depth by
water at Marlinton but not sufficient
to impede traffic.

The B. & M. train due here in the
morning arrived on time, but train-
men report that all along the Con-
necticut Valley the tracks are flooded
and traffic generally is delayed in
that section of the system.

ST. FRANCIS RIVER ROSE SEVEN FEET.

The ice in the St. Francis River at
Sherbrooke has broken up in both
directions. The water in the river
rose seven feet in twenty-four hours,
and at noon to-day was still slowly
rising. A rise of another foot would
cause the river to overflow its banks
and submerge the streets in East
Sherbrooke.

FLOODS NEAR SHERBROOKE.

The outlying districts of Leam-
sville and Capleton are badly flooded
owing to the rains, and some of the
roads are impassable.

MUCH DAMAGE AT BROMPTON- VILLE.

Bromptonville, Feb. 26.—(Special)
—Considerable damage was done here
last evening by ice jams. The ice
began to break away further up the
river during the day, and at 3 o'clock
it began to come down in large quan-
tities. The water rose several feet
in a very short time, and the low-
lying pastures were covered with

February 26
1915

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WATER RISES BLOCK AT

(Continued from Page 1)

The continuous rain, however, damaged, and this morning a great amount of water now runs in the river. Several other buildings along the river were also damaged, and the amount of ice was broken up to the railway track. The water has been made to-day to break up the ice, and thus have turned their damage.

The rise in the temperature this morning has had the effect of keeping the water from making a further rise.

BRIDGES CARRIED AWAY AT BROOK.

Brook, February 26.—(Special)—The continuous rains of the past 48 hours inundated the lowlands and brought down stream a few of the farmers' bridges which served as crossings to their woodlots and pastures. The overflow of water took several rods of the top off the new gravel highway on what is known as the valley road. Mr. Moggan, who has the contract from Kewilton to Sutton Junction for carrying the mail, had to turn back and make the route via Miller's corner.

ICE BROKEN UP AT RICHMOND.

Richmond, February 26.—(Special)—The water in the river has risen considerably after the heavy rains of the past few days, and the ice is broken in many places.

WATER ROSE FOUR FEET AT WINDSOR.

Windsor Mills, Feb. 26.—(Special)—The very mild weather of last week and the two days' rain broke up the ice in the St. Francis River, and the water rose four feet during Wednesday night. The ice is moving rapidly down the river.

CELLARS FLOODED AT HATLEY.

Hatley, February 26.—(Special)—The heaviest thaw that has been experienced here for many years has been in progress during the past forty-eight hours, with a steadily falling rain. Wagons have come into general use, as the snow has almost entirely disappeared, leaving a coating of glare ice upon the lawns and streets, which are nearly impassable, and especially dangerous for the pedestrian. The swollen village brook has overflowed its banks and some of the cellars are filled with water to their utmost capacity, while others are more or less affected.

HATON RIVER NEAR HIGH WATER MARK.

Cookshire, Feb. 26.—(Special)—The heavy rains which continued at

Business

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February 26
1915

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It is confidently expected that all the strikers will be back at work not later than Wednesday.

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ATTEMPT TO BLOW UP SUBWAY

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Cans Containing Explosives Found
Near Railway Station at
Brantford, Ont.

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WERE CONNECTED WITH WIRE SO
THAT TRAIN WOULD SE-
VER AND CAUSE EX-
PLOSION.

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Brantford, Ont., March 1.—(Spec-
ial)—On Sunday morning an attempt
to blow up the Elgin street subway,
near the railway station here, was
discovered.

Opini
Co

March 1
1915

J. Miller, a local oil dealer, return-
ing from a visit to his barns, found
two cans, which it was subsequently
discovered contained explosives, lying
between the rails.

The cans were connected with in-
sulated copper wire, which the pass-
ing of a train shortly due would se-
ver, thus exploding the contents of
the cans.

CLAD
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The police arrested an Austrian
found hiding in the yards of the
Keston Automobile Co.

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DA'S OWN

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5TH NOW AT VALCARTIER

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Regiment Left Sherbrooke
Last Evening for
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OUT FOR PUB-
FRIDAY MORN-
SPAPERS.

9—(Special)—
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DEATH G. GRUNDY

or of the Tem-
a Railway

MR. E. O. GRUNDY
KE. RECEIVED
IS MORNING

and in Sherbrooke.
the death of Mr. G.
ral Manager of the
lway, a son of the
nly, and brother of
general passenger
and of Mrs. W. H.
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dy left on the morn-
air for Quebec upon
n his brother's aid.
sts have been made

WILL ENTER UPON SECOND PER-
IOD OF TRAINING.—LUNCHE-
TOBACCO AND PIPES
DISTRIBUTED.

Before the Record reaches its read-
ers to-day the 5th Canadian Mount-
ed Rifles will be installed at Val-
cartier for their second period of
training.

On Saturday last, following the
big farewell day in Sherbrooke, or-
ders came from headquarters for the
regiment to report at Valcartier to-
day, Wednesday, and to remain
Tuesday evening. In accordance with
military regulations, no announce-
ment was made in the press, but the
news that the regiment was to leave
Tuesday evening became noised about,
so that a large crowd assembled in
the vicinity of the Union Station
last evening.

SIXTEEN-CAR TRAIN.

A train of sixteen cars was stand-
ing on the Grand Trunk siding, and
at 8.15 the regiment marched quietly
from the camp and was as quietly
entrained. In order to avoid con-
fusion, the various units after enter-
ing the cars remained there, bidding
farewell through the windows to
friends who assembled outside.

PULLED OUT AT 9 O'CLOCK.

The train pulled out at 9 o'clock,
the soldiers and the crowd cheering
as the train passed over the King
street crossing. The Quebec Central
train was standing between the troop
train and the station at the time,
and two officers and two or three
men who were saying farewell on the
platform were left behind, following
on the regular passenger train.

BOARD OF TRADE PRESENT DIS-
TRIBUTED.

A delegation from the Board of
Trade went as far as Richmond and
distributed pipes and tobacco to
each man. The ladies showed their
appreciation by hearty cheers for the
organization.

Some five hundred pipes with
of tobacco were distributed. Mr. A.
E. Kinkaid furnished the tobacco
and pipes to the Board at cost price,
and the expense in connection with
the gift are met by voluntary con-
tributions from members. The Board
of Trade was represented on the
train by Messrs. J. E. Poirer, pre-
sident; D. J. Steele, J. J. Fitzger-
ald, E. W. Farwell, Dr. W. B. Al-
len, and E. Morrill.

LUNCHE SERVED ON THE TRAIN.

Another distribution was made
on the train which was quite as
fully appreciated. This was in the
form of a lunch for every man, sup-
plied by the ladies of the Patriotic
Association. It consisted of sand-

JUNE 9
1915

RAILWAY CAR

W. J. McDonald Charged With
This Damage. Damage
Placed at \$150

WITNESSES TESTIFY TO SEEING
ACCUSED ENTER AND LEAVE
CABOOSE AFTER MID-
NIGHT.

James S. Mainds, T. H. Letendre,
Henry Haney, Jos. Provencher and
W. A. Wheeler were the witnesses
called yesterday afternoon in the
Court of King's Bench in the case of
W. J. McDonald charged with setting
fire to and damaging a railway car
(a caboose), the property of the
Grand Trunk Railway Co. at Rich-
mond, about 12.30 a.m., on October
2nd, 1914.

Mainds produced a plan showing
the location of the station and the
caboose, etc.

The evidence of Letendre, Haney
and Provencher went to show that
prisoner entered the car about the
time mentioned, that they saw smoke
issuing from same and that accused
came out through the cupola in
three or four minutes after entering.
They asked him what he was doing
there, but he pulled his cap over his
eyes, turned up his coat collar and
made no answer, and then went over
to the other side of the caboose,
jumped down and ran away. They
gave chase and caught him near the
station platform.

UNAWARE THAT BRAKEMEN VI-
SITED CARS AT NIGHT.

In cross-examination by Mr. Walsh,
Provencher said he was not aware
that brakemen had been in the habit

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November
26
1915

station platform.

UNAWARE THAT BRAKEMEN VISITED CARS AT NIGHT.

In cross-examination by Mr. Walsh, Provencher said he was not aware that brakemen had been in the habit of visiting their cabooses at night on account of articles being missed.

CONDUCTOR TESTIFIES.

Wheeler, a conductor of the company, deposed that it was his van which was burnt and he had left it locked. So far as he knew Macdonald had no business there, as only witness and brakemen working on the train had a right to enter the caboose. He estimated the damage at \$150.

PRISONER AN EMPLOYEE OF COMPANY.

Cross-examined:—Accused was an employee of the Grand Trunk at the time and as such was supposed to protect the company's property if same were in danger. There were curtains on all the windows but the cupola. Witness could not say at which end of the van the damage was the greater as it was burnt pretty badly all over. He could not remember if a bad hole was burnt in the desk.

CARD-PLAYING AT NIGHT.

Further question in cross-examination, Wheeler said he did not know that railway employees at Richmond at that time used the vans quite often for card-playing at night. He could not be positive that he examined the cupboard where the packing was kept. He did not make a special examination of the car as the damage was apparent all over. The doors and cupboards were open.

CASE PROCEEDING

Several witnesses were called by the defence this morning.

FIRE DID NOT START IN OIL-ROOM

Mr. St. Jean, car inspector, who examined the caboose the next day, deposed that a large hole had burned in the top of the desk and the drawers underneath were almost completely destroyed. The rest of the car was charred. He could not say where the fire started, but in his opinion it did not start in the oilroom. Had the fire started in the oilroom the car would have burned much more quickly. In witness' opinion the fire must have been burning underneath the desk, for at least half an hour before the hole was burnt through it and before the flames extended to the

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November 26
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CARD-PLAYING AT NIGHT.

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Witness could not remember when he had previously inspected this car, but he did not then inspect the drawers as his work was principally confined to the outside of cars. In his opinion the damage was \$50. The morning after the fire he saw some oil waste but no coal oil in the car. He saw no men playing cards inside. The west end was considerably more damaged than the other end.

ACCUSED HAD WORKED TEN YEARS FOR COMPANY

H. A. Jones, a conductor, stated that at the time of the fire accused was employed as a brakeman and had been connected with the railroad in different capacities for ten years.

Other witnesses examined were Geo. H. King, Fredk. Deavitt and the father of accused. The latter's testimony was not concluded at noon.

BRITISH SHIP

ADRIAT IN ATLANTIC

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November 26
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THIRD VICTIM OF TRAIN WRECK

Arthur Abercrombie, Richmond, Died
in Levis Hospital After Leg
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... WAS BRAKEMAN ON G. T. R.
TRAIN THAT WAS IN COLLI-
SION AT CHAUDIERE
JUNCTION.

... Arthur Abercrombie, the Grand
Trunk brakeman who was injured in
the accident at Chaudiere Junction
last Monday morning died in the
Hotel Dieu Hospital at Levis last
night.

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It will be recalled that a rear end
collision occurred between two
freight trains, one an I. C. R. and
the other a Grand Trunk train. The
Grand Trunk engineer and fireman,
A. Jones and Jos. Provencher were
killed and the brakeman Abercrombie
sustained four fractures of right leg.
On Wednesday afternoon the leg was
amputated above the knee and the
unfortunate man died last night as
above stated

CALLED TO RICHMOND BY DEATH
OF BROTHER-IN-LAW

East Avenue April 7—(Special)

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April
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do anything in connection with the matter this year. (June, pg. 194.)

Toronto, Hamilton & Buffalo Ry.—A press report states that the company has secured 53 acres of land at the western boundary of Bridgeburg, Ont., which is to be utilized as a freight yard, and that the laying out of it will be started early in July. The company at present transfers its freight for Bridgeburg to the Michigan Central Rd. at Welland. It is stated that a spur will be built from the M.C.R. to connect with the new freight yard and that running rights will be obtained by the company over the M.C.R. between Welland and Bridgeburg. An official of the company is reported to have stated, June 14, that the matter was being given serious consideration, but that no decision had been reached. (June, pg. 225.)

July 1917

be started early in July.

Tillsonburg, Lake Erie and Pacific Ry.—
The subsidy voted by the Dominion Parliament in 1912 for the building of a line from Ingersoll, northerly to a junction with the St. Marys and Western Ontario Ry., at Embro, Ont., 10.38 miles, has been revoked. The Minister of Railways stated that should this line not be built at once, there would be no further revote of the subsidy.

Lake Superior Division.—Work is reported to have been started on additions

July 1913

WATERBROOKE, QUE. MONDAY, FEBRUARY 28, 1916

BAD WRECK ON GRAND TRUNK 115 PERSONS WENT DOWN WITH THE S.S. MALOJA

Two Freight Trains Collided Near South Durham Early To-Day

P. & O. Liner Struck a Mine Off Dover And Sank in Half An Hour

COLLISION DUE TO SUDDEN LAPSE
OF MEMORY OF OPERATOR. PATHETIC SCENES
LATER.

OF TOTAL OF 115 PASSENGERS
64 HAVE BEEN SO FAR RE-
PORTED RESCUED.

Failure on the part of the operator at South Durham to deliver an order to an East-bound freight train, caused a serious head-on collision about three o'clock this morning between two freight trains, midway between Lingar and South Durham on the Grand Trunk Railway. Three of the trainmen were injured.

London, Feb. 28.—(Special).—Of the total complement of 411 passengers and crew on the Peninsular & Oriental liner Maloja, which struck a mine and sank within an hour yesterday, two miles off Dover, only 26 are known to have been saved.

The engines of the east and west-bound trains were badly smashed by several cars were wrecked and the line was torn up for a considerable distance. It is reported that this wreck is one of the worst that has occurred for many years in that section.

Of the total of 115 passengers, 6 names of persons saved have been received at the steamship company's offices. It was stated there it was

Engineer Mossman sustained very severe injuries and a fireman and a brakeman were also injured but not so seriously as Mossman.

CANADIAN RESCUING SHIP SUNN
BY MINE.

The wrecking outfit was called from Island Pond and arrived on the scene of the collision about nine o'clock. The crew is still engaged in removing the debris and clearing the line which however will take away many hours to accomplish.

Dover, Eng., Feb. 28.—(Special).—The P. & O. liner Maloja struck mine when two miles off this port Sunday morning and sank within twenty minutes, resulting in a loss between 150 and 200 lives. While rushing to the assistance of the Maloja the former Canadian lake ship Empress of Fort William struck another mine and sank immediately, with all her passengers and crew were saved.

hoped that more names of persons saved will still be received.

PATHETIC SCENES.

London, Feb. 28.—(Special).—The bodies of three more Leescars of the crew of the Maloja have been washed ashore, making the total of bodies recovered 47. Many relatives are

February
28
1916

BAD WEEK ON GRAND TRUNK

Two Freight Trains Collided Near South Durham Early To-Day

COLLISION DUE TO SUDDEN LAP- SE OF MEMORY OF OPERA- TOR. TRAFFIC BE- LAXED.

Failure on the part of the operator at South Durham to deliver an order to an East-bound freight train, caused a serious head-on collision about three o'clock this morning between two freight trains, midway between Liagar and South Durham on the Grand Trunk Railway. Three of the trainmen were injured.

The engines at the east and west end trains were badly smashed up several cars were wrecked and the line was torn up for a considerable distance. It is reported that this wreck is one of the worst that has occurred for many years in that section.

Engineer Moosman sustained very severe injuries and a fireman and a brakeman were also injured but not so seriously as Moosman.

The wrecking outfit was called from Island Pond and arrived on the scene of the collision about nine o'clock. The crew is still engaged in removing the debris and clearing the line which however will take away many hours to accomplish.

To a sudden lapse of memory on the part of the South Durham operator is attributed his omission to deliver the necessary order which has resulted in a very serious damage to rolling stock and injury to three of the crew. The operator has been in the company's service at South Durham for twenty-two years and is considered one of the most reliable men on the system.

February 28
1916

SHERBROOKE, QUE. FRIDAY, MARCH 3, 1916

FAST G.T.R. TRAIN SHOWN DOWN LEAVES RAILS U.S.

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And Eight Passengers Were
Injured

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ONLY ONE SERIOUSLY HURT
WAS A BABY THREE WEEKS
OLD. ACCIDENT OCCURRED NEAR
KINGSTON.

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Kingston, March 3.—(Special).—
The fast train on the G.T.R. out of
Montreal, No. 13, was derailed near
Kingston Mills, six miles from here,
about 3 o'clock this morning. Three
coaches were thrown into the ditch,
and eight passengers were injured,
but only one seriously. Mrs. Elisa-
beth Confray, aged 36, of Montreal,
was on her way to Hamilton with
her three children, Ellen, Edith and
Matthew, the latter a baby nine
weeks old. Ellen suffered a fractured
arm, and Mrs. Confray sustained
serious cuts about the face and body,
but the other two children escaped
uninjured.

Misses Josephine and Eva McCal-
frey, sisters, residing at 500 Guy
street, Montreal, were badly shaken
up. Miss Josephine was on her way
to Battle Creek, Mich., to enter a
sanitarium.

Samuel Frankel, aged 29, of Mont-
real, is also suffering from shock.

All the injured were brought here
on a special train and removed to the
Hotel Dieu, where they are doing
well.

Expected That Pres
Will Be Supported
One On Ship Wa

WILL FOREVER K
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Washington, March 3.—
Senate leaders who
sident Wilson in his
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to-day's session deter-
doubt as to the Sena-
the President in the c
Germany should be s
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Confident that they
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pared to bring imme-
vote a motion to tal-
forever kill the resolu-
Gore warning Americ
passage on vessels ca-

The decision to see
in the Senate to-day
late yesterday.

SENATOR GORE'S
DEFEAT

Washington, D.C.,
cial)—The vote of Sen-
solution that United
be warned off armed
feated in Congress to
of 67 to 15.

TRAPPED II

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MARCH 3
1916

DAY, MARCH 9, 1916.

SNOW STORM DELAYS TRAINS

**Was one of the Heaviest Falls Ex-
perienced During This
Winter**

**CITY HAD LARGE FORCE OF MEN
ENGAGED IN CLEARING THE
STREETS.**

One of the heaviest snowfalls of the season occurred last night and in consequence railway traffic has been considerably affected. The average fall is about six inches—but in places where the snow has drifted there is a depth of two feet.

All the trains were late in reaching Sherbrooke today. The Halifax express due at 5 a.m., did not arrive until nearly noon; the B. & M. train due in at 7.42 was several hours late, and the Grand Trunk Montreal-Portland express was delayed over an hour.

The Sherbrooke Road Department had its men out at any early hour, this morning, clearing the sidewalks with the plough and carting the snow from the principal thoroughfares. The Street Railway Company's plough was practically running all night long keeping the track clear so that the service should not be interrupted.

While the heavy storm has caused great inconvenience to railway passengers, business people and pedestrians generally, it has brought good cheer to the hearts of the lumbermen who have now the long desired opportunity to complete their contracts.

MARCH 9
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THURSDAY, MARCH 18, 1916

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DERAILMENT ON GRAND TRUNK

Midnight Portland Express Held Concert
up Outside City Yards
For Eight Hours

BAGGAGE AND MAIL CARS LEFT DR. JOI
METALS—NO INJURY TO GAVE
PASSENGERS OR CREW.

The Grand Trunk express due in The co
Sherbrooke at midnight was delayed Theatre
on its journey to Portland for eight of the la
hours this morning, in consequence of in celebr
an accident which occurred about a Festival
mile west of Sherbrooke. When the entertain
train struck the curve on the Brompton Road the mail and baggage cars The stag
left the rails, but fortunately the pas- ated with
senger cars remained on the line and plants, a
no trouble whatever occurred with abundant
the passengers, none of whom suffer- audience
ed any injury, but all were put to gulshable
considerable inconvenience through overflowi
the delay. formers :

The accident was due to a breakage Part of
of the truck gear on the two derailed Lyon by
cars. was told

The wrecking crew and outfit from Boy's sur
Richmond and Island Pond were call- rick's ac-
ed but it was many hours before the due to th
line could be cleared as the work of ther Colt
getting the cars back on the metals preession
was extremely difficult owing to the to which
twisted trucks. The permanent way Shady
suffered no damage and none of the pained.

The line was finally cleared at 8 When I
o'clock this morning and the delayed Dreaming
train resumed its journey to Port- by Mast
land. he was r

In consequence of the mishap the taking pi
2.39 train to Montreal was held up frish reel
here until 8.10 The 8.04 train was E. Hawk
only delayed a few minutes, proceed- Griffith.
ing on its journey at 8.20. Masters i

FIVE MEN SENT

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MARCH
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<p>DEVELOPMENT INQUIRY, WITH THE FOLLOWING One was hurt.</p>	<p>OF AD</p>
<p>G.T.R. TRAINMEN BADLY INJURED</p>	<p>LOS</p>
<p>Engineer and Fireman Hurt in Freight Wreck At Danby Yesterday</p>	<p>ATTE SN</p>
<p>BOTH TAKEN TO MONTREAL HOSPITAL —CONDITION SERI- OUS.—36 CARS DESTROYED</p>	<p>For Spink stock, when Le Fe unwue Spink his pc he v Ireland</p>
<p>Richmond, July 17 — (Special) — Engineer Clark and his fireman were taken to the Montreal Hospital yes- terday suffering from serious inju- ries received when a freight train went down the embankment at Dan- by yesterday afternoon. Clark was terribly scalded and his comrade received a severe scalp wound. Nei- ther are expected to recover.</p>	<p>THI</p>
<p>The derailment occurred owing to the washout on the railway track, during the heavy rain.</p>	<p>TN</p>
<p>Twenty cars are badly smashed up.</p>	<p>SIA 1 JOHN H. Y.</p>

July 17, 1916

NEW BELL WARNING SIGNALS

**Railway Commission Orders
G.T.R. to Act Within
Sixty Days**

**DANGEROUS CROSSING ON GOV-
ERNMENT ROAD—REPLY TO
R. T. BOARD'S REPRE-
SENTATIONS.**

As a result of representations made by the Eastern Townships Associated Boards of Trade, the Railway Commission of Canada has ordered the Grand Trunk to establish warning signals at the dangerous level crossing where the railway crosses the Government Highway between Lennoxville and Waterville. The order is as follows:

"Upon reading the application and what has been filed on behalf of the Railway Company in response to the request of the Board to show cause why the said crossing should not be protected by a bell and the cost of constructing and maintaining the said protection borne by the Railway Company; and upon the report of one of the Board's Inspectors, concurred in by the Board's Chief Operating Officer:

"It is ordered that, within sixty days of this Order, the Grand Trunk Railway Company install an improved type of automatic bell at the said crossing, in accordance with 'The Standard Specifications for Highway Crossing Signals,' approved by General Order No. 36, and thereafter maintain the said bell at its own expense; a detail plan showing the layout thereof to be submitted for the approval of an Engineer of the Board; twenty per cent. of the cost of installing the said bell to be paid out of 'The Railway Grade Crossing Fund,' and the remainder to be paid by the Railway Company.

"(Signed) H. L. Drayton, Chief Commissioner, Board of Railway Commissioners for Canada.

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November 1 1916

OPERATOR BLAMED FOR TRAIN COLLISION

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warded Although His Failure to
ality Notify Company Held to be
seas. An Inexcusable Fault.

(Special) In the Superior Court in Montreal,
re pack Mr. Justice Weir rendered judgment
the sol- condemning the Grand Trunk Rail-
left this way Company to pay \$4,025 dam-
cake, ages to Theophilina Poulin, widow of
s. sar- Wilfrid Gagnon, in compensation for
co. sor- her husband's death, which occurred
10, and through a collision between two
Currian trains of the company defendant early
fund, af- in the morning of February 28, 1916,
7 for the near Leger, Que.

month. The company had already acknowl-
d 24 T- edged liability to the amount of
ow slips \$2,025 and had paid that sum to the
12. widow through the court. Mrs. Gagnon, however, claimed that she was
AMERY Act, as she alleged there was inexcusable fault on the part of the com-
ny re- pany. Plaintiff, therefore, sued for
per ext. \$12,025, and was awarded the dam-
WS ags above stated, or \$2,000 in addi-
tion to the \$2,025 already paid to her.

our cows Wilfrid Gagnon was fireman on one
or which of the locomotives in collision, and it
7L for was charged that this accident,
which resulted in his death, was due
to the gross and inexcusable fault,
and negligence of the company defend-
ant and its employees, and particu-
larly of a telegraph operator who
was on duty at the time at South
Barnham station inasmuch as he had
got to give to the engineer of Gagnon's locomotive telegraphed instructions which would have held the train
up on a siding while the other locomotive passed.

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The first question to be decided
in this case, said Mr. Justice Weir,
was: Was there inexcusable fault
on the part of the defendant's em-
ployee, the telegraph operator, in
neglect of the station at South Barn-
ham and 2. If so, is defendant re-
sponsible for such inexcusable fault
on the part of its employees?

"The position of the telegraph op-
erator was one of extreme importance,
both as regards the protection of

November 6
1916

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lary of a telegraph operator who was on duty at the time at South Durham station. Inasmuch as he forgot to give to the engineer of Gagnon's locomotive telegraphed instructions which would have held his train up on a siding while the other locomotive passed.

TWO QUESTIONS DECIDED.

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"The two questions to be decided in this case," said Mr. Justice Weir, "are (1) Was there inexcusable fault on the part of the defendant's employee, the telegraph operator in charge of the station at South Durham; and (2) if so, is defendant responsible for such inexcusable fault on the part of its employee?"

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"The position of this telegraph operator was one of extreme importance both as regards the protection of property and human lives, and his voluntary continuance in the discharge of his functions when he was sick and suffering from a heavy headache, without notifying his superior officer at Richmond, manifested a careless disregard of his responsibilities. His treatment of the order, received about three o'clock a.m., to the effect that the train going east, led by engine 599, upon which Gagnon was fireman, was to pass the train going west at Liegar station—

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it, by placing the said order on the table where it got mixed with other papers and became lost or strayed, as stated by him in his deposition, or covered by order books placed thereon by himself, as stated by him in his report to Superintendent Connolly on the same day, without any reference to his illness, as adron subsequently referred to by him in i and his deposition, was the conduct of an put-inexplicably and inexcusably inefficient, careless and negligent man, by done with the knowledge of the risk to life and property consequent thereon. The said order should not have been placed on a table with other

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papers, but put in a distinctive place for train orders only, where it would have been constantly before his view. Instead of so acting with ordinary and necessary prudence, the operator voluntarily and negligently risked the danger of forgetting to deliver the order at the supreme moment. The result was the collision and the death of Wilfrid Gagnon."

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His Lordship pointed out that this act of omission to deliver the order was equivalent to an inexcusable fault, while in the performance of his work, for which the court held that his employers were liable. As the court had power to increase the compensation fixed by the Workmen's Compensation Act if the accident was due to the inexcusable fault of the employer, the damages allowed by the judgment were increased from \$2,025 to \$4,025, with interest and costs.

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FATAL ACCIDENT AT LENNOXVILLE

Lucien Bourgette, East Sher-
brooke, Run Over By En-
gine at Grand Trunk
Crossing.

Lucien Bourgette, of East Sher-
brooke was killed yesterday afternoon
at the G. T. R. crossing west of Len-
noxville station. The deceased was
in a waggon along with two other
men, and when they approached the
crossing the horse got frightened at
an engine standing about 20 feet up
the track. The waggon was upset,
and the unfortunate men thrown on
the track. Just then the "Scout"
was approaching, but the engineer
could not stop his engine in time
with the result that Bourgette was
run over by the engine. He died
shortly afterwards from his injuries.
The other occupants escaped injury,
also did the horse, while the waggon
was not damaged.
Coroner Bachand opened an inquest
last evening, and gave an order for
the removal of the body to Sher-
brooke. The adjourned inquest will
be held at the Town Hall, Lennox-
ville, this evening.

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COLLISION ON GRAND TRUNK

Several Thousand Dollars Damage
Caused When Engine Ramped
Into Freight Car

ACCIDENT OCCURRED NEAR CO-
ATICOOK—TRAIN SERVICE SUS-
PENDED FOR MANY HOURS.

Coaticook, July 14. — (Special.)—
Damages to the extent of several
thousand dollars resulted yesterday
from a collision which occurred be-
tween an engine and a freight car
about a mile from this place. The
tender was badly smashed in and one
end of the car destroyed.

The train service was seriously af-
fected for several hours as the result
of the accident.

The wrecking train and crew from
Richmond were called, and after sev-
eral hours' work got the engine and
car back on the line.

The trains are now running as
usual.

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