

EASTERN
TOWNSHIPS
RAILWAYS

SHERBROOKE
DAILY
RECORD

May 2
1912

GRAND TRUNK CONSTRUCTION WORK.

The following construction work on the Grand Trunk Ry. System has been under way since January, 1911 and will be completed by the end of this year.

Overhead Bridges—At Brighton, Oshawa, Scarborough, Grevetton, Grimsby, Mallorytown and Palmerston, Ont.

Subways—East Brighton, Vt., Powell and Cobourg, Ont.

New Stations—Cobourg, Guelph, Mantua Jct., Bruce Lake, Thordale, Chaudiere Jct., and Beaucharnois, Que.

New freight sheds have been constructed at Cobourg, Paris Jct., Glencoe and Bowmansville, Ont., and West Detroit, Mich., also a fruit shed at Detroit, Mich.

A large engine round house has been erected at Tiffin, Ont. Coal chutes have been built at Ottawa, Ont., and Elsdon, Ill.

Y.M.C.A. buildings have been erected at Port Huron, Mich., and Elsdon, Ill.

The only addition to the mileage of the Grand Trunk Railway property has been the building of the cut-off between Tay and Birch, Ont., about 9 miles, shortening the haul between Midland and Toronto.

January 3

1912

OUR AMERICANS HAVE NOT MADE
SUCH A VISIT TO CANADA SINCE
HIS MAJESTY
MAY VISIT CANADA.

Expected to Formally Open For
Traffic Transcontinental Rail-
way.

WORK IT IS HOPED, WILL BE
FINISHED TWO YEARS
HENCE.

Ottawa, Ont., January 3.—There is
reason to believe that His Majesty
the King may visit Canada in the
summer of 1914 to formally open for
traffic the National Transcontinental
Railway between Halifax and Prince
Rupert.

Officials of the Grand Trunk declare
there is no foundation for the rumor
that the G. T. P. may repudiate its
contract with the Government in
respecting the lease of the road between
Moncton and Winnipeg. They say,
on the contrary that the Grand
Trunk Pacific will be ready to oper-
ate the entire Transcontinental line
as soon as completed and opening
ceremonies are already being planned
upon a scale of unusual magnificence.

It is stated here that His Majesty
intends to visit the Dominion in the
near future, and it is hoped that his
visit may be so timed as to enable
him to cross the continent upon the
first train from Halifax to Prince
Rupert. The Government section of
the railway will probably be com-
pleted next year. On this account it
is understood in official circles that
the present National Transcontinental
Railway Commission will be abolished,
and the entire work put in charge
of Major Leonard, the present chair-
man of the commission. This will
width require legislation, upon the re-
quest of Parliament, but an offi-
cial announcement or Order-in-Com-
mission will be made in the next few
days.

BROMPTONVILLE.
Mr. Pierre Therriault, 4th range
to St. Francois Xavier de Brompton.
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January 3
1912

Y. JANUARY 3, 1912.

C. P. R. AND LAKE MEGANTIC.

Divisional Point Will be Moved Farther East Says Vice-President.

IS NOT SUITABLY LOCATED AND
IS TOO NEAR SHERBROOKE.

MONTREAL, Jan. 3.—(Special)—Mr. McNicoll, vice-president of the Canadian Pacific Railway, when seen by a Record correspondent in connection with the report that the company was thinking of abandoning Lake Megantic as a divisional point, stated that the facts as stated were quite true.

The situation at Lake Megantic, he said, is anything but satisfactory to the company. The location is on a heavy grade, is confined by public street crossings at one end and by a river at the other. In addition to that, it was not the distance they like from the nearest other divisional point, Sherbrooke.

All of the train hands required to get 100 miles for a run, whereas the distance between Sherbrooke and Lake Megantic was only 68 miles, and therefore 100 miles had to be paid for that run.

He was of the opinion that a place about thirty or forty miles east of Lake Megantic would be more to the advantage of the company.

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January 3

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passenger train was severely injured, Mr. Johnson thought the Canal would help it in the Pacific trade.

THREE KILLED IN TRAIN WRECK.

Passenger Train on C. P. R. Met With Mishap at Wawota, Sask.

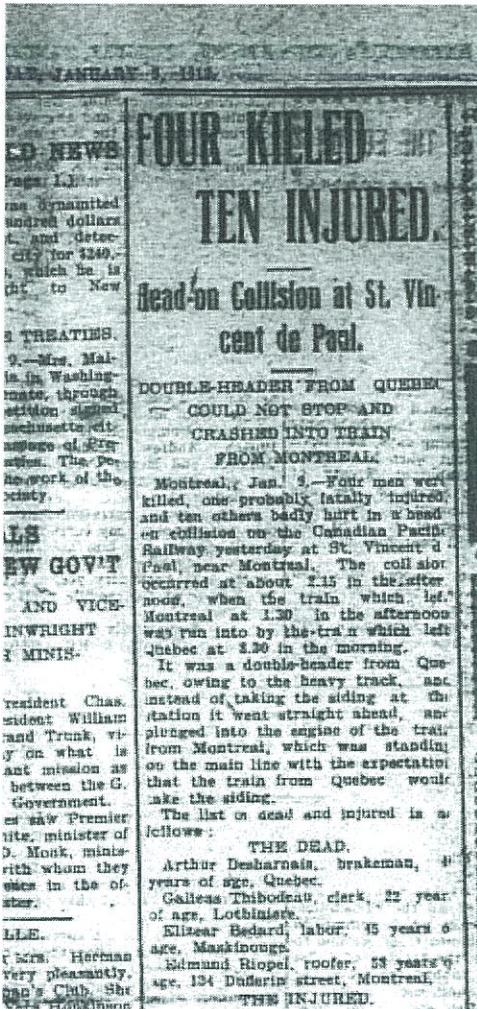
INJURED SUFFERED SEVERELY AS THERMOMETER WAS 40 BELOW ZERO

Winnipeg, June 6.—Three persons lost their lives in a wreck on the Canadian Pacific Railway Company's Estevon-Wolseley branch early yesterday, when an east-bound express met with a mushup near Wawota, Sask. The injured suffered severely as the thermometer was 40 degrees below zero, and a gale swept the prairie. The dead J. Richardson, brakeman, J. Thompson, passenger, L. Gingist, passenger. The persons killed were in a coach which overturned. A number of passengers were injured.

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January 6

1912



January 9

1912

CPR wreck
St Vincent de Paul

GENEWS

**DOUBLE-HEADER FROM QUEBEC
COULD NOT STOP AND
CRASHED INTO TRAIN
FROM MONTREAL.**

Montreal, Jan. 1.—Four men were killed, one probably fatally injured, and ten others badly hurt in a head-on collision on the Canadian Pacific Railway yesterday at St. Vincent de Paul, near Montreal. The collision occurred at about 11:15 in the latter noon, when the train which left Montreal at 1:30 in the afternoon was run into by the train which left Quebec at 1:30 in the morning.

It was a double-header from Quebec, owing to the heavy track, and instead of taking the siding at the station it went straight ahead, and plunged into the engine of the train from Montreal, which was standing on the main line with the expectation that the train from Quebec would take the siding.

The list of dead and injured is as follows:

THE DEAD.

Arthur Desharnais, brakeman, 37 years of age, Quebec.

Gaston Thibodeau, clerk, 22 years of age, Lethbridge.

Elzear Bedard, labor, 35 years of age, Maskinonge.

Edmund Riopel, roofer, 38 years of age, 134 Dufferin street, Montreal.

THE INJURED.

Emile Gagnon, 32 years of age, Three Rivers. Both legs broken and internal injuries. Not expected to recover.

Eugene Landry, 19 years of age, employee Mount St. Louis College, Montreal. Legs injured and general contusions.

Albert Boileau, 13 years of age, Quebec. Contusions of the abdomen.

Joseph Laverture, 155 Rue du Lac Hull. General contusions.

Eugene Bedard, 22 years of age, Portneuf. Scalp wounds and general contusions.

Ernest Cloutier, 30 years of age, Three Rivers. Right foot smashed.

Sever Comtois, 58 years of age, St. Barthélémy. Right leg broken.

André Caron, 56 years of age, Three Rivers. General contusions.

O. Frechette, conductor, 42 years of age, 114 Third avenue, Quebec. Right foot cut off at ankle; compound fracture of the left leg, and a severe scalp wound.

James Hamilton, engine driver, 2 years of age, 254 Hutchinson street, Outremont. Both legs broken and severe internal injuries.

COLD WEATHER THE CAUSE.

It is stated that the cold weather was the cause of the collision. The engineer of the first engine on the double-header from Quebec said that when approaching the siding at St. Vincent de Paul he turned on the air brakes as usual. He suddenly found that they were not responding, and made signals to the engineer on the second engine to use his air brakes. But by this time the train was too close for effective application, and apparently the engineer on the second locomotive did not discover what was the trouble until it was too late.

January 9

1912

CPR wreck
St Vincent de Paul

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days is taken to indicate that host-
iles are imminent.

TRAINS STALLED IN SNOWDRIFTS.

Railway Service Demoralized in All Directions.

TERRIBLE BLIZZARD RAGED IN VICINITY OF TORONTO.

Toronto, Jan. 16.—(Special)—
Two trains were stalled in snow-
drifts and were unable to make To-
ronto last evening. The Canadian
Pacific Railway from Teeswater was
held up at Cairnact Junction, and
Canadian Northern Trenton train ran
into a snowdrift a mile east of Port
Hope and stayed there all night. The
blizzard completely demoralized rail-
way service in all directions last
night, hardly a train being less than
two hours late. The average was
from five to seven hours.

DEMORALIZATION OF OFFICERS.

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January 10

1912.

Quebec Daily Star

THIRDBROOK, QUE., MONDAY, JANUARY 15, 1912.

OWNED.

To Sea by
Ice Floe.

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I CAN PLAIN

Jan. 15.—(Spelling away of an
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EXTENSION OF MAINE CENTRAL RY.

WHI Makes Connection At Mechanic
WITH Q. C. R.

WORK ON THE NEW LINE WILL
START AS SOON AS CON-
TRACTS ARE LET.

Portland, Me., Jan. 15.—(Special)
Official announcement that the direc-
tors of the Rangeley Lakes & Maga-
netic Railroad have voted to commence
the construction of a line from
Oquossoc, the present terminus of the
Portland & Rangeley division of the
Maine Central Railroad, to Kenneba-
go, a distance of ten miles, was made
at the Maine Central offices. Work on
the line will start as soon as the con-
tracts are let. It is believed that
eventually the line will be continued
to Magnetic, where connections may
be had with the Quebec Central, giv-
ing the Maine Central direct connec-
tions from Portland to Quebec.

THE VANDERBILT TRUST

MUNICIPAL MATTERS AT COATICOOK.

Attempt Being Made to Avoid Con-
test in South Ward.

ELECTORS ARE STILL DIVIDED,
AND THERE IS EVERY PROB-
ABILITY THAT VOTE

WILL BE HELD.

Coaticook, Jan. 15.—(Special)—At
tempts are still being made to avoid
a contest in the South Ward of
Coaticook. It does not look at the
present time as if there would be
any contests in the other wards. It
seems somewhat doubtful, though
whether a contest can be avoided in
the South Ward. A meeting of the
electors of the ward was held Fri-
day evening and many matters were
explained, and pretty generally to
the satisfaction of the audience pre-
sent. The seating capacity of the
police court room was not sufficient
to accommodate those who were pre-
sent. Dr. Shurtliff was voted to the
chair. He called upon Dr. McCand-
le and Mr. C. A. Kennedy, the retiring

January 15 1912

Maine Central
extension
into Quebec

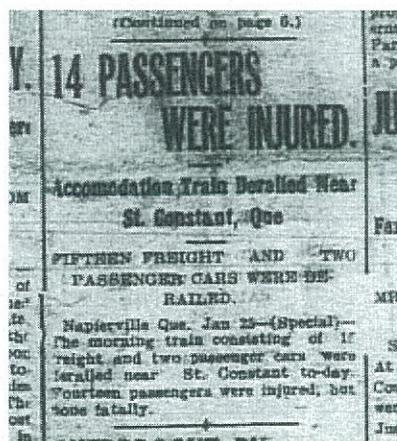
with a petition in this respect which
was largely signed.

BETTER TRAIN SERVICE FOR
GLEN SUTTON.

Glen Sutton, Jan. 24.—(Special)—
The Railway Commissioners have
under consideration a petition from
the people here asking that this station
be made a flag station for the
express trains, which do not at pre-
sent stop here. An expert has been
here representing the commission,
enquiring into conditions, and we
understand that in his report he fa-
vored making it "flag" for passen-
gers to and from points beyond Sutton
and Newport. This will be a
convenience that will be much appre-
ciated by the travelling public. Mr.
Baker, M.P., has also taken an inter-
est in the matter.

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January 24 1912



January 25

1912

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Montreal Flyer IN COLLISION.	
Officials Say Only Damage Was To Engines and Cars.	RECD
ACCIDENT OCCURRED ON B. & M. TRACKS NEAR WINCHENDEN STATION.	MIN
Boston, Jan. 27.—The Montreal flyer, leaving Boston for Montreal over the Pittsfield division of the Bos- ton & Maine Railroad, collided with a freight train as it was nearing the Winchenden station last night, but according to a statement made at the railroad office in Boston no one was hurt and the only damage was to the engine and some of the freight cars. Several carloads of lumber were scattered over the rails and a delay of about three hours resulted.	OT step Can Guit gres stop and from and is For one rec out all

Be M wreck.

January 27 1912

Brandon.

LIVE IN FLAG STATIONS

The Grand Trunk Pacific Makes Provision for Section Men.

Ninety-six of the new stations, out of the 150 contracted for in the spring, have been opened, 27 are under construction, and the balance will be completed in the spring. These stations on the Grand Trunk Pacific are an innovation, as far as stations in Western Canada are concerned, for they provide, unlike stations hitherto, for the looking after the flag stations points where trains only stop when there are passengers to get on or off, are in charge winter and summer of capable employees, and are kept heated day and night. The arrangement has been made with section men to live in these stations, quarters having been provided for them and in return for looking after the station and keeping it in shape for receiving passengers at all times, they have heat and rent free. The one stipulation that is put on by the company is that the agent or section man must be married, for in this way the company thinks they will receive better service.

On the main line of the Grand Trunk Pacific railway the end of track has now reached 1857.5 miles west of Winnipeg. On the Alberta Coal Branch, which is being built from Bickerdale into the Bruneau Coal Fields, the track has reached mile 21.4 south of Bickerdale. On the Teulon-Calgary Branch the steel has been laid 195.3 miles south of Teulon. On the Young-Prince Albert Branch the end of track is at mile 47.3 north of Yessar. The entire portion of the Branch between Melville and Regina has been completed a mileage of 184. The 50 miles of the Melville-Camora Branch have been completed. On the St. Louis New Mexico branch between Phoenix and Alpine

Grand Trunk

January 29

1912

Established 1897

REPORT, CONFIRMED OF NEW RAILWAY FOR TOWNSHIPS.

Record is in Position to State, on Reliable Authority, That Granby Will
Have Through Connections With Montreal in 1912—Line Will Be
Eventually Extended to Sherbrooke.

Granby, Feb. 6.—(Special)—News shorter the distance to Montreal by six miles.
has been received from a reliable source confirming a previous despatch that, before the close of the present year, Granby will have additional railway facilities in the form of an electric line to Montreal. Although the scheme has been talked of for years, no very definite action has been taken until now, and your correspondent is in a position to assure you from the most reliable authority that through trains will be running on the new line during 1912.

The Montreal and Southern Counties Railway will build from Granby to St. Omer and use the Montreal and Province Line Railway, via Mariville and St. Lambert. This will

connect with the factoria on the north side of the river, with probably a spur across the river to connect with the Central Vermont Railway, in order that freight may be hauled on that road and the electric line reserved for passenger traffic.

Eventually the line will be extended to Sherbrooke, but at present Granby is the objective point.

It is well-known that the C. P. R. management have been in communication with the local Board of Trade in regard to a connection with Granby, so that the prospects are bright for one, if not two, additional lines to this town.

February 6 1912

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GRAND TRUNK CALLS FOR TENDERS.

Contracts for Construction of The Southern New England to be Let

WORK MUST BE COMPLETED ON OR BEFORE DECEMBER 31, 1913.

Providence, R. I., Feb. 9.—(Special) Bids have been requested by the Grand Trunk Railway Company for the construction of the road bed and buildings of the Southern New England Railway, which will bring the Grand Trunk from Palmer, Mass., to Edgewater in this city. The contract will call for completion of everything in connection with the extension of the road on or before Dec. 31, 1913. It is the intention of the company to have trains running over the new road before the end of the year. In '12, the time limit for the construction of this branch, the Grand Trunk expects to have its transcontinental railroad in operation.

The bids will be opened at the office of Vice President Fitchugh at Montreal at noon Feb. 27. To facilitate the bidding the proposed route is divided into six districts and bids are to be made on each district separately.

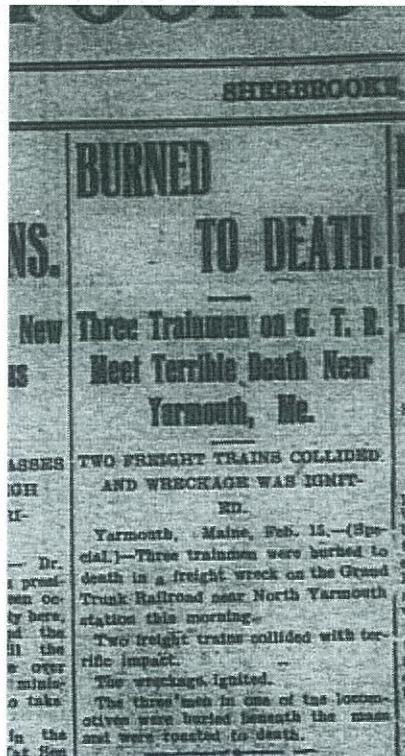
MR. HAYS DENIES REPORT

Montreal, Feb. 9.—Mr. C. M. Hays, President of the Grand Trunk, denies that the activities of the Grand Trunk in the New England States will result in diverting Canadian traffic to American ports.

"We are going to divert American traffic to Canadian ports," he states, "and not Canadian traffic to American ports."

Southern New England

February 9 1912



FEBRUARY 15, 1912

MEGANTIC COUNTY PEOPLE PLEASED.

Railway Through District Now an
Assured Fact.

REPORTS TO HAVE RAILWAY
HAVE BEEN GOING ON
FOR FORTY
YEARS.

Inverness, Feb. 15.—(Special.) —
The confirmation of the sale of the
Lothian and Megantic Railway to
Quebec Eastern Railway was received
here with great rejoicing.

The building of a railway through
Megantic County to touch this and
other points has been a dream with
the people. Now it is a reality.
(For forty years the members of
parliament and the leading business
men have struggled hard to have a
railway established, but success did
not crown their efforts.)

The railway through here will mean
greater prosperity to the people of
Megantic County.

It is the intention to proceed with
the work of laying the track just as
soon as the weather permits. Already
contracts are being made for the sup-
ply of ties for track work.

UNION LEADERS

February 15 1912

ELECTRIC ROAD TO GRANBY.

C. P. R. Propose Building S
line From Farnham.

WANT RIGHT OF WAY SO THAT
DIFFERENT FACTORIES .
CAN BE
REACHED.

Granby Feb. 18.—(Special.) At a special meeting of the Village Council, it was moved by Councillor Bradford, seconded by Councillor Park and carried unanimously, "That the Council consider favorably the proposition of the C. P. R. Company, laid before it by the Railway Committee of the Granby Board of Trade, viz., to build an electric road from Farnham to Granby, provided this council afforded the right-of-way to enter this Municipality so that they can reach the different manufacturers and would request the said Company to lay before the Council, plans and specifications in accordance with their views and desires at their earliest convenience, and the said proposition will receive the Council's immediate and earnest consideration.

It was also moved by Councillor Beaufort, seconded by Councillor D'Amour and carried, "That the Secretary be instructed to communicate with the C. P. R. Ry. Co., and submit the terms of the foregoing resolution".

THIEVES AT WORK

February 18, 1912

**SHERBROOKE TO
BE HOME DIVISION.**

Stated That C. P. R. Is Completing
Arrangements With This In
View.

WILL MEAN CONSIDERABLE OF
AN INCREASE TO POPULA-
TION OF THIS CITY.

It is understood that when arrange-
ments are completed the Canadian
Pacific Railway will make Sherbrooke
a home division. That means that
the crews of the different trains run-
ning over two divisions will make
their headquarters in Sherbrooke.

Should the above arrangement be
carried out it will mean that there
will be a considerable addition to the
population within the next few
months.

February 18, 1912

Sherbrooke CPR
Division Point

Bursar.

MERCHANTS ARE DISSATISFIED.

WILL Approach C. P. R. to Give Relief at Melbourne.

CLAIMED THAT FREIGHT IS DELAYED. ACCOMMODATION FOR PUBLIC TO BE CONSIDERED.

Richmond, Feb. 13.—(Special).—The merchants of this place and Melbourne are very much dissatisfied at the delay they experience in getting their freight. As a result it is said that the respective councils of Melbourne and Richmond will be asked to approach the Canadian Pacific Rail-

way to build a "spur" line of about

three miles to Melbourne Village. This

would connect with Oxford Mountain

branch of the C. P. R. south of

the Village.

This would enable the merchants to

receive their goods either by C. P. R.

or G. T. R.

There is a shortage of coal in town

at present, and this is said to be con-

tributed by the delay in shipment.

The accommodation provided the

travelling public is also a live issue

and is one worthy of serious consider-

ation.

INVERNESS.

February 13

1912

CPR to Richmond

the town.

C. P. R. STOREHOUSE AT SUTTON GUTTED.

Supplies for Cars and Engines
Damaged.

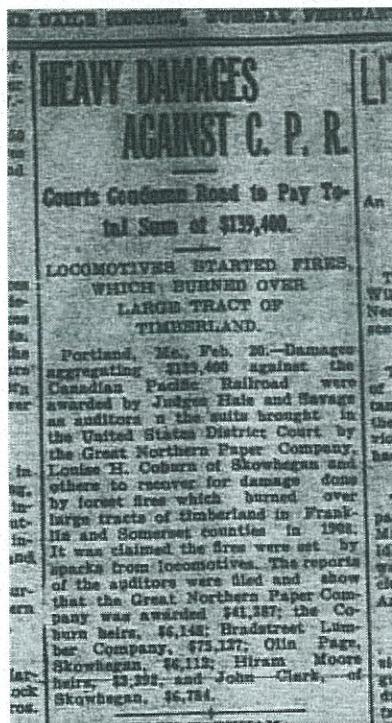
WATCHMAN'S REPORTS AND BOOKS WERE ALL DE- TROYED.

Sutton, Feb. 19.—(Special).—About 11.30 a.m. on Saturday the C.P.Ry.'s store house was discovered to be on fire. An engine in the yard on a South bound freight sounded the fire alarm to which the fire brigade quickly responded. The inside of the main part of the storehouse was gutted, but the north "all" which contained most of the oil and waste was saved. The fire is found to have taken from a hot stove, which the watchman was busy down the yard coaling an engine.

The watchman's desk and most of his report books were burned. The supplies for the repairs to cars and engines were damaged, but thanks to the prompt work of the fire brigade, the damage therefore was small though the body of the store house will have to be rebuilt.

COMPTON.

February 19 1912



CPR fires in
Maine

February 20 1912

Established 1897

RAILWAY OBJECTS TO SECOND ROAD RUNNING INTO GRANBY.

South Eastern Representative Says There is not Enough Traffic for Two Roads—It Given Exclusive Privilege First Class Service Will be Given—Council Objects to Monopoly—Further Action Expected at Next Meeting of Council.

Granby, Feb. 21.—(Special)—At an adjourned meeting of the Municipal Council there were present Mayor Barr, in the chair, Councillors Bradford, Kent, Duhamel, Pera,

The object of the meeting was to discuss the question of better railway facilities, and to that end Messrs. W. B. Powell and J. G. Bradford, representatives of the Montreal and Southern Counties Railway, laid certain propositions before the Council.

Mr. Powell stated that it was the intention of his company to extend their line through to Granby during the coming summer, if the people of Granby and the business interests gave sufficient encouragement.

The line which was ready for operation as far as Béchelléau would be continued via Matierville and St. Césaire to this town. The cars would have the same seating capacity as ordinary passenger cars on steam roads—heated and lighted by electricity, and an up-to-date service guaranteed, with as many trains as the traffic would warrant. Mr. Powell said,

however, that if there was a competing line built, he would not extend his line to Granby, as there was not business for two roads.

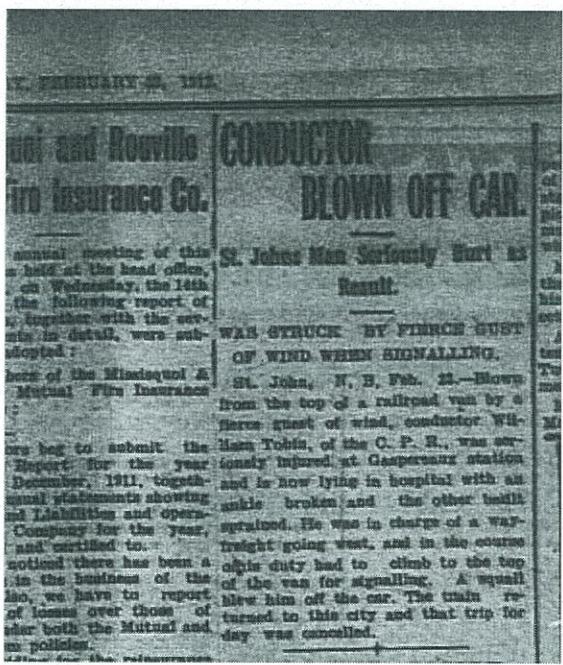
Mayor Barr said that although he would be glad to have the electric line to Granby and was sure that the corporation would give every facility possible for making connection with the different factories, there could be no monopoly, and he would welcome all the railways that choose to come.

Councillor Bradford also expressed himself to the same effect. A gentleman present made the remark that the corporation had no option, and could not shut out a line with a charter to build. Mr. Powell denied the statement and affirmed that a railway, although possessing a Dominion charter, could not cross any street within the municipality without the permission of the Council.

Mr. Powell said that his road would haul freight as well as passengers, and eventually would build through to Sherbrooke, but could not make any definite statement in this regard.

Some action may be taken by the Council at their regular session on March 4th.

February 22 1912



February 22 1912

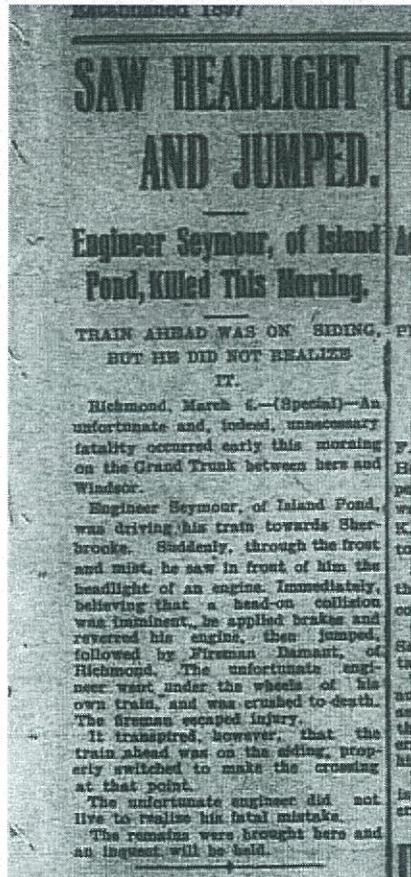
Grainby and Its Railways.

Grainby has a lap full of railway proposals. The C.P.R. and Southern Counties Railway are offering all kinds of pleasant things to the village-town manufacturing centre, and Grainby cheerfully smiles and says, with a sigh of relief after being sidetracked for so many years, that she will be very pleased indeed to receive as many railways as wish to push their enterprising noses into the village.

But the Southern Counties Railway will have no rival. So there you are, and it's up to Grainby. There must be no possibility for industrial bigamy in Grainby's connection with an electrical road, and the Southern Counties Railway has laid its objection squarely before the citizens.

Yet there is surely satisfaction for Grainby in even this dilemma, in knowing that the railways want to get into the town. The G.T.R. and London & Maine may yet send in proposals, and Grainby be obliged to change its significance as an industrial centre to that of a "railway" town.

February 22 1912



March 6 1912

GTR

between Sherbrooke and
Windsor

options for the construction of
from Montreal to Sherbrooke.

INQUEST HELD AT RICHMOND.

Engineer Seymour's Death was
Accidental Finds Jury.

FATHER OF UNFORTUNATE DRIVERS TAKES REMAINS HOME TO ISLAND POND.

Richmond, March 7.—(Special) Coroner Gadsden of Sherbrooke held an inquest last night into the death of Engineer Seymour, of Island Pond, who was killed yesterday morning. Several witnesses were examined to establish the circumstances of the fatality. The unfortunate engineer

as reported previously. Jumped from his engine on seeing the headlight of another engine, had not realizing that this was on a siding.

MARett 7

1912

ER. QUIL. WEDNESDAY, MARCH 6, 1912

THE C. P. R. AND GRANBY.

Company's Engineer Looked
Ground Over This Week.

PROSPECT OF HAVING NEW RAILROADS CAUSEE BOOM IN BURNHAM TOWN.

Granby, March 4.—(Special)—Mr. W. H. Woodbury, of the Canadian Pacific Railway engineering staff, was in town this week. He was sizing up the situation here with a view to securing connections with the C.P.R. at Burnham.

While in town he visited the various factories and carefully studied the physical features of the town. He was shown about by His Worship Mayor J. C. Barr.

Recent developments in the railway line have started things booming here and it is confidently expected Granby will soon have what she has needed so badly—good railway connections.

COUNCIL S. TAKE AC-

To Pave and Double
Wellington S.

MATTER IS NOW IN H. NEW ROAD COMMITTEE.

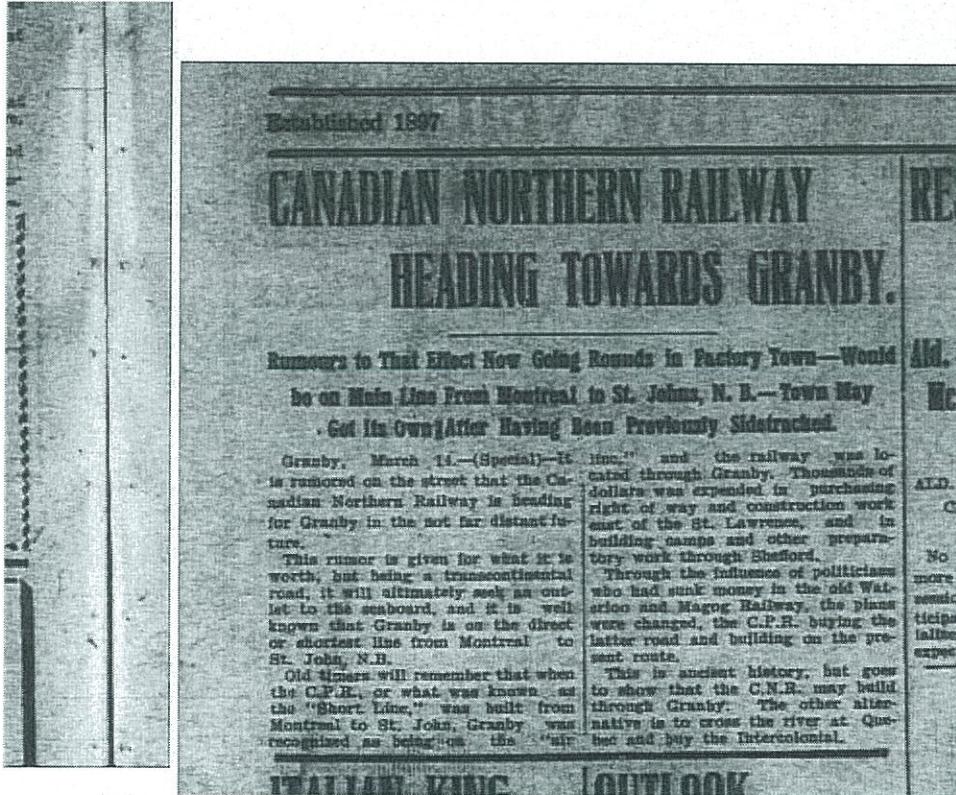
The question of paving and tracking Wellington Street occupy the attention of Council at an early date. Owing to the rapidly growing town it is generally felt that it is better that both be done as soon as possible.

The Sherbrooke Railway Company is prepared to put the work as soon as the 1 mile and the City's department can furnish the necessary labor.

The new Road Committee has the matter in hand and is fully aware of the demands of the public in general and give

MARCH 6 1912

CPR and
Granby



MARCH 14, 1912

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NEW STATION AGENT AT PARNHAM

Bedford, March 12.—(Special)—Mr J. A. Bertrand who has been station master of the Canadian Pacific Rail-way Co. at Bedford, for the past six years, was recently promoted to the position of station agent at Parnham. Mr. Bertrand made many friends in town during his stay there and it was with sincere regret that they saw him leave, although at the same time they were much pleased to know that the move was a promotion for him. It was therefore a very pleasant gathering that met in Braith's Hall on Thursday evening for the purpose of presenting Mr. Bertrand with two handsome chairs, along with two addresses, read by Mayor N. A. Pare and Mr. F. D. Walsh respectively, on behalf of the French and English speaking people. Mr. Bertrand feelingly replied in a few well-chosen words. Several of those present were called upon to say a few words including Mr. Wm. Blanchard, an old Bedford boy, and son of Montreal Mr. C. L. Arcand of St. Hughes, has succeeded Mr. Bertrand in Bedford, and has already entered upon his new duties.

MARCH 12, 1912

ANOTHER RAILWAY FOR BROMPTONVILLE.

Expected That C. P. R. Will Make Extension From Windsor Mills Shortly

SUBSIDY IN FORM OF MONEY PER MILK HORN GRANTED

Bromptonville, March 30.—(Special) There is every prospect that another railway will be running in the place in the very near future. It is understood that the another Pacific Railways will extend the Oxford Mountain under the Lake and through from Windsor Mills to that place.

A grant of \$2000 per mile of a subsidy towards this extension has just been granted. The route has been already surveyed and this will have the terminus in the centre of the town.

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MARCH 30

1912

MAY, MARCH 20, 1912.

FARNHAM	
LED.	TO GRANBY.
through	C. P. R. Men at Work Mak-
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ILDINGS	Route of Railway.
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COUNCIL OF GRANBY BOARD OF	
TRADE APPROVE OF M. &	
S. C. RY. BYE-LAW.	
Granby, March 20. —(Special)—	
Mr. G. H. Gardner, C.R., of the O.	
P. R. staff, was in the town on	
Monday and made arrangements for	
the lease of offices in the old Bank	
of Ottawa Building. He will return	
with a staff of surveyors on Thurs-	
day and commence the location of	
a line to Farnham.	
RAILWAY BYE-LAW APPROVED OF	
At a special meeting of the Coun-	
cil of the Board of Trade the pro-	
posed bye-law submitted by the M.	
& S. C. Ry. was discussed at length	
with the result that on motion of	
Mr. P. G. Dunham, seconded by Mr.	
N. A. Meyer, the bye-law be referred	
to the Board of Trade at its next	
regular meeting, March 30th, for	
discussion, and to be referred to the	
Board to the Railway Committee of	
the Board of Trade with instruc-	
tions.	
It was then proposed by Mr. N. A.	
Vittie, seconded by Mr. P. G. Dun-	
ham, that a copy of the resolution	
be forwarded to Mr. W. B. Powell.	
GRANBY COUNCIL	

MARCH 20

1912

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the King."

GRANBY AND

MONTRÉAL

Officials of M. and S. C. Railway
Say Trains Will be Running by
Sept. 1st.

ONE OF CONDITIONS WITH TOWN
IS THAT THEY MUST HAVE
THEATRE TRAIN.

Montreal, March 23.—The officials
of the Montreal and Southern Counties
Railway state that by September first
the town of Granby, forty
two miles from Montreal by the
shortest possible route, will be con-
nected with this city by the Mont-
real and Southern Counties Rail-
way, as that company will be run-
ning to Chambly by Dominion Day,
and the further extension will also be
started as soon as the frost is out of
the ground. The first reading of the
by-law granting concessions to the
company has been adopted by the
Granby Municipal Council, and the
project has also received the sanction
of the Board of Trade there. One of
the conditions granted the people of
Granby is a theatre train leaving
Montreal at eleven and reaching
Granby in an hour and a half. An
up-to-date and frequent service will
also be to the contract and later on
the road will be continued to Water-
loo and Sherbrooke. From St. Lam-
bert the Montreal and Southern Count-
ties will pass Chambly Canton, Cham-
bly, Richelieu, Rougemont, St. Ca-
mille, Pauline, Abbotsford and into
Granby by the main street for pas-
senger cars, while switches to the
manufacturing industries are also be-
ing arranged for.

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MARCH 23

1912

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<p style="text-align: center;">IN. see CH.</p> <p style="text-align: center;">WS</p> <p style="text-align: center;">AN. Pal. Sir Can. the which tence</p> <p style="text-align: center;">A. The by a bill to of was where ings e was</p>	<p style="text-align: center;">In service here this week.</p> <h2 style="text-align: center;">TRAINS RUNNING ON TIME TO-DAY</h2> <p style="text-align: center;"><i>Service on C. P. R. and B & M.</i></p> <p style="text-align: center;"><i>Demolished Yesterday</i></p> <p style="text-align: center;">C. P. R. TRAINS SHERBROOKE — MONTRÉAL RAN OVER THE GRANT TRUNK</p> <p>Regular train service on the C. P. R. and Boston & Maine Railroads was resumed this morning after having been completely demolished by the washouts at Brigham and Boynton. The eastbound Halifax express, due at ten-thirty on Sunday night, reached here about four o'clock yesterday afternoon, coming in from St. Hyacinthe over the Grand Trunk. The westbound Halifax, which passed through here at five-thirty yesterday morning, had to return and go from Sherbrooke to Montreal over the Grand Trunk.</p> <p>The eight-twenty yesterday morning ran as far as the washout and returned about three in the afternoon, the passengers going to Montreal on the G. T. afternoon express. About five it started out again, and picking up the passengers of the evening train, due here at 8:15, returned to Sherbrooke, reaching here about 1 a.m.</p> <p style="text-align: center;">ON THE B. & M.</p> <p>The B. & M. early morning train, due here about seven o'clock yesterday morning, reached here at four this morning. All other trains bound both east and west, were held up from Sunday night until early this morning, at the Boynton washout.</p> <p style="text-align: center;">HON. SENATOR POPE IS PRESIDENT.</p> <p>Montreal, April 1. — The Vernon</p>	<p style="text-align: center;">WILL DUN CUM BERT A. & MIS THE MEN LAW</p> <p style="text-align: center;">AT K. any the chu at pre Met En We Be rea app Mr Su ad pr on M</p> <p style="text-align: center;">I to at in no —</p> <p style="text-align: center;">H v o D h a n o H</p>
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April 3

1912

WORK IS OVER
WORK ORDERED BY
RY. COMMISSION.

C. V. Line will be Re-Ballasted
From St. Lambert to Waterloo.
ALL BRIDGES, FARM CROSSINGS,
WILL HAVE TO BE REPAIR-
ED BY OCTOBER, 1912.

The Dominion Board of Railway
Commissioners has handed down the
following order, which is of interest
to the towns along the line of the
Central Vermont Railway, a Cham-
pion, Shefford and Missisquoi Counties.

In the matter of the Central Ver-
mont Railway Company and the por-
tions of its road operated in Canada.

Upon the report and recommenda-
tions of the engineers and inspectors
of the Board:

It is ordered that the Central
Vermont Railway Company ballast
its entire line between St. Lambert
and Waterloo, Farnham and Freling-
huysen, Marieville and St. Constant, and
Thererville and Farnham, with at least
a six-inch lift of ballast, and repair
all the bridges, farm crossings, high-
way crossings, and fencing the said
work to be completed on or before
the first day of October, 1912, and
that within thirty days from the date
of this order, the Railway Company
fill up the frogs and guard rails on
the said portions of the railway with
packing as required by Section 363 of
the Railway Act, and that the Rail-
way Company be subject to a penalty
of \$25.00 per day for every day it
shall be in default in complying with
the requirements of this order."

The carrying out of this order will
enable the handling of traffic with
heavier equipment and be of material
benefit to the district served by the
road.

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April
1912

THE EASTERN TOWNSHIPS

PASSENGERS HAD LONG TO WAIT
KNOXTON, April 16.—(Special)—
The trains going to and from Montreal were delayed on Monday owing
to the bridges being washed out at
Parham. Several were on the evening
train coming out from Montreal,
and arrived here at one o'clock, while
others leaving here in the afternoon
for Montreal also had a long wait at
Parham.

PRESENTED WITH PURSE OF

April 1912

FREIGHT SERVICE AT GRANBY.

Town Is Cut Off Entirely Owing to
Dwelling at Farham Bridge.

ITEMS OF INTEREST GATHERED
IN BY THE RECORD COR-
RESPONDENT.

Granby, April 11.—(Special)—There has been a good deal of kicking about the freight service on the local railway, but now the Farham bridge has gone out, Granby is cut off entirely, which leads everyone to hope that the other roads leading this way will hurry up.

PURCHASED GRANBY RESIDENCE

April 11
1912

CVR

SHERBROOKE

ENGINEER IN WAS KILLED. IN

on- Portland Express and Freight Train
West Head-on Near Stratford

Junction.

TNG

NONE OF THE PASSENGERS IN

JURED, BUT TRAINMEN

- A

WERE SERIOUSLY

HURT

North Stratford Junction, N. H.,
the April 12.—Special—One trainman
was killed, another seriously injured,
and three others severely hurt, early
to-day in a head-on collision of a
passenger train and a freight train
on the Grand Trunk railroad, three
miles west of here on the Vermont
side of the Connecticut river.

Engineer C. H. Wheeler, of the
passenger train, was the man killed.

None of the passengers were in-
jured. The passenger train was the
express which left Montreal last night
for Portland.

TWO SHERBROOKE PASSEN- GERS

Ringinner Wheeler, who was killed,
was well known in this city. His

home was at Island Pond, Vt.

Two tickets for Portland were sold
from Sherbrooke last night to pas-
sengers leaving on the wrecked train.
The names of the purchasers, how-
ever, are not known.

HOW DEPART OF

April 12
1912

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EXRESS STRIKES HAND CAR
East Richford, Vt., April 12.—
Special—Mr. B. H. Horn, C. P. R.
section foreman had the misfortune
to have his hand cut struck by the
Boston Express which was several
hours late and running 30 miles per
hour. The penalty for allowing a
hand car to be struck is disqualification
but in this case the circumstances
are such that no blame can be at-
tributed to the foreman and the com-
pany will not insist on this rather
severe rule.

REMARKS CAUTIONED AT HIGHWATER

April 12
1912

EXPRESS RUNS ST. INTO FREIGHT CARS

John Fortunately no Passengers Were Injured at Richmond, Va., Last Night.

OF THE CARS WHICH WERE LEFT ON MAIN LINE OF C P R AT END OF STATION YARD

RICHMOND, Va., April 27.—(Special) An accident occurred at the yard here last evening which delayed the C P R mail train two hours and also did damage amounting \$100.

It seems that five freight cars had run down too far on the main track until they stood "head" of the mail train. The engine of the passenger train struck the cars and tipped them completely over. The engine was damaged so that it had to be replaced by another.

It was two hours before the train could proceed.

The passengers were somewhat shaken up but none were injured.

Editor who has recently returned

April 27
1912

DATE, APRIL 27, 1912.

THE DAIRY INDUSTRY AS TAKEN LAST YEAR.

(Special)—The annual Bulletin for 1911 gives the records of condensed milk factories in the census of last year. The quantity of butter was 59,875,000 pounds, value of \$15,013,153.

The value in 1910 was \$28,731,922,

being an increase of \$9,411,157 in ten years.

Taking butter alone, the value of the factory product was \$7,240,972 in 1900, and \$15,682,564 in 1910, and the value of cheese alone was \$21,350,000 in 1900, and \$21,328,554 in 1910. The average price of factory butter was 30 cents per pound, and of cheese 10 cents per pound, whilst in 1910 the average price of butter was 26.2 cents per pound, and of cheese only 9 cents per pound.

A comparison of the quantities and values of the production of butter and cheese is given in the following tables by provinces for the census years 1901 and 1911 for the preceding respectively.

QUANTITIES OF FACTORY BUTTER.

1900			1911		
lb.	lb.	lb.	lb.	lb.	lb.
100,000	1,140,121	1	530,429	1	
100,000	1,206,292	1	520,533	1	
100,000	1,466,297	1	478,470	1	

CONSTRUCTION OF NEW RAILROAD.

GRAND TRUNK TO BEGIN WORK ON SOUTHERN NEW ENGLAND LAND LINE AT ONCE.

Providence, R.I., April 27.— Construction of the seventy-one miles of track for the Southern New England Railroad between this city and Palmer, Mass., will be started immediately and trains will be running in December, according to a telegram from Vice-President H. H. Pitcaugh, of the Grand Trunk, the present road of the Southern New England.

This means the completion of a forty-eight mile line from Palmer to Woonsocket, a seventeen-mile line for passenger traffic from Woonsocket to Providence, a ten-mile freight line from Randall's Pond, Wanskuck, to Field's Pond, a three-quarter mile connection at Woonsocket, and a one mile connection from Allen's Avenue to the Public street wharf in this city.

The grading and masonry contractors are all ready to begin in a few days twenty steam shovels will be scooping out the dirt in a race to get the line graded and laid out.

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Southern
New England

April 27
1912

CONSTRUCTION OF NEW RAILROAD.

GRAND TRUNK TO BEGIN WORK ON SOUTHERN NEW ENGLAND LAND LINE AT ONCE.

Providence, R.I., April 27.— Construction of the seventy-nine miles of track for the Southern New England Railroad between this city and Palmer, Mass., will be started immediately and trains will be running in December, according to a telegram from Vice-President E. H. Fitchburg, president of the Grand Trunk, the present road of the Southern New England.

This means the completion of a fifty-eight mile line from Palmer to Woonsocket, a seventeen mile line for passenger traffic from Woonsocket to Providence, a ten mile freight line from Randall's Pond, Woonsocket, to Field's Pond, a three-quarter mile connection at Woonsocket, and a one mile connection from Allen's avenue to the Public street wharf in this city.

The grading and masonry contractors are all ready to begin in a few days twenty steam shovels will be shoveling out the dirt in a race to get the line graded and laid out.

April 27
1912

Southern New England

DAY MAY, 9 1912

SECTIONMAN ED. DA KILLED.

and C. P. R. East Bound Freight
Struck His Hand Car Near
Bury.

AKES DID NOT KNOW THAT TRAIN WAS
DUE AT TIME OF ACCIDENT

Bury, May 8.—(Special)—A man
was killed yesterday afternoon by
being run over by a freight train
some where near Long Swamp.
The unfortunate man was Mr. A.
Hoe, who belongs to Bury and is a
section boss on the C. P. R. He has
been working on the railroad for
some 25 years. He leaves a large fa-
mily to mourn his loss.

The train which was the cause of
his death was running east and it
seems that he knew nothing of this
train, and as it was near a curve the
train ran into the handcar and the
unfortunate man did not have time
to get off.

He was badly cut about the head
He was brought home to Bury on
the passenger train which goes
through there about 8:30 p.m.

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MAY 9 1912

DAY MAY 9 1912

SECTIONMAN

KILLED.

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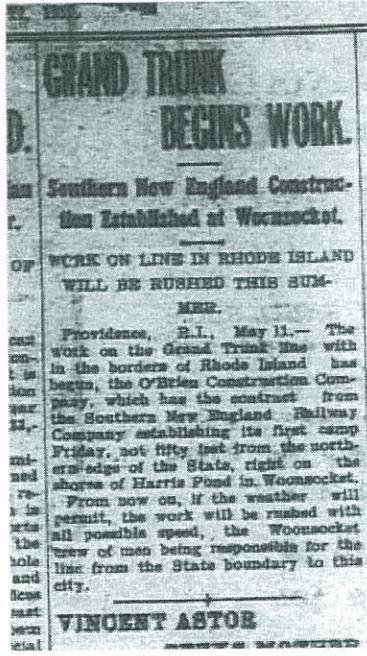
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his death was running east and it
seems that he knew nothing of this
train, and as it was near a curve the
train ran into the bandler and the
unfortunate man did not have time
to get off.

He was badly cut about the head.
He was brought home to Bury on
the passenger train which goes
through there about 3:30 p.m.

at the

MAY 9

1912



MAY 11
1912
Southern New England

Established 1867

WOULD NOT HOLD TRAIN.

Manufacturers of Granby up
in Arms at Action of Rail-
way Officials.

LARGE QUANTITY OF GOODS BILL-
ED BY EXPRESS LEFT AT
STATION.

Granby, May 13.—(Special)— An indignation meeting of the members of the Board of Trade was held here on Saturday. It appears that for some time past the merchants of Granby have been put to a great deal of inconvenience through the delay in receiving shipments by freight. The same also applies to the outgoing freight. As a result of this many concerns have been forced to ship their goods by express. On Saturday there was a large quantity of express parcels waiting to be shipped.

The concerns making the shipments had assistance on hand so that as little delay as possible would result.

The conductor of the train would not hold the train more than four minutes as he claimed that that was his orders from the Central Vermont officials. The consequence was that a large quantity of goods could not be forwarded, and this will mean a serious loss.

The whole question was discussed at the meeting of the members and a committee was appointed to take the matter up with the express company.

If no redress can be had then the matter will be taken up before the Dominion Railway Commission.

MAY 13

1912

Granby

**GRAND TRUNK GETS
ALL FINISHED FOR**

Complete Boston, May 16.—
Special

SUB-COMMITTEE ON STATE LEGISLATURE ARRIVE AT DESIGN ON MEASURE.

Boston, May 16.—Favorable report was made by the sub-committee to the full committee on railroads on a Grand Trunk bill to extend the corporate powers of the Southern New England railroad corporation so that this road can come to Boston by amending the general railroad law. The bill was decided upon at a meeting of the sub-committee held in the State House. The five members of the committee were unanimous on the proposition.

The bill, as it was decided upon, grants nearly every important privilege asked for in the original Grand Trunk petition filed with the Legislature, including several which call for changes in the general laws.

PROVISIONS OF BILL.

Firstly, the bill permits the Grand Trunk, or rather its subsidiary, the Southern New England to build:

First—A route from the New Hampshire State line to Boston through Middlesex county towns.

Second—A line from Blackstone to Boston through Norfolk county towns connecting with the Grand Trunk's line to Providence.

Third—An extension of the Grand Trunk's Palmer-Providence line from Uxbridge to Worcester. This will put Worcester on a "through connection with Providence or Canada by way of the Grand Trunk line.

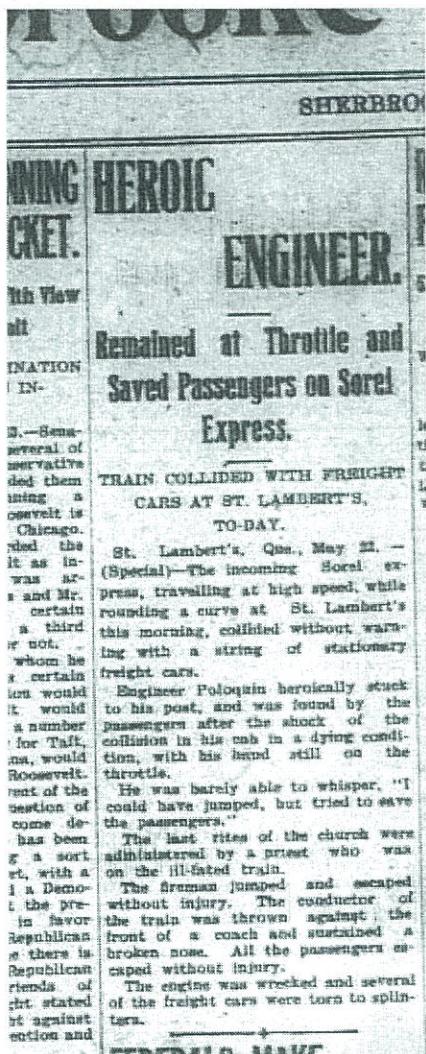
Also a connecting line from a point in the town of Dedham on the line from Blackstone passing around Boston in and through Needham, Newton and Watertown to the proposed line from New Hampshire.

PLURAL WIFE
A GUY FOR DIVORCE

MAY 16

1912

Southern
New England



MAY 22

1912

b- bushes.
REPAIRS TO STATION.
Greenlay, May 27. — (Special)—The
C.P.R. Co. are making extensive re-
pairs on the station building here.
When finished the same will be ap-
preciated by the travelling public.
NEW HALL WILL BE DEDICATED.

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MAY 27

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GRAND TRUNK RAILWAY ROUNDHOUSE AT RICHMOND.

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JUNE 1
1912

An Important Railway Centre

As a railway centre Richmond's future is assured. The new Grand Trunk roundhouse and repair shops representing a capital investment of \$100,000 are the most up-to-date in the Province. Provisions are being made for a great increase of traffic following the construction of the Quebec bridge. A \$40,000 station and office building will be erected this summer. The Canadian Pacific Railway, via the Oxford Mountain branch, runs to Golden Station, Melbourne, and will eventually be extended to Melbourne Village—giving both towns additional railway facilities.

A Good Site for Manufacturing

Richmond offers splendid facilities for manufacturing. The transmission lines of the Shawinigan Falls Power

JUN 6 1
1912

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COURT STREET, COATICOOK, QUE.



GRAND TRUNK RAILWAY STATION AT COATICOOK, QUE.

JUNE 1
1912

DAMAGE AT SCOTSTOWN SERIOUS.	
PAY	Endeavour Being Made to Divert Course of Salmon River.
HEAD	C. P. R. MAIN LINE TRACK HAD TO BE MOVED AWAY FROM
N.	DANGER.
Lay out and at ed by	Scotstown, June 4.—(Special)— The washout at the Humboldt Lumber Company's dam has not yet been stopped. A gang of men under the direction of Mr. Leslie Bullock, sec- retary of the Company, were work- ing all day Monday endeavouring to stop the course of the water from the washout. Dynamite was used quite readily to blow out the logs which had jammed at the bottom of the dam. Several efforts were made to form a breakwater in the gap which had been made by the washout but none of the efforts proved successful. The C. P. R. has a large number of men and a worktrain with a steam derrick working on the washout trying to prevent the track from being washed away. Five cars of large boulders were dumped into the washout during Mon- day, although this did not completely stop the washing away of the bank, yet it prevented this to some extent.
mar- short	TRACK MOVED AWAY. Head Master McKenna has the supervision of this work. The C. P. R. Main line, which is now within six feet of the washout, was moved back three feet during Monday fore- noon. It is expected that with the addition of several more carloads of boulders and stones which were dumped into the washout today the track will be saved.

JUNE 4
1912

CPR Scotstown

Established 1897

HUNDREDS OF PEOPLE VISITED. FARMING SPECIAL HERE TO-DAY.

Coming Trains Brought Many From Surrounding Towns—Special Lectures Should Prove of Great Value To Farmers—Lecture on Orchards at The Y. M. C. A. This Evening—Will Visit Cookshire, Scotstown and Lake Megantic

To Morrow.

Nearly every train coming to Sherbrooke to-day brought its quota of farmers, and others interested in agriculture, to visit the Farming Special. In spite of the unfavorable weather the cars were crowded shortly after nine o'clock, when the doors opened.

The Special arrived here about 7 o'clock last night from Waterloo, Eastman and Magog. Mr. Timberman, C.P.R. Industrial Commissioner, who is travelling with the train, stated to the Record this morning that over fifteen hundred people visited the train at Waterloo yesterday. The attendance at other places where the train stopped was also satisfactory, over 2,500 people passing through during the day.

STUDENTS VISITED TRAIN.

The students of St. Charles Seminary visited the train in a body this morning, accompanied by their teachers. Many of them were farmers' sons and were keenly interested in the various exhibits and the lectures. They listened to a special lecture by Mr. Garneau of Quebec, on "Ticket Housing," which was both interesting and instructive.

FARMERS WERE INTERESTED.

That the farmers appreciate the efforts of the Government and C. P. R. to bring before them the most advanced methods of farming was evident by the close attention they gave the demonstrators. They took full advantage of the opportunity given them to ask questions, and although the train only remains in Sherbrooke to-day will go back to their homes with a better idea of how to get the very best out of their farms; how to feed their live stock to get the best results; and will have gained a great deal of useful information which should prove of inestimable value to them.

The Professors in charge are all top notchers in their lines and those who hear them need not hesitate to accept their advice with the full knowledge that it is the best available.

SPECIAL LECTURES.

will be Mr. Geo. Turney, Agricultural expert of New Brunswick. His special subject will be orchards, and it is hoped that a large number will turn out to hear him.

A short time ago Mr. Turney addressed the members of the St. John Board of Trade and they found his address so interesting that the sum of \$4,000 was subscribed for the purpose of starting a Board of Trade Orchard. Each member of the Board planted one tree, and in the near future expects to reap fruit therefrom.

MANY LADIES IN ATTENDANCE.

A feature of the visit to Sherbrooke was the large number of ladies who visited the train. The Poultry, Fruit and Dairy Departments were of special attraction to them.

AT COOKSHIRE TO-MORROW MORNING.

The Special will visit Cookshire next, being there to-morrow morning at nine o'clock. The next stop will be Scotstown where the train will remain from one till three. Megantic will next be visited, the train remaining there from four till six thirty P. M.

After leaving Megantic it will proceed to the Maritime Provinces and continue its missionary work among the farmers.

BETTER FARMING SPECIAL AT SUTTON.

Sutton, June 6.—(Special) — The Better Farming Special was here as advertised on Tuesday from 1 to 3:30 p.m. and was visited by a large number of people. Many of the farmers and their wives came in to inspect the exhibit and to listen to the lectures. As a rule the farmers were much pleased with the affair. The Academy let out for the afternoon as well as the convent and teachers and children from both institutions attended in a body. Considerable farm literature was distributed.

MANY INTERESTED AT MAGOG.

Magog, June 6.—(Special) — The C. P. R. Farmers' Special arrived here about 3:30 Wednesday afternoon

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JUNE 6

1912

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DAY JUNE, 7 1912.

FATAL ACCIDENT DAY IN G.T.R. YARD.

Wm. Williams of Sherbrooke
Struck By Train.

HAD BEEN IN EMPLOY OF CITY
FOR 20 YEARS. — VERDICT
OF ACCIDENTAL DEATH

A fatal accident took place in the G.T.R. yard here, about four o'clock yesterday afternoon, by which William Williams, sixty years of age, lost his life.

An inquest was held by Coroner Bachand last night, when four witnesses were examined. According to their evidence Mr. Williams was standing near the trackmen's shanty, at the south end of the yard, and did not notice the train approaching. When he was seen by the trainmen they called to him but it was too late.

As the victim had no occasion to be standing where he was, and as he was not seen by the trainmen in time for them to stop, the jury returned a verdict of accidental death, attaching blame to no one.

WAS EMPLOYEE OF CITY.

The victim of the accident was an employee of the city, having been employed at the Gas House for a number of years. He has been in the employ of the city for about twenty years.

He was married, and leaves a family to mourn his death.

When the accident was reported first it was said that deceased was the father of Mr. A. H. Williams of the Electrical Repair and Supply Co. This mistake arose out of the fact that both were of the same name.

George
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JUN 7
1912

G.R.

SHERBROOK

7000 PEOPLE VISITED TRAIN.

C. P. Better Farming Special Centre of Attraction Here Yesterday.

LARGE CROWDS ON HAND AT COOKSHIRE AND SCOTSTOWN.

The Better Farming Special left here this morning to continue its missionary tour throughout the farming sections of Quebec and the Maritime Provinces. Their visit to Sherbrooke was highly satisfactory to the officials in charge, and needless to say was most interesting and instructive to those who visited the train.

From the time the cars were opened, at nine o'clock yesterday morning, until they were closed at ten o'clock last night, about seven thousand people passed through; inspected the well prepared exhibits; listened with the closest of attention to the lectures, and went to their homes with several new ideas which, if put into practice, will prove most beneficial.

Mr. Timmerman, C. P. R. Industrial Commissioner, expressed himself as being highly pleased with the visit of the Special to Sherbrooke.

AT COOKSHIRE THIS MORNING.

Cookshire, June 7.—(Special)—The C. P. R. Better Farming Special arrived here this morning, and although it only remained here for a little over two hours a large number availed themselves of the opportunity of passing through it.

The same interest displayed all along the route was apparent here.

GOOD ATTENDANCE AT SCOTSTOWN.

Scotstown, June 7.—(Special)—A large number of farmers from Scotstown and surrounding districts arrived in town today to see the C. P. R. Better Farming Special. The train arrived here about one o'clock and

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JUN 7
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ED.	FIREMAN KILLED. Was Scalped to Death in Railway Collision at Rutland, Vt.
ONING	SEVERAL PASSENGERS SHAKEN UP WHEN ENGINE BACKED INTO PASSENGER TRAIN.
IT	Rutland, Vt., July 5.—(Special)—Thomas J. Hannan, fireman, was scalped to death and several passengers were shaken up when a switching engine of the Rutland Railroad backed into an incoming Delaware & Hudson passenger train in the Rutland yards last night.
is and y Fly- orning inuary,	Hannan was on the switching engine and was pinned to his seat by the wreckage.
smoth had on the d over away. killed lived in	No one else was hurt seriously.
	The rolling stock was badly damaged, and traffic was tied up for three hours.
	DOOMINAT F T

JULY 5
1912

Rutland

until next Wednesday.

TRAFFIC BLOCKED NEAR WINDSOR MILLS.

Three Cars of Freight Crashed
Bad Spill on Main Line.

SOUTH AND WEST BOUND PAS-
SENGER TRAINS WERE DE-
LAYED.

Windsor Mills, July 10.—(Special)
—Three cars of a freight train jumped
the track between here and Rich-
mond this forenoon.

The wrecking train was called out
from Richmond, but the wreck was
quite bad, and the consequence was
that the traffic was suspended for
several hours.

The morning train which passes
through here shortly before ten was
held up until about twelve o'clock
while the local express passed
through over an hour late.

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JULY 10
1912

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THREE KILLED, TWO SCORE INJURED.

Express Train on I. C. R. Crashed
Down an Embankment.

ACCIDENT IS ONE OF THE WORST IN HISTORY OF ROAD.

Halifax, N.S., July 11.—Three men killed and two score injured is the toll of one of the most spectacular wrecks in the history of the Intercolonial Railway.

The Maritime express, yesterday smashed up at Grand Lake Station and piled up on both sides of the track; the engine, express and mail cars taking a plunge down into the lake; the mail and baggage cars piling up at right angles, the first leaping to the main road above and the latter swinging at a dangerous angle over the bank.

In the big locomotive No. 495 were James Clarke, engineer, and Fireman Peter McGill, of Halifax, who went to their death, Clarke being found in the cab of his engine crushed and scalded and his skull crushed in. Fireman McGill's body has not been found and it is presumed that he is under the engine in Grand Lake. A tramp, who was riding blind baggage, lies on the roadside dead, his body being crushed and mangled. He had been put off at Shubenacadie and circled around as the train started and regained his position on the blind baggage.

The roadbed resembles a ploughed field, rails being torn up and bent in every conceivable fashion, and it will require some eight or ten hours to permit the passage of trains.

The passengers in the second and first-class cars and the Pullman received a great shaking up, but escaped serious injury. The telegraphic poles on both sides of the track were put out of commission, making it difficult to get word for relief, while a heavy electrical storm in the vicinity of Halifax had put the telephone wires in bad shape.

July 11

1912

ICR
Grand Lake

Montreal to Granby Line.

Construction Work Will Be Begun
Shortly.

Contracts for the Station, Equipment and Other Ap- paratus Let.

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Montreal, July 12.—Work on the Granby extension of the Montreal & Southern Counties Railway is to be pushed forward with the utmost despatch, according to officials of the company, who state that the work of locating the new line has been completed and that construction will be begun within a few weeks.

Contracts for the station, equipment and other apparatus, have already been let. Canadian manufacturers figuring largely in the list of successful bidders.

DROWNED WHILE FISHING.

Port Daniel, Que., July 12.—While

July 12

1912

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uring more land and report to the
meeting to be held next Thursday.

ROADMASTER CHANGED.
Farnham, July 19.—(Special)—Mr.
George McKechnie of Sherbrooke, who
has been roadmaster on the Sher-
brooke section from Farnham to Re-
gantic for past three or four years,
successing Mr. Ross of Sherbrooke,
has been transferred to the Cham-
plain and Northam Division line,
taking in Stanbridge and St. Gil-
leanne and Sutton Junction to Drew-
mondford. The change took effect on
July 19th. Mr. McKechnie of Letellier
succeds Mr. McKechnie on the Sher-
brooke section. Roadmaster Harton
goes on to the Quebec section.

REPLACING TELEGRAPH POLICE.
Bathurst, July 19.—(Special)—P.—

July 19
1912

CPR

ATTEMPT TO WRECK A TRAIN.

Rail Removed and Ties
Piled Up On C. V. R.
Near Granby.

HIGH CONSTABLE BOISVERT ARRESTED J. CODORE, OF

GRANBY, IN CONNEC-
TION WITH CRIME.

Sweetisbury, July 20.—(Special) — High Constable Boisvert arrested Joseph Codore, of St. Alphonse de Granby, yesterday on suspicion of being connected with the attempt to wreck a Central Vermont Railway passenger train between Granby and Angelus on Tuesday last.

Had it not been that the engineer noticed the obstruction in time to stop his train, a serious accident would have resulted. On examination of the track it was found that one rail had been torn up and the ties were piled in the middle of the track. The master was placed in the hands of High Constable Boisvert, with the result that he landed his man yesterday.

After being placed under arrest the accused admitted that he had placed the obstruction on the track. His reason for so doing, he said, was to "get even with the conductor" for having, as he stated, abused him last week.

The accused was brought before Mr. Townsend, J. P., this forenoon, and committed to Sweetisbury jail. He will take a speedy trial before Judge Mulvane on the 3rd of August. Codore is a young man about 22 years of age.

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June 20
1912

Central Vermont

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MOOKE.
investigate
Boom.

REAR END COLLISION
NEAR RIMOUSKI.

Two Men Were Killed and One
Seriously Injured.

ENGINEER ON FAST FREIGHT
COULD NOT SEE SIGNALS ON
ACCOUNT OF FOG.

QUEBEC, July 21.—(Special)— News
reached here last night of a serious
accident which occurred yesterday af-
ternoon at Sacré Coeur, near Rimouski, when the accommodation train
leaving for Rimouski was struck in
the rear by a fast freight.

Louis Belisle of St. Fidèle was im-
stantly killed and Louis Beaulieu of
St. Anselme, and Louis Gamache of
Diri were seriously injured, the for-
mer dying later on.

Gamache is so badly injured he is
not expected to recover.

The wreck was caused by the engi-
neer of the freight not being able to
see the signals on account of a
heavy fog.

JULY 27

ICR

Rimouski

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TRAINS HAVE TO STOP AT
ABERCOM.

Abercorn, Aug. 1—(Special) — All trains have to stop at Abercorn now for customs, including the up and down fast Portland express. This makes it very convenient for day passengers for this point but some of the train men find it hard to make up the time lost by the stopping for customs. Chief Customs Inspector W. F. Pyle has been instrumental in bringing this change about.

OFFICERS OF BROOME NO-LICENSING

August 1

1912

Abercorn

years, and a few other small lots.

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MAY CUT OUT CROSSING AT
EAST RICHFORD.

East Richford, Vt., Aug. 1.—(Special)—The Vermont State Railway Commissioners, accompanied by the Franklin County Highway Commissioners, the selectmen of Richford, and the C.P.R. superintendent, were here looking up the proposed abandonment of the highway crossing just east of the Baker farm on the west side of this village. The idea is to substitute the present grade crossing by an underpass, which is estimated to cost at this place around \$20,000. The officials will meet here again on Saturday, Aug. 4th, when a decision will be reached.

August 5
1912

East Richford, Vt.

EDINBURGH	HEAVY RAINS CAUSE DAMAGE	CAMP
EVER HOLD	Portion of C. P. R. Railroad Washed Out at Farnham.	Electio
GERMAN IN- THE ME.	SMALL RIVER RAN DOWN THE MAIN STREET FOR SOME DISTANCE.	CHOOSEN ON
most inter- view held in the lo- by rains today and to. The tion as con- the general , since the as the next articles in departs covered will Hartford, Cambridge, operations it and Cam- nd two aero- ttached to two airships Major-Gen- x, general division at eral Henry administra- ve in com-	Farnham, Sept. 9.—(Special)—The heavy rains caused such a rising of the Yamaska River as to overflow the canal from the town dam, and flood the St. Guillaume branch of the C.P.R. The road bed was washed out, and a small river ran down Main street as far as the Rivard Hotel.	Paris, dent Pa- last six chance dilatia actively President popular The bal chief of Senate led in miller. Among the elec Poincaré host, t Paul De Chambe Ministe exploit flags i women ministe private holes.

INVADE KING GEORGE'S GROUND.

OUTWIT POLICE GUARDS AND
LEAVE FLAGS ALL ROUND
GOLF LINKS.

Balmoral, Scotland, Sept. 9.—Suffragettes invaded the grounds of King George's Highland Castle Saturday night. The King is residing here during the shooting season, and a strong force of police is in attendance. The women, however, succeeded in completely outwitting the guards and left signs of their daring with t

September 9

1912

CPR Farnham

SHERBROOKE TO SOREL LINE

Proposition Made to L'Avenir and
Melbourne Ry Co.

WOULD MAKE CONNECTING LINK BETWEEN MELBOURNE AND DRUMMONDVILLE.

L'Avenir, Aug. 14.—(Special)—A special meeting called by the Board of Directors of the L'Avenir and Melbourne Railway Co. to consider propositions to build the line, was held in the town hall, L'Avenir. The Stanstead, Magog and Richmond Railway Company, represented by Mr. Hibbert of Montreal proposed to build the line from Melbourne to Drummondville, 24 miles, the proposed route, as part of their system.

On the other hand Messrs. Dohell, Gibson and Evans of Quebec, builders of the Lake St. John Railway, offered to construct the line as part of their Sherbrooke to Sorel Railway. They estimate the total cost of the line from Melbourne to Drummondville at \$300,000. Needless to say the proposition of the Quebec people was more satisfactory to the Directors as the line would give direct communication to both Sherbrooke and Sorel, while the proposition of Mr. Hibbert, on behalf of the S. M. and R. Railway would not give that connection.

After considering both propositions the Directors submitted their proposition to the two companies for consideration, to which a reply must be made by Saturday, August 17.

Propositions for an electric road will not be considered. Nothing but a clean road will fill the requirements of the section, and the Directors have wisely kept this end in view. The result will be the awakening of the section of the St. Francis Valley, second to none in the Dominion, to greater activity in the near future.

August 14

1912

L'AVENIR AND AN MELBOURNE RY.

on Directors Have Under Consideration Offers to Build.

NY A TWO DIFFERENT RAILWAY COMPANIES HAVE SUBMITTED PROPOSALS.

L'Avénir, Aug. 15.—(Special)— A public meeting was held here yesterday of the directors of the L'Avénir and Melbourne Railway. The business before the meeting was the consideration of the proposals from representatives of two railway companies in connection with the building of the proposed railroad. The meeting decided to leave the matter open at present and deal with the subject at a later date

August 15
1912

ATTEMPTED TO WRECK A TRAIN

Jim Codere Sent Down For Two Years in Penitentiary.

NUMBER OF OTHER CASES DEALT WITH BY JUDGE MULVENA AT SHERBROOKE.

Sherbrooke, August 5.—(Special)—
The following cases were disposed of before Judge Mulvena on Saturday.
In the case of the King vs. Joseph Codere, of St. Alphonse de Granby, the accused was convicted of having placed obstructions on the Central Vermont Railway, near Granby, and was sentenced to one year in St. Vincent de Paul Penitentiary.
It appeared, from the evidence, that the accused had been shielding a ride on a blind baggage, was put off by the conductor and told the latter that he would get even with him before long, and on the next trip of the latter he had removed a rail and piled some timbers on the track, but as the trainmen were on the lookout the train was stopped in time to prevent an accident.

CHARGED WITH ASSAULT

The case of the King vs. Edward Cormier, of Sutton, committed for trial on a charge of assault at Sutton, asked for a speedy trial and pleaded not guilty. His trial was fixed for the 10th of August.

THEFT OF PORK

In the case of the King vs. Aaron W. Tilley, of Saint-Bruno, committed for trial on a charge of stealing half of a newly killed hog belonging to Robert Patterson, of Sutton, the accused asked for a speedy trial and pleaded guilty to the charge. He also admitted a previous conviction at Sherbrooke for the theft of a bicycle. On account of certain extraordinary circumstances in connection with this theft, he was sentenced to thirty days at hard labor in the county jail.

August 5

1912

ONE MAN KILLED AND THREE INJURED IN HEAD-ON COLLISION.

Light Engine Had Wrong Orders and Ran Into Freight on the G. T. R.

At The "Summit"—Fireman Simons of Light Engine Killed, Two

Brakemen and a U. S. Immigration Officer Seriously

Injured—Official Investigation Will Be Held.

Coaticook, Aug. 6.—(Specialty)—Owing to an error in the train orders, a light engine coming from Island Pond, Vt., collided with a freight train which left Coaticook yesterday forenoon about 11 o'clock. The collision took place near the point known as the "Summit," in the State of Vermont. The force of the impact could be heard some distance away. The light engine was up to the freight before the occupants of the former could jump clear.

Fireman Simons, of the light engine, was pinned down in the wreck of the two engines and two brakemen who were on the same engine received such injuries that it was not thought they could recover.

Mr. Jas. Allan, the United States

investigation agent, was also a passenger on the light engine and he too, was quite seriously injured. The latter was taken to his home at Island Pond, but the two brakemen whose names could not be ascertained, were taken on board the afternoon express to Montreal and thence to an hospital.

The engines were badly smashed and looked as if they would be fit only for the scrap heap. Several cars were also derailed, but the track was cleared so that the afternoon express was only delayed about an hour and a half.

The officials will not give out any information here, but it is understood that an official investigation will be held, when the exact cause of the accident will no doubt be learned.

The body of the deceased fireman was taken to his home in Island

August 5
1912

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changes are asked for. The notice appears on another page in this issue.

LOCAL TRAIN SERVICE TO LENNOXVILLE

Will be continued all Year Round
by C.P.R.

THE LENNOXVILLE BOARD OF
TRADE'S REQUEST WAS
GRANTED:

The secretary of the Lennoxville Board of Trade has received a letter from Mr. Hodge, General Mgrt. Canadian Pacific Railway, stating that, as requested by the delegation who waited on him a short time ago, the local train service will be continued to and from Lennoxville. This will be welcome news to those from Lennoxville who have occasion to travel to points on the C.P.R. between here and Montreal, as well as those who find the Canadian Pacific schedule most convenient to travel to and from Montreal and points west.

The secretary of the Board of Trade has also received courteous and favorable replies from the officials of the various railroads to communications regarding unnecessary whistling of engines and blocking of crossings by trains.

October 19
1912

A.Y. OCTOBER 8 1912

MORNING BLAZE P. URY. AT WATERLOO.

Central Vermont Railway
Co's. Workshop Gutted By
Fire.

GOOD WORK OF THE CITIZENS KEPT THE FLAMES FROM SPREADING.

Waterloo, Oct. 8.—(Special)— The residents of the south end of the town were awakened by the sounding of the fire alarm at two o'clock this morning.

It was found that the repair shops belonging to the Central Vermont Railway were on fire. When discovered the fire had gained such a hold on the main shop that it was apparent that it could not be controlled, and the efforts of the fire department were directed towards keeping the flames from spreading to the other departments. This they succeeded in doing.

The engine house was saved and the locomotives were removed. Little damage was done to the property of the company in the yard, with the exception that a cattle car which was partially burned, and a snow plow was also damaged. The passenger cars were removed to a space outside the fire area.

The supplies and tools belonging to the company and workmen were destroyed, and also the rolling stock in that portion of the main shop.

At one time it was thought that the property belonging to the Boston Chair Company, and Messrs. Wallace & Robinson's saw mill would be attacked, the yards of which were filled with lumber. Fortunately the heavy rain of yesterday afternoon had wet the lumber so that the sparks from the burning building could not ignite the wood.

The citizens also rendered splendid aid in keeping the fire from spreading.

The origin of the fire is unknown.

October 8
1912

FIRE DOES DAMAGE AT FARNHAM	
ing	Broke Out in Boiler Room of the Fairbanks Co.
ns.	GOOD WORK OF FIREMEN SAVED
is	THE WHOLE OF THE OLD C.P.R. SHOPS.
In	Farnham, Ont. 10.—(Special)—A fire broke out in the boiler room of the Fairbanks, Clark and Pulley Co.'s works on Wednesday. Considerable damage was done and had it not been for the activity of the C. P. R. car repairmen fire company and Fairbank employees, the whole buildings, the famous old C.P.R. shops which have turned out in the past more leading railroad men than any shops on the continent, would have been a total ruin.
In	The crew of engineers arrived shortly after the alarm was given.
of the owned in	It will necessitate the closing of the works for a few days until repairs are made.
M. J. BRADSHAW	

October 10
1912

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FATAL ACCIDENT NEAR MARIEVILLE

Conductor Wright Run Over by
Freight Train.

BELONGED TO WATERLOO AND
WAS RUNNING ON THE CEN-
TRAL VERMONT RAILWAY.

Waterloo, Oct. 16.—(Special)—The
noon train Tuesday brought in the
body of Mr. Clarence Wright, who
was accidentally killed at Marieville,
Monday night.

Mr. Wright was spare conductor on
one of the C.V.R. freight trains run-
ning out of Waterloo. It seems at
Marieville he gave the signal to the
engineer to go ahead. When the train
reached the next station Mr. Wright
was missing. A search was made for
him and he was found just out of
Marieville. The train had passed over
him severing his head from his body.
Whether he fell between the cars, or
in jumping on the train he was drag-
ged under will never be known.

An inquest was held at Marieville,
Tuesday morning and a verdict of ac-
cidental death returned.

The deceased leaves a wife and
daughter who have the sympathy of
all.

October 16
1912

PRESENTATION TO C.P.R. ROAD-
MASTER.

Farnham, Oct. 30. — (Special) — As Mr. Thomas Landers, formerly Roadmaster of the Newport Division, stepped off the evening local on Saturday night to visit his family for Thanksgiving Day, he received an invitation to walk up the stairs in the Farnham Depot and on reaching his old and familiar office, he was greatly surprised to meet Capt. McNeillie, Mr. McCormick and a host of his former fellow workers upon the C. P.R. upon the Atlantic Division. His surprise was still further increased when Mr. McNeillie, in a few well chosen words, expressed to him the goodwill that had always existed between Mr. Landers and the men under him, and the high regard in which he was held by all the officers and men upon the Atlantic Division. Mr. McNeillie, in the name of officers and men, presented Mr. Landers with a solid silver tea service, consisting of six pieces and resting upon a tray of the same material. Mr. Landers made a touching, sympathetic reply and accepted the very handsome gift in the spirit in which it was given. Mr. Landers was born in Granby in 1852, an Eastern Township boy, which speaks for itself, and they keep climbing until the top of the ladder is reached. He entered the C.P.R. Co. service in 1873 and after passing through the different grades, has by his own persistent efforts, risen to the very responsible position of Track Supervisor of the Eastern Lines of the C.P.R. Co., with headquarters in Montreal, where he may long remain to enjoy his honor, the wish of all his old friends upon the Atlantic Division.

DOUBLE WEDDING AT LAKE ME.

October 30

1912

CPR

PARTS OF 10

CONDUCTOR WAS INJURED.

Farnham, Nov. 7.—(Special) — A wreck on the G. Vt. Railway on the Frelighsburg line was quickly picked up by the St. Albans wrecking gang. Fortunately nobody except Conductor Taylor was injured, his receiving a severe blow upon the left hip.

November 7

1912

~~BBB~~

CVR

QUE. SATURDAY, NOVEMBER

SERIOUS ACCIDENT WAS AVERTED

C.P.R. Train Flagged
Before Running Into
Open Culvert.

MR. REVOIR OF GREENLAY,
WENT DOWN TRACK AND
STOPPED TRAIN BY
FLASHING A LANTERN.

Windsor Mills, Nov. 9.—(Special)—What certainly would have proved a serious accident was averted by Mr. Revoir, of Greenlay. While he was doing his chores on Thursday evening he heard a rumbling noise, and upon investigation found the culvert on the C.P.R. track near his home had been washed away by the heavy rain which fell all day.

As it was nearly time for the evening train, which reaches here about 5:15, to arrive, he walked down the track waving a lantern, and stopped the train.

If Mr. Revoir had not heard the rushing of water a number of lives would likely have been lost.

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November 4

1912

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NOVEMBER 12 1912.

C. N. RY AND
BONDS
SHERBROOKE

Will Run a Branch From St.
Hyacinthe to This
City

COMPANY WANTS A MARITIME
OUTLET FOR WESTERN TRAF-
FIC.

Ottawa, Nov. 12.—(Special)—The Canadian Northern Railway, it is understood, will seek legislation this session providing for its maritime outlet for through traffic from the West.

The Company has two outlets in view, one is by securing running rights over the Intercolonial from Montreal or Quebec to St. John and Halifax, while the other is to make connections with Boston & Maine at Sherbrooke.

The Company is applying for legislation this session authorizing construction of line from Montreal to Lévis, with branch running down from St. Hyacinthe and Sherbrooke.

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PRESENCE OF MIND SAVED TRAIN

St. Hyacinthe Local Pas-
senger Train Into
Empty Cars

OPEN SWITCH WAS CAUSE OF
TROUBLE AND TWO MEN
WERE INJURED.

Montreal, November 13.—The presence of mind of Harry Parker, engineer of locomotive No. 1814, saved the G. T. R. local train to St. Hyacinthe from piling up in a heap at shortly after six o'clock last evening, when after leaving the yard limit south of St. Lambert it ran into an open switch near the Côte Rouge road and crashed into a string of twenty-five empty coal dump cars on a switch near the Champlain line. Parker was severely crushed and burned about the hands, the sudden application of the emergency brakes emptied the firebox and set the car on fire and Henri Camavant, conductor of the train, was thrown violently against one of the cars and had to be removed to Montreal for treatment.

The St. Hyacinthe local, which left Bonaventure depot at 5.30, o'clock, arrived at St. Lambert about six o'clock, and after taking passengers proceeded slowly through the yards, which extend for about a mile on the other side of the town. The yard limit passed Parker opened up the throttle and Jack Mitchell, the fireman, was piling in coal.

The engine had not gone more than two hundred yards when Parker saw that it had run into an open switch and he immediately applied the emergency brakes and a second later the locomotive crashed into coal dump car No. 31,301, which it splintered and sent the remaining string of cars in motion so that the force of the shock was lessened.

November 13
1912



November 19

1912

RIGHT OF WAY FOR SOUTHERN COUNTIES	
MER	Apply to Granby Township For Fifteen Feet of Roadway.
kan airs	THE DISTANCE IS SEVEN MILES AND WOULD LEAD TO TOWN OF GRANBY.
SLEV. F. A. H.	Granby, Nov. 19.—(Special)—Mr. W. B. Powell, Vice-president and general manager of the Montreal & Southern Counties Railway, accompanied by Mr. H. B. Fleckman, engineer, were in town for the purpose of interviewing the Township Council in relation to right of way for the electric road from Montreal. Mr. Powell asked that the company be granted fifteen feet on the south side of the stone road from the weighbridge site, a distance of about seven miles, to Granby village. The mayor, Mr. Gendreau, suggested as an alternative a widening of the road seven and one-half feet on each side, and macadamizing an extra strip for the road. A committee was appointed to look into the matter, and the Council will meet again on Thursday, when the Montreal & Southern Counties officials are expected to be present.

November 19

1912

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NOVEMBER 20 1912

FATAL ACCIDENT AT FARNHAM

C.P.R. Brakeman Named
Oulmet Crushed Be-
tween Cars.

ENGAGED IN COUPLING CARS
WHEN ACCIDENT OCCURRED
—DECEASED BELONGED
TO ST. JOHNS.

Farnham, Nov. 20. — (Special) — A fatal accident occurred in the C.P.R. yards here yesterday, the victim being a brakeman named Oulmet.

He was caught between two cars while in the act of coupling them. Death was instantaneous. When Dr. Slack arrived he found that while there was not a mark upon the body his neck and spine were fractured in three places.

Dr. Mitchell, of Bedford, coroner for the district, presided at an inquest, when a verdict of accidental death was returned.

The deceased belonged to St. Johns, Que., to which place the remains were conveyed last evening.

November 20
1912

CPR

B. & M. ENGINEER TAKEN INTO CUSTODY

Held on Charge of Man-slaughter Following Collision.

IT IS ALLEGED THAT IRVING CONRAD DISREGARDED SIGNALS SET AGAINST HIM

Boston, Nov. 22.—Irving Conrad, a Boston & Maine locomotive engineer, was arrested by the Fitchburg police yesterday afternoon. Conrad was apprehended in the North Station by Inspector Murphy of the Boston police, and the charge against him is manslaughter.

Conrad was an engineer on the train bound from the west that came into collision with another train just west of the Fitchburg Station last Saturday between seven and eight o'clock. Two railroad employees who were riding on the forward part of the engine of the other train were so badly injured that they died, one while on the way to the hospital, the other a few days later. It is charged that Conrad disregarded the signal which was set against him. Both engines, which met in the head-on collision, were badly damaged, and several passengers in the train from the West were more or less shaken up.

Conrad lives at 27 High Street, Charlestown.

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November 22
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**SEPARATION OF B.&M.
FROM NEW HAVEN**

**President of Boston
Chamber of Commerce
Says This Would Solve
Situation.**

**ADVOCATED THAT THE FORMER
ROAD BE CONTROLLED BY
STATE OF MASSA-
CHUSETTS.**

Boston, Nov. 22.—Absolute separation of the Boston & Maine from the New Haven system and its control by the state is a solution to the railroad problem in that state offered by Joseph B. Russell, retiring president of the Boston Chamber of Commerce. He says if this were accomplished the Grand Trunk question and that of port development would be easy to deal with.

He declared that he always had his doubts about the wisdom of the Grand Trunk's coming to Boston, and continued:

"It is the business we want and if it can be secured without the large cost of building into Boston, we are so much the better off."

"It is now within the power of the state of Massachusetts, through the option it holds, to acquire the controlling interest in the stock of the Boston & Maine Railroad Company from the Boston Holding Company. The exercise of this option will give to it what it can in no other way obtain."

RECENT JAPANESE BATTLE

November 22

1912

B.M

NOVEMBER 25, 1912.

CENTRAL VERMONT AND WATERLOO

Question of Rebuilding Round House Depends on Water Supply.

MUNICIPAL COUNCIL HAS DECIDED TO GIVE LOW RATE FOR WATER TO BE USED

Waterloo, Nov. 25.—(Special)—The Central Vermont Railway have requested the Town Council to furnish rates and terms upon which water would be supplied providing the railway decided to build the engine house and repair shop destroyed at Foster Square by fire last spring. For this purpose a special meeting of the Council was held in the Council Chambers. Three members were absent. Those present were inclined to do all that was possible to induce the company to again establish their shops here as it meant a larger pay roll for Waterloo, and bring several families here who would otherwise reside elsewhere.

A decision was reached agreeing to offer the company a supply of water at 20 cents per 1,000 gallons or \$100 per year for 500,000 gallons.

"There is every reason why the Council should endeavor to secure the rebuilding of the plant mentioned as no town is better equipped to supply the amount of water needed. There is plenty to spare after the needs of the Town are supplied."

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November 25

1912

CVR

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ENGINEER INJURED IN COLLISION.

Farnham, Nov. 25.—(Special) — A slight collision took place on Saturday evening upon the C.P.R. at Iberville. Engineer Benoit was thrown from his engine and received some severe bruises as well as shock.

LET WINDSOR ROAD CONTRACT.

Lawrenceville, Nov. 25.—(Special)—At a special meeting of the council of North Strathy, after a good deal of talk and debate, the roads for the winter were sold for \$365.00. After this the regular routine of business was disposed of and a few accounts ordered paid.

TO IMPROVE C.P.R. PROPERTY AT FARNHAM.

Farnham, Nov. 25.—(Special)—The work of double tracking upon the C.P.R. line between Farnham and St. John is progressing rapidly. There are rumors afoot of still more extensive improvements to be made in the spring upon the C.P.R. Company's property in Farnham.

November 1912

CPR

L'AVENIR AND MELBOURNE RAILWAY	
is,	Five Miles from Richmond A d to be Built in Three Years.
T'S	THE WHOLE SYSTEM MUST ALSO BE COMPLETED IN NEXT SEVEN YEARS.
ived redu- tion pan- this to. had	Quebec, Nov. 37.—(Special)—At a sitting of the Railway Committee of the Legislature the bill of the L'Avenir and Melbourne Railway Company was considered. An amendment was added, whereby five miles of the railway between Melbourne and St. Francis du Lac shall be built within three years, and completed within seven years.
	the Marcelline Bellot, Inc. Comme

November 27
1912

STATE-OWNED BOSTON & MAINE

New Hampshire Legis-
lator Preparing Bill to
Take Over Road.

THAT IS SUCH PORTIONS OF
LINE THAT LIE WITHIN THE
STATE OF NEW HAMP-
SHIRE.

Portsmouth, N.H., Dec. 3.—Following a movement in Massachusetts, where bills have been filed in the Legislature proposing the purchase of the Boston & Maine Railway by the State, Representative Lewis W. Brewster, of this city, has prepared a bill of similar import to be acted upon by the New Hampshire Legislature. Mr. Brewster proposes that New Hampshire acquire such portions of the Boston & Maine system as lie within the State. More than 1,000 of the 2291 miles operated by the Boston & Maine are in New Hampshire, according to Mr. Brewster, while but 787 miles are in Massachusetts.

F. J. ROBINSON

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December 3
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C.P.R. MAKING IMPROVEMENTS.
Scotstown, Dec. 19.—(Special)—The
C.P.R. continues to make improve-
ments around the depot and in the
yards. New buildings are being
erected and the old ones are either
destroyed or moved away to some
other locality.

FIRE AND BROKES A LEG.

December 19
1912

cpr

Established 1897

NEW RAILWAYS FOR THE EASTERN TOWNSHIPS

St. Lawrence-Stanstead Project Looks Good. Some Construction Work Probable Next Year. Quebec Eastern Plans Held up. The C. N. R. Proposal

Matters are progressing in connection with the proposed new railway from the St. Lawrence to Stanstead.

The Record had a conversation this week with the chief organizer of the undertaking, and was assured of the probability that construction work will be commenced next year.

It is very probable that the section from Malibourne to Drummondville will be built first, though the section from Malibourne or Kingsey to Magog is also likely to participate in the early construction work.

The line from the St. Lawrence to Stanstead will be 125 miles. It will make important connections, namely: the L.C.R. at Drummondville, the G.T.R. at Richmond, the C.P.R. at Magog, and the B. & M. at Stanstead. A branch line from Magog will connect with the C.V.R. at Waterloo.

In Stanstead county the line, as planned, will run to Stanstead via Georgeville and Fitch Bay, and thence possibly to Island Pond.

Plans are also being formulated for a line to Coaticook via Ayer's Cliff.

The Quebec subsidies have been met, and Dominion assistance is also being given.

Should this line materialize, it will

be an important addition to the existing railways of the Eastern Townships and will tap an important section of country not already served. The territory between Kingsbury and Magog, along Brompton Lake, is rich in lumber and minerals. The tourist business along Lake Memphremagog would be an important feature of summer travel.

This railway proposal appears to be a live project with very fair prospect of becoming an accomplished fact.

THE QUEBEC EASTERN.

Very little has been heard this year relative to the proposed Quebec Eastern, Sherbrooke to Quebec, through Megantic county. The local owners of the charter, Messrs. McCrea, Tobin et al., sold out to the syndicate of foreign capitalists, who have apparently laid the scheme on the shelf for the time being.

THE C. N. R. PLANS.

The C. N. R. has filed with the Dominion Government application for a charter from Montreal to Sherbrooke. This would, no doubt, be for the purpose of giving this railway B. & M. connections and an outlet to the New England coast. Nothing has as yet developed relative to the construction plans of this

1913