

SHERBROOKE

STREET

RAILWAY

1912

SHERBROOKE

DAILY

RECORD

MARCH 11, 1912.

'S MR. PILCHER'S REPLY TO ALD. McMANAMY.

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points out benefits that would
be derived from double track.
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The following reply to Ald. McManamy's letter, published in Saturday's Record, has been received from Mr. N. C. Pilcher, manager of the Sherbrooke Railway and Power Co., to whom it was addressed:

Sherbrooke, Que., March 11, 1912.

D. McManamy, Esq.,

Sherbrooke, Que.

Dear Sir.—I was very pleased to see your letter relative to the proposed Wellington St. work in last Saturday's issue of the Daily Record and beg to reply herewith to your various questions.

1st. "What advantage do you ex-

pect, to the circulation of your cars

by having a double-track on Well-
ington St.?" "And how much will such

advantage operate in the public inter-
est?"

The advantages of the Company and the public are so closely allied that I shall treat them together. Passengers would be able to travel between Victoria Park and Ontario St.—Q.C.R. Shops and Strathcona Sq all without change. A passenger boarding any car in any part of the City would go through the shopping district and travel by the shortest possible route to Wellington St. It would almost eliminate transfers and give East Sherbrooke the same service the remainder of the City is now getting and moreover it would enable the Company to operate the P.A.T.R. cars all over the City.

2nd. "Into how many divisions or sections do you intend to divide the

new railway service?"

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1912

Sherbrooke Street
Railway

2nd May "What will be the largest number of cars at any one time on Wellington St and how located either on one or both sides of double track?" Under usual operating conditions two cars would be on this stretch at the same time and the number would never exceed three. As to their location this would depend entirely upon the time they were running. If one came in the second, they would cross at a point midway between King St and Strathcona Square.

3rd May "Why will not a double track opposite the Whiting block meet the requirements of the street Railway?" With a turn-out opposite the Whiting block cars would have to wait at this point to make their crossing. Seminole cars would not be operated through Wellington St without considerable delay. In fact this car would be likely to delay all cars on the other routes. A system operating under such an arrangement would be subject to innumerable delays and blockades and would create a situation which I think we all wish to avoid and which the 1000 feet turnout will prevent.

4th May "Why is Wellington St the only place in this City that will suit the Street Railway for a double track or general siding or junction?" Wellington St being the shopping and business centre people naturally wish to reach it in the quickest and most convenient way. With this in view our lines were laid out in such a manner that all cars would run via Wellington St, thus enabling passengers to get there without a transfer. This I may say is the standard practice the world over. The double track would not be installed for the purpose of making the street "a general siding or junction", nor yet a terminal. The sole purpose of this work is to facilitate the movement and routing of cars to prevent blockades.

5th May "I fail to see to what extent the double track would effect vehicular traffic. There would always be a certain amount of snow on the ground during the winter and there is no reason why a sleigh cannot cross a double track as easily as single track."

6th May "In conclusion, I can refer you to many instances where double track is laid on much narrower and busier streets than Wellington St with no bad results. On the contrary, in

6th May "I would like to call this matter again." (Continued)

MARCH 11 1912

Shebrooke Street
Railway

(2)

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In conclusion, I can refer you to many instances where double track is laid on much narrower and busier streets than Wellington St with no bad results. On the contrary it has proved a great convenience to the general public.

Yours faithfully,

N. C. PILCHER,
Manager.
Sherbrooke Railway and Power
Company.

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March 11

1912

Sherbrooke Street
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D. SUTHERLAND (Seal)

RE DOUBLE-TRACKING WELLING-
TON STREET.

Editor-Record:

Sir.—Will you kindly allow me a little space to write about the above important matter, a matter vastly important in its bearings on both the present and future development of the city. We all recognize that Wellington Street Double-tracking is an important move in the city, and business development in connection with the city from which the welfare and activities of the city is sure to be a vital issue. Anything, therefore, that commences it must receive the necessary painstaking attention and its interests must not be jeopardized. On the other hand, anything that will add to its prosperity and popularity, that will increase the number of people going through it or visiting it ought to be encouraged. Keep your heart sound and the blood flowing freely through it, and the rest of the body will naturally take care of itself. Indeed you can do without many parts of the body if the heart be all right.

First, then, what advantage will the double-tracking of Wellington street confer?

All cars running in, and running into the city will pass along the street from east, west, north and south, and from Lexington.

Every customer wanting to trade in the street can be dropped at the store door or at the nearest corner. From all parts of the city they can come and on the same car carried to their destination on the street without change.

It will practically abolish the necessity of changing cars in passing from one part of the city to another except for a few zig-zag connections.

For the general public (to say nothing of the storekeepers on the street) the convenience of the cars will be magnified greatly, and, after all the general public and its interests must be considered first, last, and all the time.

Now as to the objections to the double-tracking. I think that I may take it for granted that no sound objections exist against the summer use of the street. Under double-track-

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Sherbrooke
Street
Railway

doed you can do without many parts of the body if the heart be all right.

First, then, what advantages will the double-tracking of Wellington street confer?

1. All cars running in, and running into the city will pass along the street from east, west, north and south, and from Lemoorville.
2. Every customer wanting to trade in the street can be dropped at the store door or at the nearest corner. From all parts of the city they can come and on the same car carried to their destination on the street without change.
3. It will practically abolish the necessity of changing cars in passing from one part of the city to another except for a few zig-zag connections.
4. For the general public (to say nothing of the storekeepers on the street) the convenience of the cars will be magnified greatly, and, after all, the general public and its interests must be considered first last and all the time.

Now as to the objections to the double tracking I think that I may take it for granted that no sound objections exist against the summer use of the street. Under "double-track" rules we have therefore only to consider the objections against the plan as it will affect the winter.

After a snowstorm the street will be blocked to sleigh traffic for some hours.

2. If a fire occurs during or immediately after a snowstorm the fire trucks cannot get through the street.

One result to this would be that the

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April 1912

Sherbrooke
Street
Railway

Mr. May
Editor
"Tenth
Night
Light"
Montreal
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Can.

EDWARD L. KING

Answering your question about the street railway in Sherbrooke, I will say that it is a very good one, and I hope you will like it.

On the

are speaking now of a street railway of a country village over in Newmarket, "since it is in that in terms of a city, and not in the country, limit. With modern apparatus, such as the street railway passenger car, King Street to front door street, could be cleaned of snow from sidewalk to sidewalk in about three minutes. The modern sweepers have attached to them a scraper, both "fore and aft," which takes from the brush the snow which has been thrown off the sidewalk and扫es it out to the edge of the sidewalk, leaving the street clean in a very short time. Any one who has had the experience of shoveling the sidewalk in this snow weather and driving his car along the sidewalk and watching what occurs to the slippery mud on the road, however, let him not imagine that such a machine would do much good. The track will be paved with stone, whether of granite or concrete, and the snow, and that these blocks (there with the rails) would be very slippery and would allow the fire trucks to run along them even if the truck could not rise the side of the street which would be a very rare occurrence. The present macadam would be quite all right.

What about spring and fall weather? The conditions would be

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Sherbrooke
Street
Railway

run along them even if the tracks could not side the side of the street which would be a very rare occurrence. The present macadam would be done away with.

What about spring and fall weather? The condition would be no worse than at present, not excepting bad. Two days' thaw like we have had this week makes the street impassable for sleighs and the fact that there are two tracks will not make the snow go any quicker, while the black pavement will give a better bottom for the snow than the macadam and a truer surface for the sleighs.

Sparks street, Ottawa, is one foot narrower than Wellington, yet I am informed by a gentleman who measured it, and there you have a double track and a traffic in one hour as great as we have here in a day. From the Russell to the corner of Bank street during the business part of the day there is a constant passage of cars and vehicles of all kinds and it must not be forgotten that Ottawa has more snow to contend with than we have. What is good enough for the Capital ought to be good enough for Sherbrooke.

Two facts ought to settle this question in favor of "double tracking." 1. That it means every car passing along the street; that the whole population of Sherbrooke can reach the centre of the city without changing cars from any car line in the city. The cars must be run for the people to the stores in the interests of the people, and to that end the necessary trackage must be provided.

Faithfully yours,
THOMAS J. SHERBROOKE,
Sherbrooke, March 21, 1912.

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1912
Sherbrooke
Street
Railway

DAY APRIL 3 1912

DOUBLE TRACK PROPOSED. ON WELLINGTON.

Recommended by Board of
Trade Last Night.

MR. FILCHER EXPLAINED COMPANY'S POSITION—OTHER SPEAKERS.

The question of double tracking Wellington street was discussed at considerable length, last night, at the regular April meeting of the Board of Trade. Mr. E. W. Farwell presided. Among those present were three members of the City Council, Ald. McNamee, Ald. Thompson and Ald. Simontak.

The matter was brought before the meeting by Mr. H. V. Haight, chairman of the City Improvement Society, who read a report urging the Board to recommend the paving and double tracking of the street. Mr. Haight moved that the report be re-

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April 3 1912

Shelburne Street
Railway



MR. S. PILCHER, General Manager of the Sherbrooke Railway & Power Co.

GE

ceived resolution of the Board of Directors.

The question was then thrown open for discussion, and Mr. S. C. Pilcher, manager of the Sherbrooke Railway and Power Co., was called to address the meeting. He expressed his pleasure that the Board had taken the matter up and proceeded without delay in discussing the subject. Many advantages would accrue from double tracking Wellington street, the most important of which would be a more efficient service. The trackage was at present very limited. The city of Sherbrooke's position in the affairs of the country, the large number of permanent residents, and the want of a good railway connection with the outside world, made it necessary to improve the existing facilities. The cost of the work would be added to the cost of the new line.

Mr. Pilcher pointed out that a general consideration of the problem put a good deal of difficulty in the way of arriving at a good solution. In this connection he mentioned the fact that he had been engaged in the construction of the Grand Trunk Company's new terminal station in Ottawa, and that there he had to place the station wherever it was wanted and run through the snow and ice to any point desired. Sparks Street Station was quoted by the speaker as being unique. Since Wellington street, like the Grand Trunk, was expected to receive a great amount of traffic during the winter months, although there was over twice as much snow at Ottawa time as in Sherbrooke.

The new system of lighting would also assist in making the work easier. The Chompsons' 10-globe ten-minute lamp was all over the city. They could also run the cars in the dark all over the city. Under the present system, the head lamp that would give light for Park, Wellington and Front Streets. This was a great inducement, as

Mr. Pilcher quoted a figure of \$10,000 for the cost of the work.

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1912

Sherbrooke
Street Railway

SHERBROOKE RAILWAY AND POWER COMPANY

10. Are you going to double track Wellington street? This could be done in two ways. One way would be to cover the ends of both sides of the present system. The other plan would give in the Park, Noyanville and Fronts one way a double track, and in the other direction there would be no service at all. With a double track on Wellington street the Company could give a ten minute service on all these lines and this would go through the centre of the city. Is it true Mr. Fletcher stated that the Sherbrooke Railway and Power Company had spent about a million dollars in the Eastern Townships the larger portion of which was spent in this city? Their monthly bill has amounted during certain months to \$12,000.

ANSWERED MANY QUESTIONS.
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ALL McMANAMAN'S REPLY
Mr. McManaman followed Mr. Fletcher and opposed the double tracking of the street. He contended that Wellington street was different to the main streets in other cities, having no parallel streets. It was necessary that all carriage should be done on this street and with a double track this would be difficult. He also contended that the statement by Mr. Fletcher that the Company intended giving a ten minute service was all "bunkum".
In his opinion the Company had been well treated by the city. When the contract was made there was no mention of double tracking Wellington street, and it was understood that they were to run up King St. Now everything was changed and they

(Continued on Page 2)

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1912

Sherbrooke Street
Railway

Y APRIL, 23 1912.

ONE CENT

NOMINATION IN THE TOWNSHIPS.

Hon. P. S. G. Mackenzie and Mr.
Girard Again Chosen in Rich-
mond and Compton Co.

PROVINCIAL TREASURER SPOKE OF GOOD ROADS AND OTHER MEASURES OF GOVERN- MENT.

Richmond, April 22.—(Special)—
The Liberal convention for Richmond
County took place yesterday at the
Town Hall, Richmond, at 11 o'clock
in the morning.

Mr. A. J. Hudson, the President of
the Liberal Association, presided.
Mr. A. L. Ladd was chosen secre-
tary.

A full delegation was present from
every part of the county, every polling
division being represented.

It was moved by Mr. Girard, the
Warden of the County, and seconded by Mr. Alan McNamey, of Danville,
that the Hon. P. S. G. Mackenzie, Provincial
Treasurer, be declared the unanimous
choice of the convention. There being no other candidates pro-
posed, the motion was adopted unanimously.

Subsequently Mr. Mackenzie ad-
dressed the delegates, accepting the
nomination. Mr. R. W. Tobin, M.P.
followed with a few brief remarks.

In the afternoon a public meeting
assembled in the Town Hall at two
o'clock. Mr. Mackenzie addressed
the meeting explaining the financial
policy of the Government, the good
roads bill and the bill abolishing
toll roads and toll bridges. He ex-
plained that it was now possible for
all toll bridges to be made free. A
bill has been passed according to

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ACTION AGAINST RAILWAY TO COMPEL KING STREET LINE

So Ordered By Council Last Night—Council Then Gave Quorum to
Wellington Street Scheme, and Absolutely Ignored Board of
Trade Memorial and Citizens' Petition—License Granted—

City Hotel Petition Held Over.

The City Council, last night, passed
two resolutions relative to the
street railway.

The first ordered that action be
taken to compel the company to
carry out its contract and run its lines
up King street.

The other rescinded the resolution
adopted a year ago permitting the
double tracking of Wellington street,
under certain conditions.

STREET RAILWAY AND KING STREET.

The question of running street cars
up King street was first brought up.
Alderman McNamey stated that
some time ago a largely signed peti-
tion had been presented to the
Council asking them to compel the
Sherbrooke Railway and Power Com-
pany to run up King street. When
this petition was presented it was de-
cided to leave the matter over, as the
time limit for the completion of the
Company's contract had not expired.
The time was up now and he asked
that the Council take action.

The petition was read by Ald. Le-
doux who was in favor of taking ac-

tion to compel the Company to live
up their contract.

Ald. McNamey, in referring to the
matter, stated that the Sherbrooke
Railway and Power Company had
definitely decided to abandon running
on King street. Mr. Fisher had made
this statement himself. In his opinion
the Company should have asked the
permission of the Council before making
such a sweeping change in their
plans. This they had not done. In
conclusion he moved that the City
Attorney be instructed to take action
to compel the Company to live up to
the contract. The motion was ac-
corded by Ald. Ledoux.

Ald. White raised the question of
whether or not the city was prepared
to recommend that the Company run
on King street. If the hill were dan-
gerous it might be found to be in the
interests of the city not to allow the
cars to run there. He wanted an ex-
pression of opinion from the Road
Committee.

Ald. McNamey replied that Mr.
Holgate, one of the best engineers in
the Dominion, had prepared the plan.
He should know what he was about
when he arranged for cars on this
street.

Ald. Thompson submitted a plain

(Continued on Page 11)

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1912

Sherbrooke
Street
Railway

Montreal Star

THO

STREET RAILWAY AND KING ST.

City will insist on Contract Being
Fulfilled.

The CITY ATTORNEY IS PREPARING
TO TAKE LEGAL ACTION
against the contestants of certain articles
who are opposed to the paving by
the new that the council is seeking
against the interests of the residents
of King street in the matter of the
Street Railway, is unanswerable. The
council is determined that the Sherbrooke Street Railway and Power
Company will fulfill every clause of
their contract, and one of the clauses
is the cars must run on King street.
Mr. L. E. Panneton, city attorney,
stated to the Record this morning
that he was preparing legal action
to compel the company to
pave King street. He has a lot
of urgent city work to hand, but
he expects to have everything
in readiness for the Street Railway
case.

It is expected that the case will come
before the court within a week or two.

JUNE 13
1912

Sherbrooke
Street
Railway

Established 1897

SHERBROOKE TO BROMPTONVILLE.

**Will Street Cars Run Between
These Points?**

L. A. DUPRESONNE, C. E. HAS BEEN
ENGAGED TO PREPARE
PLANS.

Will street cars run between Sherbrooke and Bromptonville?

This question has been frequently asked during the past couple of weeks, but so far no definite and authoritative answer has been available. There is no question but that negotiations are now under way to have this line built.

It is understood on good authority that Mr. L. A. Dupresonne of this city, has been engaged to prepare plans and specifications. For some time past he has been busily engaged in this connection, and will soon have his report ready to submit to the interested parties.

It is generally understood, and has previously been stated in these columns that the line will not be built by the Sherbrooke Railway and Power Company. The line, if built, will be built by private capitalists who are interested both in Sherbrooke and Bromptonville. When the line has been built an agreement will no doubt be entered into by which the Sherbrooke Railway and Power Company will operate their cars over it.

CLAIMS LINE WILL BE BUILT.

A well known Bromptonville citizen stated to the Record that the line would likely be built. The right men had taken hold of it, and he had every reason to believe they would see it through.

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August 3

1912

Sherbrooke Street
Railway

should receive careful consideration
at the hands of the Government.

STREET RAILWAY AND KING STREET

Cars May be Run as Far as Brook
Street.

UNDERSTOOD THAT THE COUN-
CIL HAS THE MATTER UNDER
CONSIDERATION.

It now looks as though an amicable
settlement would be reached between
the residents of King Street and the
Sherbrooke Railway and Power Co.
relative to the running of street cars
on King Hill.

The Railway and Power Co. is will-
ing, it is understood, to run their
line straight down King Street, to
Brooks Street, thence down Brooks
Street. This would bring the cars
right by the business section of the
street and within a few feet of every
store.

The matter is now being considered
by the Council, and it is expected
that definite action will be taken in
the matter before long.

August

1912

Sherbrooke Street
Railway

第1章 教材·教材知识

RAILWAY TO BROMPTONVILLE

Citizens are in Favour of New Connection With Sherbrooke.

WANT THE COUNCIL TO GUARANTEE BONDS TO AMOUNT OF FIFTY THOUSAND DOLLARS.

Bromptonville, Sept. 13.—(Special)—A largely attended meeting was held here of the ratepayers and others interested in the proposed railway from this place to Sherbrooke. The company behind the proposed undertaking is the Eastern Townships Power Co. which will connect with the Sherbrooke Railway & Power Co. at Sherbrooke.

Mayor Lambert presided and the meeting was addressed by Mr. Pilcher of Sherbrooke in English, and Mr. F. J. Alger in French. These gentlemen explained what the company proposed to do provided the Municipal Council of Bromptontonville and its scheme.

The proposal laid before the meeting was that the Municipal Council guarantee the issue of bonds to the value of \$50,000 at five per cent. and payable in thirty years. In return the company will give a passenger and freight service between here and Sherbrooke. The company also agrees to start the construction work as soon as the question has been favorably decided upon by the ratepayers.

The Municipal Council will now prepare a by-law along the above lines and submit the same to the rates

It is expected that the same

It is expected that the line will be carried, and thus give this place another outlet for passenger and freight traffic.

September 13

1912

Stibrook Street
Railway