

CANADIAN  
PACIFIC

EASTMAN  
TRESTLE  
WRECK

NOVEMBER 1,  
1907

EASTMAN, QUEBEC

NOVEMBER 1, 1907

Canadian Pacific D-10 784 had in its few short years had an eventual life, it had been only one of the few CPR 4-6-0's built as camel-back steam engine constructed to burn the western Lignite coal. The experiment had failed and its center cab had been removed and now looked very much the standard CPR D-10

It was the afternoon of November 1<sup>st</sup>, 1907 engine 784 was making its third trip since its conversion and was running on the Eastbound local from Farnham to Sherbrooke. The CPR route had left the level St Lawrence Plain and was now climbing into the Canadian Appalachian's. In the cab were Loran Draper of Sutton and fireman Hugh McKinney of Richford on the Vermont border. The front-end brakeman was Clarence Sturgeon.

Eastman was on the edge of a great valley of the Missiquoi River. It had been an obstacle to railway construction twenty-five years earlier. The first railways had climbed down the valley walls and then exhaustingly climbed right back out. With the arrival of the Canadian Pacific on the scene in 1887 the old routes were abandoned, in favor of better gradients and construction standards. A great wooden trestle was built across the valley sixty feet high. During its construction a high wind blew the bridge down. The Orford Mountain Railroad running north and south ran under this trestle through the valley village then climbed to a connection with the CPR at Eastman station.

Engineer Draper slowed the 784 as it came into the Eastman station it met the west-bound local and saw the red flag at the station a standard warning that another red flag would be ahead indicating a construction site ahead. Conductor Angus McLeod had joined the crew in the cab then scrambled up the coal tender and out on to the freight cars to the safety of his van. Clarence Sturgeon sat for a while in the fireman's seat talking to the crew as McKinney added to the fire. Past the station but before the bridge was the second red flag. Draper slowed the engine and stopped briefly so some construction supplies could be loaded onto a flatcar. The brakes were again released and by later accounts had not given the engine steam. Brakeman Sturgeon crossed the engine deck to the gangway as he looked down on the village of Eastman below. All accounts both on the engine and those who viewed the train from below the train was travelling only four or five miles per hour, Draper had control of his engine 784.

Then it fell!



People in the village looked up towards the falling explosion as the wood bridge collapsed without warning under the 140 tons of the engine as it fell with tremendous force into the end of Silver Lake then sank. It pulled with it car after car. Four coal cars crashed, then two boxcars of grapes followed by a box car of flour and wheat. The train-lines now split and the air brakes now went on automatically saving the tail-end of the train along with Conductor McLeod's van.

All three men were in the cab when the engine hit the water and sank but Brakeman Sturgeon was still alive but at his first recollection under water he was pinned in coal, mud and water. Engineer Draper was next to him in the mud but as each of the cars fell from the trestle and crashed into the sunken wreckage it released him little by little and when the last boxcar hit it caused the engine and tender to jack-knife and he was released and with aid from the shore was pulled to safety. Efforts to reach the other crew-members for they, in the cab were enveloped in mud. It was Sturgeon who could give witness to the exact events in the cab. The engine was fully under the command of Draper and at four miles per hour the engineer was blameless. The bridge just collapsed. A few days later divers were able to recover the bodies of the poor engineer and firemen. Stuck in the mud filled cab the bodies were said to be so natural, fireman McKinney had a fire poker in one hand and a bunch of oil waste in the other and engineer Draper was found with one arm out the cab window and the other on the brake-valve. At their posts.

The CPR started to find a way out of the split in its line to the Atlantic, just as the winter rush was about to start. The CPR Engineering Department started constructing a line using part of the roadbed of the Orford Mountain Railway down one side of the valley and a new line up the other side so that the break could be mended temporarily. The Halifax Express was sent from Farnham south to Newport Vermont and then north over the Boston and Maine Massawippi Valley line to Sherbrooke.

One account states that with the train wreckage and the bridge wreckage a person could walk around on top of the lake. The freight cars were being pulled out and local business men made deals for the coal and wheat. The local boarding house was full of workers serving as many as two hundred meals per day.

Engine 784 still sat submerged and the first and largest question. What had happened? Brakeman Sturgeon and Conductor McLeod repeated and repeated engineer had the engine under control and it had not derailed on the bridge. It was the bridge.

The bridge, this long wooden trestle built to stretch across the whole valley. Every person knew it just blew down one day while under construction. The CPR had taken great pains at inspection and maintenance it would be revealed in the inquest. The Railway had filled in large sections in recent years. Seven hundred feet of fill at the west end and five hundred feet at the east end. The center section had a great amount of fill that also served as a firebreak. That very day a gang of men had been working on repairs.

The first culprit suspected was the filling a year earlier had the effect on August 10th, 1907 at 5:00 PM of the earth fill "took a shove." but then the experts said there was no misalignment to the rails or timbers from this event. The new issue was that piles had been driven into the mud years earlier and sill caps were put across them. Water now submerged these cross timbers could this be the cause.

CPR Bridge Foreman Griggs gave testimony about the care and inspection of the bridge followed by CPR Bridge Master J. D. Clark. The Inquest started to take aim at the piles way under the bridge.

The last to give testimony were the Engineering Company that built the original bridge twenty years earlier. It was the son of the Engineer George Smith explained that the point where the engine fell gave them problems, the bottom was "quick sand" and that two forty foot piles had to be bolted together to make an eighty foot pile and he was still uncomfortable years later that these long piles went down and in too easily. He blamed the soil condition that could allow the pile to twist and the submerged piles and cross sill caps would have gone undetected until the weight of 784 was slowly on that spot. The Inquest concluded that the Cause was the Nature of the Soil.

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SHERBROOKE

NOVEMBER 19, 1907

A freight train set out cars in the Sherbrooke terminal area and a crew member failed to turn the switch for the main track. Passenger train No. 209 ran into the siding and collided with the cars. Engineer did not notice the switch in time to come to a stop. Two passengers, and two Mail Clerks, plus the Conductor, Engineer and Fireman were injured

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Established 1897.

## ENGINE AND CARS PLUNGE FROM EASTMAN TRESTLE.

### Engineer and Fireman Buried With Engine In Water and Mud.

#### SIXTY FEET FROM RAIL TO WATER

**Brakeman's Miraculous Escape—Eastbound Extra Freight Meets With Disaster—Rear of Train Escaped—Portion of Trestle Seemed to Collapse—Directly Over Small Creek and Deep Mud.**

An extra freight train, east bound, met a terrible plunge at the Eastman trestle on the C.P.R. shortly after three o'clock yesterday afternoon. Engineer Loran Draper, of Sutton, and Fireman Hugh McKinney, of Richmond, are dead, and their bodies lie with their engine in the water and mud of the little creek which runs beneath the trestle, while Brakeman Sturgeon is seriously injured.

It was late 3.25 when the flash came over the wire to Sherbrooke announcing the accident. The afternoon train had just left the station, though it was not out of sight. It proceeded to the bridge.

The extra freight, drawn by engine 154, one of the big ten-wheelers, was on its maiden trip, having made one or two trips east, had left Eastman station and was making its way out on to the long trestle. It was directly over the little creek and extended towards the village of Eastman mill pond, when the trestle collapsed without any apparent warning.

From rail to water, the distance was short and downward the engine and cars plunged with it the unfor-

fore the trestle was completed it blew down. There were sixty-five men on it at the time. Nearly all escaped, as they had an opportunity to jump and landed in the soft mud. It was immediately rebuilt, and no serious accident has occurred until yesterday's fatality added another dark page to its history. Prior to the building of the trestle the track ran around the bog, but this necessitated a heavy grade and it was to avoid this that the company undertook to build the trestle. It was necessary to drive piles deep into the mud. Pile of fine quality was used, and with constant repairs, the bridge was regarded as perfectly safe.

Though two lives have unfortunately been lost, the disaster might have been truly appalling had the ill-fated train been passenger instead of freight. But for the fact of the extra freight, the afternoon local might have been the sufferer, or possibly the heavy Halifax express, drawn by big ten-wheel engine, which thunders over the trestle about 9.30 every night. Scores of lives must have been lost in such an event, as it is inconceivable how many could have escaped in this sixty feet plunge. So, unfortunate as the accident is, it is still fortunate that it is not much worse.

#### MORNING REPORT FROM EASTMAN.

Eastman, Nov. 2.—(Special.)—9 a.m.—The usually quiet village of Eastman has not yet recovered from the shock of the trestle accident of yesterday afternoon.

Until long after darkness had settled upon the scene people were gathered in

#### C.P.R. HAS 200 MEN AT WORK BUILDING TEMPORARY LINE.

Eastman, Nov. 2.—11 a.m.—(Special.)—There is now great activity in the vicinity of the trestle wreck. Probably 200 men are at work. A line is being laid along the route of the old C.V.R., which will enable the C.P.R. trains to run around the trestle and restore traffic, pending the restoration of the trestle. It is probable that the track will be laid by to-morrow night. Quantities of material have been brought in and the work is being rushed. Heavy cranes are to be brought here and a track is to be extended from the O. M. R. to a point as near the wreck as possible, and the first operation towards restoring the trestle will be to lift the engine and cars from the water and mud in which they are submerged.

The engine is now twenty feet under the surface, it being possible to reach the tender by a poll of this length.

Four cars are now completely out of sight, while four others are partly above water.

Brakeman Sturgeon has been removed to Farnham. He is badly bruised on his back and other parts of his body and suffered much from shock. If no internal injuries develop his recovery is looked for. He was conscious when rescued.

It now appears that he was standing between engine and tender when the disaster occurred, and went straight down with the wreck being carried under water. He rose to the surface and was found by first arrivals struggling in the water and mud in a half-drowned condition.

It will undoubtedly take several weeks to restore the trestle but trains will be running over the temporary circuitous route within a short time.

About 136 feet of the trestle

## MR. JOHN BLUE KILLED AT E

**Tragic Death of Superintendent of Eustis Mining**

**RUN OVER BY CAR AT MILL PROMINENT AND WELL KNOWN CITIZEN.**

Eustis, (Nov. 2.)—(Special.)—John Blue, the Superintendent of Eustis Mining Company, was injured at the mine of the about 9 o'clock this morning.

Mr. Blue was run over by water, which was being hoisted from the shaft. He was removed to his house and lived only about quarters of an hour.

Sherbrooke citizens were this morning hit by the news of the death of Mr. John Blue at Eustis and favorably known in this district throughout the district.



MR. JOHN BLUE, of Eustis, killed at Eustis morning.

was a brother of the late W. of this city. He was a member of the Mining Institute, a director of the Eastern Townships Agricultural Association, a very prominent of the Sherbrooke Curling in every sense of the word prominence and distinction community.

He was about sixty-four years of age, and is survived by his family of four sons and two daughters. He had been for many years Superintendent of the Eustis Mining Company.

**THE TURGEON**



to Magog.  
The extra freight, drawn by engine  
No. 791, one of the big ten-wheelers,  
on its maiden trip, having  
made one or two trips east, had  
just left the station and was making  
its way out to the long trestle. It  
went over the little creek and  
then extends towards the village  
to the mill pond, when the trestle  
point without any apparent  
warning collapsed.

The rail to water the distance is  
short and downward the engine  
and carrying with it the unfor-  
tunate engineer and fireman, and the  
more lucky brakeman, fol-  
lowed by eight cars of the train. At  
the point the train parted, setting  
the brakes, and the remaining cars  
remained on the rails. The  
engine, with its great weight of one  
hundred tons, struck the water and  
with tremendous force and sank  
down, burying with itself the  
men imprisoned within the cab.  
The cars and wreck of the bridge  
ended on top in an almost indescribable  
manner. Fireman Sturgeon, who was  
on top of one of the forward cars, had  
an opportunity to jump and saved  
himself from the fate of the others.

Conductor McLeod and a brakeman  
in the van, of course, escaped injury.  
The report quickly spread in the vil-  
lage and practically the entire popu-  
lation gathered in the vicini-  
ty of the wreck. There was little  
that could be done, except to remove  
the injured brakeman and summon  
doctors from Magog. The other un-  
fortunate men were beyond all human

aid.  
Engineer Draper, whose home was at  
Magog, was unmarried, and had been  
in the employ of the C.P.R. for a  
number of years, though very unfor-  
tunate in his experience. Some two  
years ago he was badly injured by be-  
ing struck by an engine near Mont-  
real. He spent many months in the  
hospital, and never fully recovered.  
He was in Sherbrooke on Thursday.

Fireman McKinnney, whose home was  
at Bedford, was also unmarried. He  
made a run through to Magog on  
Wednesday and returned to Farnham  
on Thursday, starting out for another  
run on the ill-fated engine  
on Friday.

The exact cause of the accident, like  
that to the Quebec bridge, will proba-  
bly never be definitely determined. It  
may have been caused by the engine  
leaving the rails or by some  
defect in the trestle. The  
engineer constantly inspects the trestle,  
and is always making repairs. Two  
gangs of men were at work yesterday,  
one at the west and the other at the  
east end.

The Eastman trestle was built about  
twenty years ago by Mr. C. S. Smith,  
contractor of Sherbrooke. As origi-  
nally constructed it was about  
1,000 feet in length. In recent years a  
portion has been filled  
in, so that the trestle is now  
about 700 feet at the west end

the sufferer, or possibly the heavy  
Halifax express, drawn by big ten-  
wheel engine, which thunders over the  
trestle about 9.30 every night. Scores  
of lives must have been lost in such  
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the accident is, it is still fortunate  
that it is not much worse.

#### MORNING REPORT FROM EAST- MAN.

Eastman, Nov. 2.—(Special).—9 a.  
m.—The usually quiet village of East-  
man has not yet recovered from the  
shock of the trestle accident of yes-  
terday afternoon.

Until long after darkness had settled  
upon the scene people were gathered in  
the vicinity and early this morning  
returned to the vicinity of the wreck.  
About 150 feet of the great  
trestle is a heap of debris. The engine  
and two or three cars have entirely  
disappeared from sight in the mud and  
water. The others are partially sub-  
merged.

It is gratifying to report this morn-  
ing that Brakeman Sturgeon's injuries  
are apparently not serious, and it is  
expected that he will soon be quite  
himself again. He will never, how-  
ever, it is safe to say, cross the East-  
man trestle without a shudder, for  
his escape from the fate of his unfor-  
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aculous. He went down in the ter-  
rible plunge of the forward part of  
the train, into the mud and water.  
Here he was rescued from his perilous  
position by some mill hands. A few  
minutes later he, too, would have dis-  
appeared from sight in the almost bot-  
tomless mud.

The cause of the disaster is being  
much discussed, and numerous theories  
are advanced.

It appears that the heavy freight  
stopped for a moment on the trestle.  
It is suggested that the engine, one of  
the heaviest on the road, may have  
been directly over a weak spot in the  
bridge, and that the dead weight of  
the engine caused the collapse.

A gang of men were at work on the  
east end of the trestle and it was to  
enable them to finish the unloading of  
some material that the freight was  
brought to a standstill on the bridge.

One of the men at work on the east  
end of the bridge stated to the Record  
that the freight was flagged to enable  
them to finish unloading some rails  
which would take but a few minutes.  
He saw the train start out on the  
bridge. The next time he looked up  
the engine had disappeared, and the  
freight cars were topping one after  
another into the abyss caused by the  
collapse of a section of the trestle.  
Fortunately the train broke apart.

A strange feature is that a freight  
train drawn by a heavy locomotive,  
westbound, had crossed the trestle but a  
few minutes before meeting the ill-fat-  
ed train at Eastman station, about a  
half a mile to the west.

When the scene of the wreck was  
first reached a portion of the engine  
was still in sight but it soon disap-  
peared. There was not the slightest  
opportunity to rescue the engineer and  
fireman.

Drs. West, Cabana and Bique, of  
Magog, came over as quickly as pos-  
sible after the wreck and attended  
Brakeman Sturgeon. No bones were  
broken and he is certainly a very  
lucky man.

A gang of men from the Farnham  
and from the bridge and building de-  
partment are here and have begun  
work, but it must be some time before  
the trestle can be restored.

The passengers on the local trains  
were transferred yesterday afternoon

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suffered much from shock. If  
no internal injuries develop, his  
recovery is looked for. He was  
conscious when rescued.

It now appears that he was  
standing between engine and  
tender when the disaster oc-  
curred, and went straight down  
with the wreck, being carried  
under water. He rose to the  
surface and was found by first  
arrivals struggling in the water  
and mud in a half drowned  
condition.

It will undoubtedly take sev-  
eral weeks to restore the trestle  
but trains will be running over  
the temporary circuitous route  
within a short time.

About 150 feet of the trestle  
is completely wrecked.

## A MYSTERIOUS DISAPPEARANCE.

Went to Bedford With Load of  
Produce From Guthrie's Corner.

HORSE CAME HOME ALONE — IN-  
QUIRY FAILS TO LOCATE THE  
MISSING MAN.

Guthrie's Corners, Nov. 2.—(Special)  
—Robert Carter, a middle-aged Eng-  
lishman, who has for years been in the  
steady employ of Mr. Frank Guthrie,  
of this place, took some marketable  
produce to Bedford, on the 29th of  
October, and has not been seen here  
since. The horse returned in the even-  
ing with the wagon in perfect con-  
dition. Although all Wednesday was  
spent by Mr. Guthrie in diligent  
search and enquiry, up to the time of  
writing nothing had been learned be-  
yond the fact that he left Mr. Stev-  
ens' feed store about dusk.

Foul play is feared, though small  
motive can be attributed as he was a  
very quiet inoffensive man, and car-  
ried little money at the time.

## PROPERTY TRANSFERS.

Brookbury, Nov. 1 (Special).—Mr.  
Amos Bennett, now residing on the  
Cook farm here, has purchased from  
his father, Mr. Joseph Bennett,  
"Pleasant View Farm," for which he  
paid \$2850.

Wilson's Mills, Nov. 1, (Special).—  
Mr. Samuel Gregoire has sold his farm  
here to Mr. Vachon, of Leeds, for the  
sum of \$3,000.

## WAGES GOING DOWN.

SALARIES OF NEW YORK AIR  
BRAKE CO. EMPLOYEES RE-  
DUCED.

Watertown, N.Y., Nov. 2.—The New  
York Air Brake Company yesterday is-  
sued the following notice:

"Commencing Nov. 1st and until  
further notice the salaries of all em-  
ployees of the New York Air Brake  
Company, from superintendent down,  
will be reduced ten per cent."

## THE WEATHER

### LOCAL FORECAST.

was a brother of the late Wal-  
of this city. He was a mem-  
ber of the Mining Institute, a direct-  
or of the Eastern Townships Agricultu-  
ral Society, a very prominent  
member of the Sherbrooke Curling  
Club, in every sense of the word,  
a man of prominence and distinction  
in the community.

He was about sixty-four  
years of age, and is survived by his  
family of four sons and four  
daughters. He had been for many  
years, as the trained and  
superintendent of the Eastli  
Company.

## THE TURGEON- BOURASSA CAM

Fight is Being Fiercely  
in Bellechasse C

APPLAUSE FROM BOTH  
SIDERS.

St. Charles, Bellechasse, 2  
The electoral campaign was  
simultaneous and strenuous  
the part of the strong men  
sides yesterday, there be-  
ing more than seven debates at differ-  
ent places including Buckland and St.  
Charles where the opposing candida-  
tes fought against each other before a  
hundred people. Interest in  
the campaign increases as polling day  
near, not only in the county  
side, and strangers keep coming  
to satisfy a curiosity that has  
been created by the newspaper re-  
ports of the business men of  
the cities and towns of the pro-  
vince to be met all over the  
country either taking part in the  
debates or as spectators. Yester-  
day All Saints' Day, people came  
in larger numbers than usual  
to the meetings gathered to listen  
to the political speakers. At Buck-  
land and progressive settlers  
Adelard Turgeon received the  
applause. Some of those who  
claimed him as a "father"  
figure, nevertheless, was pre-  
sented, frequently and was presented  
bouquet in the middle of his  
speech. Mr. Bourassa created a  
strong and widespread impression  
in the afternoon. The  
thundering, which, as in the ca-  
se of land, numbered about four  
showed itself almost equal  
to that during Hon. Mr. Tu-  
rgeon's speech. The people listened  
attentively and greeted him  
with applause on a couple of  
occasions especially at the close. His  
aggressive eloquence, however  
forth expressions of con-  
fidence, when, in a flow-  
ing declaration that Hon. A.  
was before the electorate and  
the administration to be  
longed had not done their  
best to barter away the pul-  
it-treated the settler and the  
their reputation in the Be-  
cote land deal. There were  
"Chop away!" "Chop away!"  
a section of the crowd.  
words were repeated when  
he accused his opponent of  
company with Baron Lep-  
time when the Baron is al-  
boasted of his belief and  
the other hand, Mr. Bou-  
with rebuffs in making the  
charges, when some one



by eight cars of the train. At the point the train parted, setting the brakes, and the remaining cars remained on the rails. The engine, with its great weight of one hundred tons, struck the water and sank with tremendous force and sank in eight, burying with itself the cars and wreck of the bridge. The engine was on top in an almost indescribable position. Fireman Sturgeon, who was on top of one of the forward cars, had an opportunity to jump and saved himself from the fate of the others. Conductor McLeod and a brakeman in the van, of course, escaped injury. The report quickly spread in the village and practically the entire population was soon gathered in the vicinity of the wreck. There was little that could be done, except to remove the injured brakeman and summon aid from Magog. The other uninjured men were beyond all human aid.

Logner Draper, whose home was at Magog, was unmarried, and had been in the employ of the C.P.R. for a number of years, though very unfortunate in his experience. Some two years ago he was badly injured by being struck by an engine near Montpelier. He spent many months in the hospital, and never fully recovered. He was in Sherbrooke on Thursday.

Freeman McKinney, whose home was at Bedford, was also unmarried. He was a run through to Farnham on Thursday, starting out for another eastern trip on the ill-fated engine yesterday.

The exact cause of the accident, like that by the Quebec bridge, will probably never be definitely determined. It may have been caused by the engine or a car leaving the rails or by some defect in the trestle. The train was constantly passing the trestle, and it is always making repairs. Two groups of men were at work yesterday, one at the west and the other at the east end.

The Eastman trestle was built about twenty years ago by Mr. A. S. Smith, contractor of Sherbrooke. As originally constructed, it was about one mile in length. In recent years a considerable portion has been filled in, and the trestle is now about 700 feet at the west end, and a considerable portion in the center has been filled in. It is the section between the west and filling which collapsed. Nineteen years ago the

trestle is a heap of debris. The engine and two or three cars have entirely disappeared from sight in the mud and water. The others are partially submerged.

It is gratifying to report this morning that Brakeman Sturgeon's injuries are apparently not serious, and it is expected that he will soon be quite himself again. He will never, however, it is safe to say, cross the Eastman trestle without a shudder, for his escape from the fate of his unfortunate comrades is little short of miraculous. He went down in the terrible plunge of the forward part of the train, into the mud and water. Here he was rescued from his perilous position by some mill hands. A few minutes later he, too, would have disappeared from sight in the almost bottomless mud.

The cause of the disaster is being much discussed, and numerous theories are advanced.

It appears that the heavy freight stopped for a moment on the trestle. It is suggested that the engine, one of the heaviest on the road, may have been directly over a weak spot in the bridge, and that the dead weight of the engine caused the collapse.

A gang of men were at work on the east end of the trestle and it was to enable them to finish the unloading of some material that the freight was brought to a standstill on the bridge.

One of the men at work on the east end of the bridge stated to the Record that the freight was flagged to enable them to finish unloading some rails which would take but a few minutes. He saw the train start out on the bridge. The next time he looked up the engine had disappeared, and the freight cars were topping one after another into the abyss caused by the collapse of a section of the trestle. Fortunately the train broke apart.

A strange feature is that a freight train drawn by a heavy locomotive, westbound, had crossed the trestle but a few minutes before meeting the ill-fated train at Eastman station, about a half a mile to the west.

When the scene of the wreck was first reached a portion of the engine was still in sight but it soon disappeared. There was not the slightest opportunity to rescue the engineer and fireman.

Dr. West, Cabana and Bique, of Magog, came over as quickly as possible after the wreck and attended Brakeman Sturgeon. No bones were broken and he is certainly a very lucky man.

A gang of men from the Farnham and from the bridge and building department are here and have begun work, but it must be some time before the trestle can be restored.

The passengers on the local trains were transferred yesterday afternoon and again this morning, the delay being between one and two hours.

The Halifax trains have proceeded via Newport, Vt., and B. & M. to Lennoxville.

# A MYSTERIOUS DISAPPEARANCE.

Went to Bedford With Load of Produce From Guthrie's Corner.

HORSE CAME HOME ALONE - INQUIRY FAILS TO LOCATE THE MISSING MAN.

Guthrie's Corners, Nov. 2.—(Special)—Robert Carter, a middle-aged Englishman, who has for years been in the steady employ of Mr. Frank Guthrie, of this place, took some marketable produce to Bedford, on the 29th of October, and has not been seen here since. The horse returned in the evening with the wagon in perfect condition. Although all Wednesday was spent by Mr. Guthrie in diligent search and enquiry, up to the time of writing nothing had been learned beyond the fact that he left Mr. Stevens' feed store about dusk.

Foul play is feared, though small motive can be attributed as he was a very quiet inoffensive man, and carried little money at the time.

## PROPERTY TRANSFERS.

Brookbury, Nov. 1. (Special)—Mr. Amos Bennett, now residing on the Cook farm here, has purchased from his father, Mr. Joseph Bennett, "Pleasant View Farm," for which he paid \$2850.

Wilson's Mills, Nov. 1. (Special)—Mr. Samuel Gregoire has sold his farm here to Mr. Vachon, of Leeds, for the sum of \$3,000.

## WAGES GOING DOWN.

SALARIES OF NEW YORK AIR BRAKE CO. EMPLOYEES REDUCED.

Watertown, N.Y., Nov. 2.—The New York Air Brake Company yesterday issued the following notice:

"Commencing Nov. 1st and until further notice the salaries of all employees of the New York Air Brake Company, from superintendent down, will be reduced ten per cent."

## THE WEATHER

LOCAL FORECAST.

Southeasterly to southwesterly gales; with rain.

**BOURNASSA CAMPAIGN**

**Fight is Being Fiercely Fought in Bellechasse Co.**

APPLAUSE FROM BOTH SIDES.

St. Charles, Bellechasse, Nov. 2.—The electoral campaign was most simultaneous and strenuous effort the part of the strong men of sides yesterday, there being more than seven debates at different including Buckland and St. J. where the opposing candidates against each other before about hundred people. Interest in the election increases as polling day near, not only in the county, but side, and strangers keep coming satisfy a curiosity that has been fed by the newspaper reports. Political and business men from cities and towns of the province to be met all over the coast either taking part in the battling maining spectators. Yesterday All Saints' Day, people came in larger numbers than usual, afterwards gathered to listen to political speakers. At Buckland, the ing and progressive settlement Adelard Turgeon received the applause. Some of those present claimed him as a "father" but potent, nevertheless, was as frequently and was presented bouquet in the middle of his day. Mr. Bournassa created a strong more widespread impression at mien in the afternoon. There the other, which, as in the case land, numbered about four showed itself almost equally. There was no discriminatory tation during Hon. Mr. Turgeon dress. The people listened tentively and greeted him, with al applause on a couple of especially at the close. His aggressive eloquence, however, forth expressions of contrast, when, in a flow of he declared that Hon. Mr. was before the electorate been and the administration to who longed had not done their duty had battered away the public ill-treated the settler and compromised their reputation in the Belge cate land deal. There were a "Chop away!" "Chop away!" a section of the crowd. The words were repeated when Mr. sa accused his opponent of having company with Baron l'Epine time when the Baron is alleged boasted of his belief and at the other hand, Mr. Bournassa with rebuffs in making the charges, when some one called him to "confess himself," with contrary-minded hearers, shouting ing of Mr. Turgeon, "he has he has sinned."







# IN THE NORTH THE PROVINCE OF QUEBEC

Real Witness

coach of winter  
beginning to  
ment of the C.  
arrangements for  
sports in Canada,  
was from those  
t in a wolf hunt  
brought off last  
r. L. O. Armstrong  
s evidently made  
on sportsmen  
quite a number  
wish to take part  
for the experience  
the Canadian wild  
ected for this season  
northern portion  
Quebec, reached  
ne of the C. P. R.  
there are several  
y or fifty miles  
line, and every  
round up these  
fall of snow by  
will be held in Janu  
strong is making  
the organization  
plendid supply of  
ent of a very en  
l hunt for the  
over the border  
the company in re  
is a number of co  
to establish a per  
northern Quebec  
essive parties thro  
The camp is to  
rters for snowmob  
expeditions, and  
fore-runner of ma  
nadais already fam  
and sporting facili  
and Mr. Armstrong  
ally getting a simi  
s winter season  
ing to find out th  
and snow, the bl  
of sunlight ma  
enjoyable in the  
amer.

## TO PARTICULARS

fluid Extract Dandelion  
Compound Salutar  
Compound Syrup  
e a teaspoonful after  
time, drinking plenty  
description has been  
in the treatment of  
and urinary troubles,  
singing therefrom, such  
sciatitis, lumbago,  
and we feel that the  
titled to particulars  
physician states that  
results that have been  
use of the mixture  
direct action upon the  
g them in their work  
poisonous waste matter  
blood and expelling  
me, and at the same  
e kidneys to a healthy  
ates that anyone suf  
ctions of this nature  
very beneficial, and  
be given a trial.

track. So, through train  
ground and there will be no  
transferring of passengers  
train.  
crowds of people were in the  
yesterday, driving in  
all directions.  
McKinney, yard master of  
St. Elie, father of Fireman  
McKinney, is here and will re  
the body of his son as  
not as it is released by the  
r. Mr. McKinney has  
small been unfortunate in his  
railway experience, having lost  
a man at Waterloo many years  
ago, and later, a part of his  
not at Richford.

\*\*\*\*\*  
November 4.—(Special)—  
to be on down too fast. He didn't  
the flag." This remark of  
Sturgeon, soon after his  
from the Eastman trestle  
suggests why the collapse oc  
just when it did.  
The fact that on August 10th last,  
p.m. the earth filling of the  
in the vicinity of the wrecked  
train took a shove to the west,  
the timbers of the struc  
s suggests how a weakness occur  
which eventually resulted in the  
collapse.  
The statement of the brakeman and  
related, taken together, are  
valuable in their revelation. The trestle  
was on the verge of collapse. A slight  
movement on the part of the ill-  
fated engineer brought this condition  
to a climax. Two lives are lost un  
derable conditions, but the sacri  
fice perhaps prevented a disaster  
which would have ranked among the  
most appalling in the history of rail  
roads. Had a passenger train  
when the fatal plunge sixty feet into  
water and bottomless mud, it is diffi  
cult to understand how any could have  
survived. Those not killed  
in the descent must have been  
scrambled like rats in a trap without  
possibility of escape.

## THE THEORY

The body of water to the north of  
the Eastman trestle is known as Silver  
Lake. This is the origin of the Mis  
sissipi river which flows under the  
trestle at the point of the disaster. In  
order to make a foundation, piles  
were driven into the mud from sixty  
to one hundred and fifty feet in depth.  
The top of these rows of piles is placed  
two, and on this stand the posts of  
the trestle. These caps are supposed  
to be above water, but owing to the  
weather have been submerged in  
the river. When the shove of earth  
occurred last summer, disturbing the  
foundations of the bridge, gangs of men  
were put on and have been at work  
ever since. Many timbers were re  
placed, and it is safe to say that there  
is not an unsound stick in the trestle  
yet. But the caps being submerged,  
the situation in relationship to the  
water was not apparent.  
The theory is that the shove last  
afternoon, under the weight of  
the freight train to which brakes  
had been applied, they slipped from  
the piles and let the trestle drop.  
This is a very simple explanation,  
and it is accepted by railway officials  
and others as the most plausible one  
yet advanced.

pieces of freight cars.  
A man with a pike pole had just  
drawn up a piece of clothing torn  
from the garments of one of the un  
fortunate men still held in the wreck  
beneath the surface. The engine had  
gone down nose foremost, so that the  
cab was not many feet beneath the  
surface and could be easily reached.  
One of the imprisoned men could be  
located but could not be released, as  
he was apparently held tightly in the  
wreck.

Four cars, said to be coal cars, were  
entirely out of sight. To the west of  
the spot where the engine lay were  
three cars, more or less broken, and  
partially submerged. One contained  
flour and feed and the other two  
grapes. A local man saw a chance  
for gain and bought the lot from the  
company, and as fast as he could take  
them from the car Saturday sold them  
at twenty cents a basket. A few  
feet to the south lay an empty Q.C.R.  
car which had apparently suffered less  
damage than the others.

A gang of men were at work remov  
ing such of the debris as could be  
hailed away. A pulley arrangement  
had been effected with an engine on  
the west end of the trestle as the mo  
tive power.

It is evident that the lifting of the  
engine from its present position em  
bedded in the mud will be quite an  
engineering feat. The reconstruction  
of the trestle will also be a work of  
considerable difficulty and will require  
time. In the meantime the company  
is pushing the work of constructing a  
line about a mile in length, to con  
nect the main line of the C.P.R. with  
the O.M.R. This will enable trains to  
make continuous passage by a some  
what circuitous route, but the public  
are not likely to object to this meth  
od of passing the trestle or avoid  
ing the unpleasantness of the transfer  
by teams.

## TALK WITH EYE-WITNESSES.

There were probably a dozen or  
more people who were eye-witnesses of  
the disaster.  
Mr. A. F. Robinson, the well-known  
manager of the Eastman Lumber Co.,  
was one of these. Mr. Robinson led  
the record representative to the place,  
a short distance from his house, where  
he was standing at the time. He  
saw the train come down on to the  
bridge at a good rate of speed and  
heard the whistle for brakes. A mo  
ment later the trestle over the river  
collapsed and he saw the engine take  
a header downward. Car after car  
followed until the train broke apart  
and the brakes being set the remaining  
cars stood upon the track upon the  
very edge of the abyss. Immediately  
there was a rush to the scene. About  
the first to arrive was Mr. E. D.  
Phelps, a well known citizen of East  
man, and to him Mr. Robinson says  
is due the credit of saving the life of  
Bakeman Sturgeon. While excitement  
naturally prevailed among the first ar  
rivals, Mr. Phelps was particularly  
cool, and seeing the brakeman strug  
gling in the water among the debris,  
without thought of danger to himself,  
rushed to his aid and helped him to  
shore.

Sturgeon, after partially recovering  
from the shock of his terrible fall,  
stated that when he felt the bridge  
going he seized hold of Engineer Dra  
per, and they went down together. He  
clung to him under water and tried to  
lift him, but he was caught in the  
wreck.

The spectacular feature of the col  
lapse occupied but a moment.  
Conductor McLeod and Brakeman  
McLeod.

(Continued on page 6.)

the train was  
twenty-five miles an hour at the time.  
Brakes were applied and for about  
two hours search was made along the  
track but without success.  
The search was renewed, this morn  
ing, but there was no sign of the  
missing man. It seems almost impos  
sible that he could have made such a  
dive from a car window of a rapidly  
moving train and escape serious in  
jury.

## DOUKHOBORS REACH FORT WILLIAM.

### One Makes Socialistic Speech to Large Crowd.

#### WILL WINTER IN FORT WILLIAM AND START FOR MONTREAL IN SPRING.

Fort William Ont., Nov. 4.—(Spec  
ial).—Doukhot pilgrims are the cen  
tre of interest in this city. A band  
numbering 7 are quartered in a house  
on one of the principal streets. Yes  
ter morning one of the members held  
a meeting on the main street and ad  
dressed a large crowd of citizens in  
English, speaking along socialistic  
lines, and making the following state  
ments: "Gauls should be abolished;  
work should not be made hobby;  
animal should not be killed or used  
as beasts of burden, all forms of gov  
ernment should be done away with,  
and most preachers are fat heads."  
The party will remain here all win  
ter and start for Montreal in the  
spring.

## EARTHQUAKE IN TURKESTAN.

### VIOLENT SHOCK ALARMS THE INHABITANTS OF SAMARKAND.

Samarkand, Russian Turkestan, No  
vember 4.—A violent earthquake oc  
curred here yesterday morning, but di  
carnary little damage. The in  
habitants of Samarkand were panic  
stricken and rushed out into the  
streets, and for some time great ex  
citement prevailed.

## BIRTHDAY OF MIKADO.

### NATIONAL HOLIDAY UNIVERSAL LY CELEBRATED IN JAPAN.

Tokio, November 4.—Yesterday be  
ing the Emperor's birthday, a nation  
al holiday was universally celebra  
ted. During the day the usual grand  
review of troops was held by Field  
Marshal Oyama, at which the Emperor  
was present.

## BECOME BRITISH SUBJECTS.

### ONE OF THE NINETY-AND-NINE WAS HITHERTO A KINGDOM UNTO HIMSELF.

London, Nov. 4.—Friday's Gazette  
shows that 99 foreigners took the  
oath of allegiance and became British  
subjects during the month of October.  
Of this number 28 were from Russia,  
22 from Germany, and one described  
himself as a subject of no foreign  
state.

## CASE IN ST THRESHING

### ing Man Seri At St. Elie

#### STAINED FRAC AND MAY NOT

A shocking accident  
at St. Elie d'Or  
line, son of Mr.  
ing the unfortunat  
The young man w  
reshing machine c  
crushed, when the  
laced. In attempt  
order, in some way  
he belt, and was  
cylinder, striking h  
ron bolt. He was  
his fellow-workers,  
home, unconscious  
a fractured skull.  
At last accounts  
hopes of his recov

## HOUSE AND BURNED

### Owned by Mrs upied by Se

#### TWO HORSES, QUANTITY O. ED

Compton, No  
a bad fire occur  
buildings belong  
being destroyed,  
barn.

A portion of t  
by Harry Hale,  
Mrs. Todd had  
other part and  
cupied by Mr.  
The barn was  
Bros., butchers  
barn included t  
horses and two  
stroyed.

The fire start  
the barn and i  
It spread rap  
erty was quick  
The loss will  
covered by ins

## PROPEI

Knowlton, ?  
C. M. Ralston  
farm stock bu  
Woodley, a g  
Mr. Woodley  
Nov. 20th.

## Westerly

Westerly  
tered she  
and mild



# BROOKE CLOTHING STORE

Reductions in every Department. A low Bargain for

**OU THIS LINE.**  
Black and Navy,  
Fine Tweed, well  
special value, in  
Worsted Suits,  
\$10. This is a  
men's Tweed Pants,  
Shirts.  
er Caps, with fur  
special 15 days. Sale—it pays.

**NAULT. 17 King Street**

## THE OPIUM WAR.

"Success Maga-"  
get an admission  
thorough-going  
opium had any-  
war of 1840-43.  
at either that the  
the refusal of Chi-  
mit English repre-  
of equality, or  
by "the stopping  
as, indeed, a touch  
tal in the attitude  
ainese official mind,  
test of nations, oc-  
like five-sixths of  
called the world.  
Spain, France, Por-  
were small islands  
the edges of China  
disc. That these  
ld wish to trade  
Kingdom" and to  
e "Son of Heaven".  
But that the Son  
omit them whether  
nd as equals, was  
pping these notions  
ientalism, "they" boil  
principle that China  
of earth or Heaven  
her to admit; for-  
he preferred to live  
d her own business,  
inded her own busi-  
d her own business,  
utable.  
h animated the Bri-  
simple. Stripped of  
idental shell of reli-  
bility and theories of  
they seem to boil  
is—that China was a  
market and there-  
nations had a right  
willy nilly, and any  
to stop this trade  
ue way, an infringe-  
ghts, as trading na-  
aining this theory, it  
us to forget, that  
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ious and contraband  
used "for purposes  
ree only."

added to your work"  
ial and unremunera-  
d ad. will find you  
h you can prosper.

**FOR SHERBROOKE DAILY RECORD.**  
Record can be ob-  
y of the following  
erbrooke  
J. 21 Bridge St.

**NOTICE—FEW LINES TO CLEAR AT 49c EACH.**  
Men's Woolen Shirts and Drawers,  
special value.  
Men's Heavy Working Mitts.  
Men's Heavy Caps, with fur in side.  
Boys' All Wool Sweaters.  
Men's Black Duck Shirts.  
Men's Fancy Negligee Shirts.  
Boys' Knee Pants, a large choice.  
Shoes—\$1.29 pair.  
Ladies' Fine Dongola Boots.  
Special value, Blucher style.  
Men's Buff, Ball, and Dongola.  
Boys' Heavy Double Sole Buff Shoes.  
Men's Heavy Split Balls.

## DAIRY BOARD SEASON NEARING ITS CLOSE.

**Some Boards Have Already Adjourned Till Spring.**

## COWANSVILLE MEETS AGAIN IN TWO WEEKS—SATURDAY SALE RESULTS.

Cowansville, Que., November 4.—The weekly meeting of the Eastern Townships Dairyman's Exchange was held here Saturday; 27 creameries offered 992 boxes butter; eight factories offered 298 boxes of cheese; 670 boxes of butter sold at 27c; 198 boxes at 28c; and 25 boxes at 28c; cheese sold at 12c to 14c, and 11c. Board adjourned for two weeks.

Brockville.—The buyers were not agreed on prices, which ranged from 12c to 12c. The larger houses claim to have stood by the 12c limit, at which it was said that the "regulars" were secured. On the basis of the prices above named, probably about 5,000 boxes changed hands. For the corresponding week last year the price on this market ruled at 12c.

St. Hyacinthe.—At the butter and cheese board Saturday 470 boxes sold at 27c, in boxes, and 27c, in 70-lb. tubs; 199 cheese sold at 11c.

Belleville, Ont.—Offerings were 2,070 white, and 100 colored; sales on the market, 1,308 boxes at 12 1/2-16c, though a few salesmen accepted on the street.

Vankleek Hill, Ont.—The price paid was 12 1/2-16c for white, and 12 1/2 for colored. Board adjourned to meet May, 1908.

Cornwall, Ont.—At the Cornwall cheese board on Saturday 1,389 boxes of cheese were sold, the white at 12c, and the colored at 12c. The next meeting of the board will be held on November 16.

London, Ont.—At the cheese market 1,783 cases of colored were offered; no sales; bidding, 11c to 12c.

Pictou, Ont.—At cheese board fifteen factories boarded. 933 boxes colored; highest bid, 12c; 735 sold.

**KNOXVILLE SALOONS CLOSED.**  
Knoxville, Tenn., Nov. 4.—More than a hundred saloons in Knoxville closed Thursday as a result of the application of the Pendleton law, by which cities of Tennessee can reincorporate without buying the saloon. The city is quiet and whiskeys are being sold at any price. The

## EASTMAN DISASTER IS EXPLAINED.

[Continued from page one.]  
Lapointe, riding in the van, did not know of the accident, until some moments after it occurred. They felt the emergency brakes go on and the van came to a standstill. Going outside they learned of the fate of the forward part of the train and of their own narrow escape.

As reported in Saturday's Record, bridgemen were at work on the east end of the trestle. The extra freight did not stop at the Eastman station, but from that station was displayed a flag which said to the engineer, "proceed cautiously." The train seems to have entered upon the trestle at a good rate of speed. Then the flag at the other end came in sight, which made it necessary for the engineer to apply brakes and halt his train on the bridge. The bringing up of the train rather sharply may have caused an extra strain which served as the last straw on the trestle work over the river, pushing it from the piles, and sending the forward part of it to destruction.

### TRANSFERRING PASSENGERS.

The O.M.R. connects with the C.P.R. at Eastman station. At present (before completion of connecting link which took place to-day), the west bound passenger trains, except the Halifax express, which goes by way of Newport, proceed to the eastern end of the trestle. The passenger cars on the east bound trains are switched on to the O.M.R. at Eastman station and run down to the O.M.R. station in Eastman village. The transfer of passengers and baggage between this point and the east end of the trestle is made by means of teams, some half dozen not too comfortable outfits having been requisitioned. Quite a large number of passengers, a number of them Sherbrooke people, and including several women and children, made this transfer in the darkness and rain Saturday night, the only light being that furnished by the lantern brigade.

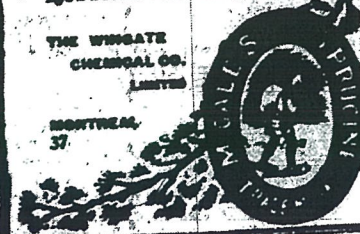
An incident, which seemed to many passengers to be about the "limit" of carried after the transfer had been made, and the train had started back from the trestle towards Sherbrooke. A young woman had in the transfer lost her ticket. She had been on the train before reaching Eastman, as many passengers on the car could testify, and was coming to Sherbrooke. She had handed her ticket to the conductor earlier in the journey and he had punched it, returning it to her. Not knowing of the transfer to be made, she had laid her ticket on the window of the car and forgot it when leaving the car for the transfer wagon. All this she explained to the conductor, who was the same as had been with the train before reaching Eastman. He didn't remember it and, not too courteously, demanded that the fare from Eastman to Sherbrooke, 90c, be paid. This she was compelled to do, thus paying a double fare from Eastman to Sherbrooke. Besides experiencing the inconvenience of the transfer through the rain, to passengers, this seemed a remarkable case of over-zealousness on the part of a railway employee.

### LIVELY TIMES AT EASTMAN.

"It's an ill wind that blows nobody's

## "SPRUCINE"

**WIN Cure That Cough.**  
"SPRUCINE" is a definite preparation of Spruce Gum, Wild Cherry, Horehound and Tar—in the form of an agreeable elixir.  
For Coughs, Colds, Hoarseness, Croup, Whooping Cough, Bronchitis, and other affections of the throat and lungs—it is invaluable.  
Age a bottle. At all druggists.



## ELECTIONS TO-DAY IN BELLECHASSE.

**Turgeon in Lead Judging From Applause at Meetings.**

**SENATOR CHOQUETTE BETS \$5,000 THAT HON. MR. TURGEON WILL BE RE-TURNED.**

Quebec, Nov. 4.—At the last moment, when the opening of the polls is only a question of a few hours, the situation in Bellechasse remains highly problematical. It is impossible to predict with certainty the result of the closely contested campaign that has held for over a week, not only the attention of this province, but that of other parts of the Dominion as well. The comparatively undemonstrative and distributed attitude of the people towards the speakers at the meetings, and their reticence when interviewed privately makes it difficult for the casual observer to judge in what way the tide of opinion is really going. On the whole, Mr. Turgeon received the most applause, but there were times when his opponent, under the spell of scathing or facetious oratory, elicited enthusiastic applause. Whether such manifestations were provoked by the weight and convincing character of the argument, or were merely the result of spontaneous admiration for the fine flow of language, remains to be seen.

The opposing candidates, who are both strong men on the platform, though differing in methods of argument, met several times in the course of the campaign, and it can safely be said that the balance of applause was in favor of Mr. Turgeon at four places—St. Raphael, St. Charles and at St. Michel, and at St. Valier, yesterday, while the gathering was more sympathetic to Mr. Bourassa at St. Damien on Friday last and at St. Germain Saturday. The reception at Buckland was equally distributed, but the supporters of Hon. Mr. Turgeon say that their candidate met more

Sole local agents for  
**20th**  
Invio  
"J"

**Star**  
ROSE  
herbro

**MA**  
AS GOOD  
AS YOU  
CAN GET

HERE  
SINCE  
1851

**E & B**

**JESS**  
The James Robe

**Jessop**  
Full assortment bo  
real.

**BRITISH & STRI**  
TREMENDOUS CROWD HI  
RESULT OF THE BA  
ING.

London, Nov. 4.—A gr  
in connection with the ra  
was held in Albert Hall S  
ening. Thousands were un  
ter. The result of the t  
by the Amalgamated Soc  
way Servants on the  
striking was announced as  
For a strike  
Against  
Spoiled papers  
Showing a total vote r  
88,134, while the number o  
pers issued was 97,631. It  
membered that the ballo  
the Amalgamated Society,  
ber 97,631, out of 600,  
men of all sorts.



to your work  
ad unremunera-  
will find you  
can prosper.

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**SHER-  
AILY**  
I can be ob-  
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oke.  
Bridge St.  
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grocer, cor.  
nder streets.  
15 Wellington

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King street.  
E.B. station.

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London, Ont.—At the chess match  
1,783 cases of colored were offered; no  
sales; bidding, 11½c to 12c.

Pictou, Ont.—At chess board fif-  
teen factories boarded 933 boxes col-  
ored; highest bid, 12½c; 785 sold.

\*\*\*\*\*

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a hundred saloons in Knoxville closed  
Thursday, as a result of the application  
of the Pendleton law, by which cities of  
Tennessee can reincorporate without pay-  
ing the saloon. The city is quiet and  
whiskies are being sold at any price. The  
people voted on the law by special legis-  
lative enactment last March.

\*\*\*\*\*

**REDUCE MINERS' WAGES.**  
Houghton, Mich., Nov. 4.—Notices  
posted Thursday about the Calumet &  
Hecla mine announce a reduction of wag-  
es, December 1, of 12½ per cent., ap-  
proximately equal to the increase grant-  
ed early in the year. The action affects  
between 2,000 and 3,000 men. There  
is no reduction in the output of copper  
or in the working force.

\*\*\*\*\*

**LORD HAWKE IN THE ROCKIES.**  
Winnipeg, Nov. 4.—Lord Hawke, the  
popular captain of the Yorkshire County  
Cricket Club, of England, is in Canada  
and is busy shooting big game in the  
Rockies.

*J. Ogilvy & Sons.*  
MONTREAL

# The Stylish Net Waist

Has Many Exponents Here.

e of the new Net Waist is fully revealed in the many  
comprising our display of evening Waists. The deci-  
n is justified by the preference accorded to these sup-  
by women of taste; certainly no season has ever pro-  
nty Shirtwaist styles before. Our stock is representa-  
at artistic designers.

\$10.00 MODEL—A Waist made of fine quality Brussels  
nly, with a V-shaped yoke and trimmings of exquisite  
popular Mikado sleeve, which imparts a graceful  
boulder, is trimmed with filet lace and edging of Val;  
na silk. Price, \$10.00.

T WAISTS at \$6.75, \$9.50 and \$10.00. The various  
ow in Ecru Net reveal the attractiveness of this new

Y ONE AT \$6.75, made of Point d'Esprit Net, trim-  
ivy, Cluny lace and Val. edging, china silk lined, \$6.75.  
r.

been with the train before reaching  
Eastman. He didn't remember it and,  
not too courteously, demanded that  
the fare from Eastman to Sherbrooke,  
90c, be paid. This she was compelled  
to do, thus paying a double fare from  
Eastman to Sherbrooke, besides ex-  
periencing the inconvenience of the  
transfer through the rain. To passen-  
gers, this seemed a remarkable case of  
over-zealousness on the part of a rail-  
way employee.

**LIVELY TIMES AT EASTMAN.**  
"It's an ill wind that blows nobody  
good," is a saying that applies in the  
case of the Eastman wreck. Mine  
Host of the Eastman Hotel is per-  
haps profiting to the greatest extent.  
Two hundred dinners were served on  
Saturday and the house was filled to  
overflowing all day. Not only did  
many come in by train to see the  
wreck, but scores drove in from the  
surrounding country. The hotel pro-  
prietor also has the contract for pas-  
senger transfer.

The C.P.R. has spared no energy or  
money to hasten the restoration of the  
line, and it is announced to-day that  
passengers are again passing through  
Eastman without change of cars or the  
slightest inconvenience.

Coaticook House—Popular Home for  
Travellers. L. Kilburn, Prop.

**TEN MEN BLOWN UP.**  
**SHELLS BEING CONVEYED TO  
THE TESTING GROUNDS EX-  
PLODED.**

Bourges, France, Nov. 4.—While a  
cart was conveying loaded shells to  
the testing grounds here Saturday, 7  
of the shells exploded. The driver of  
the cart and an escort of eight priv-  
ates and one non-commissioned officer  
were killed, and the remaining soldier,  
who was riding in the cart, was se-  
verely injured.

**SLAUGHTERING ADIRONDACK DEER.**  
The amount of game that has been  
killed in the last few days is appalling.  
On the opening day of the season it has  
been estimated that no less than a hun-  
dred deer succumbed to the hunters' pro-  
cess in the neighborhood of Saranac and  
Paul Smith's. The hunters fairly groan-  
ed under the weight of venison. Some  
of the sportsmen carry their trophies a-  
way by waggon, while others have re-  
course to boats. One of the star achieve-  
ments of the opening day was performed  
by a guide on the Upper Saranac. A  
buck and a doe entangled in a cluster of  
vines and weeds and light underbrush,  
dashed by him, literally running in do-  
uble harness. The guide quickly tumbled  
the buck over, while the doe, still entangled  
in the harness of vines and weeds, strug-  
gled to pull the body of her mate with  
her. The third shot brought her to  
earth, and the two beautiful animals lay  
at his feet. On the second day of the  
season the deer were a little more wild  
and suspicious, and kept pretty well un-  
der cover and out of the way, which  
seemed only to increase the zest of the  
hunters, and as a result fully a hundred  
deer and a few men were shot, the for-  
mer killed and wounded, while the latter  
luckily, were but wounded. There will, no  
doubt, be less accidental shooting in the  
forest by hunters since the law went  
into effect imposing a penalty of twenty  
years' imprisonment for such an offense.  
—Leslie's Weekly.

**MR. SIFTON'S DEPARTURE.**  
London, Nov. 4.—Regarding Mr. Sif-  
ton's departure for London the Daily  
Mail says it indicates that the great pro-  
ject of the "All Red" boats is drawing  
near its accomplishment. The service  
may be costly at its outset, but traffic  
with the great and growing Dominion  
would quickly increase.

though differing in methods of argu-  
ment, met several times in the course  
of the campaign, and it can safely be  
said that the balance of applause was  
in favor of Mr. Turgeon at four places—  
St. Raphael, St. Charles and at St.  
Michel, and at St. Valier, yester-  
day, while the gathering was more  
sympathetic to Mr. Bourassa at St.  
Damien on Friday last and at St. Ger-  
vais Saturday. The reception at  
Buckland was equally distributed, but  
the supporters of Hon. Mr. Turgeon  
say that their candidate met more  
success than was expected, as the par-  
ish voted Conservative. The attitude  
of the people in Bellechasse is far from  
being as demonstrative as it is in  
Montreal and elsewhere. They are  
comparatively passive, and give the  
impression of having made up their  
minds before coming to the meetings.  
Whatever conjecture, favorable to  
Mr. Turgeon, might be derived from  
an appreciation of mere outward ap-  
plause, is possibly offset by the fact  
that out of the 3,800 voters in this  
constituency, there are over a thou-  
sand and Conservatives, whom Mr. Bour-  
assa hopes to win entirely and Mr. Tur-  
geon in part.

Among the bets reported is one of  
\$400 placed by Senator Choquette on  
Turgeon.

**VANCOUVER RIOTS.**  
**LANDLORDS LIABLE FOR MOST OF  
REPAIRS TO DAMAGED PRO-  
PERTY.**

Vancouver, B.C., Nov. 4.—The land-  
lord and not the Japanese tenant, is  
liable for most of the repairs to prop-  
erty damaged in the riot. This is  
the decision of the Department of  
Justice at Ottawa, communicated Fri-  
day by Commissioner MacKenzie King.

Thousands were unable  
ter. The result of the ballot  
by the Amalgamated Society of  
way Servants on the ques-  
striking was announced as follo-  
For a strike .....  
Against .....  
Spilled papers .....  
Showing a total vote return  
88,344, while the number of ba-  
per-issued was 97,631. It must  
be remembered that the ballot is  
the Amalgamated Society, who  
ber 97,631, out of 600,000  
men of all sorts.

Richard Bell, M.P., general se-  
cretary of the Amalgamated Society of  
way Servants, and leader of the  
movement, declared that the  
committee of the society was  
satisfied with this result, but it  
solved that no further reference  
be made to the situation pending  
interview on Nov. 6th, between  
Lloyd-George, president of the  
of Trade, and representatives  
Society. He said that he hoped  
the mandate would not be put into  
effect, but he was satisfied that if it  
was necessary to take the step it  
would stand by their colors.

The meeting adopted a res-  
olution heartily pledging its support  
to the executive committee  
deem necessary.

**HON. MR. McINNIS DYI**  
**OPERATION PROVED TOO  
FOR MANITOBAS SECT**

Winnipeg, Nov. 4.—The pri-  
vate secretary, Hon. Mr. McInnis,  
from the effects of an operati-  
on for appendicitis, at his home in  
He will not likely survive the

## Tuesday Bargains a

We are offering for to-morrow (besides the usual  
in the Ladies' and Misses' Fall and Winter Coats. The  
best fitting garments and of the best of material. We  
soon is over to reduce prices. We begin NOW. Com-

RIBBON.	
Good quality, taffeta ribbon, 4½ inches wide in all colors, worth 25c yd.	19c
TO-MORROW	
HOSIERY.	
Ladies' cashmere hose, extra value, at 25c.	19c
TO-MORROW	
Men's cashmere half hose, worth 25c.	19c
TO-MORROW	
3 PAIRS FOR	69c
GLOVES.	
Ladies' colored cashmere gloves, all sizes, worth 35c.	19c
TO-MORROW	
A few pairs of men's black kid gloves slightly damaged. Regular \$1.00.	29c
pair. TO-MORROW	
CURTAINS.	
Special value lace curtains, pretty designs, 3½ yards, long, worth \$1.00 pair.	75c
TO-MORROW	

**G. F. OLIVIER, The**  
115 to 119 Wellington Street,  
Agent for the "New Idea 10c Pa



Mr. Who Dumped From Car With  
of Halifax Train.

the official and employees of the industrial works of both places, majority of whom accompanied it

all the shares of the company, though they had  
to call the shareholders on six  
notice.

Ministerial Association, Nov. 6, is as follows:  
on Wednesday, Nov. 6, is as follows:  
2:00 p.m.—Opening Exercises.  
Nov. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1911.





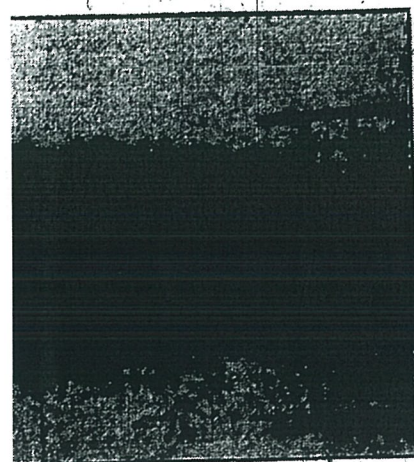


SHERBROOKE, QUE., WEDNESDAY, NOVEMBER 6, 1907.

## F AND LING FREELY

ter, Traiamea Testify, There Was  
restle — Engineer Draper Had  
rain 'Could Not Have Been  
Bridge Foreman Cannot  
in Collapse.

he by the engineer on the down grade  
between the station and the trestle  
and released before reaching the west  
end of the wrecked bridge. At the  
time of the accident the train was  
rolling free and not held by brakes.  
Asked if slow order was issued on ac-  
count of the men at work on bridge,  
he replied that so far as he knew, it  
was. He was sure he felt the brakes  
put on before going on the trestle and  
released again. The next time he felt  
the air applied the cars were going  
down into the river. The breaking  
apart of the train would put on the  
brakes without the engineer doing so.  
He saw no men on the west end of the  
trestle. Flags were for the entire  
bridge, not a section only. Asked if  
to release the brakes before reaching  
the trestle was considered among  
railroad men a prudent thing to do,  
he answered, yes.



Eastman Trestle disaster, taken by Mr. W.D.  
No. 1, within a few minutes of the accident,  
showing the position of the cars still re-

### BRIDGE FOREMAN GRIGGS CALLED.

The third witness was A. E. Griggs,  
aged 45 years, of Stukely, bridge and  
building foreman. He said his duties  
were to superintend any work put in  
his charge, such as renewal, repairs  
and building. Part of trestle that  
went down was known as No. 96,  
point 2. The other part of bridge,  
eastern section, was known as No. 95,  
point 7. He did repairing on the  
part that went down. The printie  
work was the putting on of new string-  
ers, etc. When asked by Mr. West-  
over if the bridge was in good condi-

## H. S. FOSTER VS. GEORGE E. FORD.

Important Case re Sale of Affected Cattle.

EVIDENCE HEARD, JUDGMENT IN  
A FEW DAYS — JUDGMENT IN  
GRANBY NOTARY CASE.

Sweetsburg, Nov. 6.—(Special)—  
Judge Lynch was here yesterday, to  
hear the case of H. S. Foster, of  
Knowlton, against George E. Ford, of  
the Township of Dunham, in the Cir-  
cuit Court.

The amount involved was only \$60,  
but the action is in the nature of a  
test case about tuberculosis in cattle.  
In February last, plaintiff bought from  
defendant two cows for which he paid  
\$24 a piece, and in the month of May  
being suspicious that they were tinged  
with the dreadful disease, he had them  
examined and tested by a veterinary  
surgeon, who declared that they had  
tuberculosis. He then offered them  
back to the defendant, claiming at  
the same time the refunding of the  
price paid, \$48, besides \$12 for extra  
expenses.

Defendant meets the action by say-  
ing first, that the purchaser must ex-  
amine the cattle before the sale, and  
that there was no guarantee; second,  
besides, he claims that he was too  
late in taking such an action to set  
aside the sale.

A good many witnesses were heard,  
amongst them four veterinary sur-  
geons, Drs. Irwin and Purdy for the  
plaintiff, and Drs. Savage and Ma-  
guire for the defendant. Among other  
witnesses were Messrs. Robt. Black-  
wood, of West Shefford; William Cur-  
ley, of Sutton, and William Lang, of  
West Shefford.

The case aroused a good deal of in-  
terest, and several progressive and in-  
terested farmers could be seen about  
the Court House, following and watch-  
ing the proceedings.

Judgment will be rendered within a  
few days.

### DOZOIS VS. L'ECUYER.

Judgment in this case was rendered  
here recently, by His Lordship, Mr.  
Justice Lynch.

The parties, notaries at Granby,  
practised their profession there, as  
such, in partnership, for a number of  
years, until the fall of 1898, when  
they dissolved partnership and sub-  
mitted to arbitration the disputes and  
differences which existed between  
themselves. The arbitrators had,  
moreover, the right to compound and  
settle all matters and make a final  
award of it all; this compromise or  
submission was made before notary  
on the 29th of November, 1898. After  
several adjournments and exten-  
sions of time, the arbitrators finally  
rendered their decision on the 7th of  
April, 1899, allowing plaintiff the sum  
of \$2,837.78, with interest from the  
11th of October, 1898, to be paid by  
defendant. This not having been done,  
plaintiff sued in Court to have this  
award declared good and valid, and  
to have the defendant condemned to  
pay the amount of the same. Defend-  
ant met the action on divers grounds,  
but more particularly on the want of  
notice of the different meetings and  
sittings, by the arbitrators, that they  
did not hear his evidence, that this  
was not set forth in the award, and  
that such irregularities rendered their

## BRAKEMAN STURGEON RELATES EXPERIENCES.

Recovering From Injuries Sus-  
tained in Eastman Wreck.

FUNERAL OF FIREMAN MCKEN-  
NEY, YESTERDAY, AND THAT  
OF ENGINEER DRAPER  
TO-DAY.

Farnham, Nov. 6, (Special)—Clar-  
ence Sturgeon, the brakemen, who had  
such a miraculous escape at the East-  
man wreck, is progressing very favor-  
ably, apparently having escaped with  
a severe shaking up. He is suffering  
considerable pain from bruises and  
his face is somewhat cut, but is in  
good spirits otherwise. His experi-  
ence of the accident as personally re-  
lated follows:

After leaving Eastman station he  
had climbed down over the tender,  
into the cab of the engine and spoke  
a few words to Fireman McKinney,  
who after having put in a fresh fire,  
had seated himself on the fireman's  
seat. Sturgeon, after speaking to  
McKinney, crossed over to the engi-  
ner's side, stepped out and on the gang  
way between engine and tender and  
was looking across to the village, at  
the mill men at work, when the crash  
came. It was like unto a boom of  
many cannon. He does not remember  
the descent of course, and when he  
came to, found himself pinned between  
the engine and tender in a mass of  
coal, mud and water. As each car  
came tumbling down against the ten-  
der of the engine, he felt that he was  
being freed and when the last car  
bumped into them, it caused the engine  
and tender to jack-knife, releasing him.  
He did not for a moment lose his  
head. After coming to his senses,  
naturally his whole ambition was to  
get out. He decided on a course  
which he concluded would bring him  
to the end of a box car and struck  
out to swim for his life. He came up  
directly, where the men were standing  
and they promptly hauled him out.

A terrible experience it was, which  
no doubt will ever remain vividly be-  
fore him.

Conductor McLeod, who had charge  
of the ill-fated train, states that after  
leaving Eastman, he had stood on the  
top of the car next to the engine for  
a few moments and then walked over  
the train to the van. Had he remain-  
ed a few moments longer it is proba-  
ble he would have been hurled into  
the abyss with the other three men.  
When he felt the brakes go on and the  
rear end of the train stop, he hurried  
to the front end and one may imag-  
ine the appalling scene which met  
his gaze. One car was hanging over  
a great abyss, another could be seen  
projecting out of the water, the loco-  
motive and the remaining cars of his  
train submerged and 150 feet of a  
great trestle gone.

### FARNHAM MUCH INTERESTED IN WRECK.

Great interest still continues in the  
calamity which occurred at Eastman  
on Friday last. On every corner, lit-  
tle knots of men are gathered discuss-  
ing the wreck.

The suspense has been greatly re-

## DAILY NEWS SPECIALS FR PARTS OF THE EA

MAN SCISSORS INTO EYE.  
Sutton, Nov. 6, (Special)—Miss Bes-  
sie Mooney injured her eye quite se-  
verely by striking it with the point of  
the scissors. Hopes are entertained  
that the sight is not permanently in-  
jured.

THE BEST KIND OF ADVERTISING.  
Kirkdale, Nov. 6.—(Special).—Old  
country immigrants settled here are  
so charmed with the place that they  
are writing glowing accounts to their  
friends, thus improving good immigra-  
tion agents.

SCOTCH GIRLS GO ON STRIKE.  
Rock Island, Nov. 6.—(Special).—A  
number of Scotch girls employed at  
one of the overall factories, went on  
strike, Monday, demanding more pay.  
The matter, it is understood, will be  
satisfactorily adjusted.

A YOUTHFUL SPORTSMAN.  
Lorne, November 6.—(Special).—  
One evening last week, Master Doug-  
las George, the 11-year old son of  
Mr. H. Scott George, shot a fine wild  
duck on Mr. Robert Bagley's pond.  
Two shots were required to bring  
down the bird and the little fellow is  
much elated over his success as a  
sportsman.

### HASKELL LIBRARY AGAIN OPEN- ED.

Rock Island, Nov. 6, (Special).—  
The Haskell Free Library opened up  
again yesterday, much to the satis-  
faction of those who thoroughly enjoy  
having free use of the books.

This beautiful building, which cost  
some \$60,000, well equipped with  
books, has been closed for many  
months owing to a disagreement be-  
tween the municipalities interested  
and Mr. Haskell.

### NEW ANGLICAN CHURCH AT BROMPTONVILLE.

Bromptonville, Nov. 6.—(Special).—  
The new Anglican church now being  
built here under the supervision of  
Mr. Charles Bisbee, will be completed  
this year. The Brompton Pulp and  
Paper Company donated \$500. This  
leaves citizens only \$1300 to raise. It  
was under consideration at first to  
allow school to be held in the build-  
ing, but owing to expense of building  
church, it is doubtful if the school  
will be opened this term.

### SERIOUSLY INJURED BY FALL OF STAGING AT SUTTON.

Sutton, Nov. 6.—(Special).—Mr.  
Willard Wells met with a serious ac-  
cident on Friday, while shingling on a  
house belonging to Mr. Josiah Bill-  
ings, and occupied by Mr. Ben Reid.  
The staging broke, throwing Mr. Wells  
and Mr. Billings to the ground. Mr.  
Billings was not seriously hurt, but  
Mr. Wells suffered a fracture of the  
ankle joint, and the shinbone was  
split half way or more to the knee.  
Much sympathy is expressed for the  
kindly old gentleman, who has won  
much good feeling by his unvarying  
kindness.

### STANSTEAD TOWNSHIP LEVIES POLL TAX OF \$1.

Smith's Mills, Nov. 6.—(Special).—  
A regular session of the Municipal  
Council of the Township of Stanstead  
was held here Monday. The full  
board was present, Mayor E. A. Bal-  
win presiding.



ian Trestle disaster, taken by Mr. W.D. within a few minutes of the accident. owing the position of the cars still re-

### BRIDGE FOREMAN GRIGGS CALLED.

The third witness was A. E. Griggs, aged 15 years, of Stukely, bridge and building foreman. He said his duties were to superintend any work put in his charge, such as renewal, repairs and building. Part of trestle that went down was known as No. 96, point 2. The other part of bridge, eastern section, was known as No. 95, point 7. He did repairing on the part that went down. The principle work was the putting on of new stringers. When asked by Mr. Westover if the bridge was in good condition why work on it was needed, he answered that timber would not last always. Orders were given him by Mr. J. D. Clark, who, in company with him went over the bridge this season and found nothing wrong, but all in perfect order. All was examined very closely.

Taking up the question of piles used in the foundation, he said he did not know what kind of timber was used in connection with building this bridge. The trestle was first built 19 or 20 years ago and renewed three times since. As to whether it was possible for the piles to rot if continually under water, he said they would not. At the point where the accident happened, the piles were under water. He did not inspect the piles below what could be seen in the water. He supposed it possible for piles to be inspected to a depth, but never knew of it being done. He was sure the sills were on the piles all right. He was on the bridge twice the day of the accident, and saw no settling nor curves in the structure. The sills were fastened to the top of the piles by iron pins, 3-4 and 7-8 thick. He could not swear that the piles and sills were always under water, but was sure such was the case nearly all the time. The bridge was all right, to all appearances. The timber that went down was as sound as that left standing. Some time ago the piles were cut down (lowered) and were perfectly sound. He considered the bridge safe. There is all present a slow order issued to all train crews, but this had nothing to do as to the bridge being unsafe. As he had timber to bring from the west end of the bridge the order was a protection to the men while engaged in the work. Piles were not renewed since the bridge was built. He could not say what caused the accident. He would as soon expect the hotel that he was in to fall as that bridge. The engine that went down weighed about 110 tons.

### BRIDGE MASTER CLARK.

J. D. Clark, Farnham, Bridge and Building Master, 57 years old, was the next witness. He has been with the C.P.R. since 1882, as bridge builder. He stated that his duties call that he shall inspect bridges at least twice a year. He inspected trestle No. 96, point 2, Aug. 27, 1907, and went carefully over the top of the structure, also, underneath sills which were in proper position. He could see no piles under water. If there was any rotten timber under water it would have been noticed by some of the superstructure moving out of place. He could see no way that the bridge could collapse unless something in connection with foundation under

themselves. The arbitrators had, a few moments and then walked over. moreover, the right to compound and settle all matters and make a final award of it all; this compromise or submission was made before notary, on the 29th of November, 1898. After several adjournments and extensions of time, the arbitrators finally rendered their decision on the 7th of April, 1899, allowing plaintiff the sum of \$2,837.78, with interest from the 11th of October, 1898, to be paid by defendant. This not having been done, plaintiff sued in Court to have this award declared good and valid, and to have the defendant condemned to pay the amount of the same. Defendant met the action on divers grounds, but more particularly on the want of notice of the different meetings and sittings, by the arbitrators, that they did not hear his evidence, that this was not set forth in the award, and that such irregularities rendered their proceedings null and void.

The learned judge did not allow those objections, but maintained that the decision of the arbitrators, and their formal award mentioned clearly enough that there had been sittings, that defendant had attended them, and that he had had ample opportunity to make good his case. The Court, therefore homologated said award, deciding that it was sufficient in itself to justify the conclusions, in absence of proof to the contrary; and defendant was accordingly condemned to pay the said sum of \$2,837.78, with five years' interest, preceding the date of the service of the action, the whole with costs.

## YOUNG MAN HANGED HIMSELF.

### Strange Suicide Occurs Near Sutton, Que.

#### FATHER FOUND SON HANGING IN BARN—NO CAUSE CAN BE ASSIGNED.

Sutton, Nov. 6.—(Special).—A very sad affair occurred near here Monday when a son of Mr. N. Thibbault, who lives on Mr. Malcolm O'Brien's farm on the Abercorn road, committed suicide by hanging. No cause can be assigned for the rash act. The young man had been plowing all day, and when his father went to the barn he found one horse unharnessed. Its mate was partly unharnessed, and the young man was dead. His parents have no idea of what caused him to take his life.

An inquest is to be held to-day. The unfortunate young man will be buried from the R. C. church here tomorrow.

## QUEBEC BRIDGE DISASTER.

#### UPWARDS OF FIFTY ACTIONS FOR DAMAGES TO BE FILED SHORTLY.

Quebec, November 6.—Mr. W. H. Davidson, advocate, of this city, has at present upwards of fifty actions for damages which will be issued shortly in connection with the Quebec bridge disaster, as the result of recent evidence in connection with the catastrophe. The actions are to be taken against the Phoenix Bridge Company and the amounts claimed range from \$10,000 to \$20,000.

the train to the van. Had he remained a few moments longer it is probable he would have been hurled into the abyss with the other three men. When he felt the brakes go on and the rear end of the train stop, he hurried to the front end and one may imagine the appalling scene which met his gaze. One car was hanging over a great abyss, another could be seen projecting out of the water, the locomotive and the remaining cars of his train submerged and 150 feet of a great trestle gone.

## FARNHAM MUCH INTERESTED IN WRECK.

Great interest still continues in the calamity which occurred at Eastman on Friday last. On every corner, little knots of men are gathered discussing the wreck.

The suspense has been greatly relieved by the finding of the bodies of the dead engineer Draper and fireman McKinney.

The unfortunate men were found as natural as if in life, sitting in the cab of their locomotive, the fireman with the fire poker in one hand and a bunch of waste in the other; the engineer, with one arm resting on the window sill, the other being uplifted, as though in the act of grasping the air throttle.

## FUNERALS OF THE VICTIMS.

The funeral of Fireman McKinney took place at Richford, Vt., Tuesday afternoon and that of Engineer Draper at Sutton Junction is to be held this afternoon.

The work of overcoming the difficulties brought on by the collapse of Eastman trestle, has been rushed by the Canadian Pacific Railway. Large gangs of men and large quantities of building material have passed through here or from the shops here to the scene of the disaster.

A telegraph office has been opened at either end of the new division at Eastman, to facilitate the handling of trains.

Through freight is being handled via Newport and the B. & M., but it is expected arrangements will shortly be completed, so that this freight may be handled through in the usual way.

A party of engineers have been dispatched to Eastman to survey a new line around the trestle and it is probable the trestle will not be used again this winter. The work of construction has been under the direct supervision of Asst. General Manager J. W. Leonard, General Supt. H. P. Timmerman and Acting Supt. W. A. Rose.

## DESTROYERS FOR RUSSIA.

#### TEN TO BE BUILT AT A TOTAL COST OF \$14,000,000.

Odessa, November 6.—The Ministry of Marine has ordered the construction at the Nikolaieff dockyards of ten large torpedo-boat destroyers. The total cost is to be \$14,000,000, and they are to be completed within three years.

## THE WEATHER.

### LOCAL FORECAST.

Northwest winds, cool, unsettled, with occasional rain, or sleet to-day and Thursday.

Sutton, Nov. 6.—(Special).—Mr. Willard Wells met with a serious accident on Friday, while shingling on a house belonging to Mr. Josiah Billings, and occupied by Mr. Ben. Reid. The staging broke, throwing Mr. Wells and Mr. Billings to the ground. Mr. Billings was not seriously hurt, but Mr. Wells suffered a fracture of the ankle joint, and the shinbone was split half way or more to the knee. Much sympathy is expressed for the kindly old gentleman, who has won much good feeling by his unvarying kindness.

## STANSTEAD TOWNSHIP LEVIES POLL TAX OF \$1.

Smith's Mills, Nov. 6.—(Special).—A regular session of the Municipal Council of the Township of Stanstead was held here Monday. The full board was present, Mayor E. A. Baldwin presiding.

Storm fences for preventing the drifting of winter roads in certain localities were ordered to be built, under the supervision of the road inspectors.

A by-law, levying a tax of \$1 on every male person in the municipality, 21 years of age and not otherwise taxed, and to become due on December 26th next at the office of the Secretary-Treasurer, was passed.

## FRELIGHSBURG AND ST. ARMAND EAST COUNCILS.

Frelighsburg, Nov. 6.—(Special).—The regular monthly meeting of the Municipal Council of the Village of Frelighsburg was held on Monday evening. Mayor E. E. Spencer presided and there were present Councillors J. K. Clement, M. A. Leavitt, F. X. Robert, A. H. Holden and H. T. Spencer. Mr. J. H. Baker's bill for building a

## GREAT WHALING SEASON IN PACIFIC.

### One Ship Bags 245 Whales Eig Worth \$500,000.

#### A BIG ONE-TOWED LITTLE STEAMER DISTANCE OF TWENTY-FIVE MILES.

Victoria, B.C., Nov. 6.—(Special).—Little 150 ton steam whaler, St. Lawrence, has just completed her season's work on the west coast of Vancouver Island, having since the end of March caught 245 whales, and earned over \$500,000, a sum never before approached in annals of whaling.

On one occasion a master sulphur bottom towed the steamer a distance of 25 miles, taking 300 fathoms of line and with engines half-speed eastern to tire the monster out.

## INHERITANCE TAX STANDS.

#### NEW HAMPSHIRE LAW DECLARED CONSTITUTIONAL.

Concord, N.H., Nov. 6.—The Supreme Court yesterday reaffirmed its previous declarations in favor of the constitutionality of the inheritance tax law and included within its scope deposits of New Hampshire decedents in out-of-the-State banks. The opinion overrules a contrary decision of the probate judge of Hillsborough County, which the State treasurer had taken to the Supreme Court on appeal.

(Continued on page six.)



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Established 1897.

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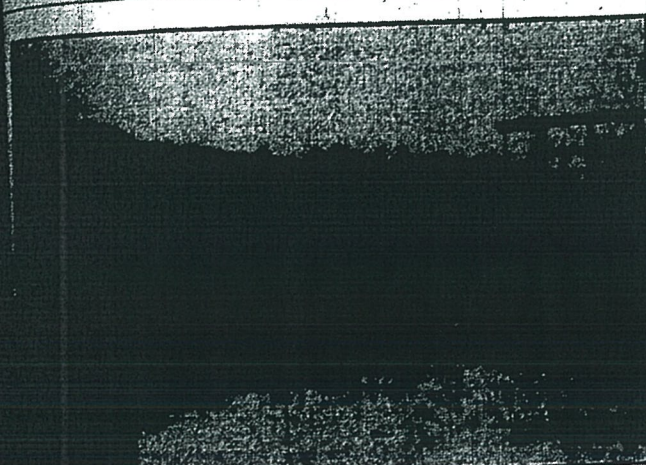
te bottle \$1.

# BRAKES OFF AND TRAIN ROLLING FREELY.

Amount of Eastman Disaster, Trainmen Testify, There Was  
Unusual Strain on Trestle — Engineer Draper Had  
Perfect Control and Train Could Not Have Been  
Handled Better — Bridge Foreman Cannot  
Explain Collapse.

Nov. 6.—(Special.) — The  
Eastman disaster, which was  
resumed at 1 o'clock yes-  
terday, and much interest was mani-  
fested.  
Several witnesses were examined,  
and evidence was of a nature to  
show that the ill-fated train was be-  
ing driven over the bridge in much the  
same manner as trains were accus-  
tomed to be run, and was offering no extra  
strain upon the structure. Witnesses  
testified that it was moving at the  
rate of the collapse, not too rapidly,  
and that brakes which had previously  
been applied had been released.  
The rate of speed is given at be-  
tween four or five miles an hour, and  
that Draper had perfect control of  
the train, moving forward with all due  
caution.  
The court at 6 o'clock adjourned  
until 1 o'clock this afternoon, when

by the engineer on the down grade  
between the station and the trestle  
and released before reaching the west  
end of the wrecked bridge. At the  
time of the accident the train was  
rolling free and not held by brakes.  
Asked if slow order was issued on ac-  
count of the men at work on bridge,  
he replied that so far as he knew, it  
was. He was sure he felt the brakes  
put on before going on the trestle and  
released again. The next time he felt  
the air applied the cars were going  
down into the river. The breaking  
apart of the train would put on the  
brakes without the engineer doing so.  
He saw no men on the west end of the  
trestle. Flags were for the entire  
bridge, not a section only. Asked if  
to release the brakes before reaching  
the trestle was considered among  
railroad men a prudent thing to do,  
he answered, yes.



of the scene of the Eastman Trestle disaster, taken by Mr. W.D.  
of the Eastman Lumber Co., within a few minutes of the accident.  
The photograph taken showing the position of the cars still re-  
maining on the track.

Witnesses will be examined.  
The witnesses, as mentioned  
were: E. J. Eddy (fore-  
man), J. A. Moguin, A.  
H. Dingman and E. W.  
The C.P.R. officials were in  
attendance: F. I.  
General Superintendent,  
General Engineer of Bridge,  
Alexander, Resident Engi-  
neer, D. Clark, Bridge Master,  
and Road Master. General Man-  
gler, who came here  
on learning of the acci-  
dent, was not in attendance yesterday.  
DOCTOR McLEOD, FIRST WIT-  
NESS.

**BRIDGE FOREMAN GRIGGS  
CALLED.**  
The third witness was A. E. Griggs,  
aged 45 years, of Stukely, bridge and  
building foreman. He said his duties  
were to superintend any work put in  
his charge, such as renewal, repairs  
and building. Part of trestle that  
went down was known as No. 96,  
point 2. The other part of bridge,  
eastern section, was known as No. 95,  
point 7. He did repairing on the  
part that went down. The principle  
work was the putting on of new string-  
ers, etc. When asked by Mr. West-  
er why work on it was needed, he  
answered that timber would not last  
always. Orders were given him by  
Mr. J. D. Clark, who, in company with  
him went over the bridge, this season  
and found nothing wrong, but all in

SHERBROOKE, QUE., WEDNES

## H. S. FOSTER VS. GEORGE E. FORD.

Important Case re Sale of Affect-  
ed Cattle.

EVIDENCE HEARD, JUDGMENT IN  
A FEW DAYS — JUDGMENT IN  
GRANBY NOTARY CASE.

Sweetsburg, Nov. 6.—(Special)—  
Judge Lynch was here yesterday, to  
hear the case of H. S. Foster, of  
Knowlton, against George E. Ford, of  
the Township of Dunham, in the Cir-  
cuit Court.

The amount involved was only \$60,  
but the action is in the nature of a  
test case about tuberculosis in cattle.  
In February last, plaintiff bought from  
defendant two cows for which he paid  
\$24 a piece, and in the month of May  
being suspicious that they were tinged  
with the dreadful disease, he had them  
examined and tested by a veterinary  
surgeon, who declared that they had  
tuberculosis. He then offered them  
back to the defendant, claiming at  
the same time the refunding of the  
price paid, \$48, besides \$12 for extra  
expenses.

Defendant meets the action by say-  
ing first, that the purchaser must ex-  
amine the cattle before the sale, and  
that there was no guarantee; second,  
besides, he claims that he was too  
late in taking such an action to set  
aside the sale.

A good many witnesses were heard,  
amongst them four veterinary sur-  
geons, Drs. Irwin and Purdy for the  
plaintiff, and Drs. Savage and Ma-  
guire for the defendant. Among other  
witnesses were Messrs. Robt. Black-  
wood, of West Shefford; William Cur-  
ley, of Sutton, and William Lang, of  
West Shefford.

The case aroused a good deal of in-  
terest, and several progressive and in-  
terested farmers could be seen about  
the Court House, following and watch-  
ing the proceedings.

Judgment will be rendered within a  
few days.

**DOZOIS VS. L'ECUYER.**  
Judgment in this case was rendered  
here recently, by His Lordship, Mr.  
Justice Lynch.

The parties, notaries at Granby,  
practised their profession there, as  
such, in partnership, for a number of  
years, until the fall of 1898, when  
they dissolved partnership and sub-  
mitted to arbitration the disputes and  
differences which existed between  
themselves. The arbitrators had  
moreover, the right to compound and  
settle all matters and make a final  
award of it all; this compromise or  
submission was made before notary  
on the 29th of November, 1898. Af-  
ter several adjournments and exten-  
sions of time, the arbitrators finally  
rendered their decision on the 7th of  
April, 1899, allowing plaintiff the sum  
of \$2,837.78, with interest from the  
11th of October, 1898, to be paid by  
defendant. This not having been done,  
plaintiff sued in Court to have this  
award declared good and valid, and  
to have the defendant condemned to  
pay the amount of the same. Defend-  
ant met the action on divers grounds,  
but more particularly on the want of  
notice of the different meetings and  
sittings, by the arbitrators, that they  
did not hear his evidence, that this  
was not set forth in the award, and  
that such irregularities rendered their  
proceedings null and void.  
The learned judge did not allow  
these objections, but maintained that  
the decision of the arbitrators, and  
their formal award mentioned clearly  
enough that there had been sittings,  
and that defendant had attended them, and  
that defendant had attended them, and

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# Wipe It Off The Earth

**Home-made Treatment, Said to Overcome Rheumatism.**

An eminent authority announced the fact that he had a new way to treat that American disease, Rheumatism, with just common, every-day drugs, found in any drug store. The physicians were slow to attach much importance to his claims. This was a few months ago. To-day nearly every newspaper in the country is announcing it and splendid results achieved. It is simple that any one can use it at home at small cost. It is made up as follows: Get from any good pharmacy Fluid Extract of Sassafras, one-half ounce; Compound Sassafras, one ounce; Compound Sassafras, three ounces. Mix by shaking in a bottle and take in teaspoonful after each meal and at bedtime. These are all simple

ingredients, making an absolutely harmless home remedy at little cost.

Rheumatism, as every one knows, is a symptom of deranged kidneys. It is a condition produced by the failure of the kidneys to properly filter or strain from the blood the uric acid and other matter which, if not eradicated, either in the urine or through the skin pores, remains in the blood, decomposes and forms about the joints, and muscles, causing the untold suffering and deformity of rheumatism.

This prescription is said to be a splendid healing, cleansing and invigorating tonic to the kidneys and gives almost immediate relief in all forms of bladder and urinary troubles and backache.

## SHERBROOKE CLOTHING STORE!

Great Reductions in every Department. A few Bargains for you.

### Will Buy You This Line.

Overcoats in Black and Navy, special value.  
Overcoats in Fine Tweed, well good value.  
Overcoats, special value, in d Beaver.  
Navy Blue Worsted Suits, cheaper than \$10. This is a bargain.  
Fine Men's Tweed Pants, special value.  
Woolen Top Shirts.  
Heavy Winter Caps, with fur special value.

### NOTICE—FEW LINES TO CLEAR AT 49c EACH.

Men's Woolen Shirts and Drawers, special value.  
Men's Heavy Working Mitts.  
Men's Heavy Caps, with fur in side.  
Boys' All Wool Sweaters.  
Men's Black Duck Shirts.  
Men's Fancy Negligee Shirts.  
Boys' Knee Pants, a large choice.  
Shoes—\$1.29 pair.  
Ladies' Fine Dongola Boots.  
Special value, Blucher-style.  
Men's Buff, Ball, and Dongola.  
Boys' Heavy Double Sole Buff Shoes.  
Men's Heavy Split Balls.

Miss this special 15 days' Sale—it pays.  
J. M. NAULT, 17 King Street

### LIVE STOCK MARKET STEADY.

#### REVIEW OF CONDITIONS PREVAILING IN MONTREAL.

Montreal, Nov. 6.  
There were no new developments in local export live stock circles, business being quiet for the season of the year. All the Liverpool space for the balance of the season from this port has been closed out at 27s 6d and 30s, but there is still some London space to be had at 25s to 30s and Glasgow at 35s.

The exports for the month of October from here were 13,330 cattle and 2,306 sheep, making a total for the season to date of 85,311 cattle and 7,351 sheep, which shows a decrease of 26,661 cattle and 2,040 sheep, as compared with the figures for the corresponding

### BRIDGE COLLAPSE

water, out of sight, giving way. Repairs done during the summer consisted of new posts, stringers, new deck, beams of piles driven at both ends of bridge. No men were at work when trestle went down. The sills on the piles are held in position with spikes and dowels. The posts on sills are also secured properly. Water covered piles nearly all the time. Every sill, all the way across the river, was put in new in 1906.

The question of the filling recently put in the east of trestle, causing the soft substance to crowd piles in position, was brought up. It was ascertained that first one pile was driven down and another added to the driven down. Witness said that filling to soft nature of land filling might have caused lower piles to shift. This was the only explanation he could give for the accident. The company had a standard plan on which bridges are built. He had no plan of foundation of this bridge. If two or three piles were misplaced the trestle should not have fallen.

### R. C. F. ALEXANDER, FARNHAM

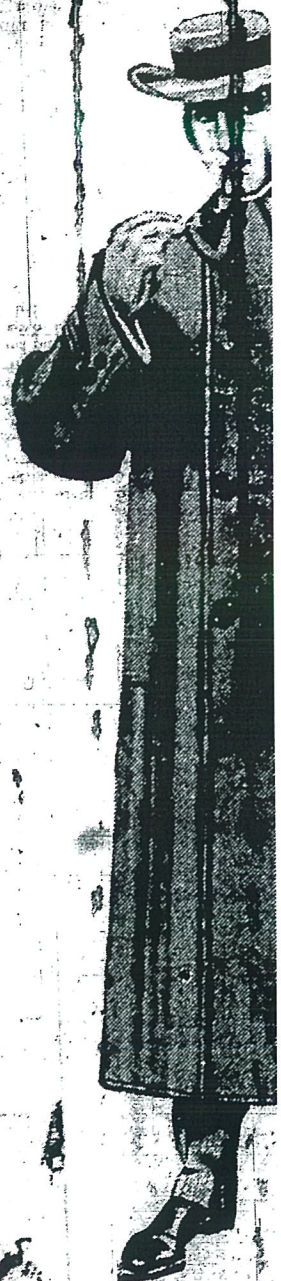
R. C. F. Alexander, Farnham, resident civil engineer, whose duty it is to examine bridges in this district, stated that he made an inspection of the trestle in August last and found all timbers in good condition. He could see but little of the piles, but they were considered all right. Repairs were finished about a month before the accident occurred. He could not inspect the piles. It was never done, so far as he knew. He supposed it might be done. The piles were supposed to last forever if under water, as in this case. The company had a plan of the bridge and knew how many piles were under each bent. He did not know how deep they were driven, as he had no details of foundation. If the spikes had rotted off it would have caused the bridge to collapse. He did not consider trestle overloaded. The cause must have been below the water. Jurymen Welcome had heard the bridgemen say the structure was unsafe. Would the filling, which was of heavy material, cause piles to shift position? Witness said special care was taken of bridge while filling, was being put in. When he inspected the bridge all parts were plumb. He did not know of special inspection of foundation after filling had been put in. He could see piles were plumb from above the water. He did not know that the ground settled where filling was put. The track to his knowledge did not settle.

By coroner—In event of road bed settling, what would be the cause?

Answer—If track is lower it must have gone down, as it is not unreasonable to believe the filling caused softer substance to go into river. Inspection of land in regard to filling was made by Engineer Kirkpatrick in 1894.

### TRAIN WAS GOING SLOW

Conductor McLeod was recalled by Lawyer E. W. Westover and stated that the train was running 10 or 12 miles an hour at Eastman Junction. At the trestle not more than 4 or 5, and that brakes were applied between the Junction and bridge.



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**THE** Double-breasted Prussian most serviceable overcoat driving or motoring, and so

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Trade Mark is in the inside pocket and is yours for the asking.

## Baby's Own Soap

Is made right with the light ingredients for a perfect soap.

It gives a rich creamy lather, is carefully foamy & fragrant; it improves the complexion; it cleanses and soothes the skin; and protects it from hard



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Men's Heavy Working Mitts.  
Men's Heavy Caps, with fur in side.  
Boys' All Wool Sweaters.  
Men's Black Duck Shirts.  
Men's Fancy Negligee Shirts.  
Boys' Knee Pants, a large choice.  
Shoes—\$1.29 pair.  
Ladies' Fine Dongola Boots.  
Special value, Blucher style.  
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**LIVE STOCK MARKET STEADY.**

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The exports for the month of October from here were 13,330 cattle and 2,396 sheep, making a total for the season to date of 85,311 cattle and 7,351 sheep, which shows a decrease of 26,661 cattle and 2,040 sheep, as compared with the figures for the corresponding period last year.

**MONTREAL WEST END.**

At the Montreal Stock Yards West End Market the receipts of live stock for the week ending November 2 were 4,145 cattle, 3,949 sheep and lambs, 5,241 hogs, and 796 calves. Supplies for the local market consisted of 1,600 cattle, 2,000 sheep and lambs, 2,200 hogs, and 300 calves. Although the offerings of cattle were again large for local consumption, a steadier feeling prevailed in the market and prices show no change as compared with those of a week ago, which was due to the increased demand from local and outside, on account of the more seasonable weather. Really choice beefs continue scarce; in fact, there is none coming forward to this market, but the supply of good stock is fair, while the lower grades are more than plentiful. There was no improvement in cable advices from Liverpool on Saturday, trade being reported slow, with prices for Canadian steers unchanged at 10c to 11c, while ranchers were quoted 1-4c to 1c lower than a week ago at 9c, in consequence exporters here show no disposition to operate, and trade in this respect was slow, but an active business was done for local and outside consumption and few if any cattle were left over at the close. Choice beefs were quoted at 4-4c, while good stock sold at 4-4c to 4-5c; fair at 3-4c to 4c; common at 2-4c to 3c, and canners at 1-4c to 1-5c per lb.

An easier feeling has developed in the market for sheep and prices since this day week have declined 15c to 25c per 100 lbs., which has been due to the weaker cable advices and the fact that supplies are coming forward more freely. At the above reduction the demand for export account was fair and sales were made at 4-4c per lb., but the trade in butchers' sheep was slow at 3-4c to 3-5c, and holders of culls are finding it difficult to make sales even at 3c per lb.; as a lot of them have now been on the market for the past two weeks without meeting with a buyer, which to some extent is due to the tight money situation. The tone of the market for lambs was also easier, and prices were 1-4c per lb. lower than a week ago on account of the more liberal supplies. The demand was good and an active trade was done at 5-4c to 6c per lb. A good trade was done in calves, and as supplies were not in excess of the requirements, prices show no change. Choice stock sold at \$12 to \$15; good at \$8 to \$10; fair at \$5 to \$7, and common at \$3 to \$4 each.

**LIVE STOCK SHIPMENTS.**

know how deep they were driven, as he had no details of foundation. If the spikes had rotted off it would have caused the bridge to collapse. He did not consider trestle overloaded. The cause must have been below the water. Jurymen Welcome had heard the bridgemen say the structure was unsafe. Would the filling, which was of heavy material, cause piles to shift position? Witness said special care was taken of bridge while filling, was being put in. When he inspected the bridge all parts were plumb. He did not know of special inspection of foundation after filling had been put in. He could see piles were plumb from above the water. He did not know that the ground settled where filling was put. The track to his knowledge did not settle.

By coroner—In event of road bed settling what would be the cause?  
Answer—If track is lower it must have gone down, as it is not unreasonable to believe the filling caused softer substance to go into river. Inspection of land in regard to filling was made by Engineer Kirkpatrick in 1884.

**TRAIN WAS GOING SLOW.**

Conductor McLeod, was recalled by Lawyer E. W. Westover and stated that the train was running 10 or 12 miles an hour at Eastman Junction. At the trestle not more than 4 or 5, and that brakes were applied between the Junction and bridge.

Question—Did you feel brakes released before engine reached the bridge?

Answer—Yes. The engine was in sight of the bridge at that time and was drifting, as no steam was used, brakes free. Witness said he was a conductor of some experience and knowledge of railroading.

**ENGINEER DRAPER HAD PERFECT CONTROL.**

Question—Could an engineer under the circumstances handle a train with better judgment?

Answer—No. Brakes may have been applied by engineer after the trestle gave way, but he did not think they were. It was unreasonable to suppose the engineer did. He did not know why he should. He had no occasion to do so that he was aware of.

**TRACK AT ANOTHER POINT SETTLED.**

Mr. Griggs was recalled and stated that the track had not been going down where the accident occurred, but had done so where the filling had been put, either a case of piles going down or timbers settling. The road had gone down 12 or 14 inches.


He thought the filling of a short section was to see if the experiment was a good one. He believed Mr. Kirkpatrick recommended the filling. He could not say that the filling recently put in affected the piles where wreck took place. The track settling would not affect the part of the bridge now broken down. If the bottom piles were misplaced the top ones would likely have carried the train safely. In his experience he had never seen a bridge of wood give way without some warning. If the sills were taken out, the bridge would not support its own weight. All depended on the piles for support. Inquest adjourned until two o'clock.

**NOTES ON THE WRECK.**

"I told you so."  
Brakeman Sturgeon is doing well. Lawyer E. W. Westover is looking after the Draper family's interests. No attempt has been made to get engine and remaining cars out of the river. Wreck crew is not here now. Track is rapidly being put into first-class shape from where it leaves the main line to Eastman Jet. Several important witnesses will be

**Youthful Old Age**

is the result of a healthful middle life. If there is a



**Style and Comfort**

**THE Double-breasted Prussian Ulster shown most serviceable overcoats a man can put on for driving or motoring, and smart for street wear.**

**20th Century Brand**

Trade Mark is in the inside pocket. It is an unique and is yours for the asking.

AGENTS IN 250 TOWNS IN CANADA

—TAILED BY—

**The Lowhdes Company,**  
142-144 West Front Street, Toronto

SOLE LOCAL AGENTS FOR THE ABOVE BRAND

**STAR CLOTHING HALL,**

heard this afternoon. Among them is Mr. George Smith, Sherbrooke, Civil Engineer, who was with his father, the late C. C. Smith, of Smith & Co., when the trestle was first built.

**GRIFFIN.**

Mr. and Mrs. William Breevort have returned to their farm here after spending the summer at Magoon's Point.

Miss Carrie Derick of Lyndonville, Vt., is the guest of Miss Mattie Miller.

Mrs. Elliott, of South Durham, is stopping with her son, Mr. J. A. Elliott, at present.

Mr. and Mrs. Clark, of Lennoxville, were the guests of Mr. W. Miller, over Sunday.

Mr. Egerton Smith, of Danville, spent the Thanksgiving holidays with his uncle, Mr. J. A. Elliott.

Misses M. and E. Creller attended the Halloween party given by Miss Bessie Feltus, Beebe Plain.

Griffin cheese factory has closed for the season.

The Methodist services in Griffin church will be at 10.30 a.m. in the future, instead of 2.30 p.m.

**PROPERTY TRANSFERS.**

Castlebar, Nov. 5.—(Special)—Mr. James Barlow has sold his buildings and small piece of land to his son, Curtis Barlow, at Nicolet Falls, and will take possession before long.

Dunham, Nov. 5.—(Special)—Another creamery was transferred here on Saturday, when Mr. Prudent Nadeau, of Beranger, sold his butter factory to his brother, who has taken possession already. There was included in this sale the house, barns and other buildings situate on the same lot with the creamery as well as another lot of land containing about 25 acres of



is too hot, you can open the damper until you get the proper temperature.

This means economy in fuel cost damper to keep the oven from getting up the chimney. Then the drafts and the temperature drops too rapidly.

Ask your dealer to show you this new Drop Oven Door, Daylight Oven, an advantage over other ovens, are etc.

**"Peerless Penile"**

4 STYLES  
Clare Bros. & Co. Ltd.  
Sherbrooke Agents:

Provincial Representative: F. P. D.

**RECTORY HILL.**

The young people in this neighborhood attended the party at Mr. Fred. Watt's on Friday, given by Messrs. Harry and Rufus Patterson. Dancing and music was the chief amusement. All enjoyed themselves and remained until the "wag wags" hours of the a.m. Mr. and Mrs. Fred. Watt make



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had settled but may have moved since-  
way. Witness in the course of his evi-  
dence said that so soft was the ground  
that when the first piles were being  
put in the weight of the pile driver  
alone, 2,200 lbs., would drive them  
nearly the entire length of the ham-  
mer's drop, 25 to 30 feet.

### GEORGE SMITH, CONTRACTOR, TESTIFIES.

George Smith, of Sherbrooke,  
Civil Engineer, and General Contract-  
or, told of working with his father  
on the trestle when the late Mr. Smith  
built the entire bridge, twenty years  
ago. The structure was built from  
specifications, under competent en-  
gineers, appointed as he supposed by the  
C.P.R. Co. Mr. Smith gave an ac-  
count of the foundation of the trestle  
where the accident occurred. Piles  
were put down to the depth of from  
seventy to ninety feet. The contract  
called that the piles should be driven  
with hammer weighing 2,000 lbs., with  
a drop of 27 or 30 feet, until the  
piles would not go down more than 1  
inch at each blow. There were five  
inspectors (engineers) on the structure,  
one at every machine, while driving  
the piles. Instructions were carried out  
in full. He gave a description of how  
piles were spliced, as other witnesses  
saying that three chains were used on  
each splice to make it more secure.  
When questioned as to whether the  
filling recently put in would affect po-  
sition of the piles in the river, he  
said he had known of such cases, but  
it was extremely difficult to say in  
this case. It might have happened.  
The settling of the track might have  
been due to timbers jacking in the  
dump and the filling, also, settling.  
He thought if any had gone down it  
would have been more than a foot. He  
stated that the soil was harder on top  
about forty feet to quick sand, a dis-  
tance of from forty to fifty feet before  
any support was reached.

### LOWER PILES MAY HAVE SHIFT- ED POSITION.

Cross-examined by Mr. Westover,  
Mr. Smith stated that he thought the  
piles were spliced about where the  
quick sand began and that if the bot-  
tom pile had shifted entirely out from  
under the top one, the upper one  
would not support the bridge. Mr.  
Smith said this was the only explana-  
tion he had to offer as cause for the  
accident. He could not say if the  
weight of the filling would crowd soft-  
er substance toward the river. He  
knew of a case at Magog where it did  
not. He was asked by Advocate West-  
over if he was ever consulted by any  
C.P.R. officials regarding his opinion  
as to the safety of the bridge, to  
which he replied, "No, never." Asked  
why the filling was not completed  
when the first lot was put in, he said  
that this was put in as a fire-break,  
and he did not know why the filling  
and he did not know why the filling  
was not completed. He would not say  
that the filling put in this summer  
had no effect on the piles in the river.  
From what he could see the pressure is  
from east to west toward the river.

### CAUSE OF BRIDGE WHEN BUILT.

Mr. Smith, who is, also, an aged and  
wise man of the village, was at  
the wreck about half an hour  
after the bridge went down. He  
said on the bridge when built  
twenty years ago, before it was  
settled. The piles used in the  
bridge were 40 feet long and were  
driven a total length of 20  
feet. There were six piles for each

### REMOVED TO MONTREAL.

High Secretary of the  
I.O.F.

NOTIFIED OF POS-  
SIBLE CHANGE IN HEAD-  
QUARTERS.

Mr. Stocks, High Secretary of the  
I.O.F. of Quebec, Independent Order of  
Foresters, has received notice of the  
removal of his office to

Montreal.

Montreal.

Montreal.

ger of said owners holding the Council  
responsible for the value of the  
cows' produce thus rendered suspicious  
and, by consequent advertising, un-  
saleable.

The matter of inspection of meat  
was then brought up and it was en-  
acted by by-law of the Council that  
all meat sold in this village for food  
purposes between the first of March  
and first of November in any year,  
either from a shop or cart must have  
been previously inspected by a com-  
petent veterinary, who shall issue to the  
butcher selling such meat a certificate  
as to its condition, said certificate to  
be produced by the butcher on demand  
of any inhabitant. Furthermore, a li-  
cense fee of \$10 per annum was put  
on any butcher selling meat from a  
shop or cart in this village during  
those months, special exception being  
made in favor of farmers selling quar-  
ters of meat here during any other  
months of the year. Infraction of the  
foregoing will render the delinquent li-  
able to a fine of \$25.

The discussion leading up to the  
passage of this by-law brought out the  
fact that much bad meat had been  
slaughtered in this country and Dun-  
ham village people want none of it.

### NEW TROUBLE FOR JAMESTOWN.

#### EXPOSITION IS THREATENED WITH RECEIVERSHIP.

Norfolk, Va., Nov. 6.—The National  
Meter Company of New York has  
brought a chancery suit against the  
Jamestown Exposition Company in  
which a receivership is asked. A decree  
of reference has been entered in the  
case, and on the report of the master  
the issue of the receivership hangs.

Not the least of the Exposition's fi-  
nancial troubles is the direct result of  
the action of a minority of the board  
of directors in practically forcing Jas.  
M. Barr out of the director-generalship  
and electing Alvah H. Martin in his  
stead. In a time of sore need the  
railroads with terminals here and some  
steamship lines pooled interests and  
raised a sum estimated at between  
\$200,000 and \$300,000 to aid the Ex-  
position. Exposition bonds were to  
be taken for the money, and a condi-  
tion was that Barr should serve as di-  
rector general, supervise the expendi-  
ture of the money and have absolute  
control of the management of the  
Exposition. The railroads had put  
up their money as agreed, but except  
as to one line, the Chesapeake &  
Ohio, it had not yet been turned over  
to the Exposition. The money was  
withdrawn. This was a hard blow to  
the creditors. The railroads were  
not satisfied with Martin, and they  
claimed that the Exposition had brok-  
en the contract with them. In face  
of all the trouble encountered the man-  
agement of the Exposition is even now  
making an effort to arrange for re-  
opening the Exposition next year, but  
is not meeting with much encourage-  
ment.

### SANDBAGGED AT HAMILTON.

#### LETTER CARRIER RELIEVED OF HIS WALLET BY TWO HIGH- WAYMEN.

Hamilton, Nov. 7.—Samuel Martin,  
a letter carrier, reports to the police  
that, while on his way home last night,  
he was sandbagged by two highway-  
men and relieved of his purse, con-  
taining about \$10. He lay on the  
street all night, being after 5  
o'clock yesterday morning before he  
came to his senses. He is confined to  
his bed today.

### PROMINENT PERSONS ARE DROWNED.

MINISTER OF STATE, HIS BRO-  
THER AND THEIR WIVES  
AT AMSTERDAM.

At Amsterdam.

whistles were

## STRENUOUS MISS

### Interesting deacon Floy

#### TELLS OF A CHURCH

A faint idea  
a missionary  
church in the  
ed from the 10  
interesting let  
of Lloydminster  
Shreve.

After acting  
membership in  
Shreve, the W.

"I am trav-  
trying to over-  
all over this  
seldom at hor-  
to different pi-  
All our 70 c-  
their weekly  
full, to their  
inspection.

look over  
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Dr. Tucker, a  
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as a sample:  
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Wednesday.

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nists are to  
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Sundays, wh  
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"Emmanuel  
dian Training  
It is now go-  
purpose of it-  
ers, catechist  
The Bishop,  
ther with 2  
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"But we li-  
the buildings  
is needed for  
"The men  
costs, tinwar-  
nish tables  
"I am ask-  
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cent. at the  
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keep the ro-  
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"Now, we  
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the ladies o-  
that 35 ch-  
lecture room  
lege, is doi-  
helping the-  
in the Chu-  
the historic  
England."

### PROI

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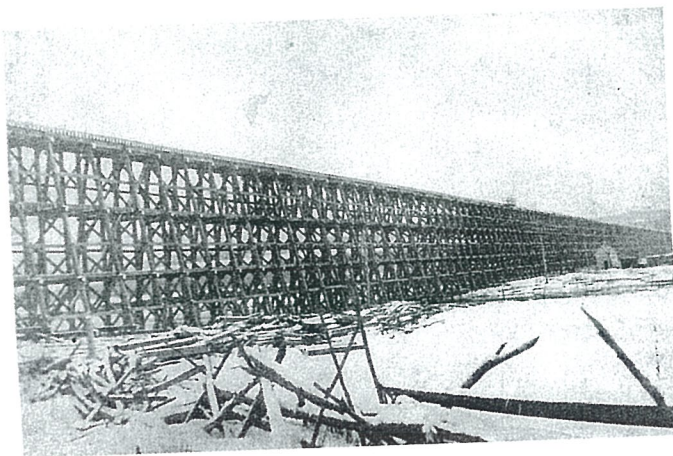
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Top: Alignment of the Waterloo & Magog Railway approaching the west side of the Cherry River swamp, 1976. Although the W&M was abandoned in 1888, parts of its roadbed are still clearly visible in the landscape. (Derek Booth)



Middle: CPR wooden trestle spanning the valley of the North Missisquoi River at Eastman seen soon after its completion in 1887 and prior to its partial collapse in a wind storm in 1888. Much of the trestle was subsequently filled. (Brome County Historical Society collection)



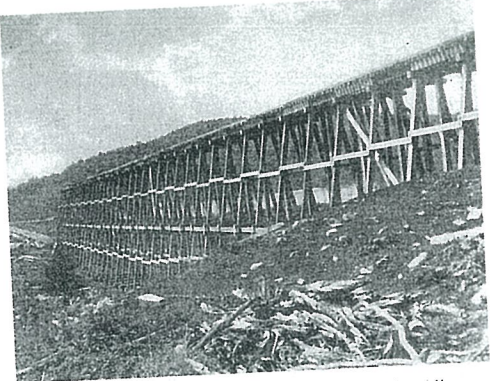
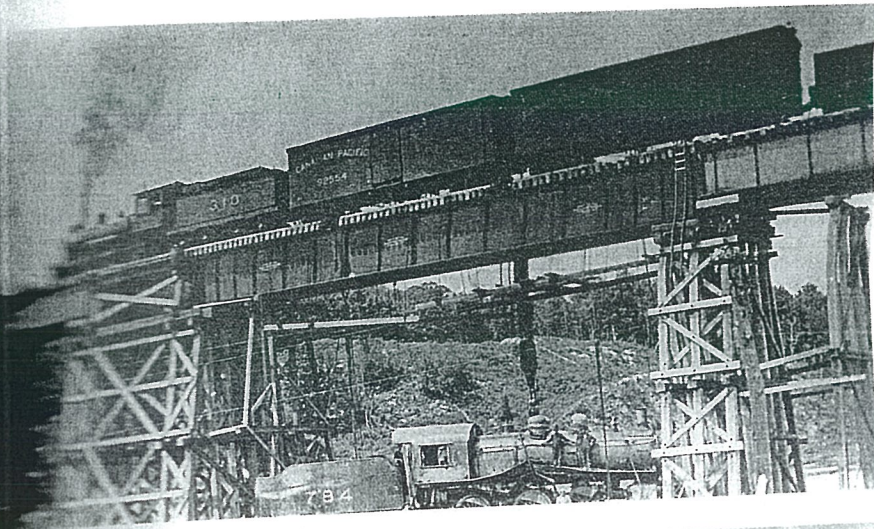
Below: Salvage operations, including the use of a diver, at the scene of the Eastman trestle collapse and wreck on the CPR in November 1888. (Brome County Historical Society collection)



Top: Alignment of the Waterloo & Magog Railway approaching the west side of the Chert River swamp, 1976. Although the W&M was abandoned in 1888, parts of its roadbed are still clearly visible in the landscape. (Derek Booth)

Middle: CPR wooden trestle spanning the valley of the North Missisquoi River, as seen soon after completion in 1887, prior to its partial collapse in a wind storm in 1888. Much of the trestle was subsequently salvaged (Brome County Historical Society collection)

Below: Salvage operations, including the use of a diver, at the site of the Eastman trestle collapse and wreck on the CPR in November 1907. (Brome County Historical Society collection)



Below: Scene of the November 1<sup>st</sup> 1907 trestle collapse and wreck on the CPR at Eastman. (Brome County Historical Society collection)

Historical Society collection)

