

CANADIAN
PACIFIC
RAILWAY
SHERBROOKE
DIVISION

SHERBROOKE
DAILY
RECORD

monetary commission, an idea which received support from several members.

TWO KILLED IN REAR-END COLLISION

Accident Happened on
C.P.R. at Onowa Sta-
tion, Me.

ENGINEER OF FREIGHT WHICH
RAN INTO PASSENGER ONE
THE VICTIMS.

Brownsville, Jackson, Maine, Jan-
uary 22.—Two men were killed in a
rear-end collision of trains on the
Canadian Pacific Railway at Onowa
station last night. The dead are Dr.
Daniel W. Hayes and Frederick Cran-
dall, both of Brownsville. Crandall
was the engineer of the freight which
ran into a passenger train. Dr.
Hayes was in the employ of the rail-
way as a surgeon.

the list
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J. O.

January 1913

1913

January 22

SHERBROOKE

EXPRESS WRECKED

C.P.R. Chicago-Montreal Fly- er Went Into the Ditch Near London, Ont.

TWO EXPRESS MESSENGERS
SERIOUSLY INJURED AND
PASSENGERS WERE
BADLY SHAKEN.

London, Ont., Feb. 8.—(Special). —
The C.P.R. Chicago-Montreal express
No. 15, in charge of Engineer Dowling
of London, was wrecked at Newbury
at 3.55 this morning. The big mogul
engine and entire train of ten coaches
are in the ditch.

Express messengers Michael Berry of
Toronto, and Henry Higgitt, of
Bala, Muskoka, were seriously hurt
by being hurled against the side of
the car. A large number of passen-
gers were seriously shaken up.

The train was heading at high
speed for London, and as soon as the
engine struck the switch it jumped
clear of the rails and pounded over
the ties for a hundred yards, the
coaches following.

A special hospital train has been
rushed to the scene from London.

ANOTHER RAILROAD

February 8 1913

| MONDAY, FEBRUARY 17, 1913 | | |
|---------------------------------------|---|--|
| THE | STREET BY TRAIN ON THE C.P.R. TRACK | GREEK FLAG FLIES OVER |
| iers y | Man Named Desrosiers Had Police Call When He Left the Main Road | Powers Evacuated Island Amid Demonstrations |
| of D | ESCAPED WITH BAD GASH ON FACE BUT IS ABLE TO ENTER HOSPITAL | LAST VESTIGE OF SOVEREIGNTY HAS DESTROYED AN RESULT |
| other in Lake, serv- iced | A man named Desrosiers was driving down the Leavenworth Road on Sunday and instead of keeping to the road took a turn to the right and went on the C.P.R. track. He was struck by a passing train and received a bad gash in the face. He was run on to the train and brought to Sherbrooke. Dr. Winter was called to attend him and he had him removed to the St. Vincent de Paul Hospital. | London, Feb. 17. — The Greta was finally evacuated protecting powers — Gre- tains, France and Italy and the Greek flag was in enthusiastic demonstration Gretans. The British ship arrived yesterday morning detachment of bluejackets in Greta Bay, and there it down the dogs of the port have flown since 1894, a that of Turkey, with full honours. The flags were by the consuls of the rep- resentatives of Turkey being charge of the German con- |
| and on | The man's horse was subsequently found and brought to New 4 Police Station at 6 p.m., later on being taken to the Queen's Hotel stables. The man had by far recovered as to be able to leave the hospital. | |

February 17
1913

KILLED AT FARNHAM

**Walter Stanhope Fell In
Front of Moving Train
At Farnham**

LEFT KNOWLTON TWO MONTHS
AGO TO WORK AS BRAKE-
MAN ON C.P.R.

Knowlton, Feb. 24. —(Special)—
Walter Stanhope, who left here about
two months ago for Farnham to
work as a brakeman on the C. P. R.
was killed in the yard at Farnham
this forenoon.

The deceased was going along the
track, when he slipped and fell in
front of the Sherbrooke local for
Montreal. He was unable to get up
in time and was run over and in-
stantly killed.

The deceased was 28 years of age
and had been a resident here for
some time, although his parents live
at East Hill.

Previous to going to Farnham he
worked for Mr. Lytle at the grist
mill. He was well liked and had many
friends who will be shocked at his
untimely end.

Mr. Lytle leaves this forenoon for
Farnham and the remains will be
brought to Knowlton.

Taft Gets Medal From Peace Society

Was Guest of Honour at a
Dinner in New York
Saturday

MUST USE EVERY INFLUENCE TO
AVOID INTERVENTION IN
MEXICO.

New York, Feb. 24. —President Taft,
guest of honor at a peace dinner Sat-
urday night, at which a medal was
presented to him in token of his ser-
vices in the cause of universal peace,
spoke frankly of conditions in Mexico
as he viewed them and declared for
the exercise of every possible effort
in avoidance of intervention in the
affairs of that republic. The medal,
given by the National Institute of So-
cial Sciences, at the dinner of the
American Peace and Arbitration
League, was presented by Joseph H.
Choate, former ambassador to Great
Britain.

DISCUSSES PEACE TREATIES.

Discussing the pending peace treat-
ties with Great Britain and France,
the President said he was "deeply dis-
appointed that they had not been
confirmed by the Senate. But I bow
to its judgment," he said, hoping
that the time was not far distant
when a "possible change in the mem-
bership and the providential selec-
tion" of its personnel would be fol-
lowed by a ratification of the treat-
ies.

Referring to the Monroe Doctrine he
declared the United States ought to

EXCITEMENT AT SWEETSBURG

**Prisoner Escaped From Jail
But Was Recaptured Short-
ly Afterwards**

SURRENDERED TO PURSUERS
WHEN HE FOUND THAT GUN
WOULD BE USED.

Sweetsburg, Feb. 24. —(Special) —
Excitement was caused here on Sat-
urday by the escape of J. B. Duran-
lano, a prisoner, from the jail. He
made a desperate dash for liberty,
but was recaptured after an exciting
chase.

Shortly before one o'clock p.m. Mr.
R. M. Hall, jailer, was guarding two
prisoners who were scrubbing the
floor of the main corridor. One of
the prisoners stepped outside to
empty a pail of water. As he did
not return at once the jailer's suspi-
cions were aroused, so that he went to
the door and was just in time to see
the prisoner disappearing over the
wall at the rear of the jail. The jail-
er immediately called his "trustee"
and started him in pursuit. He then
conducted the other prisoner back to
his cell, and, after telephoning to
several parties who lived in the di-
rection the prisoner had taken, start-
ed out and joined in the pursuit.

The fugitive followed along the foot
of the hill and crossed the road near

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February 24 1913

KE, QUE, TUESDAY, DECEMBER 30, 1913

IS THE C. P. R. AFTER CANADIAN NORTHERN

Believed That the Absorption Would Not be Unwelcome

WOULD BE A GOOD MOVE ON THE PART OF BOTH SYSTEMS IT IS THOUGHT.

London, December 30.—Referring to the rumors of pending absorption of the Canadian Northern Railway by the Canadian Pacific, the Financial News says: "There is no definite information obtainable here even on the most careful enquiries. The utmost point reached concerning the agreement is, that the absorption would not be unwelcome to the Canadian Northern. It would probably be a good move from the point of view of both systems, but on the question as to whether Sir William Mackenzie would be induced to run in double harness with Sir Thomas Shaughnessy there is considerable difference of opinion."

SHACKLETON FOR THE SOUTH

Will Leave Imperial Antarctic Expedition In 1914

WILL START FROM AN AMERICAN PORT AND WILL RETURN VIA NEW ZEALAND.

London, Dec. 30.—It is not officially announced that Sir Shackleton will lead a new expedition to the South Pole next year. Shackleton on several occasions recently has expressed the hope of undertaking another Antarctic venture, but owing to the great expense involved there is some uncertainty regarding the possibility of starting in the immediate future.

The first intimation of this important decision is made in the following letter from Sir Ernest Shackleton to The London Times: "It has been

December 30 1913

IONS. The Clark Bros. teams started on Saturday to haul their logs from the mountain and the tub factory is expected to start early in the week.

SNOW PLOUGH OUT ON RAILWAY.

Lake Megantic, Dec. 29.—(Special) —The snow plough went out on the O. P. R. on the 24th., for the first time this winter, and again on the evening of the 26th. Quite a large gang of men are now employed on clearing the snow in the O. P. R. yard here.

DOCTORS FIX TARIFF FOR VICE OVER PHONE.

Danville. Dec. 29.—(Special)

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December 29 1913

News Specials in Eastern Townships

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IN DECEMBER.

8.—(Special)—Mr.
of Canterbury,
during last week
wild flowers gen-
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8.—(Special)— Lo-
killing deer in
fine specimens
in this season so

BE COUNCIL.

(Special)— At the
the Village Coun-
H. B. Greeley.

DISCOMFORTED TO LUMBERMEN

Scotstown, Dec. 8.—(Special)—The
continued mild weather is a great in-
convenience to the local lumbermen,
making the yarding of logs very hard
work, especially in low lands.

COWS AVERAGED \$40 A HEAD.

Granby, Dec. 8.—(Special)— Mr.
Geo. Roberts sold by public auction
on Friday a herd of milch cows
which he purchased of Wm. Bullock,
of Milton. The herd comprised 49
head and brought fair prices, aver-
aging about \$40 per head.

NEW BRIDGE OVER YAMASKA
RIVER.

West Shefford, Dec. 8.—(Special)—
The C. P. R. have had a large force
of men at work here for several days
getting ready to place a new and
heavier bridge across the Yamaska
River. They found that the old one
was not strong enough to carry the
very heavy locomotives that they
are now using. The bridge was swung
into place by the use of two very
heavy and strong derricks on Sun-
day.

KILLED LARGE BULL MOOSE.

Lake Megantic, Dec. 8.—(Special)
Mr. Sullivan shot a bull

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November
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1913

C. P. R. Train Between Montreal and Vancouver Left the Rails

ENGINE WENT INTO LAKE SUPERIOR, AND FIREMAN O'CONNOR WAS DROWNED.

Winnipeg, Man., Nov. 21.—(Special)—Canadian Pacific Railway train No. 1, known as the Imperial Limited, and running from Montreal for Vancouver, was wrecked near Heron Bay, Ont., early this morning.

Reports by way of Fort William that the transcontinental flier had plunged into Lake Superior were current for several hours before any confirmation could be obtained from the railway officials.

It was admitted that the train had been wrecked at Heron Bay, that the engine went into the lake, and that the fireman was drowned.

The wreck occurred at 2 o'clock near Cauldwell, a small station about 175 miles east of Fort William.

The dead fireman was W. O'Connor of Schreiber.

ENGINE JUMPED THE TRACK.

Winnipeg, Nov. 21.—(Special)—The wreck was caused by the engine jumping the track at a point where the road starts to Lake Superior on a ledge thirty to fifty feet above the water. The engine plunged into the lake carrying Fireman O'Connor to his death.

The engineer escaped by jumping from the window of his cab. The remainder of the train stayed on the track and there were no other fatalities.

November 21
1913

Established 1897

WRECK OF IMPERIAL FLIER

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November 21
1913

FREIGHT TRAIN RAN INTO CARS

**Were Standing on Main
Line of C.P.R. Near
Gould**

**IS SUPPOSED THAT HIGH WIND
BLEW CARS FROM THE SID-
ING.**

Scotstown, Nov. 10. —(Special)—
A serious accident occurred last
night about midnight on the C.P.R.
track between Long Swamp and
Gould Station. Fortunately none of
the trainmen were injured. The acci-
dent was caused by the engine of
an east bound freight train crashing
into three or four boarding cars that
were standing on the main line.

The front of the engine was badly
damaged, but none of the working
parts impaired. The cars, however,
were completely smashed, and the
permanent line was so badly blocked
that the east bound Halifax Express
was delayed five hours before the
line was cleared.

It is now known how the cars came
to be on the main line, as they
had been left on the siding at Gould.
The only theory advanced is that
the strong wind, which was blowing
at the time, started the cars and
that they were driven on to the
main line.

GRAND DUKE BACK IN FAVOR.
Gerlin, Nov. 10. —The Grand Duke

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November
10
1913

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AT, NOVEMBER 6, 1913

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| RULE | FREIGHT WRECK NEAR COOKSHIRE | SEN |
| er to roadit | Five Cars of West Bound Train Were Derailed and Blocked Line | Gre poi n |
| N ARE OSI- REL | TRAFFIC WAS HELD UP FOR SEV- ERAL HOURS BEFORE LINE WAS CLEARED. | OBJE VI |
| l corres- ast that business ter Hall e as to ter Hall ions for the pro- between coming | <p>Cookshire, Nov. 6.—(Special) — Quite a serious freight wreck occur- red on the O.P.R. between Bury and Cookshire yesterday afternoon. Five freight cars were derailed of a train bound for Sherbrooke.</p> <p>Considerable damage was done to the rolling stock and the permanent way. Traffic was held up until 11 o'clock.</p> <p>The passenger train which leaves Sherbrooke was held at Cookshire, and the Sherbrooke-bound train was detained at Bury until the above- mentioned hour.</p> <p>None of the trainmen were injured.</p> | <p>November 6 1913</p> <p>Lon interv don e comm Servo becom divide langu said. verse kans. The plaine ian a object preven</p> |
| meeting Ulster with the | SELLING ON MARGIN | |

090, and belonged to Mr. H. A. Anderson, of the United Supply Co., Montreal.

CIRCUS AND FREIGHT TRAINS IN COLLISION

Crews of Both Trains Had
a Most Remarkable
Escape

SEVEN HORSES WERE KILLED.
ENGINEER JUMPED AND
SPRAINED ANKLE.

Montreal, June 30.—The first of the five sections of the Barnum & Bailey circus train, consisting of eighteen cars, coming from Ottawa to Montreal yesterday morning, ran into a stalled freight train at Valois at 4 a.m., ploughed through the caboose and another car, stopping when the engine hit the third to last car, which was loaded with stone.

There were no fatalities or serious injuries as far as the crews of either train and the human passengers were concerned, but six horses belonging to the circus were killed outright, while a seventh was so badly injured that it had to be destroyed. Two stock cars, containing thirty-six horses, were overturned and wrecked, but most of the horses escaped with a scratching. They were turned loose to a neighboring pasture and were brought into the city at 7.30.

Engineer Glazier of the circus train, seeing that a collision was inevitable, jumped from his cab and sustained a sprained ankle.

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June 30
1913
Sherbrooke

JUNE 30 1913.

MAY GET CHIEFS IN MONTREAL

Members of Sherbrooke Council Interview Applicants

LOCAL ALDERMEN RETICENT IN REGARD TO THE MATTER.

Representatives of the Sherbrooke City Council were in Montreal, last week, interviewing applicants for the positions of police and fire chiefs of Sherbrooke.

Nothing has come officially before the Council yet and the Aldermen decline to commit themselves.

The Montreal Gazette has the following relative to the men interviewed in Montreal.

"District Chief Hooper, who has charge of the north end division of the fire brigade, and Captain Coleman, of the Grand Trunk street police station, Point St. Charles, may both sever their connection with the city service to become heads of the fire brigade and police department of Sherbrooke.

"It is understood that Chief Cam-

DAILY NEWS SPECIALS FROM PARTS OF THE

URBAN SHIPMENTS TO BOSTON.

Ayer's Cliff, June 30.—(Special)—A large quantity of cream is being shipped from this point to Boston. The last shipment was valued at \$900.

WRECK NEAR WEST BROME.

West Brome, June 30.—(Special)—The air line express from Montreal to Boston tore up 500 ties and delayed the train nearly five hours between here and Sutton Jct. on Friday by the trucks under a section of the tender of the engine getting off the track. A wreck train from Farnham and a big force of men were sent here to adjust the damages.

ENGINE SPARK STARTS FIRE.

Cowansville, June 30.—(Special)—About noon on Saturday a spark from a passing engine set fire to the roof of the granary of Mr. Geo. Glass. Fortunately a party driving past happened to notice it and gave the alarm and with the aid of the farm help succeeded in putting it out. This is the second time the building has caught fire in this way.

June 30
1913
Sherbrooke

and there were several other places
damaged too numerous to mention

WRECK AT SUTTON BALLAST PIT

Sutton June 13.—(Special)—Several cars ran out of the car supply siding in the C. P. R. ballast pit yesterday and on reaching the connection with the track on which the steam shovel was at work jumped the rails, slightly wrecking three cars. The wreck train was called from Farnham with wreck foreman Wm. Sturgeon who made short work of putting the cars back on the rails and clearing the pit sidings for action once more. The shovel was detained several hours. The wreck train came in after eleven a. m. and cleared for Farnham about one p. m.

W. C. T. U. OF RICHMOND AND

June 18 1913

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**DAILY NEWS
 FROM TOWNSHIPS**

PAID \$3300 FOR FARM.
 Greenlay, Sept. 18. — (Special) —
 The James Seattle farm has again
 been sold. Mr. Demers sold it last
 week to Mr. Charland. Price, \$3200.

ERECTED NEW ENGINE HOUSE.
 Greenlay, Sept. 18. — (Special) —
 The Canadian Pacific Ry. Co. have
 built a new engine house this fall and
 have extended the sidings to accom-
 modate their increasing business.

WATER SOLD AT BONDVILLE

September 13, 1913

New engine house
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MONDAY, SEPTEMBER 22, 1914

FARNHAM WILL REMAIN RAILWAY CENTRE

Canadian Pacific is Carrying on Considerable Extension Work

**PEAT BEING USED AS A SUBSTITUTE FOR COAL AND WOOD—
FARMS BEING SOLD.**

Farnham, Sept. 22.—(Special)—Mr. Cawdon, manager of the Farnham Peat Works, reports that he has on hand a very large quantity of that useful article of fuel as a result of the operations carried on this season. Owing to the very high price of wood and the rumors of the possible difficulty in obtaining at reasonable rates a sufficient amount of coal, it is of great interest to the consumers to know that they can obtain a very satisfactory substitute at rates and in quantities to suit any class of customers. Peat has been in use for many years in Ireland, Germany and other countries, and has given great satisfaction.

WILL REMAIN A RAILWAY CENTRE.

Messrs. Price, Coyle and other high officials of the C.P.R. Co. have been taking with an interest in the work being done in and about Farnham lately that the citizens feel there is still hopes of the town retaining its reputation as a large and progressive railway centre.

WORK ON COLLEGE PROGRESSING.

MA

DYE

Sutton, Junior (special)—A wedding took place noon at Mr. Sutton's, when the bride was married by Mr. Sutton. The

PAB

On Monday Nicolet the Miss Alida M. Mr. Bruno P. nuptial mass Dube and the by her father groom was by Mr. F. P. his father, ed in a pri with hat many valual gifts.

Mr. and M. Shernooke wedding jour

McCLIN

A very prized Wednes Church of the brooke, who Cupbin, dau Cupbin, of to Mr. Rev bury. The by the Rev who was gr in law, Mr. comingly at ored costur costume was

September 192

EXPRESS COLLIDED WITH FREIGHT CARS

C. P. R. Train Bound East Ran
Into Portion of Freight
Wreck

FORTUNATELY NO ONE WAS IN-
JURED, ALTHOUGH CONSID-
ERABLE DAMAGE WAS
DONE TO ROLLING
STOCK.

Farnham, Feb. 25.—(Special)—
What might have easily proved to be
a much more serious accident occur-
red a short distance north of St.
Johns, about 5.30 a.m. Sunday. A
freight train for some reason was
delayed, and in the blinding snow-
storm No. 100, from Montreal to
Sherbrooke, ran into the rear end of
the delayed train. At this point
there is a double track, and the Hal-
ifax express, which was overdue, ar-
rived on the scene at this moment,
and before it could be stopped had
crashed into the freight cars, which
had toppled over on the northbound
track.

Fortunately no one was injured,
which seemed almost miraculous,
considering the mix-up. Considerable
damage was done to rolling stock.
Nearly every window pane on one
side of the coaches of the Halifax
express was broken.

The wrecking train was quickly on
the scene and after a delay of about
five hours the Sherbrooke train and
the Boston express proceeded to their
destinations.

INJURED MAN RECOVERING

Mr. James Sterling, who was se-
verely scalded at the Outremont yard
on Friday last, is reported to be
slightly better, and hopes are now
entertained for his recovery.

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February 25 1914

P. N. Train Bound East Ran Into Path of Freight Wreck

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February 25
1914

| OF T. | SERVICE AT KNOWLTON | FOR RE-U |
|---|--|--|
| <p>is Ask of Ya- it</p> | <p>Will Ask C. P. R. to Improve Upon Pre- sent Schedule</p> | <p>Significant Offer Made by t of Che</p> |
| <p>AN RAY CA- ILL PETI- UNITED SOL.</p> | <p>AT PRESENT PEOPLE OF DIS- TRICT ARE CONSIDERABLY INCONVENIENCED WHILE TRAVELLING</p> | <p>MANY HEARTS LA- ROME WOULD DRAW NEI THE CH</p> |
| <p>Special) —The Board of Trade room on Wed- F. Dunham in with who had as secretary discussions on at. set up was the y Canal. On aham, second- the secretary Mr. O'Connell hat the Organ- opposed to the and, and re- he project in it. A. Meyer, se- lyne, a coun- lessor, G. F. A. Kent and to consider waters of the ke charge of in the Quebec nd report at by Mr. G. F. Kent, that ation to the the appoint- at Granby. D. Legge, as- raham, that by to the As- be instruct- rs of the As- Trade to hold Granby. R. W. Miles, Comptroller, that</p> | <p>Knowlton, Feb. 27. —(Special)— There was a good attendance at the regular meeting of the Knowlton Board of Trade last evening. Several matters were discussed at some length. A committee consisting of Mr. Jus- tice Lynch, Mr. Davignon and Mr. Buchanan was appointed to interview the C.P.R. superintendent at Farn- ham concerning several matters rela- tive to the train service in Knowl- ton. The railway company will be asked that Knowlton have connection with Montreal in the morning by holding the ten o'clock train at Fos- ter until after the arrival of the Mon- treal train. The delegation will also ask that the ten trip tickets be dated from the first of March to the first of November. Another change in train service will be asked for and that is that the five o'clock train in the af- ternoon leave Foster immediately af- ter the afternoon train leaves for Montreal in order that passengers from Sherbrooke and elsewhere may not have to wait at Foster, as they do now, for half an hour. Permission will be asked from the C.P.R. to allow pictures of Brome Lake and Knowlton to be placed in the Windsor Street Station, Mon- treal. It was also decided to interview the Government with the object of having a town clock placed in the post office building.</p> | <p>London, Feb. 27. — terance from the B regarding re-union made yesterday at ference on financial ing the decision of ference in 1883. Rt. said that attention directed to those o Many hearts which Rome would be glad able terms on which nearer that great splendid works, be position laid down ning, regarding the Pope, was maintain than dealers to draw the English Church scriptural truth, as Lambeth Conference bade the members turn their eyes in a tion. MRS. BOI BEFOR (Continued fro The accused took l husband, she gave and sometimes sou liquor on the day had a little out of key, which Mrs. Ve the Bolsverts dran</p> |

February 27 1914

TRAIN SERVICE TO MEGANTIC

**Stated That C. P. R. Will Con-
tinue Mixed Trains to and
From Sherbrooke**

**TRAVELLING PUBLIC EXPECTED
THAT THEY WOULD GET A
PASSENGER ONE WAY**

It is understood that the C.P.R. will change the time of the departure of the morning train from Sherbrooke to Lake Megantic on the first of June. If the present rumor is correct the travelling public along this route will not be very well satisfied with the change.

The new time table will call for the departure of the train from Sherbrooke at about nine o'clock instead of at seven at present. The time for leaving Lake Megantic in the afternoon will be about the same as at present.

It was confidently expected by the patrons of this service that the company would run the return train as a straight passenger and not a mixed train as it is the intention of the company to do. Travellers and others who have to use this train were looking forward to the withdrawal of the mixed so that they could make better time into Sherbrooke, and not jog along as at present, behind empty box cars, and suffer all the discomforts of a freight train when approaching or leaving a station.

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MAY 3 1914

BUDGET OF NEWS FROM MAGOG

**Summer Train Will be Run From
Sherbrooke to Magog
by C. P. R.**

**MANY NEW SUMMER RESIDENCES
HAVE BEEN ERECTED
DURING PAST FALL
AND SPRING.**

Magog, May 14—(Special)—At last the C.P.R. has made arrangements to extend the trip of their daily summer train to Magog from Sherbrooke. It has been the custom of the C.P.R. to run this train for the past several years only to Little Lake. This move will prove to be a profitable one for the Railway Company, and a great convenience not only to Sherbrooke people wishing to enjoy the beauties of the lake during the hot summer months, but it will also give the townspeople who wish to spend a day in Sherbrooke a much longer time in Sherbrooke. The service will commence on June 15th the train leaves Sherbrooke every weekday at 5.30 p.m., arriving at Magog at 6.10, returning in the morning at 7.40 a.m. and arriving at Sherbrooke at 8.30 a.m.

NEW SUMMER RESIDENCES.

The Hermitage Country Club is now attracting its members each

MAY 14

1914

Sherbrooke to Magog
Train Service

RAILWAY BRIDGE IN CAUGHT ON FIRE Q

Employees at Magog Noticed Non.
Burning Structure and Saved
a Serious Accident P

TRAFFIC WAS SUSPENDED, BUT CON
PASSENGERS WERE TRANS- I
FERRED TO SPECIAL
TRAIN FROM
FARNHAM. Q

Magog, May 20.—(Special)—The
bridge crossing the river near Magog
station on the Canadian Pacific Rail-
way caught fire yesterday, and as a
consequence no trains were able to
get through for several hours. A
length of one hundred feet was de-
stroyed. Q

The passengers on the morning
train were transferred by means of a
temporary platform to a special
train which was sent from Farnham.
A large number of workmen were
busy for hours putting the bridge in
a state of temporary repair, so as
to allow the trains to proceed. The
traffic was resumed as usual about
2.30 p.m. Q

The burning bridge was first no-
ticed by some employees at the sta-
tion, who gave the alarm just in
time to prevent a terrible catas-
trophe. In a few minutes the train
would have been on the bridge and
inevitable loss of life would have re-
sulted. Q

The damage is very heavy and the
inconvenience sustained through the
stoppage of the trains was very
great. Q

MAY 20, 1914

ROYAL VISIT ON THURSDAY

the Duke and Duchess of Connaught
t Will Reach City at 10.30
in Forenoon

RE PRESENTATION OF ADDRESSES
E ETC., WILL TAKE PLACE ON
THE PARADE GROUNDS.
TO VISIT HOSPITALS.

for A meeting of the Reception Com-
mittee in connection with the visit
to of the Duke and Duchess of Con-
naught was held in the Council
Chambers at noon on Saturday under
the presidency of the Mayor
Messrs J. N. McCrea, M.P. and
by C. E. Thierley, M.L.A., were added
to the Committee and Col. R. J.
Spearing was appointed to replace
Col. Penhale, who is at Petawawa.
on the Decoration Committee.

bar THE PROGRAMME
ore According to present arrangements
of the Royal party will be met at the
ing C.E.R. station at 10.30 a.m. on
few Thursday by the Mayor, Aldermen,
and other members of the Reception Com-
ing mittee. The Mayoress and another
pe lady will also take part in the re-
his ception at the station.
me On arrival at the Parade Ground,
ext a Royal salute will be given, and six
ne bars of the National Anthem will be
played. The Duke will then inspect
the guards, veterans, cadets and boy
scouts, after which will take place
the presentation to Their Royal
Highnesses of the civic address. At
the conclusion of the Duke's reply a
reception will be held in the follow-
ing order: 1. Members of Reception
Committee and Ladies; 2. His
Lordship the Bishop of Sherbrooke;
Mgt. LaRocque; 3. Their Lordships
the Judges of Superior Court and
Counsellors; 4. The Clergy in which
the Right Rev. Vicar-General takes
precedence; then in order of seniority
in functions, Superintendents and Directors
of Schools Catholic; 5. Principals
of other Schools; 6. Board of
Trade; 7. General ladies and gen-
eral men.
The proceedings on the Parade
Ground will take place on a specially
constructed platform, 32 x 48 ft.

June 18
1914

SCENE ON ARRIVAL OF ROYAL PARTY ON PARADE GROUND BRILLIANT AFFAIR

Thousands Turn Out to do Honour to Canada's Royal Governor-General. Presentation of Address on Behalf of City by Mayor Mackinnon. Leading Citizens Introduced. Visit paid to the Convent and Two Hospitals. Streets Were Gaily Decorated Along Route Taken by Royal Party. Left Later For Lennoxville.

The Royal visitors were accorded a right royal welcome by the citizens of Sherbrooke to-day.

The Duke and Duchess of Connaught and Princess Patricia were everywhere received with an outburst of enthusiasm and a display of loyalty unparalleled in the history of the city.

The great ovation which was given to the Governor-General all along the route not only marked the popularity he has achieved as the representative of the Crown, but was also a sign of the appreciation of his high personal qualities and of the position he occupies in the

changes, and it is interesting to note that the descendants of those warriors who, ninety-nine years ago to the day, were contestants on the field of Waterloo, are to-day vying with each other in the successful upbuilding of the city, the Province, and the Dominion.

The Royal train steamed into the C.P.R. station at half-past ten this forenoon. The approaches and adjoining thoroughfares were lined with thousands of people who lustily cheered the distinguished visitors on their arrival and en route to the

testament schools and representatives of the Board of Trade.

The reserved seats on each side of the platform were full, and thousands of spectators watched the proceedings on foot.

RAISED KING'S COLORS.

As the Royal party stepped on the carpet, all the flags were raised, and when they reached the centre the King's Colors were let fly and the Royal salute was given. The Duke then inspected the guards, veterans, cadets and boy scouts.

The Mayor then made the presentation of the civic address to the Duke and Duchess, and bouquets were presented to the Duchess and Princess Patricia by girls from the Protestant and Catholic Schools and the Daughters of the Empire.

ADDRESS FROM CITY.

Mayor Mackinnon then read the following address:

"To His Royal Highness Duke of Connaught and Strathearn, K.G., K.T., K.P., G.C.B., G.C.S.I., G.O.M.G., G.C.L.E., G.C.V.O., etc., etc., Governor-General of Canada:

"May it please Your Royal Highness:

"On behalf of the citizens of Sherbrooke and of the people of the



June 18, 1914



hearts of the people of the Dominion.

It was but natural that the son of the late Queen Victoria, during whose illustrious reign Canada entered upon her golden age and Sherbrooke grew from a small village to an enterpris-



MAYOR MACKINNON, Chairman of Reception Committee.

ing city, should find such an appropriate welcome awaiting him, and as the brother of the late King Edward during

Parade Ground.

MET AT STATION.

The Duke and Duchess of Connaught and Princess Patricia were received at the station by the Mayor and Mayoress and members of the Reception Committee and other prominent citizens. The following is the list of members of the Reception Committee: The Mayor, Aldermen Jencks, Darche and Denault; Ex-Mayor Hebert, Lt.-Col. Fraser, Dr. J. E. Noel, Lt.-Col. Bowen, Lt. Col. Riout, Lt.-Col. Penhale, Messrs. W. E. Paton, J. H. Walsh, C. W. Gata, K.C., V. E. Morrill, president Board of Trade, F. N. McGree, M.P., and O. E. Therrien, M.L.A.

ON TO PARADE GROUND.

The Royal party, after being welcomed, proceeded by automobile to the Parade Ground, via Balvidere, Wolfe and Queen streets, closely followed by the Mayor, Aldermen, other members of the Reception Committee and numerous citizens in automobiles and teams.

BRILLIANT GOINGS ON PARADE GROUND.

The scene at the Parade Ground was brilliant and imposing. The guard of honor, the half-stretchers, the veterans, the cadets, the boy scouts, the Daughters of the Empire, the pupils of the Seminary, the Academies, the Convents, the Catholic and Protestant schools,

1860. His Gracious Majesty George V. was here as Duke of York in 1901, and there are many among us who recall your own previous visit to Sherbrooke.

"We regret that your stay at this time must, of necessity, be so brief, since we could wish that the time at your disposal would give you an opportunity of further observation of our city, its beautiful situation, and its commercial and industrial possibilities, which have not been wholly neglected.

"The hamlet of the time of your former visit has grown into the city of fair proportions, whose population of both English and French origin, dwelling together in entire harmony and accord, so heartily welcome you to-day.

"Two rivers contribute at once to the beauty and the growing industry and wealth of our city and surrounding country. The beautiful St. Francis bears at certain seasons upon its placid bosom the timber from the forests through which its headwaters flow; and along whose banks, at intervals, are to be found important industries; while its rushing tributary, the Magog, receiving its impetus from Lake Memphremagog, with its great volume of water, supplies us with the power which has already done much, and is destined to do more, for the advancement of our prosperity.

"Productive industries from abroad are finding their places among us, and in their success our mutual interests are advanced.

"The pioneers in the settlement of the Eastern Townships, who carved their homes out of the original wilderness, were men of sturdy life and unquestioned loyalty to the Throne of Great Britain.

"We assure Your Royal Highness that we, their successors of to-day, who have the privilege of addressing you, reside in our heritage in this

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June 18, 1914

try a On the arrival of the train at Sher-
brook, Bishop LaRocque and a
large number of the clergy and laity
of the district were at the station
to do homage to the new prince of
the church. The new cardinal came
on the platform, where he met the
Bishop of Sherbrooke, and later was
introduced to the leading clergy and
laity.

cre- About 10 o'clock the Q.C.R. train
will pulled out of the station. Arrange-
ments have been made to have the
train held over at several points
along the line in order to give the
people of the district an opportunity
to present their congratulations to His
Eminence.

IT'S GREETED ON WAY.

J. On the way from New York last
evening large delegations were pre-
sent at the stations at New Haven,
Hartford, Springfield, and at Hol-
yoke, Mass., about 4,000 people must
have been on the platform.

AT QUEBEC

in a Lewis, June 23.—The new Cardinal,
accompanied by Rev. Frs. Ladame
and Thibault, of this city, is due
to arrive at Lewis at 1 o'clock this
afternoon, and will be presented with
an address of welcome by the Mayor
of Lewis. A purse of about \$3,000
will be presented by Lewis people.
He will then cross to Quebec on the
C.G.S. Lady Gray, escorted by a
number of yachts from the Quebec
Yacht Club.

He is due to arrive in Quebec at 3
o'clock and will be greeted at the
King's Wharf by the Mayor and Al-
dermen of the city. From that point
to the main door of the Basilica His
Eminence will proceed in a state
procession. The line of march up
Mountain Hill will be crowded by
the thousands who will flock to
welcome him. Some of Canada's
most distinguished people will also
be here to welcome the new Prince of
the Church.

June 23
1914 (2)

1916.

A LIVE INDUSTRY AT NORTH TROY.

38- North Troy, Vt., Nov. 9.—(Special) SU
 —A large force of men are engaged loading hardwood logs on the line of the Orford Mountain Railway which runs into this village. The logs are being loaded onto the cars for the Blair Vanner Co. of this village. There are over one hundred cars of hardwood logs between here and Eastman, Que., awaiting shipment here.

November 9, 1914

Orford Mountain

FIREMAN HAD NARROW ESCAPE

Warren Pinkham Fell From Engine When Train Going at Good Speed

ACCIDENT OCCURRED AT LEN-
NOXVILLE—INJURY CONFINED
TO SPRAINED ANKLE.

Warren Pinkham, of Scotstown, a fireman on the through mail train from Vancouver, met with an accident yesterday morning when the train was passing through Lennoxville.

The man was thrown out of the cab of the engine, but beyond sustaining a sprained ankle is not much the worse for his experience.

His absence was not discovered by the engineer until half the distance between Lennoxville and Sherbrooke had been covered. The train was then reversed and Pinkham was picked up and attended to by Dr. Robertson, who ordered his removal to the Sherbrooke Hospital, in Lord's ambulance.

The train was travelling at a good speed at the time and it is little short of miraculous that Pinkham's injuries were not more serious. He is a noted trapper and hunter.

BROWN'S HILL.

A Christmas entertainment will be

December
14
1914

D

Established 1887

ATTEMPT TO BLOW UP C. P. R. BRIDGE OVER THE ST. CROIX RIVER

One Span Damaged by Dynamite. Man Who Claims he is a German Army Officer Arrested, and is Said to Have Admitted His Guilt. Bridge Connects With Maine Central at Vanceboro. C. P. R. Officials State That Traffic Will Not be Interrupted.

Vanceboro, Me., Feb. 2.—(Special) —One span of the Canadian Pacific Railway bridge across the St. Croix River between Vanceboro and St. Croix, N.B., was blown up early to-day. The preliminary investigation indicated that the explosion was caused by dynamite.

ON DIRECT LINE TO HALIFAX.

The bridge is on the direct line of the railway from Halifax, N.B., and St. John, N.B., to Montreal. It is 1200 ft. long, consisting of three steel spans, on granite piers. The portion destroyed was on the New Brunswick side of the river.

CONNECTS WITH MAINE CENTRAL.

The bridge connects the Canadian Pacific tracks with those of the Maine Central Railway, over which the Canadian railway has traffic rights between Vanceboro and Mattawamkeag.

BUILT FIVE YEARS.

It was built about five years ago. Although the river is not wide at this point it runs through a broad and deep ravine.

TRANSFER PASSENGERS ON ICE.

Until repairs can be made it will be

caused the explosion. He was held by the U. S. authorities.

STRUCTURE ONLY SLIGHTLY DAMAGED.

Montreal, February 2.—(Special) —According to the official report issued on the dynamiting of the railway bridge near Vanceboro this morning by the C.P.R., the structure is only slightly damaged.

ADMITS GUILT.

The report says the alleged German officer under arrest is said to have admitted trying to blow up the bridge.

OFFICIAL STATEMENT.

The C.P.R. official statement follows:

"At two o'clock this morning an explosion of dynamite slightly damaged the bridge over the St. Croix River, near Vanceboro, the joint property of the Maine Central Railway and the Canadian Pacific Railway. Only a slight delay occurred to traffic. No. 16 train, Montreal to St. John, being twenty minutes late. Passenger trains are crossing the bridge, passengers not requiring to leave the cars.

SUSPECT IN CHARGE OF C. S. AUTHORITIES.

February
2
1915

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TRANSFER PASSENGERS ON ICE.

Until repairs can be made it will be necessary to transfer passengers across the ice.

EXPLOSION AROUSED INHABITANTS.

The noise of the explosion aroused the inhabitants of the Maine and New Brunswick villages, many of whom rushed to the scene.

GERMAN OFFICER ARRESTED.

A few hours after the explosion a man, who declared he was an officer of the German army, was arrested in Vanceboro on suspicion of having

caused the explosion. He was held by the U. S. authorities.

STRUCTURE ONLY SLIGHTLY DAMAGED.

Montreal, February 2.—(Special) —According to the official report issued on the dynamiting of the railway bridge near Vanceboro this morning by the O.P.R., the structure is only slightly damaged.

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SUSPECT IN CHARGE OF U. S. AUTHORITIES.

"A suspicious looking stranger has been hanging around the neighborhood for the past few days, and a full description of him was put into the hands of the U.S. and Canadian police, who captured him at 7.30. He proved to be a German officer, and is said to have admitted the deed. He is now in charge of the U.S. Marshal at Vanceboro.

"The bridge is located at the international boundary, and a steel beam has been damaged, also six bridge ties and an inside bolster post."

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February
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1915

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MAYOR

PHILIP AT

BRITISH

OPENED TODAY.

MR BOURASSA IN SHERBROOKE

Makes an Eloquent Plea on
Behalf of the Minority
in Ontario

TEACHERS. THEIR TREATMENT
TO BE UN-BRITISH—COLLECT-
ING FUNDS TO CARRY
CASE TO PRIVY COUN-
CIL OF THE EM-
PIRE.

A large audience listened last evening to an eloquent appeal from the lips of Henri Bourassa for the restoration of the educational rights of the minority in Ontario. His Majesty's Theatre was filled to its capacity, and the editor of *Le Devoir* was given an attentive hearing, and frequent applause greeted his fervent appeals for the privilege of allowing the French-Canadians of Ontario to educate their children in the mother tongue as well as in the English language, a privilege which he stated was allowed to the natives of the forty provinces of India, the Boers of South Africa, and the people of the entire British Empire with the exception of Ontario.

Mr. J. H. Dubuc, president of Cercle Larocque, under the auspices of which the meeting was held, acted as chairman, and had on his right the guest of the evening, and on his left Bishop Chailfoux. On the platform were members of the clergy and officers of the Association.

The first speaker of the evening was Mr. Charles Leclerc, a young delegate representing the Educational Association of Ontario. He replaced Senator Belcourt, who was unable to attend. At considerable length he went into the history of the school question in Ontario, and enumerated the hardships the minority was forced to undergo. He challenged the statement that Ontario was an English Province, and pointed out that the first settlers were French-Canadians.

The object of the meeting he was addressing was to assist the minority in their struggle for justice. Money was needed to carry the fight to the

EXTRADITION OF VON HORN

U.S. Government Cannot Hand
Him Over Without a Hear-
ing if One Is Demanded

AN EARLY REPLY EXPECTED
FROM WASHINGTON AUTHO-
RIZING HEARING OF CASE
IN MAINE EVENT.

Ottawa, Feb. 4.—Although the case for the extradition of Van Horn, the German who tried to blow up the O.P.R. bridge over the St. Croix River, now seems very clear, since he is reported as freely admitting that he did it entirely on his own initiative and not under instructions from the German authorities, the usual extradition proceedings will be followed.

VON HORN CHARGED WITH DE-
FACING BUILDINGS.

Vanceboro, Me., Feb. 4.—(Special)—Werner Von Horn, who attempted to blow up the international bridge over the St. Croix River, was arrested to-day on a warrant issued by George H. Smith, local trial justice, charging him with defacing and injuring buildings in Vanceboro. The injury to the buildings was caused by the shock of the explosion when Von Horn exploded a charge of dynamite under the bridge.

The United States Government cannot hand him over to Canada without a hearing if he claims the right to make a defence.

An early reply is expected from Washington authorizing the hearing of the case before a court in Maine. It will probably be a couple of weeks before he is brought to this side to face the serious criminal charge in connection with the dynamiting of the railway bridge.



out break of the war the Dominion Par-
which will be historic because of the
absent on military duties for no
at matters which will be dealt with will
one hundred million dollars to cover
at newswire for the

February 4 1915

the feat. ... an extraordinary

WERNER HORN RETAINS COUNSEL

Maintains That His Attempt to
Blow up C. P. R. Bridge
Was Act of War

WILL FIGHT ATTEMPT OF CANA-
DIAN GOVERNMENT TO EX-
TRADITE HIM FROM THE
UNITED STATES.

Machias, Me., Feb. 9.—Werner

Horn, who maintains that his re-
cent attempt to blow up the Cana-
dian end of the international rail-
way bridge near Vanceboro, was an
act of war, last night retained Dan-
iel T. O'Connell, of Boston, as coun-
sel. The attorney will look after
Horn's interests in connection with
the effort of the Canadian Govern-
ment to obtain the extradition to the
Dominion of the man who claims
that he was formerly an officer in the
German army.

Horn is now serving a sentence of
thirty days in the county jail here for
damage to property on the American
side of the border caused by the ex-
plosion.

February 9
1915

ENTIRE DISTRICT

Report is G. P. R. taking on
for improvement of
the district

PROPOSAL IS MADE TO IMPOSE TAX IN MUNICIPALITY TO RAISE FUNDS FOR PAT- RIOTIC WORK.

Secotown, February 3.—(Special)
—The matter of the G.P.R. taking
off two trains, as already reported,
is troubling this whole district as it
has not been crossed for a good
many years. All have some indig-
nant protest at this unwarranted ac-
tion on the part of the railroad. It
will make a great deal of difference
in many ways for the local people,
and the general impression seems to
be that the G.P.R. are trying to put
this section as far back industrially
as the rest of civilization will be
after this war is over, according to
reports.

As a means of protest against this
action, and to put the matter on re-
cord, there has been a list prepared
for the signature of the townspeople
to be forwarded to the proper offi-
cial of the G.P.R. This list has al-
ready been largely signed, and it is
hoped by those signing that their ef-
forts may have more success than
similar petitions have had on former
occasions.

The only possible way to do will
be for all the towns affected to get
together and put up as strong an
opposition as possible, and then the
arbiters in charge of this public
utility may be to some extent influ-
enced by the unanimous disfavor
their plan has met with.

PROPOSED TAX TO RAISE FUNDS FOR PATRIOTIC WORK.

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Chair-
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Mrs. A.
Hag-
E. Fox
of Lak-
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Robert
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February 9
1915

gathering for operations."

HEARING AGAINST WERNER HORN

U. S. Federal Investigation Into Charge of Illegally Trans- porting Explosives

DEFENCE CLAIM THAT BELLIGE-
RENT IN ACT OF WAR NOT
SUBJECT TO LAWS OF
COUNTRY.

Bangor, Me., March 19.—(Special)
The Federal Commissioners' hear-
ing in the case of Werner Horn, ac-
cused of having illegally transported
explosives in connection with his at-
tempt to wreck the International
bridge at Vanceboro, was resumed to-
day.

It was expected that arguments of
counsel would occupy much of the
session and that both sides would
close before night, leaving the evi-
dence in the hands of Commissioner
Reid for a decision on the question
of Horn's removal to Boston for trial
on the indictment returned by the
Federal Grand Jury there.

The defence yesterday put in cer-
tain documents in support of its
claim that as a German belligerent
engaged in an act of war, Horn was
not subject to the laws of this coun-
try.

The prosecution offered no evidence
except a copy of the indictment.

MASSACRE

March 19
1915

NO

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WELLINGTON ST.

ews Specials Eastern Townships

FROM BROMB-SUTTON JUNCTION STATION ON
C.P.R. GETS STILL ANOTHER
NAME.

(Special)—Mr.
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SOLD FOR
(Special)—Mr.
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to Mr. Wm.
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will be given

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Button, June 1. — (Special) —
Button Junction C.P.R. station for
some reason had its name changed
some five years ago to Drummond-
ville Junction, but the residents did
not allow the post office name to be
changed. Now, it is said, the name
has been changed the past week to
Enlangen Junction. People are won-
dering what new name the company
will find for the old familiar name of
Sutton Junction, when the travelling
public get to know where Enlangen
Junction is located, which is the
third name that little junction point
has known in some five or six years.

WATERVILLE PATRIOTIC SOCI-
ETY.

Waterville, June 1.—(Special) —
The Waterville Patriotic Society is

THIS WILL
ELEVEN
BASED

Thetford
—The Muni-
Council Ch-
tenders rec-
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JUNE 1 1915

are
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NEW WATER TANK AT FOSTER
Foster, Sept. 17.—(Special)—The
BIB- C. P. Ry. Co. have erected a new
water tank near the station, the old
one having become unsafe from long
Spc- use.
Ann-
Cur- WILL ERECT DWELLING HOUSES

September
17
1915

marked interest manifested.

BIGGEST TRAIN OVER C.P.R.
Richford, Vt., Sept. 27.—(Special)—
What is said to be the largest freight
train ever hauled out of Richford,
went south from here over the C.P.R.
a few days ago. The train consisted
of 65 cars loaded with horses for the
British army and were procured in
Western Canada. Three big engines
hauled the train.

September 27
1915

AT FARNHAM

Train With Heavy Load of Gold Reported to Have Passed Station on Route for Ottawa

THE LATE MRS. WILLIAM ELMES LEFT BEQUEST TO METHODIST MISSIONARY SOCIETY

Farnham, October 15 —(Special)—The most valuable train the O. P. R. ever hauled is reported to have passed through here on Wednesday about ten o'clock a.m., designated for Ottawa. The train contained 60 tons of gold, valued at \$200,000,000 and was handled by the Dominion Express Co.

GIVE BEQUESTS TO METHODIST MISSIONARY SOCIETY

The funeral of Margaret Jane Morris, relict of the late William Elmes took place from the Methodist Church on Thursday, October 7th at 2.30 p.m., Rev. A. W. Williamson conducting the service, and interment in the Episcopal Cemetery by the

HAPPENINGS

Budget of News from Various Sections of County

LEND'S VILLAGE

The weather has been very fine these past few days and farmers are busy with the plough.

The auction sale at Mr. Joseph Patterson's came off on the 12th instant. Milch cows realized \$53.00.

Mrs. Malcolm McKenzie has three daughters visiting her: Mrs. Costello, Mrs. Cameron and Mr. and Mrs. Dean.

Mr. and Mrs. Allan Lefebvre entertained a few of their relatives on Thanksgiving day.

Mrs. C. W. Jiggins left for Toronto some days ago to see her sister, Mrs. Glover, who is not very well.

Mr. Macmaster and daughter, who were guests at Mr. Jiggins lately, have left for their home at Berlin Falls, N.H.

Miss B. Lefebvre is expected home soon after a pleasant visit at Sherbrooke and other places in the Eastern Townships.

October 16 1915

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ITEMS OF NEWS FROM SUTTON

Passenger Conductors on C. P. R. Now Wear Service Badges

MORE MEN LEAVE TO JOIN OVERSEAS BATTALIONS IN TORONTO.

Sutton, Nov. 3.—(Special) — The wearing of service stripes by the passenger conductors on the C. P. R. went into effect on November 1. The stripes are awarded for long service and are rated as follows: 15 years gives the first stripe, then one additional at the end of every five years. It is pleasing to note that Conductors Sheldon, Griggs and Westover all carry five stripes, showing that they stand high in the service and in the estimation of the general public. Mr. Sheldon lives in Newport, Vt. Both Westover and Griggs live in Montreal, but both are former Sutton residents, having gone from Sutton when first starting railroad-ing in the service of the old S.E.Ry. It is generally hoped they may continue in the service for many more years.

FIRE SCARE AT SUTTON.

Fire broke out in Mr. L. E. Dyer's house, occupied by Mr. L. N. Milner and family shortly before 8 o'clock

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November 3, 1915

MAIL SERVICE

ON O.M.R.

**Afternoon Mail from Sherbrooke
to Kingsbury and Other
Points**

**POSTMASTER GENERAL GRANTS
REQUEST OF E. T. ASSO-
CIATED BOARDS.**

Villages along the Orford Mountain Line from Eastman to Windsor Mills will have an improved mail service beginning on Monday, the 15th.

The Eastern Townships Associated Boards of Trade recently took the matter up with the Postmaster General. A reply has just been received and the Sherbrooke post office has also received notification that the new service will start on Monday next.

This will mean that letters and papers from Sherbrooke will reach North Stukely, Lawrenceville, Racine, Lower Flodden, Valcourt, Flodden and Kingsbury in the afternoon.

Record subscribers at these points are advised that beginning Monday, the Record will go forward in the afternoon to points above mentioned.

November 11
1915

RECORDED NO

Understanding of Orders Cause Error in Collision Between Two Trains

PERMANENT WAY AND MUCH
ROLLING STOCK DAMAGED
AS A RESULT.

Magog, Dec. 1.—(Special)—A bad train wreck occurred here yesterday afternoon about a mile west of this place, when two freight trains collided. The permanent way was blocked until this forenoon and the damage to the rolling stock will amount to a large sum.

It seems that through a misunderstanding of orders a freight train going west passed Magog, when it should have stopped in order to give the right of way to a heavy east-bound freight train.

The trainmen on both engines saw each other when near the McDermott school house, and although every effort was made to bring the trains to a standstill they were so heavily laden that this was found to be impossible. The men on both engines jumped clear before the impact took place and escaped without injury, with the exception of one fireman who had his ankle injured while jumping to the ground.

The wrecking train from Farnham was called out and although a large force of men were employed all night it was not until this forenoon that through traffic could be resumed.

The passengers on the local train from Montreal were transferred, and those going to Sherbrooke and Lennoxville were taken to their destinations by a special train which was sent up from Sherbrooke.

The Halifax express last evening, and again this morning, went round by way of Newport, Vt.

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December 1
1915

Specials From Eastern Towns

**BIGGEST TRAIN OUT OF RICH-
 FORD**

Richford, Vt., Dec. 2. —(Special)—
 What is thought to be the biggest
 train ever seen here went south over
 the C.P.R. to Newport recently.
 There were 34 cars in the train, the
 same being hauled by three engines.

**LARGE SHIPMENT OF
 MAS TREES**

Bishop's Crossing, Dec.
(al)—Mr. Kasper who has
 ting Christmas trees here
 time shipped five car
 Mothrop's siding to
 this week.

**HAVE
 SENT**

*December 2
 1915*

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| Mr | | | |
| to | C. P. R. AGENT AT ABERCORN | | T |
| | SUPERANNUATED | | S |
| | Sutton, Dec. 2.—(Special)—Mr. O. | | Hol |
| Y | Bowker, the well known and popular | | mer |
| is | agent of the C.P.R. at Abercorn, | | in |
| r- | during the past eleven years, has | | serg |
| t- | been superannuated and will be | | you |
| at | granted a pension. Mr. Bowker start- | | St. |
| ed | ed work on the old S. E. Railway | | and |
| it | in the spring of 1878 and for 31 years | | the |
| re | was stationed at Highwater, thus he | | Bot |
| ad | has served the railway company for | | dies |
| ad | over forty-two years faithfully and | PA | |
| as | leaves with the kindest regards of | | K |
| he | not only the railway company but | | M |
| he | the entire travelling public along this | | dies |
| ng | line of railway. Mr. Bowker moves | | in |
| re | to St. Johns within a week to reside. | | mo |
| is | ST. ANDREW'S DAY AT TATE MFL | | |

December 2
1915

WHAT IS DOING IN FARNHAM

Bridgmaster J. D. Clark of C.P.R. Retires After Service of Thirty-Seven Years

HAS BEEN MANY CHANGES IN
RAILWAY WORK SINCE HE
WENT TO WORK WITH
SOUTH EASTERN

Farnham, July 3.—(Special)—Mr. J. D. Clark, bridgmaster on the Eastern Division of the C. P. R. has resigned, after thirty-seven years of railway service. Mr. Clark began rail-roading in 1878 with the Old South Eastern. In 1886 he was appointed assistant bridgmaster, and in 1890 was made chief bridgmaster for the division, which position he has filled with complete satisfaction to both officials and employees for twenty-five years. Mr. Clark holds the honor and distinction of twenty-five years continuous service in one place and one department, without the loss of a day's pay, which is certainly an enviable record. Mr. Clark has witnessed many changes and improvements in both the railroad and town since coming to Farnham. At that time there was only two small railroad buildings here. The road from St. Guillaume was narrow gauge; and the line to Stanbridge was not yet built, but shortly after his arrival here the St. Guillaume line was purchased by the South Eastern, and transformed into a standard gauge, and continued to Stanbridge. Mr. Clark has had the pleasure of seeing railroad machine shops built here (although these were transferred to Montreal a few years ago) and the present commodious station erected, and has witnessed, not without pride, what was on his arrival here a very modest railroad beginning, into a busy and important divisional railroad centre, with divisional headquarters established.

Mr. Clark for the past few years has been replacing the old wooden bridges and culverts by modern structures of concrete and steel, as rapidly as possible, and has the honor and satisfaction of knowing that this permanent work, done during his tenure of office, will remain as a tribute to his ability and thoroughness, for generations to come.

While Mr. Clark will be much missed, both among his superior officials and employees, all feel that he has well earned a rest, after his many years of arduous duties well performed, and all desire to extend to Mr. Clark, and his estimable wife their best wishes for many years of health and happiness that may be their good fortune to enjoy.

STOLE RIDE ON C. P. R. TRAIN
On Wednesday morning, C. P. R.

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INCREASED PAY HALTS STRIKE
Glasgow, January 15—The three-
week strike of the seamen in
coasting trade has been settled.

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January 15
19/6

DISCLOSURES

List Shows That German Military Attache Had an Agent in Ottawa

STUBS OF CHEQUE BOOKS RE-
VEAL SIXTEEN NEW NAMES
OF PERSONS RECEIVING
MONEY FROM HIM.

London, Jan. 20.—(Special)—A chronological list of the most important payments made by Captain Franz von Papen, the recalled German military attaché, to various persons in the United States and Canada after the outbreak of the European war was made up by the British authorities from the stubs of von Papen's cheque books, taken from his baggage at Falmouth and turned over to the American Ambassador in London. It is a veritable birdseye view of the attaché's activities there in behalf of his country. It reveals sixteen new names of persons receiving money from him.

The list dates from September 2, 1914, to October 23 last. It shows that von Papen had a man named De Caserta in Ottawa, Canada, who apparently was working for him. For the attaché paid him \$500 in all. The cheque stubs also show that he handed to Paul Koenig about \$2,000 for "secret service work." A careful study of the list of von Papen's exposures shows that Paul Koenig submitted in September last "four bills in secret service." The month that Koenig and three others went to Buffalo to develop the alleged plot to blow up the Welland Canal, these bills totalled \$126.47, which probably might be considered as the expense bill for that expedition.

The cheque stubs also show that von Papen paid a man named Voss Horn \$700, and that Werner Horn attempted to blow up the bridge on the C.P.R. at Vanceboro, Maine, on February 2.

A. Kaltschmidt, said to be a wealthy man in Detroit, is credited with having received \$1,000, but the nature of his activities is not disclosed.

January 20
1916

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| <p>ARY. class— l onto ar this stony tes on is an : able sea-</p> | <p>ed creamery can of sap of excellent quality.</p> <p>WRECK AT NEWPORT. Newport, Vt., Jan. 31.— (Special) —A slight run-in at the station here badly damaged several cars and was the cause of bringing Foreman Sturgeon and his wreck crew from Farnham here on Thursday to right matters, which was quickly done.</p> | <p>whi a w brin ran NI M</p> |
|--|---|--|

January 31
 1916

trenches for sixteen days and were in both good health and spirits.

TRAFFIC DELAYED AT FARNHAM
Farnham, Feb. 10 (Special).—A wreck on the O.P.R. occurred on Tuesday evening. Shortly after 8 o'clock p. m. a freight train was pulling into the yard from the north when it stopped the station, a car became derailed, which caused a considerable delay on this track. None of the train crew were injured and the damage done was not large.

COWANSVILLE SOLDIERS ARE WELL.

February 10
1966

SPRING

biting this week our New S
handsome patterns are open

Prices \$1.00, \$1.25, \$1

oast **KILLED IN** **RICHFORD YARD**

Conductor Wilfrid Mountain of
Farnham Run Over by Engine
this Forenoon

Sutton, March 14 —(Special)—Con-
ductor Wilfred Mountain was instant-
ly killed in the C.P.R. yard at Rich-
ford, Vt., about 11.15 this forenoon,
by an engine backing over him.

Deceased had been a resident of
Sutton for the past three years, but
moved to Farnham last fall.

He was about forty years of age,
and leaves a widow, whose former
home was in Edmonton, Alta.

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MARCH 15, 1916

CANADIAN
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RAILWAY

SHERBROOKE
DAILY
RECORD

DITS MET DEATH ON THE TRACK

**s Troops Jos. Seymour Killed By C. P. R.
to Train Near St.
Sabine**

(Special) — Farnham, May 13—(Special) — Mr. Joseph Seymour, of St. Sabine, was accidentally killed while walking on the C.P.R. track about two miles south of this town. The deceased stepped out of the way of No. 202, the Sherbrooke flyer, and in front of No. 201, the Sherbrooke local, and was killed instantly. The deceased was 65 years of age, and leaves a son, two daughters and a sister. Coroner Joannette held an inquest, the verdict being accidental death.

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SISTERS MEET

MAY 13
1916

AT SHERBROOKE

Some \$40,000 Being Expended in Starting Yard Extension

"STAFF SYSTEM" INSTALLED BETWEEN SHERBROOKE AND LENNOXVILLE.

Mr. Boyle, divisional superintendent of the C.P.R., was in town this week from Farnham, inspecting the track extension work of the C.P.R. here. The C.P.R. is spending over \$40,000 in enlarging the Sherbrooke yards. Six new tracks are being laid. The great increase in traffic has forced this enlargement of the Sherbrooke trackage.

WHEAT VIA BOSTON.

Large shipments of wheat have passed over the C.P.R. lately for export via Boston. This is an unusual route for Canadian export wheat.

INSTALLING STAFF SYSTEM.

The C.P.R. office at the Sherbrooke station contains a remarkable instrument, which has just been installed. It is the device which puts into operation what is known as the staff system of controlling trains, which, in effect, is a complete block system governing the movement of trains over a certain line. This will for the time being only apply to the line between Sherbrooke and Lennoxville, where traffic is particularly heavy. Instead of receiving a despatch as a release for his train, the conductor will receive from the machine an iron staff. It is operated electrically and removes every possibility of an accident by collision of trains through confusion or misinterpretation of orders.

The system has only been in use at a few other points in Canada.

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July 27 1916

From Eastern

REPAIRING DAMAGED TRACK

Albany, Aug. 11.—(Special) — A large force of men are employed repairing the B. & M. track, which was washed out during the rainstorm of Wednesday morning.

AUTO DRIVEN BY LADY GOES THROUGH FENCE

Albany, Aug. 11.—(Special) — An auto driven by Mrs. K. R. Turner on Sunday by some mishap got away from the driver, taking across a field and through a fence, knocking down three posts in making its road through. Mrs. Turner's sister, Miss Doris Willey, was in the auto, but luckily neither lady was hurt.

WASHOUT ON B. & M.

Richford, Vt., Aug. 11.—(Special) — The B. & M. train out of Newport runs over the C.P.R. rails to this place on Wednesday afternoon, taking the Central Vermont here to their destination. This was caused by a washout on the B. & M. near Oriskany, Vt. The up Boston express on Wednesday night was nearly one and a quarter hours late.

August 11 1916

there is no reserve of snow in the mountains which the lumbermen depend upon for getting their logs down the rivers.

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IMPROVED TRAIN SERVICE

On the 15th of May the C.P.R. are to put on again the two local trains between Sherbrooke and Magentic, that were suspended on the 14th of February last. The one from Sherbrooke in the morning, and the one from Magentic in the afternoon. The express between Montreal and Halifax calling at Magentic Sunday morning and Monday morning, respectively, that were taken off during the winter, have also been renewed.

MAGANTIC NURSE FOR FRONT.

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1916

Y. JULY 17, 1914

FATAL ACCIDENT NEAR FARNHAM

B. Tetremont Instantly Killed by
Express Train Yesterday
Morning

DECEASED DID NOT HEAR WHIS-
TLE WHEN WALKING ON
TRACK—SUFFERED
FROM DEAFNESS

Farnham, July 17—(Special)—Jov-
its Tetremont, a single man, fifty
years of age, was instantly killed
when knocked down by the Montreal-
Sherbrooke express between Farnham
and St. Eustache yesterday morning
at 9.50.

Deceased was walking along the
track, and being quite deaf did not
hear the train approaching, or the
engineer's whistle. He was a resident
of this place.

INQUEST TONIGHT

An inquest will be held this even-
ing.

July 17 1914