

BOSTON
AND
MAINE
RAILWAY
SHERBROOKE
DAILY
RECORD

SHERBROOKE
DAILY
RECORD
1915

open winter.

FIREMAN INSTANTLY KILLED.

North Troy, Vt., January 20. —
[Special]—Herbert A. Gilander, a
fireman on the Boston & Maine Rail-
road was killed almost instantly Sun-
day morning of last week near the
roundhouse at Newport. The accident
was caused by the collision of an
extra freight and the helper standing
on the track. As soon as the engi-
neer on the extra track saw the
other locomotive he applied the
emergency brakes, and this in some way
separated the engineer and tender
Gilander, who was filling the fire
box, fell and was caught between the
two when the train came together.
His body was nearly cut in two.
None of the crew was injured beyond
being shaken up. The engine was
put out of service.

ENTERTAINED MASONIC
FRIENDS.

January 20
1913

IT I

low. The Watchful Spirit of Santa
uring the Next Few Days.

CASH, OR SMASH TAX FOR THE B. & M.

Chairman Says Road
Must be Helped or
Go Bankrupt

RECORDS: ROAD MUST HAVE \$10,000,000 BY
DE BY THE MONTH OF FEBRUARY
NEXT.

is the Boston, December 20—Howard El-
among Hott, chairman of the harassed New
Haven Railroad, says the Boston &
Maine must be helped or go bank-
rupt

\$ 500

\$1200

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Mr. Elliott boils it down to this

At the present time there are just
four courses open to the Boston &
Maine

The first is to charge more for
freight and passengers

The second is to cut down service
and expenses

The third is to borrow money

The fourth is to BUST

Continuing his interview, Mr. El-
liott added

The Boston & Maine must have
\$10,000,000 by February, and then by
June it must have another \$15,000,
000. If we get the first amount in
time to meet the February notes, it
will unquestionably have a strong ef-
fect on raising the second sum.

MUST RAISE MONEY

But raise it we must, or have the
smash come.

Grant for the moment that things
have not been conducted as they
should have been, grant that the
\$100,000 over which they are squab-
bling at the State House was not
spent as it should have been

That is not the question that
faces us now. It is this—If the Bos-
ton & Maine fails to meet its notes
it becomes bankrupt and goes into liq-
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December
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BOSTON AND MAINE'S PLIGHT

PRESIDENT SAYS IT IS FAR FROM EARNING RUNNING EXPENSES.

Boston, Nov. 28.—Boston & Maine Railroad affairs were discussed by Chairman Howard Elliott before the New England Dry Goods Association on Tuesday night. The company is borrowing money now; it cannot pay its running expenses and cannot increase its earnings or its savings because it has no money to buy the equipment with for better service; its rates are controlled by public service commissions and the wages are fixed by Federal legislation and by the labor unions, and are beyond the control of the road management. Such were the principal complaints in Mr. Elliott's address.

RAILWAYS IN U. S.

"When the agricultural productions alone of the United States for the past 13 years totals nearly \$100,000,000,000 (one hundred billion dollars) a sum to stagger the imagination—and it costs more to take this product from the farm to the railway station than from such station to the American and European markets, and when the saving in cost of moving this product of agriculture over good roads instead of bad would have built a million miles of good roads, the incalculable waste of bad roads in this country is shown to be of such enormous proportions as to demand immediate reformation and the wisest and best statesmanship." President Arthur O. Jackson of the National Good Roads Association, when recently in Montreal, stated the

foregoing estimate was based on careful calculations made by the Agricultural Department of the United States. In the same call for the Congress at San Francisco, it is stated "In the United States alone had roads are directly responsible for the loss of a billion dollars a year." On about 85 p. c. of the total mileage, representing 97 p. c. of the entire traffic for which statistics are available, the steam railways of the United States in the year ended June 30th, 1913, earned from all sources \$3,171,445,992, but they paid back

again in wages, for supplies, and other operating expenses, \$2,200,392,381; in taxes, \$128,551,478. This left a net income of \$840,873,233 or less by about one hundred and sixty million dollars than the waste of or billion dollars caused by bad roads in one year.

Teacher—"Jimmie, suppose you have ten apples and ten oranges, and gave nine-tenths of them to some other little boys, what would you have?" Jimmie—"I'd have me head examined."



TOO MANY CHILDREN

are pale and frail—backward in studies—with pinched faces and poor blood—their minds and bodies are actually starved because their regular food does not nourish.



Such children need Scott's Emulsion above everything else; it contains nature's rarest life-giving fats; it is essentially food value—blood-food and bone-food, free from wine, alcohol or harmful drugs. Scott's Emulsion often builds many times its weight in solid flesh—its medicinal, tonic and nutritive properties make all good food do good. IT IS NOT A FROL BUT A FOUNDATION FOR STURDY GROWTH. Avoid Substitutes. Every Druggist Has It.

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RATES: 15 W

HELP WANTI

GOOD WOMAN CO small club. ADD ing references, to P brooke.

CAPABLE GEN wanted. No wa J. M. O'Halloran,

GIRL WANTED housework. AD

GENERAL HER Apply Mrs. C. St., Sherbrooke,

MEAT AND PAS ed at once. ADI Magor.

HOUSEMAID SE her) wanted at tant Hospital.

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GOOD BUSINESS cated on Well brooke, Que., and a tial property on These properties me buyer will find it to ply in Strathcona

STANSTAD—FA sizes in this be suit you. Free Bo Stanstead, Que.

TABER, ALBER largest wheat, o ducing district; also up. Send for free b Investment Co., B Alta.

ONE MINER-ROOM five-room detai

November 28 1913

BOSTON & MAINE SHOULD SELL

Pointed Out Road Could Realize on Marketable Securities

TO MINIMIZE ON RATE ADVAN- CES IT SHOULD TAKE BACK DIVERTED TRAFFIC

Boston, Nov. 11.—(Special)—Op-
position to the Boston & Maine's re-
quest for permission to increase its
freight rates is expressed in a 45-
page brief filed by the Boston Cham-
ber of Commerce and seven affiliated
commercial organizations with the
Interstate Commerce Commission at
Washington yesterday. The brief was
presented by David O. Ives of the
Chamber of Commerce, who suggests
as remedies that the Boston & Maine
should sell some of its unnecessary
securities and take back traffic it has
diverted to the New Haven, thereby
overcoming a large part of its ack-
nowledged deficiency.

The brief charges substantial infla-
tion of capitalization by buying more
stock than was necessary to control
the Maine Central. The officials of
the protesting organizations express
sympathy with the management of
the railroad "in its endeavor to
place that property upon a basis
which will restore it to the confidence
to the community," but maintain
that the "grievous financial burden
which has been imposed on them
through past mismanagement cannot
in justice be transferred to the pub-
lic." It is stated in the brief that
prosperity does not necessarily
allow an increase in freight rates. The
proposed rates, it is declared, with-
out a single exception for New
York, are unreasonable and result
in unjust discrimination.

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WILL PETTIBON B. & M. RAILWAY

Want Summer Local Train Continued

BOARDS OF TRADE ARE JOINING IN REQUEST TO RAILWAY.

North Hatley, August 12.—(Special)—A movement is on foot to petition the B. & M. Railway authorities to continue the summer local train between Newport and Sherbrooke the year round.

In April last the North Hatley Board of Trade adopted a resolution in this connection and forwarded it to the Associated Boards. It was referred to Boards of Trade located along the line of the B. & M. Railway.

The Secretary of the North Hatley Board has just received the following resolution from the Sherbrooke Board of Trade.

Resolution of the Council of the Board of Trade of the City of Sherbrooke, adopted at a regular meeting held in the Board Rooms, July 23, 1913.

Moved by A. M. Sangster.
Seconded by O. G. Morrisette.

That whereas it has been the custom of the Boston & Maine Railway Company to reduce the passenger train service between Sherbrooke and Newport at certain seasons of the year;

And whereas it is the opinion of this Board that it is not in the interests of the people residing in the various communities through which the said line from Sherbrooke to Newport passes, that the railway service should in any way be curtailed;

It is resolved that the Boston & Maine Railway Company be and is hereby respectfully urged to allow

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August 13
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REDUCTION

OF SERVICE

Boston & Maine Alters Train Schedule On This Division

NECESSITY FOR ECONOMY GIV- EN AS REASON FOR THE ACTION.

The Boston & Maine financial diffi-
culties are being felt at this end of
the line.

The train leaving Sherbrooke at
7.45 a.m. has been replaced by the
former earlier train leaving at 5 a.
m.

The train arriving at Newport, Vt.,
from the south at 9.10 p.m. has
been discontinued.

The train leaving Sherbrooke at 1
p.m., as well as other regular trains,
is not affected by the change, so that
the curtailment of service on the B.
& M. system does not really affect
this end of the line. The earlier de-
parture of the morning train will
give improved mail service at Rock
Island and Stanstead, though an in-
convenient hour for travellers start-
ing out.

This causes for reduction in service
are set forth in a letter from Dis-
trict Passenger Agent Folsom to the
Board of Trade, in which Mr. Folsom
writes:

"Referring to our conference of

the Southern counties and the East-
ern Townships. Amongst his varied
activities Dr. Hayre has found time
to contribute many articles of inter-
est of the history of the Eastern
Townships some of which have ap-
peared in these columns.

Sept. 1st concerning passenger train
service upon the winter schedule.

I regret to be compelled to advise
you as representing the Sherbrooke
Board of Trade, that this company's
financial condition is such that we
are compelled to discontinue the pas-
senger train service now furnished by
trains 84 and 85, this being the train
leaving Sherbrooke about 1.40 a.m.,
and substituting the mail train No.
82 as run in previous winter seasons,
and the discontinuance of train ar-
riving at Newport about 9.10 p.m.

"As I presume your people have
been advised from newspaper reports,
the Boston & Maine R.R. is and has
been for the past few weeks upon the
verge of bankruptcy, with the chan-
ces at least even of a receivership,
and has compelled the president and
directors to insist upon a consid-
erable reduction in passenger train ser-
vice, involving considerably more
than 1,000 miles daily upon the Sys-
tem.

"We all regret the necessity which
has demanded this action, which I
hope you will communicate to your
associates, explaining at the same
time that the service will be restored
just as soon as the financial condi-
tion, taken with the earnings, war-
rants."

THE WEATHER

LOCAL FORECAST:

Becoming colder, with light
snowfalls or flurries.

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January 20, 1914

policy which will go far to minimizing the possibility of further bloodshed.

B. & M. SUMMER SERVICE INFERIOR

Asks Usual Summer Locals Will be Operated as Mixed Trains

N. Y. EXPRESS, HOWEVER, WILL STOP AT AYER'S CLIFF, WHICH IT HAS NOT PREVIOUSLY DONE.

It is understood that in pursuance of its policy of economy the B. & M. Ry. will not inaugurate its usual summer local service between Sherbrooke and Newport this summer.

The mixed train which leaves Sherbrooke at 8 p.m. will be continued, the all passenger train not being operated as during former summers.

The northbound morning local will, also, be conspicuous by its absence, a passenger car attached to a morning fast freight being the substitute.

The New York Express will stop at Beebe Jct., Ayer's Cliff, North Hatley and Lennoxville.

The early morning passenger train which now reaches Sherbrooke about 7 a.m., it is understood, will be operated on a schedule about an hour later.

The summer service, therefore, will be inferior to that of past years, if the company's present plans are carried out.

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PRINCESS ALICE OF TECK

TRAIN SERVICE ON BOSTON & MAINE

Summer Schedule Will Give Five
Passenger Trains Each Way
to and From Sherbrooke

EVENING TRAIN WILL BE PUT ON
WITH CONNECTIONS FROM
NEW YORK AND BOSTON.

The item which appeared in the Record on Thursday in connection with the train service on the Boston & Maine was somewhat misleading. As a matter of fact the service has been improved, so that there will be five passenger trains each way to and from Sherbrooke.

The afternoon train which now leaves at 5 p.m. will, when the summer schedule goes into force, leave Sherbrooke at 5.30 p.m. as in past years, and proceed to Newport. Instead of lying over at that place as heretofore, this train will return from Newport as Passenger and will wait for connections with Boston and New York and arrive in Sherbrooke at 10.30 p.m.

The morning train which reaches here about 7.42, will arrive at 8 a.m., and the through train from New York to Quebec will arrive at 9.15. The local train formerly run between these two regular passenger trains, will be discontinued. The 2.50 p.m. will be run as at present.

The outgoing trains are 7.40 a.m., 11.10 a.m., 5.20 p.m., 7.30 p.m. and 9.40 p.m.

MAY 16, 1914

KILLED BY B. & M. TRAIN

Miss de Merritt Met With
Fatal Accident at Ayers'
Cliff This Morning

FATHER OF VICTIM WAS TER-
RIBLY INJURED—NOW IN
SHERBROOKE HOSPITAL

Ayer's Cliff, August 3. —(Special)—
A terrible accident occurred here this
morning in which Miss Della de Mer-
ritt, aged 27, was instantly killed,
and her father, Mr. Marshall de Mer-
ritt, who is about 70 years of age,
was seriously injured. The latter is
not expected to recover.

Mr. de Merritt and his daughter,
who lived between Massawippi and
Kingscroft, were driving home after
doing some shopping and in crossing
the B. & M. track about 1.30 their
horse was struck by the train from
the south which was slowly coming
towards the station.

The father and daughter were
thrown out of the rig. The daughter
was hurled a distance of forty feet
and received terrible injuries from
which she succumbed almost immedi-
ately.

NOT EXPECTED TO RECOVER

Mr. de Merritt was badly hurt
about the head and body and it is
thought he is internally injured. He
was brought to Sherbrooke on the
train which knocked him down and
taken in Lord's ambulance to the
Protestant Hospital. Dr. Brown of
Ayer's Cliff accompanied him to the
institution and after the examination
expressed the opinion that he would
probably not live more than two
days.

INQUEST WILL BE HELD

The remains of Miss de Merritt are
at the station here awaiting the ar-
rival of the Coroner, who has been
communicated with.

CAUSE OF ACCIDENT

The accident is partly attributed to
the fact that the mail train was leav-
ing the station at the time, and the
horse, which was a young animal, be-
came frightened, and in trying to
control it its owner did not see the
incoming train.

WELL KNOWN IN SHERBROOKE

Miss de Merritt is well known in
Sherbrooke where she lived for seven
years with Mr. Wm. Gage, now of
Lyndonville. She returned home about
a year ago to care for her mother,
who is an invalid.

August 3
1914

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SHERBROOKE, QUE., THURSDAY JUNE 17, 1915

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(Special)—The
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KILLED IN STATION YARD

Brakeman Day Lost Death While
Uncoupling Cars Early This
Morning

BODY WAS ALMOST CUT IN TWO.
HAVING BEEN CAUGHT BE-
TWEEN DRAW BARS.

A fatal accident occurred in the
yard at the Union Station shortly
after twelve o'clock this morning,
the victim being a B. & M. brakeman
named Day. Day had just arrived
from Newport, Vt., with a freight
train in charge of Conductor Dun-
din, and was "getting off" the train
on a side track. It is thought that
Day tried to pass between the cars
he was "getting off" and other cars
on the same track, and that in doing
so got caught between the draw
bars. When the body was found it
was almost cut in two, and his
watch was smashed.

The unfortunate man was alone at
the time of the accident, and the
only intimation that the train had
that something was wrong was
when they failed to get any signal
from him. A search was made and
his lifeless body was found between
the rails.

Brakeman Day belonged to New-
port, Vt., where he leaves a widow
and two children.

Coroner Bachand was notified and
an inquest will be held.

REMOVAL NOTE

CONVOCATION AT BISHOP'S

Degrees Honorary and In
Course Will be Confer-
red This Afternoon

AT MEETING OF CORPORATION
IT WAS DECIDED TO INSTALL
NEW WATER SUPPLY.

The public convocation in connec-
tion with the University of Bishop's
College, Lennoxville, for conferring
degrees, honorary and in course, and
the distribution of prizes is taking
place this afternoon in Bishop Wil-
liams' Hall.

A celebration of the Holy Com-
munion took place in the chapel at
7.30 this morning.

At 11 o'clock there was a choral
celebration of the Holy Communion.
"Dorey's Communion" was the
choral setting for this occasion. The
choir was augmented from St.
George's Church, Lennoxville, and
St. Peter's, Sherbrooke, and during
the offertory beautifully rendered the
anthem, "O Worship the Lord" (All
Hollins). The solo was very effec-
tively sung by Mr. C. Johnston.
The musical portion of the service
was admirably carried out under the
direction of Mr. Irwin Sawdon, the
university organist and choirmaster.
The sermon was delivered by the
Lord Bishop of Quebec.

The usual luncheon for visitors was
afterwards provided in the college
hall.

DEGREES CONFERRED
The following degrees will be con-
ferred this afternoon:
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JUNE 17 1915

B & M OFFICIALS RE ING IN SHERBROOKE SH

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to Improve Its Service
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MAYOR MACKINNON WELCOMED DELEGATES, WHO WERE TAKEN ON TOUR OF CITY

On Saturday last Sherbrooke was
favored with a visit from an impor-
tant and large delegation of officials
from the Traffic Department of the
Boston & Maine. The delegation ar-
rived on the early morning train and
after breakfast at the New Sher-
brooke they held a conference with
their local agent, Mr. Fletcher. At
9.30 the Mayor and the President of
the Board of Trade, accompanied by
a number of citizens, met the dele-
gation at the Sherbrooke House. Mayor
Mackinnon briefly addressed the dele-
gation, welcoming them to the city,
and assuring them of the best feelings
towards the Boston & Maine.

Mr. Lamours, the General Freight
Agent, thanked the Mayor and the
citizens for turning out in such good
numbers on Saturday morning. He
assured them that the Boston &
Maine was making every effort to im-
prove its service, and that he and his
associates were going over the road
with a view of finding out at first
hand what might best be done to
ameliorate conditions. He stated
that they were not out looking for
trouble because it had been his ex-
perience that whenever a man looked
for trouble he generally found it. If
there were any grievances, however,
they were anxious to find out what
they were and to do what was pos-
sible to improve conditions. In clos-
ing Mr. Lamours stated that the
Boston & Maine wanted more busi-
ness and, what was more, that they
were prepared to merit it, and, as
their visit manifested, they were al-
so prepared to go out after it.

Mr. J. H. Poutre, President of the
Board of Trade, also addressed the
officials stating the pleasure with
which the members had received the
news that such an important delega-

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Mr. J. E. Poutra, President of the
Board of Trade, also addressed the
officials stating the pleasure with
which the members had received the
news that such an important delega-
tion was coming to Sherbrooke, and
that their efforts to give a better
service were appreciated by Sher-
brooke citizens, that he realized the
asset which the Boston & Maine was
to Sherbrooke in giving direct con-
nections with important sections of
the New England States and with
New York city. He expressed regret
that their visit was for such a short
time, and assured them of the plea-
sure it would have been for all the
members to meet them at an evening
dinner could they have made arrange-
ments to stay over. He invited them
to take part in a tour of the city by
automobile in cars which the citizens
had placed at the disposal of the
Board of Trade.

The delegates were then taken
around the city by auto visiting the
Exhibition Grounds, North Ward, the
industrial district, making a call on
the officials of the Q.O.R., finally re-
turning to take their train at 11.30.

The officials held a meeting Satur-
day afternoon at Newport, Vt.

Among those taking part in the
tour are the following: Messrs. W.B.
Lemour, General Freight Agent, Bos-
ton; Frank H. Sciles, Boston; Ed.
O. Otis, Boston; J. W. Rimmer, Bos-
ton; Frank S. Farrar, Boston; J.J.
Donovan, Boston; Harrison Brown,
Troy, N.Y.; J. D. Reid, Troy, N.Y.;
J. R. Powers, Worcester, Mass.; R.
E. Leavitt, Concord, N.H.; E. F.
Smallwood, Springfield, Mass.; G.W.
Carr, Lyndonville, Mass.; J. E. Flet-
cher, Sherbrooke.

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November
22
1915

TRADE UNIONISTS

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H.

ATTENT TO WRECK TRAIN

neditate Miscreants Placed Ties on
Rest B.M. Train Near Smith's
MINE Last Night

WILL BE EVENING PASSENGER TRAIN
FROM SHERBROOKE HELD UP
BUT NO DAMAGE WAS
DONE

Smith's MINE, May 22—(Special) —
A dastardly attempt was made last
evening to wreck the Boston and
Maine evening passenger train about
a quarter of a mile north of this
station. It was the train which
leaves Sherbrooke at 9.35 in the
evening and there were many pas-
sengers on board.

The would-be train wreckers placed
a number of ties on the track at the
switch. Fortunately, however, they
had not been made fast so when the
engine struck them they were sent
clear of the rails. The train was
stopped but did not leave the track
and the passengers escaped with only
a severe jolt.

The trackmen in this division, as
well as on the whole system of the
B. & M., had been out on a strike
for a week past, and it is believed
that the miscreants thought that
their work would be laid at the door
of the strikers. No one believes that
the latter had anything to do with
the crime. As a matter of fact the
striking railway employees returned
to work this morning, although they
were not granted their demands.

Last Friday the house occupied by
a Mr. Emesley, near this place, was
broken into, and the opinion is ex-
pressed here that the same parties
may have attempted to wreck the
train and with the object of getting
what loot they could should there be
a wreck.

Officials of the Boston and Maine
arrived here this morning from Lyn-
donville, Vt., and they will institute
an investigation. The authorities
have been notified and an effort will
be made to run down the culprits.

DENTIST WAITE PLACED ON TRIAL

Man Charged With Murdering
Father-in-Law by Giving him
Poison.

BELIEVED THAT DEFENCE WILL
SET UP PLEA OF INSANITY
AS ALIENISTS HAVE
BEEN CALLED.

New York, May 22.—(Special) —
Four alienists headed the throng of
witnesses entered in the Criminal
Branch of the Supreme Court to-day
for the trial of Dr. Arthur Warren
Waite. The young New York den-
tist, sportsman and man about town,
is charged with murder in the first
degree in poisoning his father-in-law,
John E. Peck, a wealthy manufac-
turer of Grand Rapids, Mich. Since
he has confessed the deed, the prose-
cution believes that the defence will
rely upon a plea of insanity. Prob-
ably the most interesting figures at
the trial, however, next to the pris-
oner himself, will be his wife, Mrs.
Clara Peck Waite, and Mrs. Margaret
Horton, a young New York singer,
with whom Waite occupied at times
a studio at an uptown hotel.

Altogether the State has subpoe-
naed 115 witnesses.

Mr. Peck, the alleged murderer's
victim, and his wife came to New
York shortly after Christmas of last
year to visit their daughter and son-
in-law. The second week in January
Mrs. Peck became ill, and on Janu-
ary 30 she died in the Waites' apart-
ment. At Waite's suggestion her
body was taken to Detroit and cre-
mated. Because of this fact the pro-
secution sought an indictment against
the son-in-law only in connection
with the death of Mr. Peck, which
took place March 12. The very day
he was to be buried at Grand Rapids
his son, Percy S. Peck, received from

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MAY 22
1916

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WASHOUT AT SMITH'S MILLS

**R. & M. Track Badly Damaged
and All Traffic Is
Suspended**

**ROADS IN VILLAGE WASHED OUT
TO DEPTH OF SEVERAL
FEET IN SECTIONS.**

SMITH'S MILLS, Aug. 9 (Special).—
The rainstorm which broke out dur-
ing the night was one of the worst
ever experienced in this section. Much
damage was done by high water in
the roads and railway track. The
R. & M. track for a considerable dis-
tance has been partially washed out,
and traffic will be suspended for some
time.

When the freight train, which passes
through this place from New-
brook to Newport, arrived about
three o'clock in the morning a por-
tion of the train was taken in North
Junction. On returning for the bal-
ance of the train one of the engines
(two being used owing to the grade)
began to sink through the track be-
ing washed away. The other was
coupled in town and pulled out to
safety. The track is thus completely
blocked and although all the available
men are at work the en-
gine cannot be removed until the per-
manent railway is fixed up so that
the large derrick can be used.

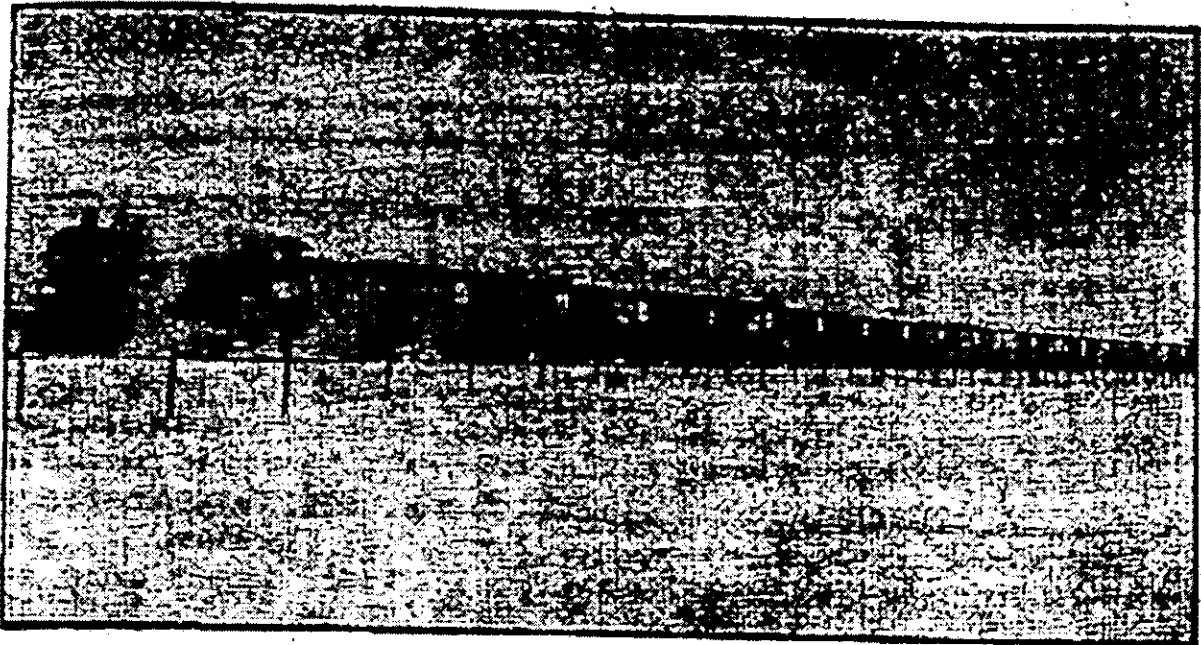
MAIN STREET LIKE A LAKE.

The main street of the village has
been washed out in sections to a
depth of several feet. The high wa-
ter was caused by the fact that the
culvert leading to the river was too
small to carry off the water, and it
backed up on the highway making a
small lake. The water is so deep
that traffic by team or otherwise is
at a standstill. A bridge west of
the village has been washed away
and Mr. Rider's grain store badly
damaged.

August 9, 1916

SIX

1916--AUTO



BOS

Work

Great Motor Shipment From Canadian Plant

A special Grand Trunk train carrying one of the largest single shipments ever made by a Canadian motor car plant, left Oshawa, Ont., on March 10, for Western Canada. This train is carrying two hundred automobiles made by the Chevrolet Motor Car Company and they are consigned to the Breen Motor Car Company, agents of the Chevrolet Motor Car Company at Winnipeg and points on the Grand Trunk Pacific Railway in the west. This is one of the two big shipments made to supply the spring demand. The train is moving via North Bay and Cochrane and over the Transcontinental Line, and when the cars are unshipped they will make a procession nearly three miles long. A notable feature in connection with this special train shipment is that the Chevrolet Motor Car Company only started manufacturing automobiles in Canada last December.

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SOME "OLDEST" GRAPE VINES.

The famous "great vine" at Hamp-

ting procured in 1768 from an Essex
winery, by the celebrated landscape

MARCH 15, 1916

YORK BOSTON & MAINE

**Application Made by a Creditor of
Road in United States
District Court**

**UNION, PRESIDENT SAYS IT IS INEL-
PROMPT TO ATTEMPT FUR-
THEIR RENEWAL OF NOTES
NOW DUE**

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**Boston, Aug. 22—A petition was
 filed yesterday in the United States
 District Court by a creditor of the
 Boston & Maine Railroad asking for
 a receivership. At the meeting of the
 directors of the road held here yes-
 terday, the following statement was**

August 23
1916

Wife MacArthur Powers Given to Federal Court in Matter of Decedership

Boston, Aug. 22.—Edward F. Searles of New York city, holder of one hundred bonds of \$1000 each, valued at \$100,000, yesterday filed an intervening petition for a receiver of the Boston & Maine Railroad. His counsel is Boyd H. Jones, who filed the original bill in the case for the International Rubber Company. The interest upon the bonds is due from April 1, 1916.

August 26
1916

COW CATCHER

Carried 200 Feet When Engine
Struck Team at Ayer's
Cliff

SLIGHTLY INJURED. — TWO
OTHERS ESCAPED WITH-
OUT ANY INJURY.

Ayer's Cliff, August 31.—(Special)
—Three children of Mr. Houle of
Barnston had a very narrow escape
from death last night at the railway
crossing where the fatal accident
occurred two years ago. The eldest
of the three, a boy fourteen years of
age, was driving a team and was un-
able to control the horse which be-
came startled at the sound of the
bell and the whistle of the six o'clock
southbound train. The three occu-
pants jumped from the wagon just in
time to save themselves. The boy
was caught by the cowcatcher and
carried two hundred feet before roll-
ing off the track, sustaining injuries
to the ligaments of his leg. The
other children kept clear of the train
and received no serious injury. Af-
ter treatment by Dr. Brown the boy
was removed to his home where he is
progressing as well as can be expect-
ed.

When the train struck the team
the horse and wagon separated. The
horse went one way and the rig
was carried in the other direction
and completely smashed. The
horse was a valuable young animal
and had to be shot owing to its foot
having been cut off in the colli-
sion.

August 31
1916

UTAL

LENNOXVILLE MAN KILLED

**Alfred Paradis, B. & M. Section
Foreman, Knocked Down
By Freight Train.**

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**DIED ON WAY TO SHERBROOKE—
INQUEST AT POLICE STATION
TONIGHT**

Alfred Paradis, section foreman of
the Boston & Maine railway at Len-
noxville, died early this morning as
the result of an accident. While tra-
velling on the line on a handcar
about 7.15 between Capelton and
Lennoxville a freight train ran into
him from the rear and knocked him
down.

The injured man was picked up and
put on the passenger train arriving
at Sherbrooke at 7.40. Dr. Lynch and
Bradley's ambulance met the train
here, the intention being to remove
Paradis to the hospital, but it was
found he had succumbed to his in-
juries in the train. The remains were
removed to Bradley's undertaking
rooms, pending the inquest, which
will be held this evening at No. 1
Police station.

October 30
1916

ACCIDENTAL

Inquest Held Last Night in
Case of A. Paradise Killed
on B. & M. Railway.

WAS HIDING ON HAND-CAR WHEN
EXTRA FREIGHT TRAIN
STRUCK IT FROM
BEHIND.

Deputy Coroner L. Rachman and a jury held an inquest last night at No. 1 Police Station on the body of Alphonse Paradise, B. & M. section foreman on Capelton division, who died early yesterday morning from injuries received when thrown from a hand-car by a B. & M. freight train near Capelton, as reported in yesterday's Record.

Several witnesses were examined. Their evidence showed that deceased left Lennoxville about 8.30 to go to his work, five miles distant. On reaching a curve 1 1/4 miles this side of Capelton, the hand-car was struck by an extra freight in the rear. One man only was with deceased, and as they were both working on the same handle, with their backs to the engine, and there was a thick fog, they did not see the train. Deceased should have enquired before taking the track if any extra trains were running. It is not known whether he did so and he did not tell any of his men such was the case. The workman who accompanied Paradise was slightly injured on the foot.

After hearing Dr. Lynch and the other witnesses, the jury returned a verdict of "accidental death."

SWEDEN'S PLACE

October 31
1916