

SHERBROOKE
STREET
RAILWAY
1929-1934

line to Eastview would be borne by Ottawa
car riders.
Sherbrooke Ry. and Power Co. We
were advised officially, on April 17, that
preparations were being made to install
2,500 ft. of new 108 lb. grooved girder rail
on the new bridge over St. Francis River,
a double track installation replacing a
single track one. The company is install-
ing another Chatham switching device at
the corner of King and Wellington Streets,
Sherbrooke, Que., and will probably re-
place approximately 1.25 miles of 2/0
trolley wire with new 4/0 b.d. cad. copper at
an early date.

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Q.R. L. & P. Co.'s lines, a project which has been considered from time to time.

Sherbrooke Railway & Power Co. is installing double track on a new bridge over the St. Francis River, including approaches and a short distance at each end to connect with present double track. The bridge is 328 ft. long and the distance being double tracked is 600 ft. Bethlehem Steel Export Co. has been given an order for 2,500 ft. of 103 lb. grooved girder rail complete with plates and bolts for the bridge job.—On Bowen Ave. South, Sherbrooke, Que., 1,300 ft. is to be paved, the track will be lifted to new grade at the same time and new ties installed.

Toronto Transportation Commission

July 1929

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line from Avenue F to Avenue S, 1,200 ft.
There will be special intersection work at
Second Avenue and 23rd St., and at
Avenue A and 25th St.
Sherbrooke Ry. & Power Co. is installing
double track on new bridge over St.
Francis River at King St., Sherbrooke,
Que., using 103 lb. girder grooved rail,
replacing single track 70-lb. rail. It is
rebuilding 1,300 ft. of track on Bowen
Ave. on account of paving.
Toronto Transportation Commission.

JULY 1929

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city council's traffic committee.

Sherbrooke Railway and Power Co. Proposed Sale to City.

A bill was introduced in the Quebec Legislative Assembly, Dec. 11, 1930, to amend the charter of the City of Sherbrooke. The proposed amendments are in connection with the city's desire to purchase the Sherbrooke Ry. and Power Co. undertaking. The preamble states that by a contract of Oct. 3, 1910, the company was given the exclusive right to operate a street railway in the city for 40 years from April 9, 1910, with exemption from taxes and free use of the streets from the latter date, the company agreeing to sell its street railway to the city at the end of 20 years from Oct. 3, 1910; that by a contract of Oct. 15, 1919, it was agreed that the former agreement could be modified by mutual consent; that the city intends buying the street railway within and without the city, and that until the railway is bought, the city desires to allow the company free use of the streets and exemption from taxation. The bill provides to give the city the right to acquire the company's undertaking, including electric railway lines within four miles outside the city limits, and including the company's power plant on the Magog River; that if the city and company cannot agree on the price to be paid, it is to be determined by the Quebec Public Service Commission; and it proposes to empower the city to exempt the company from taxation, and give it free use of the streets, pending the purchase, for a period up to 20 years from April 9, 1930. The Sherbrooke Ry. and Power Co. at Dec. 31, 1929, operated 11.12 miles of track, had gross earnings of \$146,269, net earnings from operation of \$16,244 and net income of \$8,729. It carried 1,607,800 revenue passengers, and operated 740,141 car miles.

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passengers are handled on through tickets over its own and connecting lines.

Sherbrooke Railway and Power Co.—A bill introduced in the Quebec Legislative Assembly to amend the City of Sherbrooke's charter so as to continue the city's power to grant Sherbrooke Ry. and Power Co. exemption from taxation, and to acquire the company's undertaking, was dealt with in Canadian Railway and Marine World for January, pg. 44. A Quebec dispatch states that when the bill was being considered in the Assembly's private bills committee, on Jan. 8, E. Boisvert, counsel for the city, stated, in answer to W. Tremblay, M.L.A. for Sherbrooke, that the electric railway had never been a financial success; that it was necessary for the city to waive some of its contractual rights in order to keep the street car service in operation, and that the power sought by the bill is permissive only, the object being to enable the city council to have a free hand in any negotiations with the company.

Freight Tariff.—British Columbia Electric Ry. standard freight mileage tariff, C.P.C. No. 212, was approved by the

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CANADIAN RAILWAY AND MARINE W

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Sherbrooke Railway and Power Co. Discontinues Electric Railway Operation.

F. X. Couture, Superintendent, Sherbrooke Ry. and Power Co., a Southern Canada Power Co. subsidiary which has furnished electric railway service in Sherbrooke and Lennoxville, Que., for many years, with a co-ordinated bus service since 1928, announced, Dec. 31, 1931, that service would be discontinued forthwith, on account of recurring annual deficits, and the service was stopped at midnight Jan 1-2. On Jan. 14, Quebec Public Service Commission heard

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an application from the company for
 confirmation of its authority to discon-
 tinue its electric railway service and co-
 ordinated bus service. The company's
 counsel, S. S. Rugg, contended that ser-
 vice should be discontinued, owing to
 repeated annual losses. He said that
 the company would continue its op-
 erations through 1932, if the City of
 Sherbrooke would furnish the power
 necessary for electric railway operation
 and pay a subsidy of \$20 a day, but
 that arrangement was not satisfactory
 to the city authorities. He then offered
 on behalf of the company to turn the
 transportation facilities over to the city
 for operation, the company to retain its
 franchise rights, but that proposition
 also was not agreeable to the city. The
 Mayor and councillors represented to
 the Commission that the company's
 petition should be ignored, and that its
 franchise should be cancelled.

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D. The Commission issued an order. Jan. 15, granting permission to the company to discontinue its electric railway and bus transportation service. It mentioned that the company had shown that it had a deficit of \$22,000 in 1931, and its offers to the city, as outlined above, were reviewed. In reply to the city argument that the company, in seeking to suspend operations on account of losses for which the city was not responsible, broke its contract with the city and automatically lost its exclusive franchise rights, the company represented that it was unable to continue operations without help from the city, and that upon the city refusing to grant aid it could discontinue operations without losing its franchise rights. The Commission refused to accede to the city request that the company's franchise be cancelled, pointing out that the matter is within the jurisdiction of the Quebec Superior Court.

In 1930, the last year for which complete statistics are available, Sherbrooke Railway and Power Co. had an investment of \$1,157,367.37 in road and equipment, with capitalization of \$1,127,000 in stock and \$1,373,500 in bonds. It had in operation 10.3 miles of single track, 0.82 track miles of double track, and 0.89 mile of siding and turnouts, making the total single track mileage 12.01 miles. Car miles operated in 1930 totalled 799,061; revenue passengers carried totalled 1,440,383, transfer passengers making the total number of passengers carried 1,677,205. Gross earnings from transportation were \$133,336.34, and total gross earnings from operation were \$136,868.15. Total operating expenses were \$139,911.49, the net loss from operation having been \$3,043.34. Miscellaneous income of \$82,846.19 made the total income from operation \$79,802.85. Total deductions from income, including \$2,946.98 for taxes, \$72,500 for interest on funded debt and \$7,618.77 for interest on floating debt, were \$83,065.75, leaving a net loss for the year of \$3,262.90, an appropriation of \$3,087.04 for reserves and special charges having made the net deficit for the year \$11,349.94.

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p 87c

ence shares.

Sherbrooke Railway and Power Co.'s Service.—In connection with discontinuance of electric railway and bus service, by this company, in Sherbrooke, Que., and environs, as dealt with in our February issue, pg. 87, the Quebec Public Service Commission held that it was without jurisdiction to cancel the company's franchise; it mentioned the company's offer to continue operation if the city would supply free power and pay \$20 a day to cover deficits, also its alternative offer to turn its whole transportation plant over to the city, for the latter to operate on the city's behalf, and after stating that these offers were not acceptable to the city, it empowered the company to discontinue service. Our information is that the bus service now being given, as dealt with in the Motor Bus, Coach and Truck Department of this issue, is an experimental one, and that there is some possibility of an understanding being arrived at between the city and the company to enable electric railway service to be restored. Prior to discontinuing operation, the company gave notice that unused tickets would be redeemed in full, and that it was open to consider any reasonable suggestion whereby its service could be continued.

Quebec Electric Co. published an ad.

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had been approved by the Provincial and Canadian Pacific Rys. and other transportation interests concerned.

Sherbrooke Bus Service.—Following discontinuance of electric railway service in Sherbrooke by Sherbrooke Railway and Power Co., as mentioned in our February issue, pg. 87, a temporary bus service was started there by Provincial Transport Co., using one 29-passenger Leyland and nine 21-passenger general motors type Y interurban coaches. We were advised Feb. 10 that negotiations were proceeding between the company and the city authorities for the formation of Sherbrooke City Transit Co. as a subsidiary of Provincial Transport Co., to give a permanent bus service in Sherbrooke. The operation of buses in Sherbrooke is in charge of Thos. Sefton, formerly a partner in the firm of Bromily and Sefton, Toronto, proprietors of Del-Ray Coach Lines, operating between Toronto and Oshawa, prior to acquisition of the route by Toronto Transportation Commission.

Quebec Public Service Commission heard, Feb. 11, two applications for authority to provide a bus service in Lennoxville, which adjoins Sherbrooke. The town was deprived of public transportation service following discontinuance of Sherbrooke Railway and Power Co. electric railway service. Applications for authority to operate buses were received by the Commission from Provincial Transport Co. and from Abraham Guay. A delegation from Sherbrooke, including two aldermen and the City Solicitor, supported Provincial Transport Co.'s application. The case was adjourned.

Passengers.—The

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Operations.

Sherbrooke.—Bus operation in Sherbrooke, providing service replacing that given formerly by Sherbrooke Railway and Power Co., is being given by Sherbrooke City Transit Co., which was formed by Thos. Sefton, of Toronto, as President and General Manager, and in which Provincial Transport Co., Montreal, is interest financially. An order has been given Leyland Motors, Ltd., Toronto, for seven 21-passenger Cub type city service buses, and two 29-passenger Lioness type city service buses, the bodies for all of which are being built by Canadian Car and Foundry Co., Montreal. Delivery has begun, and we are advised that all units should be delivered by May 1. Operation was begun with Provincial Transport Co. equipment, viz., one 29-passenger Leyland and nine 21-passenger General Motors type Y buses, this equipment being replaced

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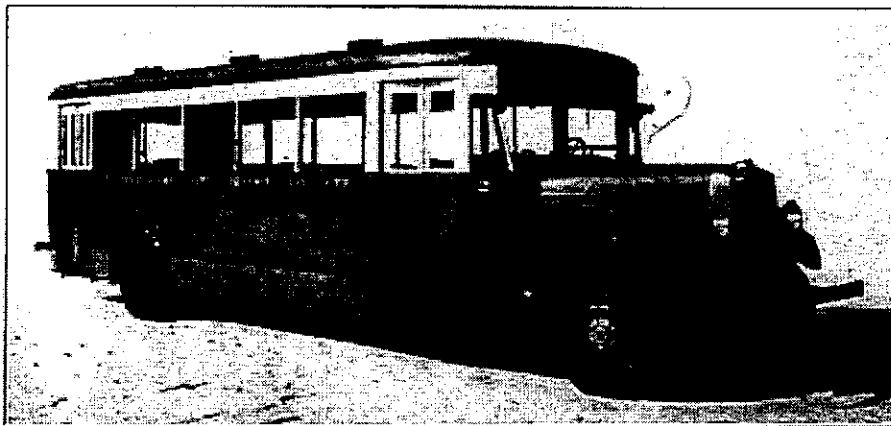
Department

ent as the new buses are delivered. The Lioness bus chassis have been described in these columns previously. The Cub type 21-passenger chassis has 168 in. wheelbase. It is equipped with a 6-cylinder engine, with cylinders 3 1/4 in. bore by 5 in. stroke, designed to provide smooth and efficient operation at speeds of from 200 to 3,000 r.p.m. The brakes are of the 4-wheel type, combining the Lockheed hydraulic and vacuum systems. Luvax shock absorbers are applied. The tires are 20 x 7.50 balloon type all around, dual on rear. Mechanically operated radiator shutters are applied.

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Quebec Central Ry. Co.—In connec-

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22-Passenger Motor Bus, Sherbrooke City Transit Co., Ltd.

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Quebec Motor Bus and

Sherbrooke and Lennoxville Bus Operation.—In connection with bus service being given in Sherbrooke, by Sherbrooke City Transit Co., in succession to the electric railway service given formerly by Sherbrooke Railway and Power Co., as dealt with in Canadian Railway and Marine World for April, pg. 209, we are advised officially that Sherbrooke City Transit Co. has been incorporated by letters patent, under Quebec Companies Act, with authorized capital of \$175,000, in \$100 shares, the directors being H. R. Mallison, Vice President and Managing Director, Provincial Transport Co., President; Jacques Perron, Manager, Provincial Transport Co., Vice President and Manager; W. S. Hart, Secretary-Treasurer, Provincial Transport Co., Secretary-Treasurer; Arthur Lapierre, Sherbrooke, Superintendent; Jacob Nicol, K.C., Sherbrooke; Armand Crepeau, Sherbrooke. Two 29-passenger Lioness type city service buses, ordered by the company from Leyland Motors, Ltd., Toronto, have been delivered; the company also ordered, from the same builder,

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21-Passenger Motor Bus, Sher

seven 21-passenger Cub type city service buses, the bodies for all nine buses to be built by Canadian Car and Foundry Co., Montreal. We were advised at the end of March, that delivery of the 21-passenger equipment was expected to be completed before April 30. An illustration of one of the 29-passenger buses is given herewith. Pending delivery of the 21-passenger buses operation is being carried on with the two 29-passenger buses, and seven 21-passenger General Motors type Y buses rented from Provincial Transport Co. The company is operating three routes within the City of Sherbrooke, designated as Park-Prospect, Newington-Vimy, and Fairmount-King. It is also operating between Sherbrooke and Lennoxville. The greater part of the service is given upon the basis of a 15-minute headway, which is lengthened to 30 minutes at certain hours. The company has obtained from the City of Sherbrooke and from the Town of Lennoxville exclusive franchises for 10 years from Feb. 1, 1932. Fares are cash 10c; adults' tickets, 4 for 25c; children's tickets, 5 for 25c; between 12 midnight and 6 a.m., if service is required, a 10c fare is charged. The company's letters patent empower it to carry on the business of operating omni-

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CANADIAN RAILWAY AND MARINE V

Motor Bus and Truck Operations.

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buses, sight-seeing buses, cabs, taxicabs, motor buses, auto drays, motor trucks or other private or public conveyances; to carry on the business of running motor omnibuses of all kinds and motor trucks at such places and such times and either on regular routes or for special trips as it may see fit, and to acquire from any government, municipality or corporation any franchise or right to operate omnibuses, motor buses or vehicles which can or may be operated for carrying passengers or goods for hire.

Applications to Quebec Public Service Commission for authority to operate a bus service in Lennoxville, adjoining Sherbrooke, were dealt with in our March issue, pg. 132. We were advised officially, April 9, that a permit for bus operation in Lennoxville was granted to Provincial Transport Co. We were also advised officially, April 13, that the Commission had decided to grant a permit to Provincial Transport Co., for a bus service between Sherbrooke and Lennoxville, but was awaiting the necessary specifications before issuing it. Official advice

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of April 15 was that no final arrangement had been made in regard to bus operations in Lennoxville, and that the city service between Sherbrooke and Lennoxville is, to all intents and purposes, an operation of Sherbrooke City Transit Co.

Regulations for Motor Vehicle Trains.
—Quebec Government has passed an order in council, providing regulations

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un- 1,000 ft. of double track construction and
the improvements on Park Ave., Sherbrooke,
Que.

carried 100,000 passengers per bus mile having been 2.5. Revenue per bus mile was 14.9c and expenses per bus mile 17.9c.

Sherbrooke City Transit Co., Ltd. a Provincial Transport Co. subsidiary, began operation March 1, 1932, in Sherbrooke, Que., giving a service succeeding that of Sherbrooke Ry. and Power Co.'s discontinued electric railway. It operates on four routes with total route mileage of 18.6. The equipment, all bought in 1932, consists of 9 Leyland, city service type buses, 2 29-passenger capacity and 7 21-passenger. The fare structure is the same as that of Kingston City Coach Co., Ltd., another Provincial Transport Co. subsidiary, the operations of which are dealt with elsewhere in this article. Bus miles operated in 1932 were 279,416, number of revenue passengers carried having been 843,415, with passengers per bus mile 3.018. Revenue per bus mile was 16.89c.

Three Rivers Traction Co., Three

June 1932.

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New Car for Sherbrooke Railway & Power Co.

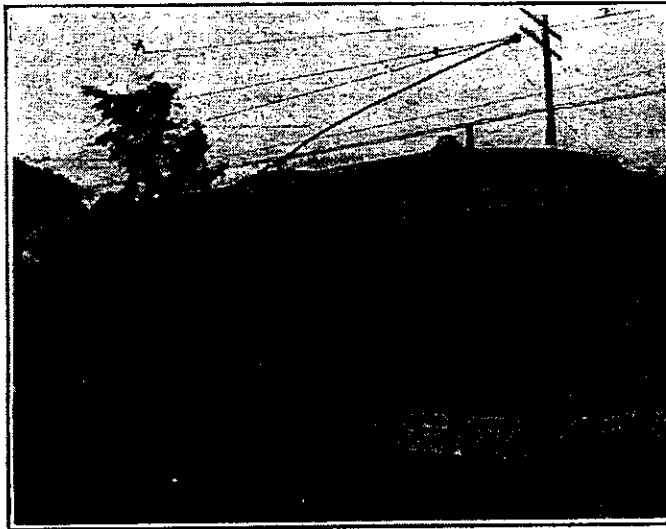
The Sherbrooke Ry. & Power Co., Sherbrooke, Que., has added to its equipment, for its Lennoxville line, a semi convertible car, of semi steel construction, 32½ ft. long, 8½ ft. wide, and 8 ft. high inside, with seating accommodation for 32 passengers, and standing room in the aisles and rear for 50 more.

It is mounted on a single truck and equipped with two 101 B motors and resistance. It is equipped with entrance and exit folding doors, and folding step device, the latter comprises a handle staff and swing rocker arm. By pressing on the steps or doors, the doors open automatically; they close by raising the step, or they can be shut by pulling them out from the ends. A whaleback top is especially constructed to prevent snow sticking, and the top is equipped with six stationary ventilators. Eight heaters are

company's property at Gorge Park is an integral part of the system, and a goodly part of the revenue is furnished by visitors and city people who have an inclination for this famous beauty spot. The street railway also reaches many other places of interest, including Cadboro Bay (within a short distance of the terminus of the Uplands line), Fowl Bay, the Willows Beach, Beacon Hill Park, and Esquimalt. There is also an interurban system from Victoria to Deep Bay, 24 miles, running along the whole length of the Saanich peninsula. This system takes in the Dominion Government Observatory, Brentwood Bay, the Dominion Government farm at Bazan Bay, and other points of interest. The round fare is \$1.10. There are two freight trains a day each way. An interesting fact in connection with the city street railway system is that on a 5c fare, with transfer, it is possible to travel 9½ miles, from Esquimalt to the terminus of the Uplands line."

pany's territory is divided into three classes, in order that each division may be charged according to traffic offered and expense of conducting the same. These classes are: Cities; towns connecting the cities; and rural territories.

About a year ago the company asked the Public Service Commission for a general increase on all its lines from a 5c to a 6c fare. After a protracted hearing before the commission and representatives of the various communities served, the company was allowed to advance its fare on certain rural lines to the 6c basis. This was far less than needed and particularly so, since in the intervening period the cost of operation, because of rising prices, had advanced to much higher levels. The events leading up to the present agreement were begun in April last when the company stated its case before the representatives of the communities affected and then went before the Public Service Commission for a new hearing. Meanwhile the representatives



Sherbrooke Railway & Power Co.'s Semi Convertible Car for Lennoxville Line.

mounted under the seats, electric buzzers connect direct to the trolley. The car is equipped with life guard, and has illuminated revolving route signs. It is built of steel, hard pine and red oak and finished in birch, with ceiling of imitation bird's eye maple.

The car can be operated from both ends, as a two-man car, or as a one-man car. When used as a one-man car the rear end is closed, and passengers enter and leave at the front. When used as a two-man car, passengers enter from the rear and alight at the front. The car was designed by the company's Superintendent, F. X. Couture, and built in Sherbrooke under his direction, the approximate cost being \$3,000. It is said the company may build some more as needed.

Electric Railway Fares Advanced in Massachusetts.

After a long and strenuous attempt to secure a raise in fares that would bring it a just and equitable increase in revenue, which it has demonstrated, time and time again, was perfectly justified and absolutely necessary under the changed conditions of operating, the Bay State St. Ry. Co., which has its headquarters in Boston and operates some 950 miles of line, has been authorized by the Massachusetts Public Service Commission to increase its fares on all lines to 6c, with certain adjustments and eliminations of transfers. For the present, in the opinion of the officials this will work out as

of the communities and the railway company reached an agreement whereby the company would be allowed to give a 6 months trial to an increase in fares from 5c to 6c and, with a few exceptions, pay a cent for transfers between cities and towns. The schedule provides, however, that roads' patrons be allowed to purchase 20 tickets for \$1, which will not be good on Sundays and holidays and Saturday afternoons after 1 p.m. There are other schedules, such as increases in workmen's tickets, and withdrawal of commutation tickets, which will be settled later. It is estimated that the new schedule will result in an increase of about \$300,000 a year.

British Columbia Electric Ry. Investi-

New Car for Sherbrooke Railway & Power Co.

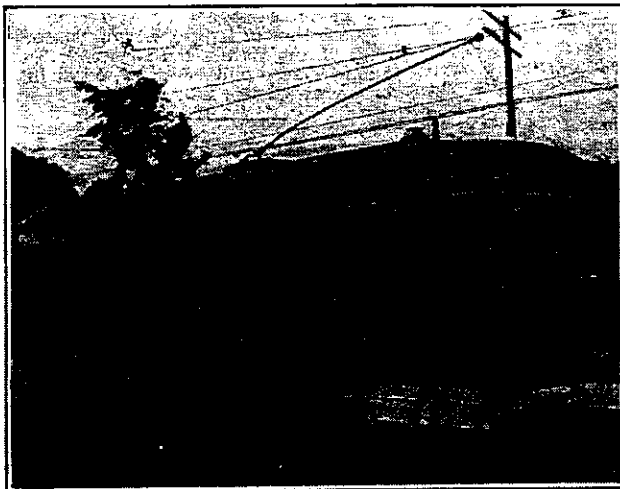
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British Columbia Electric Ry. Investigation.—Adam Shortt of Ottawa, who was appointed a commissioner to make an investigation into the economic and other aspects of the transportation situa-

MANY PROTESTS HEARD ABOUT BUS SERVICE

Citizens of Opinion, After New Means of Transportation Has Been Given Fair Trial, that Street Cars Afford Best Accommodation.

The question of transportation, one of the most important and perplexing problems which confront the civilized world, today continued to be an issue of major importance to citizens of Sherbrooke. Over three months ago one of this city's premier enterprises, the Sherbrooke Street Railway, ceased operations, and since that time autobuses have attempted to serve the public. At times gone by the question arises whether the City Council, the representatives of people to whom the administration of civic affairs is entrusted, acted wisely or not by introducing this system to supplant the old-established and reliable street cars.

It will be remembered that in the discussions which preceded this move, considerable consideration was accorded to many angles of the situation, but at present it seems that the sponsors of the new project did not foresee some of the difficulties which have arisen since the middle of January when the first autobuses made its appearance on the city streets. Lengthy discussions and prolonged private sessions were held, and the outcome was that the new method would be adopted, although in various sections of the city sentiment did not favor the abandonment of the trolley. Many valuable protests were raised, but they found no support from the City Fathers.

At the present time, the opening of the motorist and tourist season, another question rears its head, the maintenance of streets and roads over which the huge automobiles run. Complaints are heard daily in connection with the condition in which the different thoroughfares find themselves on account of the unaccustomed weight which the road beds have had to bear. Motorists voice their disapproval over the "wash-board" state of the routes and local officials are beginning to think that the valuable tourist trade will be adversely affected unless adequate changes are made before the advance guard of visitors come to the Queen City of the Eastern Townships.

Some streets in the north ward, especially Ontario street, have already plainly show the wear and tear. Wallington street presents a mass of holes. A short time ago, service was suspended along this street, and Victoria street is now used.

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city sentiment did not favor the establishment of the trolley. Many valuable protests were raised, but they found no support from the City Fathers.

At the present time, the opening of the motorist and tourist season, another question faces its head, the maintenance of streets and roads over which the huge automobiles run. Complaints are heard daily in connection with the condition in which the different thoroughfares find themselves in account of the enormous weight which the road beds have had to bear. Motorists voice their disapproval over the "wash-board" state of the routes and local officials are beginning to think that the extensive tourist trade will be adversely affected unless adequate changes are made before the advance guard of visitors come to the Queen City of the Eastern Townships.

Some streets in the north ward, especially Ontario street, have already plainly show the work for near and Wellington street presents a mass of holes. A short time ago, service was suspended along this street, and Victoria street is now used.

It would be interesting to the rate payers were a qualified road engineer to compute the damage being done to the streets by the heavy vehicles. It would perhaps be estimated, should such a survey be undertaken, that the total cost to the city would aggregate a considerable sum which could have been contributed to the street railway cause to keep this thirty-five-year-old industry in operation and relieve the unemployment situation which was of the worst (over) when the seventy-five employees were thrown out of work.

Overcrowding of the buses has aggravated instead of remedying this situation. This fact was particularly apparent during the hockey season. In many cases, persons desiring to go to either of the hospitals were obliged to go to the Arena first and allow the hockey supporters to disembark before they were given an opportunity of reaching their destination. One incident particularly occurred one Sunday afternoon when a woman and young child, after waiting over half an hour for a bus, wished to get off at the corner of King street and Bowen avenue. The bell to advise the driver was out of order and no hint was given to her until she was obliged to go to the Arena and back along Murray street, waiting half an hour, before the vehicle finally reached the place she wished to get off.

During the waning winter months and early spring, the destruction to the roads is most noticeable, and the numerous fissures in the pavement make motoring decidedly disagreeable.

The unemployment situation is another important phase of the plan apparently overlooked by the foster fathers of this scheme. Little consideration was given in the effect the removal of the street cars would

April 30
1932

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Des which have arisen since the
middle of January when the first
autobus made its appearance on the
city streets. Lengthy negotiations
and prolonged private sessions were
held, and the outcome was that the
new method would be adopted,
although in various sections of the
city, sentiment did not favor the
establishment of the traffic. Many
valuable protests were raised, but
they found no support from the City
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of the motorist and tourist season,
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have on Sherbrooke's army of un-
employed. Seventy-five families
found the bread winner thrown out
of work, with no experience to start
in other lines if any positions had
been available. The district, instead
of being bolstered, has been weak-
ened. And to operate the buses,
taxi drivers, who maintained their
taxi service during their spare hours,
apparently overlooked by the foster
were taken on. It is claimed. The
situation is all the more embarrassing
when one considers that some of the
taxi drivers are virtually holding two
positions, while their less-fortunate
brethren walk the streets in search
of work.

Service is another point which has
been drawing sharp criticism. One
could always rely on the street car
to arrive home at a reasonable time
for supper. Now, the delays expe-
rienced at the terminal on the corner
of King and Wellington streets
makes the house wife perforce when
hobby comes home with "I took the
bus home." On Sundays the half-
hour service aggravates matters
beyond human patience, according to
many citizens.

Now that a fair trial has been
afforded the buses, protests from
numerous quarters condemn the
new style of travel and advocate the
return of the street car. The tracks
are still imbedded and little time
would be wasted should a suitable
entente be made between the City
and the Street Railway Company
and the trolley put back into opera-
tion for the benefit of the citizen.

FUNERAL OF MR. GEORGE MITCHELL

The funeral of Mr. George Mit-
chell, one of the esteemed older
residents of the Eastern Town-
ships, which was held at St.
George's Church, Lennoxville, on
April 19th, was largely attended by
many friends of the deceased and
of the family.

The service was conducted by
the pastor, Rev. A. Jones, assisted
by the Venerable Archdeacon H.
W. E. Wright and the choir render-
ed the hymns, "Rock of Ages" and
"Unto the Hills Around Do I Lift
Up Mine Eyes." The Masonic per-

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Quebec Central

Train Arrivals at Sherbrooke:

No. 1 — 7:15 a.m. daily from
Newport, Boston, Springfield
and New York. Sleepers and
Coaches.

No. 2 — 1:00 p.m. daily except
Sunday, from Quebec (via
Lévis) and Lake Frontenac.
 Buffet-Club-Parlor Car and
Coaches.

April 20
1932

Co. subsidiaries, as listed above, are dealt with under separate headings. When Provincial Transport Co. began its motor coach operations, it acquired all motor coach lines operating to and from Montreal and in that vicinity, the acquisitions having been made from 31 independent operators.

Quebec Central Transportation Co., motor coach operating subsidiary of Quebec Central Ry., which is a subsidiary of Canadian Pacific Ry., began motor coach operation Aug. 31, 1931, and gives an interurban service co-ordinated with its steam train operation, at similar fares, tickets being valid on either motor coaches or trains. Four vehicles are operated, 3 G.M.C., model U-625, 21-passenger, and one Reo, 15-passenger, 2 of the 21-passenger coaches and the Reo having been bought in 1932. The routes operated are from Levis to St. George, 61 miles; Valley Jct. to Morisset, 41 miles, and from Sherbrooke, Que., to Newport, Vt., 50 miles. Coach miles operated in 1932 were 67,067, and number of revenue passengers was 21,622, passengers per coach mile having been 0.31. Revenue per coach mile was 26.77c and

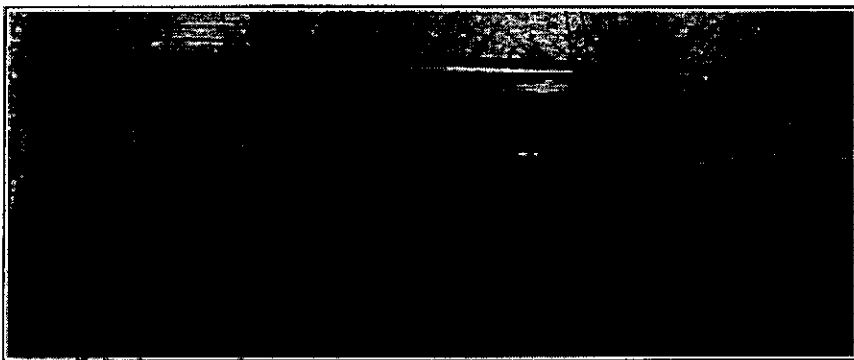
bec Bridge and Cap Rouge, 1½ hours, 17 miles. All coaches on these routes are accompanied by guides. The fares are \$1 for the city trip, \$3 for the St. Anne de Beaupre trip, \$3 for the Island of Orleans trip, and \$1 for the Quebec bridge trip. Revenue passengers carried in 1932 were 32,451; bus miles operated were 42,520, passengers per bus mile having been 0.76. Revenue per passenger was \$1.23 and revenue per bus mile \$0.9375. The extent to which the economic conditions which prevailed in 1932 affected the bus sightseeing business is shown by the fact that the Q.R., L. and P. Co. traffic in 1932 was 64% lower than in 1929.

Regina Municipal Ry. commenced bus operation Oct. 8, 1932, on one route co-ordinated with the electric railway routes, with a Leyland Cub type bus of 21-passenger capacity, which was bought in 1932. The route mileage is 1.6. Bus miles operated in 1932 were 9,168. The fare is 10c cash or 4 tickets for 25c or 17 for \$1. Children's tickets are sold 8 for 25c. The number of revenue passengers carried in 1932 was 39,866, passengers per bus mile having been 4.35.

for \$1, children from 5 to 12 years of age half fare. The number of revenue passengers carried in 1932 was 506,000. The management states that the company has been very successful, more passengers having been handled with 6 buses than were carried by the former Sarnia Street Ry. with 10 street cars. It looks for conditions to be even better in future.

Saskatoon, Sask.—A bus service has been in operation under Saskatoon Municipal Ry. auspices, since Nov. 16, 1931, the transportation furnished by the buses being co-ordinated with that furnished by the electric railway cars, the same fares applying and transfers from one type of vehicle to another being issued without additional charge. Up to April 15, two buses, owned and operated by Black and White Taxi Co., were in service. The city paid the company 16½c per bus mile, for bus rental and all operating expenses; the city retained the fares collected on the buses. The operators of the buses were selected from Saskatoon Municipal Ry. employees on the spare list, the contract with the company stipulating that a minimum wage of 45c an hour be paid. The company was also required to maintain a public liability insurance policy, with minimum protection of \$10,000 in respect of any one person, and of \$20,000 in respect of any one accident, on each bus. The buses, a 21-passenger Chevrolet and a 21-passenger bus consisting of Dodge chassis with body built locally, furnished two districts with a 30-minute service, each bus operating from the center of the city to the district served by it. Since April 15 only one bus has been employed, running from one of the districts referred to through the city to the other district, the new route being 8.8 miles long, and the service being hourly. Under the new schedule the rate paid to Black and White Taxi Co. is 18c per bus mile. Under the arrangement in effect prior to April 15, one route was 2.5 miles long and the other 1.83, a total route mileage of 4.33. Bus miles operated in 1932 totalled 76,375. Adult fare is 10c cash, or 4 tickets for 25c, or 18 for \$1, children's fare is 5c cash or 8 tickets for 25c. Revenue passengers carried in 1932 totalled 195,000, passengers per bus mile having been 2.5. Revenue per bus mile was 14.9c and expenses per bus mile 17.9c.

Sherbrooke City Transit Co., Ltd., a Provincial Transport Co. subsidiary, began operation March 1, 1932, in Sherbrooke, Que., giving a service succeeding that of Sherbrooke Ry. and Power Co.'s discontinued electric railway. It operates on four routes with total route mileage of 18.6. The equipment, all bought in 1932, consists of 9 Leyland, city service type buses, 2 20-passenger coaches,



Ottawa Electric Railway 15-passenger General Motors Bus.

expenses 25.04c. The management advises that the motor coach services have proved very satisfactory to both the public and the company, and that while the revenue has not been large the coach operation has saved the railway a very considerable amount, through obviating the operation of trains which would not have been remunerative on account of automobile competition. The coach services were discontinued for the winter, but on the date of our advice, May 15, plans had been completed for resumption of operation on May 22 on the same routes as last year.

Quebec Ry., Light and Power Co., Railway Division, began bus operation in June, 1931, and provides a sightseeing

Revenue per bus mile was 26.57c and expenses per bus mile 17.92c.

Sandwich, Windsor and Amherstburg Ry. (formerly Essex District, Ontario Hydro-Electric Ry.) began operation of trackless trolley coaches in 1922, but they were by no means as efficient and economical as the trackless trolley coach of today, and operation was discontinued in a relatively short time. Operation of gasoline-driven buses began in 1928, but, beyond a special service given when race meetings are in progress, no bus service is being given at present. Buses owned, all of which were bought prior to 1932, are an 18-passenger Gottfredson and two 25-passenger Gottfredsons, all with bodies of city type. In 1932 operation was re-

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Three Rivers Traction Co., Three Rivers, Que. began bus operation Sept.

1932

Y. DECEMBER 31, 1931.

onal STREET CARS ARE TO STOP AT MIDNIGHT

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rs. R. E. Wark,

rs is arriving
to spend New

**Some Sixty Men Will Be Thrown
Out of Work on Eve of New
Year—Citizens Will Be Forced
to Adopt Policy of Certain
Aldermen and "Walk."**

The street cars will cease opera-
tion at midnight tonight. This means
that Sherbrooke will start off the
new year without any kind of street
transportation, except taxis, and
that some sixty more family men
will be without employment.

Mr. F. X. Couture, superintendent

street, will be interested to hear
that since his return to college after
spending Christmas week at his
home in Sherbrooke, Mr. Robertson
has been elected one of four dele-
gates from Knox College to attend
the mammoth convention of the
Student Volunteer Movement for
Foreign Missions in Buffalo, N.Y.
Over three thousand students from
Canada and the United States will
convene at this, the eleventh quad-
rennial meeting, to discuss the most
effective manner to extend the
world-wide enterprise of Christian
Missions.

The junior and senior members of
Trinity United Church Sunday
School met last evening in the tea
room to enjoy the delicious supper
provided and served by the three
ladies' organizations of the church,
namely, The Ladies' Aid. The

of the Sherbrooke Railway and
Power Company, returned from
Montreal last night with the sad
news that he had been unable to
make any compromise with the com-
pany, and the street car employees
were immediately notified that their
services would not be required after
tonight. Even the proposal which
Mr. Couture had for the personal
operation of the street cars was
turned down.

Just what the next move will be
is hard to determine. One thing is
certain, and that is that for the next
few days, at least, the people of
Sherbrooke will have to adopt the
suggestion of certain members of the
City Council and walk. The disap-
pearance of the street cars, which
have made their way up and down
the city streets for almost forty
years, will not be such a relief as
many apparently think, and many of
the present supporters of the "walk
movement" will no doubt learn to
their bitter disappointment that
after all the street cars were not so
bad.

There are many sad angles to the
street car controversy. Numbered
among the operators of the company
are some sixty men, the majority of
them married men with families.
One motorman is just rounding out
twenty-eight years of service and
was looking forward to his pension,
which was to have come to him next
spring.

Yesterday a number of people on
one of the cars were joking about
the discontinuance of the service and
how everyone would be walking in
a few days' time. Little did they
realize that their words were caus-
ing great sorrow to the man who
was operating the car. Sitting in the
front of the car he could not only
see the road ahead of him, but he

also had before him a mental picture
of his family of seven small child-
ren. It is little wonder that tears
came into his eyes as he pondered
over things. He had been trying
valiantly to get ahead and to provide
for those who were dearest to him.
His wife had been ill for some time
and there had been other sickness
in the family. He had tried, and suc-
ceeded to a good extent, in paying the
doctor's bill, but now he was to be
out of work. This is only one
example of the gloomy New Year's
this will be for the men who have
served their employers faithfully
and rendered valuable service to the
Sherbrooke public during the year
which is just closing.

There are, no doubt, many similar
cases where the rays of sunshine will
be hidden by fear and worry in many
homes this year where the father
was employed by the tramway com-
pany.

The discontinuance of the street
cars is a great misfortune in the
opinion of many. The employees of
the company are, of course, the
chief sufferers.

Yesterday afternoon the Hi-Y
Club brought a successful social
year to a conclusion with a tea
dance to the graduates of the
Sherbrooke High School. Past and
present members of the society at-
tended, and dancing was enjoyed
before supper. Short addresses on
"Activities at McGill and Mount
Allison" were given by Messrs.
Carvel Hammond, Bud Howard and
Norm Welsh. After supper, Mr.
Douglas Cross, of McGill Univer-
sity, thanked the hosts for their
entertainment, and it was unani-
mously agreed that the events
should be made an annual affair.

December 31, 1931
Sherbrooke Daily Record

AS CITY REMAINS D AT JAIL WITHOUT ITS STREET CARS

District
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Alderman's Suggestion of "Try
Walking" Forced Upon Chi-
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Not—People of Lenoxyville
Miss Street Cars More Than
Anyone Else.

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his only
d. Mayor,
on March

"Sweet Auburn, loveliest village
of the plain" inspired Oliver Gold-
smith to write his famous poem.
"The Deserted Village," but what
better inspiration for a modern
version of "The Deserted Village"
could be desired than a walk about
the streets of Sherbrooke today?
Sherbrooke, which boasts of be-
ing the metropolis of the Eastern
Townships and the guiding light
in this prosperous section of the
province of Quebec, seems more
like a peaceful village than a city
of thirty thousand people. So far
as street transportation is con-
cerned Sherbrooke has no more to
offer its people than has the
smallest town in the district.
It is now a day and a half since
the tram cars stopped their round-
the-city and Lenoxyville service,
but the people have not yet fully
realized just what they have miss-
ed.
A sudden downpour of rain or a
heavy snow storm might impress
upon some people more forcibly
just how handy the street cars
were. Without the street cars this
winter the city road department

January 2, 1932
Sherbrooke Record

URDAY, JANUARY 2, 1932.

al And Personal

Miss Lillian Wall will be sorry to see a patient in the hospital.

Miss of Mrs. Arnold Harrison, will be that she is progressing after her recent

Beerworth, Bellevue Avenue street, is in her hands, Mr. B. and Mrs. Beer, holiday and week.

Gough, who has two weeks at home, Mrs. A. E. Gough, returning to Montreal resumes her course recently.

joyable celebration Eve was an informal affair at the residence of K. B. Jenckes, Queen sixteen guests dinner and later at (mental) Ball.

Miss Eve Factoroff, Miss Jean Fanton, Mr. and Mrs. S. R.

The many friends of Mrs. George Newick, Prospect street, will be sorry to hear that she is a patient in the Sherbrooke Hospital undergoing treatment for syphilis.

Miss Maude Wilson, Lelorne Apartments, spent New Year's Day in Montreal a guest of Mr. and Mrs. Earle Beerworth.

Miss Ethel King, of Montreal, was a New Year's Day guest of her sister, Mrs. H. B. C. Moffatt, and Mr. Moffatt, Newton street.

Mr. and Mrs. Edward Wright, of Westmount, are guests of Mr. and Mrs. F. W. Webster, Dufferin Avenue.

The friends of Mrs. Jeannine Suitor will be sorry to hear of her serious illness at the home of her daughter, Mrs. Walter Smith, in Montreal.

Mr. and Mrs. Charles E. Blackburn and daughters, Sylvia and Eileen, King street west, were guests of Mr. and Mrs. Fred Clark, Bromptonville, on New Year's Day.

Mr. and Mrs. Frank Hearin, of Beebe, were guests for New Year's Day of Mr. and Mrs. Gordon Miller, Manoe street, and accompanied

QUIET DAY WAS EXPERIENCED AT THE LOCAL JAIL

Fifty-Two Inmates of District Prison Spent New Year's Day in Solitude—No Pardons Were Granted by Department of Justice.

At the Sherbrooke Regiment headquarters, a social event in the form of a beautiful ball celebrated in the birth of the New Year and saw the old year pass into history. A short distance away where the music could plainly be heard, fifty-two prisoners languished behind the bars, purging their crimes against society. Yesterday was a lonely day at the local jail and, despite the efforts of Governor Charest and his family to brighten the arrival of 1932, a very quiet day was passed by the unfortunate who fell foul of the law.

As on Christmas Day, a special menu proved a diversion from the ordinary daily wholesome fare.

CITY REMAINS WITHOUT ITS STREET CARS

Alderman's Suggestion of "Try Walking" Forced Upon Citizens, Whether They Like It or Not—People of Lennoxville Miss Street Cars More Than Anyone Else.

"Sweet Auburn, loveliest village of the plain" inspired Oliver Goldsmith to write his famous poem, "The Deserted Village," but what better inspiration for a modern version of "The Deserted Village" could be desired than a walk about the streets of Sherbrooke today? Sherbrooke, which boasts of being the metropolis of the Eastern Townships and the guiding light in this prosperous section of the province of Quebec, seems more like a peaceful village than a city of thirty thousand people. So far as street transportation is concerned Sherbrooke has no more to offer its people than has the smallest town in the district.

It is now a day and a half since the tram cars stopped their round-the-city and Lennoxville service, but the people have not yet fully realized just what they have missed.

A sudden downpour of rain or a heavy snow storm might impress upon some people more forcibly just how handy the street cars were. Without the street cars this winter the city road department will have a few extra worries. It was certainly the sweeper owned by the street car company which had the street cleared first in the morning during the past winters. In fact, the street car tracks were cleared hours before the city got around to attend to the sidewalks and streets where the cars did not operate.

The absence of the street cars will be seriously felt by the people of Lennoxville, and the reaction by the people of Sherbrooke. With a twenty minute service between Sherbrooke and Lennoxville, the street cars were continually bringing Lennoxville people to the city to do their shopping and marketing. Now the majority of these people will not be able to come to town, with the result that local merchants will suffer. Seventy-five cents for a taxi to Lennoxville is quite a difference from the street cars' return fare of sixteen cents.

The city authorities apparently intend giving the citizens a good opportunity to "try walking." No public move has been made on their part to relieve the situation, and although they gave the impression that as soon as the street cars stopped buses would be introduced, no move in this respect was evident this morning.

The discontinuation of the street cars makes the St. Francis street project, with its expenditure of \$145,000, seem a little out of place. Without the street cars on Wellington street there is plenty of space for traffic. It seems to be a rather backward move, however, to take away street cars as a means of relieving traffic.

Mr. F. X. Gauthier, who has so ably handled the street car service, informed the Record this morning that everything was at a standstill until further orders. He could not say what action would be taken. The former employees of the Sherbrooke Railway and Power Company were dismissed and the street cars and buses are housed in the car barns and sheds.

January 2
1932

SHALL WE HAVE OUR STREET RAILWAY?

A few days without street cars on the streets may comfort the chosen few who own limousines, or who have friends who own cars. It may, also, add to the revenue of the taxis, and inspire some one with the idea that a fifteen-cent 'bus service will bring in the shekels.

But what about the workingman who has been told that it will do him good to walk?

On a stormy day, or during a rainy spell, the man who has been told that a walk will be good for his health, will not echo the somewhat callous expression of disinterest in his well-being.

The Street Railway has been a losing venture for several years. It has suffered as have the steam railways. Increasing the fares from five to ten cents only seemed to emphasize the disinclination of people to maintain their transportation system.

The Company, in desperation at its continued losses, offered the assets free to the city, if they wished to maintain the system. They could not further continue. They were met with unbelief and guffaws. The City aldermen could not believe it to be other than a bluff, and felt that the Street Railway Company could be compelled to maintain the service, even without money. They could call upon the bottomless purse of other allied companies, if they had any feelings for their employees. To anyone with a business head on his shoulders this sounded ridiculous.

Now the street cars have stopped.

We returned to the status of a village on New Year's Day.

Our ten aldermen sit and twiddle their thumbs, and lay the blame on the men who have their money invested in the tramway. They offer not one single constructive suggestion. They do not seem to

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it to be other than a bluff, and felt that the Street Railway Company could be compelled to maintain the service, even without money. They could call upon the bottomless purse of other allied companies, if they had any feelings for their employees. To anyone with a business head on his shoulders this sounded ridiculous.

Now the street cars have stopped.

We returned to the status of a village on New Year's Day.

Our ten aldermen sit and twiddle their thumbs, and lay the blame on the men who have their money invested in the tramway. They offer not one single constructive suggestion. They do not seem to realize that the affair is of any importance, or that it is a test of their ability as civic representatives.

Rather than meet the issue squarely they fall back on old prejudices of resentful and vindictive abuse, prejudices founded on defeats of long years since passed and gone.

Ask your ward alderman what he is going to do about it. Do not let abuse of others cover the failure of the men whom we elect to serve, and to see that the city does not suffer yet another blow from an asinine vendetta.

Call up your ward alderman. Ask him what he is going to do about it.

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CITIZENS ARE STILL FORCED TO GO WALKING

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Sherbrooke Now on Fourth Day
Without Street Transportation
and Civic Authorities Are Ap-
parently Sitting Back Enjoying
Developments.

Sherbrooke is today on its fourth day without street car transportation service, and the civic authorities remain helpless or unwilling to do anything to relieve the inconvenience which has been placed upon the citizens.

Now that the street cars have ceased to operate the public generally are beginning to complain, and some of the aldermen are being severely criticized.

It is all well and good for the City Council to say that they are not going to assume the debts of the street car company and that if the company can not finance itself it will have to discontinue, but when the aldermen fail to cater to the needs of the citizens it is a different matter.

The argument is put up that nothing can be done until a decision has been announced by the Public Service Commission. If this is the case the citizens should have been officially notified. Since the street cars stopped at midnight on New Year's eve absolutely no announcement has come from the City Hall. Whether the city has entered into any agreement with a bus company or what other plans the aldermen might have regarding local transportation facilities are known to the aldermen only. The citizens, who happen to be the most interested of all are left wondering just how long they will have to walk.

In the meantime the taxpayers are making the best of their hard lot. Judging by the appearance on the streets during the week-end the majority of people are remaining at home.

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home.

The city taxis are handling the
situation as best they can, but they
cannot be expected to render the
same service as the street cars. The
Lennoxville road was a busy place
during the week-end as people walk-
ed to and from Lennoxville. It is
not a very pleasant thing to have
to walk three miles, but when there
is no other way people just have to
do it.

The taxi drivers are reaping a rich
harvest, and the over-enthusiasm of
some of the local taxi drivers has
already given the police department
some trouble. Chief H. O. Cambrand
this morning issued a statement in
which he said that the police depart-
ment was willing to give local taxi
drivers every chance possible to
come to the relief of Sherbrooke's
inconvenienced citizens, but that if

wife and mother, Mrs. Mary, Sherbrooke, where
God called home January 4th, 1932.

Not far from us she has at rest,
We know our sorrow thought it best,
Some day we'll meet when sorrow's o'er
In God's own home to part no more.

Inserted by
HUSBAND AND DAUGHTER.
Aunt's Child, Que.

IN MEMORIAM.

In loving memory of our dear father and
mother, Mr. and Mrs. John Freer, who de-
parted this life January 4th, 1932, and
Elizabeth Freer, his wife, July 22nd, 1927.

Dearest loved ones we have laid thee
In the peaceful grave's embrace,
But thy memory will be cherished.
Till we see thy heavenly face.

Inserted by their
CHILDREN AND GRANDCHILDREN.
Aberdeen, Que.

IN MEMORIAM.

In loving memory of Jean Wier Hamilton,
who passed away January 4th, 1932.
Inserted by her husband,

T. D. WATSON.

Scottstown, P.Q.

IN MEMORIAM.

In sad and loving memory of my beloved
wife, Gertrude Tibbitts, who departed this
life on Jan. 3rd, 1931, at the Hematopathic
Hospital.

In a lonely country graveyard,
In a cold and silent grave,
Lies the one we love so dearly,
Whom we loved but could not save.

Inserted by
HUSBAND, SISTERS, BROTHER
AND NIECE.

Strom, Que.

would not stand for infraction of the
municipal by-laws. "We will be the
first to punish those taxi drivers
who break the traffic regulations,"
he said, "although we are willing
to give as much leeway as possible
now that the street cars have
stopped. Already taxi cabs have
been reported speeding through the
streets of the city, and this must
stop. We will not tolerate reckless
ness. If several complaints are made
against any one driver, his licence
will be taken away. The action taken
against Theodore Tremblay follow-
ing the smash-up on the Lennoxville
road on Saturday night is the first
step taken by the department in
this campaign. I have cancelled
Tremblay's municipal taxi licence,"
the chief said.

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WALKING LOSES ITS CHARM FOR MANY CITIZENS

In Spite of Need for Some Sort of
Street Transportation, Citizens
Still Forced to Follow Pre-
scription of Aldermen.

As the bells of the city churches pealed forth this morning calling the faithful to the observance of the feast of the Epiphany, citizens who were not fortunate enough to possess automobiles, or whose friends with cars forgot to call for them, were forced to walk to church. There is no doubt but that many of the older citizens who would have attended the services were, by force of circumstances, obliged to remain at home.

This is all because the street cars have ceased to operate, and because the civic authorities have failed to come to the rescue of the citizens in time of emergency.

More than one complaint has been voiced by local merchants since the street cars stopped operation. It is the storekeepers and theatres who have borne the brunt of this move more than anyone else. The number of Lennoxville residents in the city every afternoon and evening has decreased in no small way. These people formerly came to Sherbrooke to do much of their shopping, or to enjoy an evening at the theatres. Now, unless they own a motor, they have no way of getting to Sherbrooke unless they walk, so they are remaining at home.

Many Sherbrooke citizens used to enjoy a walk "down street" in the evening to buy a newspaper or supply of cigarettes and tobacco and take the street car home. Now they do not feel like walking down and back, so they spend the evenings at

LENZ FAILS TO MAKE BEST USE OF GOOD CARDS

With Only Two More Nights of
Play, Neutral Observers See
Almost Certain Victory for
Culbertson.

NEW YORK, Jan. 6. — Sidney S. Lenz was happier today, on the verge of apparent certain defeat, than for some time. For the rubbers in which Commander Winfield Liggett, Jr., has sat opposite him in place of Oswald Jacoby, resigned, the plus of Lenz's side in the great contract bridge match was 2,665, with thirteen rubbers left to play.

Eight more rubbers last night, of which Lenz and Liggett won six, only intensified the general expectation of neutrals that Ely Culbertson will win handily. The match ends Friday night. There will be no session tonight. Howard Schenken will be Culbertson's partner tomorrow night.

The Culbertson plus was reduced last night by 2,660 to 14,175. The rubbers won became seventy-three for Culbertson and sixty-four for Lenz, the total points 116,320 and 102,145, respectively.

For the first time in the match Culbertson had a partner who failed to contribute to the plus of his side. He was Michael Gottlieb, New York realty broker, a tall handsome youth whom Culbertson regards as a star of his team of "string-beans." Both Ted Lightner and Waldemar Von Zedtwitz, previous partners, are tall and thin.

Gottlieb played brilliantly on the defensive, but Lenz and Liggett had big cards of which they failed to take full advantage. The only little slam of the session was made by

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Many Sherbrooke citizens used to enjoy a walk "down street" in the evening to buy a newspaper or supply of cigarettes and tobacco and take the street car home. Now they do not feel like walking down and back, so they spend the evenings at home. Wellington street presents an altogether different appearance since the street cars have gone out of existence.

While the majority of citizens are not necessarily in favor of having the street cars restored, they do feel that some sort of transportation service should be inaugurated. Sherbrooke has already been without street transportation five full days and the novelty is beginning to wear off the proposal made by certain aldermen and ex-aldermen, that it would be good for the public to do a little more walking. How long the public will have to walk, or just what will be provided for them in the way of city transportation is a matter which is in the hands of the fates.

It takes only ten seconds for a fighter to become a champion.

In politics, anything from three persons up constitute a mass meeting.

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JANUARY 7, 1932.

RAINY DAY AND NO STREET CAR IS UNPLEASANT

Now that Citizens Have Had Taste of Walking Home on a Rainy Day, a Heavy Snowfall Would Impress Other Disadvantages of City Without Street Transportation.

Yesterday afternoon and again last evening the people of Sherbrooke got some idea of what it is like on a rainy day without street cars. A heavy snowstorm now would help to impress upon the public generally the disadvantages of the municipal "try walking" movement.

Right in the midst of the rain yesterday, when their services were needed more than ever, the "jitneys" service, temporarily organized by local taxi drivers, ceased to function. Many people had relied on this form of transportation, and during the past two or three days the "jitneys" were quite in demand. The operators of these vehicles, however, finding that they were covering much mileage without suitable financial returns, have disbanded as quickly as they organized.

Realizing that the people of Sherbrooke have to walk these days, the weather man has been rather kind. Yesterday, it is true, he gave them a little taste of what he could do if he was not in such a kind mood, but, generally speaking, the weather has been mild since the street cars stopped operation on New Year's eve. How long he will remain in this frame of mind is a matter of speculation. There is a feeling in the air today that snow may be expected before many hours. Whether this will be only a slight flurry or a real honest-to-goodness January snowfall remains to be seen.

The only people who are benefitting by the present situation are the local taxi drivers, who are confident the depression period has passed. In fact, so far 1932 has been a prosperous year for them. While they have received a good share of business, there are many

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The only people who are benefitting by the present situation are the local taxi drivers, who are confident the depression period has passed. In fact, so far 1932 has been a prosperous year for them. While they have received a good share of business, there are many people who do not feel inclined to call a taxi every time they are out, and it is these citizens who eagerly await some sort of organized transportation system.

Yesterday, the former employees of the street railway company met at the company's offices on Wellington street. The meeting was of an informal nature, and they discussed the situation confronting them.

It is now almost a week since the street cars stopped and there is nothing to indicate that these men will return to their former work. Just what they should do, as many have large families depending upon them, is a perplexing question. The only outlet seems to be application to the city for employment.

The street car sheds on Wellington street south present a rather deserted appearance these days. The cars, which have served the citizens and made their daily rounds throughout the city, are parked about the building, while the buses which the company operated, are housed in a nearby garage. What the future holds for them is unknown. Whether they shall ever again pass through the streets of the city time alone will decide.

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HILLY STREETS AND BUSES NOT ON GOOD TERMS

Could a Bus Company Operate a Continuous Service Over Sherbrooke's Hilly Streets? This is a Question Which Is Attracting Much Interest at Present Time.

Official notification was received in the city this morning that the controversy regarding Sherbrooke's street car service will be heard before the Quebec Public Service Commission at Montreal on Thursday of next week, January 14th. This means that the city's transportation problem will in the interval remain a dormant issue and the people will, believe it or not, walk according to aldermanic prescription.

Speculation is rife now regarding what action will be taken by the Public Service Commission. The Commission may force the street car company to resume their service, which the company claims it cannot do owing to financial loss; it may order the city to render financial assistance or free power, which would indeed be a sad disappointment for the aldermen; or it may allow the matter to drop, that is leave it purely to the interested parties as to whether or not the service is to be resumed.

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es be able to maintain a continuous and efficient service. It is said that one of the advance agents of a bus concern has openly stated that no bus company could give as good service as the street cars rendered. It is doubtful if there are more than half a dozen streets in the whole city on which there is not a hill. The only type of bus which could prove at all satisfactory in Sherbrooke would be one of the latest type of buses. Any second rate concern would be useless.

It will be remembered that earlier in the winter, around Christmas time to be exact, the buses formerly operated by the Sherbrooke Railway and Power Company had to cease operation during a heavy snow fall as they could not possibly travel with safety. The street cars, however, maintained a continuous service in spite of the blinding snow and icy streets.

Winnipeg is a city which is much larger than Sherbrooke, and at the present its people are worrying because it might lose its street cars for a temporary time only. The employees of the concern are opposed to a reduction in salaries and have threatened to go on strike if this action is taken. No such worry was experienced in Sherbrooke when its street cars were operated by contented men and a real good service was available for all.

Another point which might be stressed in connection with the disappearance of the street cars is the clearing of the city streets after a heavy snow fall. So far this winter snow-buried streets have been unknown, but there are troublesome days ahead in this respect. Some of these fine mornings the city road department will find that they have a nice little job on their hands. In former winters early morning motorists were not privileged to use a clear street which had been provided by the municipal department, but it was along the street car tracks that they travelled, and these had been cleared by the powerful snow-plow of the street railway company which made its rounds long before the road department men were on the job.

"And in the meantime, in between times, ain't we got fun," was the comment heard last evening by a local citizen as he began his weary walk home, longingly looking at the deserted street car tracks, and thinking thoughts which it was perhaps well that only he alone knew.

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SHERBROOKE BUS SERVICE STILL MATTER OF DISCUSSION

Annual Session of the City Council Has Not Yet Made Decision as to Whether to Have at Their Disposal, No Decision Has as Yet Been Made.

Sherbrooke's street transportation problem still remains unsolved. It was stated at the City Hall this morning that there were so many bus companies desirous of locating in Sherbrooke that the civic authorities hardly knew what to do or which one to select.

It seems to be somewhat like the Pied Piper who attracted the mice from all centers, only instead of mice it happens to be buses. In spite of the apparent desire of bus companies to start operations in Sherbrooke and the mad gamble to secure a franchise, not to mention the wonderful opportunity which the city authorities claim they have, the citizens are still watching, waiting and walking.

Why there is such a delay inaugurating a bus service is hard to explain. The city authorities claim everything is in their favor. In fact, they state they have almost everything and anything at their command, but apparently they are not in a hurry to take advantage of this situation. The citizens still hope that they will be provided with some service and in the meantime are trusting that the weather will remain reasonable, as no one would appreciate a heavy snow fall under present circumstances.

As time goes on the taxpayers are keeping one eye on the City Hall, another on the street car company and both eyes on the long street ahead of them as they walk to and from home, the office or the market.

ACCIDENTS IN

LOCAL COUNSEL FOR ST. PIERRE START APPEAL

Three Petitions Will Be Presented Before Court of Appeal in Montreal on Friday—Testimony of Dube Brothers Held as Important by Appellant.

Preliminary proceedings were inaugurated yesterday afternoon on behalf of Pierre, alias Albert St. Pierre, of Hereford, who was found guilty of the death of Rene Malloy, of Norton Mills, Vt., and sentenced to expiate his debt to society on the gallows on March 13 next, when Emile Rionx, K.C., and Philippe Monette, K.C., his counsel, served notice on the Attorney-General of the Province of Quebec, on His Lordship, Mr. Justice Joseph Archambault, on Wilfrid Laune, the Crown prosecutor for the District of St. Francis, and on the Clerk of the Crown that three petitions would be presented to the Court of King's Bench, appeal division, in Montreal on Friday in an attempt to save the doomed man from the scaffold. The petitions were: to be allowed to appeal on mixed questions of law and facts; for leave to appeal from the verdict by the jury on the facts, and for the purpose of securing permission of the Appeal Court to hear before that tribunal two witnesses on behalf of the defence, Vezina and Adelard Dube.

The first petition on mixed questions of law and facts read:—That on December 17, 1931, a verdict of murder was rendered against Albert St. Pierre, appellant, for having murdered Rene Malloy. Sentence was rendered by His Lordship, Judge Archambault, the hanging to take place on March 13, 1932.

The appellant moves for leave to appeal on the following questions of law and facts:

1. Because the verdict rendered

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