

QUEBEC
CENTRAL
RAILWAY

SHERBROOKE
DAILY
RECORD

REAR END COLLISION ON QUEBEC CENTRAL.

Extra Special Run Into Regular Train Which Was Stalled.

FORTUNATELY NO ONE WAS INJURED, AND THERE WAS NO DELAY.

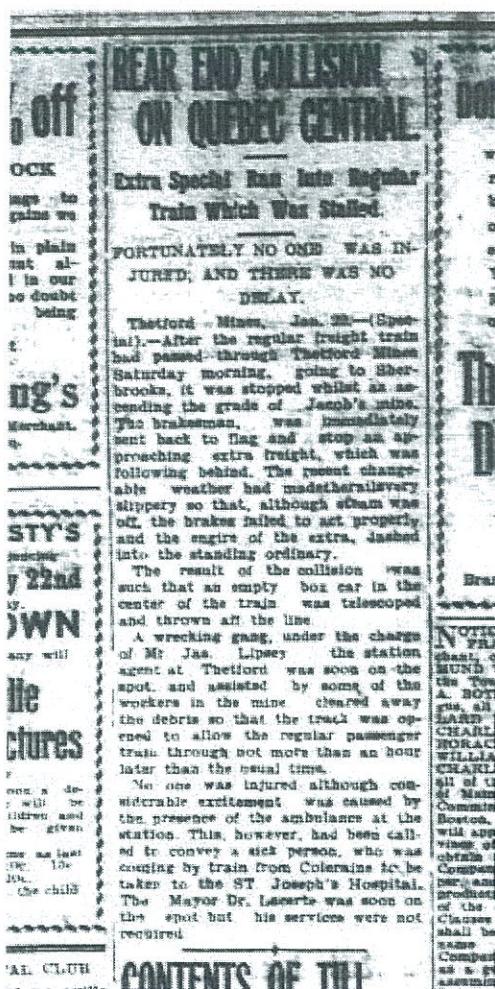
Thetford Mines, Jan. 29.—(Special).—After the regular freight train had passed through Thetford Mines Saturday morning, going to Sherbrooke, it was stopped whilst in ascending the grade of Jacob's mine. The brakeman, was immediately sent back to flag and stop an approaching extra freight, which was following behind. The recent changeable weather had made the rails very slippery so that, although steam was off, the brakes failed to act properly, and the engine of the extra, dashed into the standing ordinary.

The result of the collision was such that an empty box car in the center of the train was telescoped and thrown off the line.

A wrecking gang, under the charge of Mr. Jas. Lipsey, the station agent at Thetford, was soon on the spot, and assisted by some of the workers in the mine, cleared away the debris so that the track was opened to allow the regular passenger train through not more than an hour later than the usual time.

No one was injured although considerable excitement was caused by the presence of the ambulance at the station. This, however, had been called to convey a sick person, who was coming by train from Coaticook to be taken to the ST. Joseph's Hospital. The Mayor Dr. Lacerte was soon on the spot but his services were not required.

January 23
1912



January 23

1912

Quebec Central
week Thetford Mines

IV, FEBRUARY 1, 1912.

STRUCK BY ED. Q. C. R. TRAIN

Noel Bechette Victim Fatal
Accident.

WAS WALKING ON THE TRACK
FROM SHERBROOKE TO HIS
WORK AT NEWINGTON.

An employee of the Quebec Central
Railway's Mechanical Department,
Newington, named Noel Bechette was
accidentally killed last night. He
was struck by a train on the track
between Sherbrooke and Newington.

As far as can be learned Bechette
was called by the night foreman to
do some work at the shop and was
on his way from his home to New-
ington when the accident occurred.
It is supposed that the night pass-
enger train due here at nine o'clock
struck him while it was hacking up
to the shop. He was struck down
near the end of the bridge, and his
body dragged for about a quarter of
a mile to the switch at the Newing-
ton yard. When found he was living
but died shortly after.

Deceased was a middle aged man
and leaves a wife and five children.
An inquest will be held to-day.

February 1 1912

<p>ferred with or abordinated to power scheme.</p> <p>AGREEMENT WITH Q. C. R. AND C. P. R.</p> <p>Ratified by Private Bills Committee of Legislature.</p> <p>FARNHAM - CHARTER APPROVED OF AFTER REVISION AND CONSOLIDATION.</p> <p>Quebec, Feb. 14.—(Special.)—The private bills committee of the Legislature, passed the bill to amend the charter of the Quebec Central Railway, and confirmed an agreement between the Quebec Central Railway Company and the Canadian Pacific Railway Company relative to the latter company assuming control of the Quebec Central Railway Company.</p> <p>CHARTER OF TOWN OF FARNHAM The amendment to revise and consolidate the charter of the Town of Farnham was also passed.</p>	<p>The old Mr. De charged ante w Provin May.</p> <p>FREE</p> <p>Socia Qu.b</p> <p>PETTI LAW</p> <p>Scot There School the Se The were r The school den Ci nation habits former</p>
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February 14, 1912
 QCR and CPR

(Continued on Page 6)

FUNERAL OF LATE T. S. CHAPMAN.

Was Largely Attended at Marbleton Yesterday Afternoon.

MANY ASSEMBLE TO PAY THEIR TRIBUTE OF RESPECT--INTERMENT AT MARBLETON.

The mortal remains of the Rev. Thomas Shaw Chapman were laid to rest yesterday afternoon, in the family lot of the village cemetery, beside the loved ones who had preceded him, near the church, school and home he had built with his own hands, and in the presence of the people of Marbleton and the surrounding township, and of friends from a distance who had assembled to pay their tribute of respect.

The funeral service was held at St. Paul's Church, the following clergymen officiating: Rev. J. N. Kerr, Rev. Canon Shreve, Rev. H. B. Husband, Rev. E. K. Wilson, Rev. A. H. Robertson, Rev. J. B. Deacon, Rev. B. Watson and Rev. F. G. Leggatt.

The musical part of the service was rendered by the choir of St. Paul's Church, assisted by Mrs. Bradley, Mrs. Gustafson, Miss Armitage, and Mr. Scott Gilbert, of Sherbrooke. Mrs. B. Jeffereson presided at the organ.

Surrounding the coffin were many beautiful floral offerings from friends far and near.

At the close of the service the remains were conveyed to the cemetery nearby, where the last rites were observed.

The bearers were Messrs. Henry

(Continued on Page 6)

QCR

February 22

1912

CONTROL OF Q. C. R. BY CANADIAN PACIFIC.

Latter Road Will Now Have Two
Additional Routes to Quebec.

CAN REACH ANCIENT CAPITAL
RATHER BY WAY OF SHER-
BROOKE OR MEGANTIC.

The fact that the Quebec Central Railway has passed to the control of the Canadian Pacific Railway creates special significance because of the territory the former road serves, and the possibilities of extension.

The line runs from Lévis to Sherbrooke with branches at Valley Junction to St. Sabine and from Tring Junction to Megantic. At Sherbrooke and Megantic it taps the Atlantic division of the C.P.R., while at St. Sabine, a line of about sixty miles is projected, touching Canano on the Temiscouata Railway which extends from Edmundston, N. B., to River Du Loup, Que.; Canano is about half way between River Du Loup and Edmundston. The latter place is the end of the C. P. R.'s St. John Valley line, so that with running rights over the Temiscouata Railway or the building of a line from Cabano to Edmundston the C. P. R. would have a line extending from Lévis to St. John, N. B., running right through the St. John river valley, which, with the completion of the Quebec bridge would give the company another route, an all-Canadian one at that—from Montreal to St. John, N. B., via Quebec, a distance, approximately of 390 miles one hundred and eight miles longer than its present short line through part of the State of Maine, but nearly two hundred miles shorter than the Intercolonial and probably 150 miles shorter than the Grand Trunk Pacific.

The acquisition of the Quebec Central will also give the C. P. R. two other lines to Quebec via either Sherbrooke or Megantic. These routes, of course, are longer than the present one, viz., 250 miles via Sherbrooke and 260 miles via Megantic, against 173 via the direct line from Montreal.

February 29 1912

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QUEBEC CENTRAL OBJECTS TO BRIDGES.

Claims That Those at Thetford
Mines are Less Than Regulation
Height.

MATTER CAME UP BEFORE THE
BOARD OF RAILWAY COMMIS-

SIONERS

Montreal, March 12.—(Special)—
The Railway Commission heard a
complaint from the Quebec Central
Railway Co. to the effect that in the
yards of the Thetford Mines there
were two overhead bridges crossing
their railway line, one belonging to
the Amalgamated Asbestos Corpora-
tion Ltd., and the other to Bell As-
bestos Co., both of which were less
than the proper height, the former
one especially dangerous. The hearing
was adjourned.

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MARCH 12

1912

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BROMPTON PULP AND PAPER COMPANY PURCHASES ROBERGE PROPERTY.

**5000 ACRES OF
TIMBER LANDS.**

Brompton Pulp and Paper Company Purchases Roberge Prop-
erty.

MILLS AT GRANBY AND LANDS BEYOND LAKE ATLMER.

The Brompton Pulp & Paper Company, last week, completed the purchase of the L. R. Roberge freehold timber lands beyond Lacumption.

These consist of 5,000 acres and are tributary to the St. Francis so that the logs may be driven to the mills either at Angus or Brompton.

The purchase, also, includes the Roberge mills at Garibby.

The purchase price is said to have been in the vicinity of \$50,000.

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MARCH 12

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MONTREAL DAILY RECORD, WEDNESDAY, MARCH 26, 1912

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**RAILWAY AND
BRIDGE SUBSIDIES.**

First Budget of Government Transportation aid amounts to \$23,327,300.

QUEBEC CENTRAL RAILWAY
GRANTED SUBSIDY FOR NEW BRANCH.

Ottawa, March 26.—The new government's first budget of transportation aid in the form of railway and bridge subsidies was brought down last night, and it amounts to \$23,327,300. Subsidies provided for 1,473 miles of railway, the construction of which at the maximum aid of \$8,000 a mile, will involve Government aid amounting to \$11,773,200. The aid of bridges totals \$655,000.

Of the total railway mileage subsidized 1,082 miles are renewals of former routes, the subsidy amounting to \$13,644,500. There are 1,551 miles of new line authorized to receive subsidies which at the maximum would receive aid to the amount of \$8,000,- 400.

The Quebec Central Railway is granted the following: (a) For an extension from a point (30 miles from St. George) in Dorchester Co., to a point in the Parish of St. Sabine, County of Bellechasse, 1.34 miles; (b) for an extension from St. Sabine to Duham, County of L'Islet, 50 miles.

MARCH 26
1912

**Q. C. RAILWAY VS.
BELL ASBESTOS CO.**

Complaint as to Bridges at Thetford Mines before Utilities Commission.

POINT AT ISSUE IS AS TO WHO WILL PAY FOR RECONSTRUCTION.

Quebec, March 28.—The complaint of the Quebec Central Railway against the Bell Asbestos Company in regard to overhead bridges at Thetford Mines was commenced before the Public Utilities Commission yesterday and adjourned in order to get a report of the Commission's engineer as to the state of things in Thetford.

The railway was represented by Messrs. Pergie Murphy and J. H. Walsh, and the Bell Company by Mr. White and Hon. Geo. Smith.

Explanations were given regarding the complaint, the Q. C. R. complaining that the bridge at Thetford Mines is too low. Thus the Bell Company admit, but the contention now is as to who will pay for the reconstruction of the bridge. The Bell people claim that formerly the bridge was high enough but the height of cars has been increased. At present the cars of the Bell Company run over the bridge by gravity, and if the bridge is altered the Bell Company will have to remodel its whole plant.

REPORTER'S TELEGRAM

MARCH 28

1912

MEGANTIC CO. HAPPENINGS.

Budget of News From Various Sections of Country.

KENNEBEC ROAD.

The fact that the Dominion Express Co. is to take over the express business on the Q.C.R. on the 1st of July will prove a great benefit to those residing along this line of railway, for in the past double charges had to be paid for parcels carried from places elsewhere than where the American Express Co. did business.

Again Mr. Berbert has bought back his house and store in St. Come from the St George man who bought them, and will soon start business again with new goods. His brother, whose goods were burned in the St George fire in the winter, is arranging to start business at St. Hubert at the present terminus of the rail road.

According to a report in the Record of the 2nd inst. a Jackson lawyer sought to impress on the people of Lake Megantic and especially on the Board of Trade the great advantage it would be to them to construct a new road to the boundary to join them from Jackson. He mentioned the points of advantage namely that it would tap the stream of American travellers on the old Kennebec route to Quebec. He declared it would bring 12,000 travel through Lake Megantic from Jackson instead of its

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April
1912

ity and did nothing to help.
On the same time the inhabitants of the
next place are working courageously to
try to improve the situation as much as
possible.

At Beause Juncion and St Joseph
the damage is but light, but St
Marie suffered more. The Quebec Com-
pany train has been obliged to interrupt its
service between Beause Juncion and
St Marie on the main line and be-
tween the Junction and St Joseph
on their branch line, and canoes had
to be requisitioned to transfer pas-
sengers and baggage. There was a
foot and a half of water on the line.

WORKS CLOSED AT RICHMOND,

THE

April
1912

Established 1807

LANDSLIDES AND WASHOUTS FOLLOW CLOUD BURST NEAR NORTH HATLEY.

Boston and Maine Evening Train Held Up—Was Flagged Just in Time to Avert an Accident—Passengers Left on Siding at Ayer's Cliff Without Provision Being Made for Their Comfort—Spent Night in a First Class Car—Passengers Indignant at Shabby Treatment.

Ayer's Cliff, May 25.—(Special)—There was a cloudburst over Lake Massawippi district last night, and the worst rainfall experienced in years.

This was followed by serious damage to the track of the Boston & Maine between Massawippi and North Hatley. There were two or three landslides which covered the track for a considerable distance and to quite a depth. In addition to this there were washouts, some of which were quite serious.

DISCOVERED IN TIME.

A serious accident was averted, which would have been followed by loss of life, by the fact that a washout was discovered by Mr. E. Cate, son of Mr. G. W. Cate, K.C., of Sherbrooke. Mr. E. Cate was returning from Mr. LeBaron's cottage to his father's summer residence, after the storm, and saw that a washout had taken place.

The evening train was flagged just as it was getting close to one of the landslides on the track.

COULD NOT GO ON.

The train crew went ahead and examined the track for some distance, and found that it was impossible to proceed with the train. The train was then backed to Ayer's Cliff.

OFFICIALS ON TRAIN.

Superintendent Folsom and Asst. Superintendent Cate were on board the express. When Ayer's Cliff was reached, a consultation was held. Following this, orders were given for all the sectionmen in the district to turn out, and the repair train was sent for from Lyndsville. This arrived later, and work was at once proceeded with towards repairing the damage. It is not expected, however, that any train will be able to proceed over the track before late to-night.

ENGINEER LEFT TO THEM.

providing sleeping accommodations or supplying them with food. They were left there the whole night, and the discomfort to the lady passengers at least was extreme.

Several of the male passengers went to the hotel and got a lodging for the night.

STILL ON SIDING.

This morning the officials of the company had no provisions on hand, and what food went into the car was bought by the passengers themselves from the stores of the village.

PASSENGERS INDIGNANT.

A great deal of indignation was aroused among the passengers at this treatment from the company. No explanation was given the passengers for the treatment accorded them. The fact that the superintendent and assistant superintendent were on the train, and must have known that the track would be blocked for hours, does not in any way mitigate such treatment. The least they should have done was to see to the comfort of the travellers for the night. If they could not find accommodation at Ayer's Cliff the first class car could have gone with the other section of the train to Newport, where they would have been accommodated.

DRIVE TO MAGOG.

Several of the passengers started to drive to Magog this morning, where they will make connections with the C.P.R. and reach Sherbrooke at noon.

ROADS BADLY CUT UP.

The roads are very much cut up in this section and travelling will be difficult until repairs have been made. Last evening several of the passengers started to drive to North Hatley, but when they got to Abbott's Corner they had to leave the wagons and walk.

Reports received here this morning are that several serious washouts have occurred on the road between this place and North Hatley.

MAY 25
1912

B&M

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PASSENGERS LEFT TO THEMSELVES.

The action of the officials after the train reached Ayer's Cliff was somewhat surprising. They ordered all the passengers into the first-class car, and then had it hauled on to a siding. The other portion of the train, accompanied by the train crew, then left for Newport, Vt. No provision was made for the comfort of the passengers, either in the way of

treatment. The least they should have done was to see to the comfort of the travellers for the night. If they could not find accommodation at Ayer's Cliff the first class car could have gone with the other section of the train to Newport, where they would have been accommodated.

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WILL USE STEAMER.

The early morning and the eleven o'clock trains went out as usual this morning. The passengers will be transferred by boat from North Hatley to Ayer's Cliff, and the passengers who have been held up at that point since last night will come down to North Hatley by boat.

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Quebec Central Railway, Sherbrooke to Quebec.

The southern terminus of the Quebec Central Railway is at Sherbrooke, Que., where the general offices and workshops are situated. The main line of the railway runs from Sherbrooke to Lévis (opposite Quebec) and there are branches from Tring Junction to Magogian, and Valley Junction to St. Estèphe, consisting in all of 27 miles of line.

The close relations existing between this line and the Boston & Maine Railroad, New York, New Haven & Hartford Railroad, and Maine Central Railroad, enable it to operate an unexcelled service between Quebec and Boston, New York, the White Mountains, Portland and all New England points. Through Pullman Palace cars are run between Quebec and New York with connecting Pullman between Sherbrooke and Boston, daily, including Sunday, in both directions. Close connection is made at Dudswell Junction with the Maine Central Railroad from the White Mountain points and Portland, daily, except Sunday, and during the summer months through Pullman chair cars and dining cars are run between Quebec and these points. Dining cars are run on all passenger trains at suitable hours for the serving of meals.

The entire railway runs through what may be considered the most thriving section of the Province of Quebec, it being a very rich agricultural, lumbering and mining district. It traverses the historical and picturesque valley of the Chaudière River and through the centre of Beauce County, famous for its dairy-farming, farming and maple sugar productions.

IMPORTANT MANUFACTURING PLANTS.

Some of the most important manufacturing industries of the Province are located on the Quebec Central Railway, consisting of Pulp and Paper Mills, Cheese Box and Saab and Deco Factories, Lumber Mills, Furniture Factories, Asbestos Fibreising Plants, and Acetate of Lime, Wood Alcohol and Charcoal Plants, etc.

CENTRAL QUEBEC PRODUCTS.

The following is a partial list of the products of the territory served by this line:

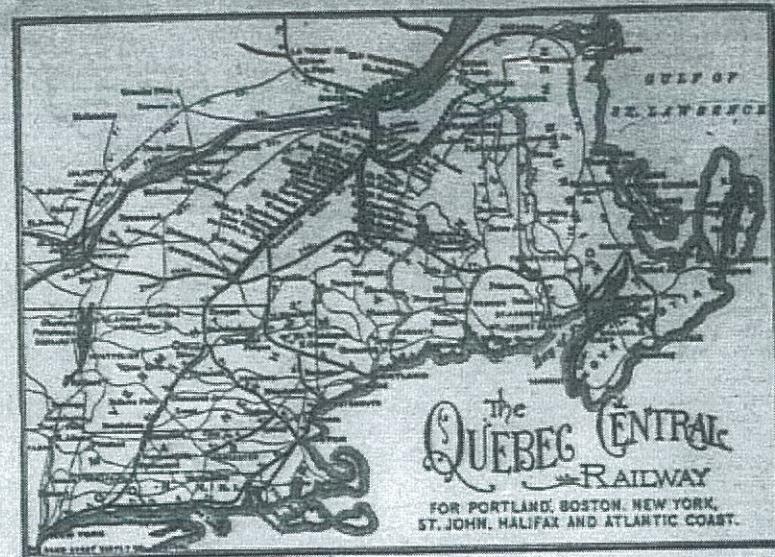
Forest Products—Charcoal, Lumber, Maple Sugar, Pulpwood, Shingles, Square Birch, Telegraph and Telephone Poles, Ties, Timber, Wood Alcohol.

Minerals—Asbestos, crude, fibre and asbestos brick; Chrome Ore; Flagonite; Gold, Silver and Copper Ore; Granite, Lime, etc.

Agricultural Products—Butter, Cheese, Live Stock, Potatoes, etc.

GREAT ASBESTOS INDUSTRY.

Special mention should be made of the asbestos mining industry on the Quebec Central Railway inasmuch as



from its territory about 90 per cent. of the world's supply of asbestos is produced. Asbestos is shipped from Coleraine, Black Lake, Thetford Mines, Robertson and East Brompton stations.

Its uses are varied, one of the principal being a fire protecting material. In this direction it is employed in connecting with steam pipes and boilers, around iron and steel girders and for building purposes. As an example of how impervious asbestos is to fire and heat, it may be said that anyone, with gloves made of asbestos on their hands, can pick up and hold burning coals without their gloves being burned or gloves damaged. The law of many countries demand its use as the only safe material for the construction of stage scenery and curtains, and it is well adapted to the taking of the many brilliant colors used in this connection. It is largely used, too, in the manufacture of paper which is turned out in different thicknesses and utilized for deadening sound between the floors and the walls of buildings.

Asbestos was discovered, manufactured and used many thousands of years ago, as is shown by the fact that Egyptian mummies examined in recent years have been found to be wrapped up in clothes spun from asbestos fibre.

The system of mining is very much like the ordinary stone quarrying or general open quarry work. The rock is drilled, blasted, and then treated by a system of crushers and rolls the fibre being picked or drawn off the machines and screens during the different courses of manipulation.

The European market has always demanded the higher quality and used it in the manufacture of liner cloths for firemen's clothing, stage scenery, curtains, ropes, and for mattings for fronts of grates, while the American market seems to have devoted itself more to the manufacture of paper. Its use, however, has extended to almost every country in the world, and there is scarcely a manufacturing centre in Europe or America that has not a factory for dealing with the crude material and turning it into some form of fireproof goods.

Under recent patents asbestos is being largely used in the manufacture of roofing shingles which are made in different sizes and colors and are absolutely indestructible by weather or fire. It is also being extensively used for building lumber, made up in boards from $\frac{1}{2}$ inch to 2 inches thick, and 8 feet in length, by 4 feet wide, for all classes of fireproof work such as doors, door frames, window frames, sashes, baseboards, etc.

It has always been the policy of the Quebec Central Railway to encourage in every way the industries along its line and the development of the country has corresponded with the prosperity of the railway, the Quebec Central Railway ranking today among the leading railways of the country.

QUEBEC CENTRAL OFFICERS.

The following is a list of the present officials of the Company:

Edward Dent, President, London, England.

Alexander Bremer, Vice-President, London, England.

Chas. D. Brassey, Secretary, London, England.

J. H. Walsh, General Manager, Sherbrooke, Que.

E. G. Grundy, General Freight and Passenger Agent.

J. Portia, Superintendent.

J. T. Reid, Assistant Superintendent.

T. J. Maguire, Accountant.

W. S. Fry, Treasurer.

W. A. Moy, Car Accountant.

J. Parrybar, Supt. of Bridges and Buildings and General Roadmaster.

G. M. Hobins, Master Mechanic.

J. T. Rockhill, Chief Engineer.

JUNE 1 1912

APPROVED OF I. LEASE TO C. P. R.

II. Annual Meeting of Quebec Central Railway Held In London.

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C. P. R. GUARANTEES INTEREST
ON ALL QUEBEC CENTRAL
SECURITIES FOR 999
YEARS.

A meeting of the shareholders and bondholders of the Quebec Central Ry. was held yesterday at the head office of the Company, Winchester street, London, to consider the proposed lease of the Company's property to the Canadian Pacific Railway Company.

The act passed at the last session of the Legislature of the Province of Quebec authorizing the lease, subject to the approval of the majority of the security holders of the Company, was submitted to the meeting by Mr. Edward Dent, President of the Company, and resolutions were unanimously passed by the shareholders and bondholders approving of the lease and agreement.

The lease will be submitted to the Canadian Pacific Railway shareholders at that Company's annual meeting in October next, when, if approved, it will become effective on the 31st day of December.

The principal provisions of the lease are in the direction of the Canadian Pacific Railway guaranteeing the interest on all Quebec Central securities for a term of 999 years. The Board of Directors will be appointed jointly by the Canadian Pacific Railway and by the security holders of the Quebec Central, the majority of the Board being in Canada, where the meetings will be held in future.

JUNE 13
1912

LAW. — MUST RAISE BRIDGES AT THEFTORD MINE.

H. DUN- Decision Given Against Asbestos Companies by Utilities Commission.

H. IM- **C. R. COMPLAINED THAT STRUCTURES WERE NOT BUILT TO REQUIRED HEIGHT.**

Quebec, June 12.—At a session of the Public Utilities Commission the consideration of the complaint of the Quebec Central Railway against the Amalgamated Asbestos Company regarding their overhead bridge at Thetford Mines was continued, having begun at the morning session. As already stated, the railway company complains that the bridge of the respondent company crossing the tracks and sidings at Thetford Mines are not built according to the required height, and consequently are dangerous to the lives of employees of the railway.

The Amalgamated Company claimed that if the bridge was now too low it was due to the railway company having raised its tracks.

Finally, the representatives of the Quebec Central Railway asked that the hearing of the complaint be postponed until the Commission's next session, stating that in all probability an amicable agreement would be reached in regard to raising the bridge in such a manner as to reduce costs and diminish the inconvenience of such work.

The request, however, was objected to by the Chairman of the Commission, as the date would carry the case over to the September sitting, and the complaint was one in which public safety was involved, for which the Commission was responsible.

After both parties had been heard, the Commission ordered that within eight days the Amalgamated Company begin raising the bridge to the height required by law under the supervision of the engineer of the Commission.

A similar complaint made by the Quebec Central against the Bell Asbestos Co. in Newell County was dealt with in a

MAIL SERVICE TO THEFTORD MINES.

That Which Has Been Inaugurated Not Popular.

MAILS ARE KEPT OVER TOO LONG BEFORE BEING SENT OUT FROM SHERBROOKE.

We have received a letter from a correspondent at Thetford Mines who signs himself "A Merchant," calling attention to the mail service inaugurated on Monday last by the "Improved (7) summer service of the Quebec Central Railway. Although a mail car is attached to every train, mails for Thetford from Sherbrooke are not carried by the first train but by the second, and those despatched to Sherbrooke leave at 4.30 p.m. instead of the last train at 7.30 p.m. The result is that yesterday (Thursday) the mail although due at 11.30 arrived at 1.30 p.m., a hour and a half later, and would not be ready for delivery till 2 p.m., leaving just two hours for correspondence to be answered. He expresses the opinion that mine owners and business men are perfectly satisfied with the two deliveries and despatches a day, but maintain that the mails should be brought by the first train in the morning and despatched by the last train at night instead of being kept over uselessly several hours in Sherbrooke.

It is understood that the attention of the Postmaster General at Ottawa has been called to this anomaly, and it is hoped by a little judicious management this injustice to Thetford merchants may shortly be remedied.

This is a matter too, he says, which deserves the immediate attention of the Board of Trade — to may succeed in getting the suggested alteration made.

SMALL BLAZE AT RUCK ISLAND.

FIRE COMPANIES QUICKLY RESPONDED AND SOON HAD FLAMES UNDER CONTROL.

Ruck Island, June 12.—(Special)—

JUNE 13

1913

DAY, JULY 8 1912

TRAINMEN

INJURED

ter, Van and Freight Car Jumped Track Near East Angus

TWO OF THE THREE OCCUPANTS RECEIVED SEVERE INJURIES

AND ARE IN THE HOS-

PITAL.

East Angus, July 8.—(Special)—
— A minor accident occurred near here, Saturday afternoon, when the van and a box car of a Q.C.R. freight train jumped the track. As it was, the three occupants of the van were shaken up, two of them having to be taken to the St. Vincent de Paul Hospital, Sherbrooke.

It is said that the intense heat had contracted the rails, causing the derailment. The train was travelling at a good rate of speed when the accident occurred. The van, after leaving the track, rolled over three times. Conductor Gagnon and Brakeman Wintur, together with a third member of the crew, were hurled to and from another car rolled. The two former were badly bruised and, as already stated, were brought to the Hospital at Sherbrooke.

The third occupant of the van, although badly shaken up, was taken to his home. All three will recover.

July 8 1912

RCH

SUNDAY, JULY 9 1912

CONTRACT FOR D. Q. C. R. BUILDING.

OC. Awarded to Messrs. L. G.
Loomis & Sons.

BUILDING WILL BE FOUR STORYS HIGH AND MODERN IN
EVERY RESPECT.

TO

The Quebec Central Railway Company has awarded the contract for their handsome new structure on Wellington street, and expect to have it completed by April 1st. The contract was awarded to D. G. Loomis & Sons.

The plans call for a four storey building, with an elevator, and absolutely fireproof. It will have a frontage of eighty feet on Wellington street and will be sixty feet in depth. The building will be of granite, finished with Indiana limestone.

Work will be immediately started tearing down the old building and excavating down to the level of the street. A roadway will be left between the building and the theatre as well as at the rear.

The exchange of land between the city and the Bell Telephone Company has practically been put through, and the surveyor has been ordered to prepare the necessary plans. It is understood the Telephone Company will immediately erect a three story building, harmonizing in style and general appearance with the Quebec Central Railway building.

It is expected that the lower portion of the Quebec Central building will be occupied by railway telegraph and express offices. The other part will be leased to a bank or trust company.

The first and second floors will be occupied by the company as general offices. On each of these floors there will be four vaults.

The contract calls for a building that will be modern in every respect, and that will be a credit not only to the city, but to the progressive company which owns it.

FURTHER EXTENSIONS.

The Quebec Central Railway Company has leased the building recently

JULY 9
1912

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FURTHER EXTENSIONS

The Quebec Central Railway Company has leased the building recently occupied by D. G. Loomis & Sons, on the east side of the King street crossing, and will thoroughly overhaul it. The building which they have leased from the Boston & Maine will be placed on a new foundation and will be faced in brick, with an asbestos roof. It will be used as the headquarters of the Dining Car and New Agency service of the company.

For the past six weeks the company have been extending their yards and have built about three miles of new siding, and filled in about fifty thousand yards of material. About a mile and a half of new track has been laid at Newington.

P.S. I

July 9

1912

Q.C. office

WALKING ON TRACK SHOULD BE PROHIBITED		THE FINE PLAN
For	Dangerous Practice Followed By Residents of Thetford Mines.	Noted Es- tates
THE	VERDICT OF ACCIDENTAL DEATH RETURNED IN FATAL ACCI- DENT TO L. ENCLERC.	WILL DISC LIBRARY REJ
ordi- nary ques- tions, The ques- tions pos- ter- con- disas- west cut used train- g to scov- units video statis- res.	Thetford Mines, July 15.—(Special) —Coroner Dr. Delage held an inquest on the remains of the late Louis Le- gert, who was killed by a Q. C. R. train as previously reported. The jury were Messrs. Louis Martel, fore- man; J. H. Caouette, Nap. Hebert, L. A. Hamelin, Sibrem, Nadeau, J. Fortin. A verdict of accidental death was returned without imputing blame to anyone. A strong feeling has sprung up in town in view of recent events, that some decisive steps be taken to eliminate the use of the railway track as a public highway. On account of the city in recent years not being able to furnish proper sidewalks and not keeping the roads in good condition during wet weather and snow storms in winter, the people have come to use the rail- way track as a highway in going to and from work. Frequent complaints are made to the police by engineers on passenger trains that the people walking on the track keep on the track until trains are very close and then step aside and allow the train to pass and then go on to the track again. Children following the ex- ample of their elders likewise play on the track until the near approach of the train drives them off. Some of the more daring stand erect in the track until the onrushing train is only a few yards distant, when they make a jump to one side. In the face of such conduct how can the drivers of an engine know whether a man walking on the track is going to get off or not? He certainly cannot make his time and stop his train for all these annoyances. The majority of the citizens of Thetford Mines would be glad if the railway com- pany would enforce the law in this respect and arrest a few of the peo- ple who should know better, and for-	Winnipeg, cial)—The f- cross over in this city in section parts of the city are in population in tial." Pre- Boston, Ma- Louis Dext Hayier, of among the addresses.
AR. PAY FPER. N		Shadwell DE INTER Allow W.A.I. Pro Office:
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July 15
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Thetford Mines

Fortin.
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JULY 15

1912

QCR

Established 1857

WRECK AT DODSWELL JCT.

Freight Engines Suffer Much In Collision.

TRAINMEN ESCAPE INJURY. — WAY FREIGHT RUNS INTO STANDING TRAIN.

Dodswell Junction, July 22.—
A severe collision between two trains occurred here Saturday night when the "way freight" from Sherbrook passed into a train standing on the siding but not clear of the main track.

The train which was standing on the siding was being weighed. The train men were aware that they had not cleared the main track and, also, that the way freight would be along shortly. As they were weighing cars, they figured that they would be back out of the way before the train came along.

It is claimed that the way freight reached the junction a little ahead of schedule time. The main line was apparently open and the train came in at a good rate of speed. The engine of the standing train was back off the main line but not far enough to enable the other train to pass clear. A severe collision, therefore, occurred in which the moving engine got the worst of it, being tipped completely over on its side.

Engineer Spyry and his fireman jumped and escaped injury. The train men on the other engine also jumped in time to escape injury.

Both engines were badly damaged. One was taken into Newington yesterday for repair, but the other will require some fixing up here before it can be moved.

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July 22

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on the trip around the world and come home and visit you all again."

HISTORICAL RAILWAY ITEM.

BUTTON, Sept. 12.—(Special)—Mr. A. G. Eastman, of this village, formerly a master mechanic on the South Eastern and C. P. R. at Richford, Vt., gives the record this historical item from his diary of 1869:

"Nov. 10th 1869. Commenced laying rails on the Massawippi road today. (That was from North Derby, Vt., now called L'Ansebo.) Gavin Shanks in charge of the track work, running the engine on construction." A later note in Mr. Eastman's diary for 1870 reports on July 1st the running of the first passenger train over this line into Lennoxville. These notes will quicken the memory of many of the older railway readers of the Township.

September 17
1912

BWM

S, Asbestos, Gold, Silver, Copper, Granite and Marble Deposits

Quebec Central Railway, Sherbrooke to Quebec.

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The southern terminus of the Quebec Central Railway is at Sherbrooke, Que., where the general offices and workshops are situated. The main line of the railway runs from Sherbrooke to Lévis (opposite Quebec) and there are branches from Tring Junction to Magantic, and Valley Junction to St. Sabine, consisting in all of 257 miles of line.

The close relations existing between this line and the Boston & Maine Railroad, New York, New Haven & Hartford Railroad, and Maine Central Railroad, enable it to operate an unparallelled service between Quebec and Boston, New York, the White Mountains, Portland and all New England points. Through Pullman Palace cars are run between Quebec and New York with connecting Pullman between Sherbrooke and Boston, daily, including Sunday, in both directions. Close connection is made at Dudswell Junction with the Maine Central Railroad from the White Mountain points and Portland, daily, except Sunday, and during the summer months through Pullman chair cars and dining cars are run between Quebec and these points. Dining cars are run on all passenger trains at suitable hours for the serving of meals.

The entire railway runs through what may be considered the most thriving section of the Province of Quebec, it being a very rich agricultural, lumbering and mining district. It traverses the historical and picturesque valley of the Chaudière River and through the centre of Beauce County, famous for its dairy, farming and maple sugar production.

IMPORTANT MANUFACTURING PLANTS.

Some of the most important manufacturing industries of the Province are located on the Quebec Central Railway, consisting of Pulp and Paper Mills, Cheese Box and Sash and Door Factories, Lumber Mills, Furniture Factories, Asbestos Fibreizing Plants, and Acetate of Lime, Wood Alcohol and Charcoal Plants, etc.

CENTRAL QUEBEC PRODUCTS

The following is a partial list of the products of the territory served by this line:-

Forest Products—Chenical, Lumber, Maple Sugar, Pulpwood, Shingles, Square Birch, Telegraph and Telephone Poles, Tie, Timber, Wood Alcohol.

Minerals—Asbestos, crads, fibres and asbestos; Brick; Chrome Ore; Flogistics; Gold, Silver and Copper Ore; Granite, Lime, etc.

Agricultural Products—Butter Cheeses, Live Stock, Potatoes, etc.

GREAT ASBESTOS INDUSTRY

Special mention should be made of the asbestos mining industry on the Quebec Central Railway inasmuch as

from its territory about 90 per cent. of the world's supply of asbestos is produced. Asbestos is shipped from Coleraine, Black Lake, Thetford Mines, Robertson and East Broughton stations.

Its uses are varied, one of the principal being a fire protecting material. In this direction it is employed in connecting with steampipes and boilers, around iron and steel girders and for building purposes. As an example of how impervious asbestos is to fire and heat, it may be said that anyone, with gloves made of asbestos on their hands, can pick up and hold burning coals without their gloves being burned or gloves damaged. The law of many countries demands its use as the only safe material for the construction of stage scenery and curtains, and it is well adapted to the taking of the many brilliant colors used in this connection. It is largely used, too, in the manufacture of paper which is turned out in different thicknesses and utilized for padding sound between the floors and the walls of buildings.

Asbestos was discovered, manufactured and used many thousands of years ago, as is shown by the fact that Egyptian mummies exhibited in recent years have been found to be wrapped up in clothes spun from asbestos fibre.

The system of mining is very much like the ordinary stone quarrying or general open quarry work. The rock is drilled, blasted, and then treated by a system of crushers and rolls, the fibres being picked or drawn off the machines and screens during the different stages of manipulation.

The European market has always demanded the higher quality and used it in the manufacture of finer cloths for firmen's clothing, stage scenery, curtains, ropes, and for matting for fronts of grates, while the American market seems to have devoted itself more to the manufacture of paper. Its use, however, has extended to almost every country in the world, and there is scarcely a manufacturing center in Europe or America that has not a factory for dealing with the crude material and turning it into some form of fireproof goods.

Under recent patents asbestos is being largely used in the manufacture of roofing slates which are made in different sizes and colors and are absolutely indestructible by weather or by fire. It is also being extensively used for building lumber, made up in boards from 1-inch to 3 inches thick, and 8 feet in length, by 4 feet wide, for all classes of fireproof work such as doors, door frames, window frames, sashes, baseboards, etc.

It has always been the policy of the Quebec Central Railway to encourage in every way the industries along the line and the development of the country has corresponded with the prosperity of the railway, the Quebec Central Railway ranking today among the leading railways of the country.

QUEBEC CENTRAL OFFICERS.

The following is a list of the present officials of the Company:

Edward Dent, President, London, England.

Alexander Brewster, Vice-President, London, England.

Chas. D. Brassey, Secretary, London, England.

J. H. Walsh, General Manager, Sherbrooke, Que.

E. G. Grundy, General Freight and Passenger Agent.

J. Portia, Superintendent.

J. T. Reid, Assistant Superintendent.

T. J. Maguire, Accountant.

W. H. Fry, Treasurer.

W. B. Moy, Cash Accountant.

J. Ferguson, Supt. of Bridges and Buildings and General Roadmaster.

G. M. Robins, Master Mechanic.

J. T. Morkill, Chief Engineer.



QUEBEC AND ONTARIO MORNING JOURNAL

BROKE INTO FREIGHT CAR AT THETFORD

Two Young Men Sent to Court of King's Bench
For Trial

STOLE BISCUITS, CANDY AND PEANUTS CARRYING BAG AWAY ON SPEEDER.

(Montreal, Dec. 1.—Special)—Judge McIvor was here on Saturday and heard the charges laid by James Libby of the Quebec Central miners, Ovide Père and Ovide Fortier of Robertson for having broken into a freight car at Thetford Mines on the night of the 1st of December and stealing therefrom a quantity of peanuts, candy and biscuits.

Mr. Bellemare, Q.C., appeared for the Quebec Central and Mr. Grouard for the defense.

The evidence, which was lengthy, disclosed that the defendants had on the night of the 4th of December taken a "speeder" from the Q.C.R. station at Robertson and came up the track to Thetford Mines. They came into open a sealed freight car which had just arrived by the night train, they secured two boxes of biscuits, two pails of candy and a bag of peanuts and afterwards continued down the track to Black Lake, where they hid the "speeder," going to Lake Caribou, about four miles distant they left the bag containing the peanuts with a man by the name of Joseph Bellemare. On their return to Black Lake they were arrested and searched and subsequently admitted to the constables who arrested them, how the thing was done.

Strenuous objections were made on behalf of the defendants as to the value of the admissions made, but the Court held that sufficient legal warning had been given the accused by the constable before obtaining the admissions, and that in any event there was ample evidence outside of this to commit the accused for trial.

The accused asked for a jury trial and were sent to Arthabaska jail to await the next term of the Court of King's Bench.

December 9

1912

QCR

(Continued from page 5)

KILLED ON Q. C. R. TRACK

Victim Was Pierre Cyr of
Bromptonville.

INQUEST WILL BE HELD THIS
EVENING. STRUCK BY Q.
C. R. TRAIN.

Pierre Cyr, of Bromptonville, a young man twenty-one years of age, was run over and frightfully mangled by the Quebec Central express about nine o'clock last night, in the Union Station Yard.

The young man was seen on Dupont street shortly before the accident occurred, and appeared to be under the influence of liquor. He must have wandered on to the railway track and fallen asleep across the rails. The engineer of the incoming train did not see him until it was too late to stop. When he was picked up he was dead, his head having been severed from his body.

The ambulance was immediately sent for and the remains taken to the morgue. This morning Coroner Bachand had a jury sworn in, and the inquest will be held this evening.

No information as to where the young man worked, or who his relatives are could be obtained this morning.

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