

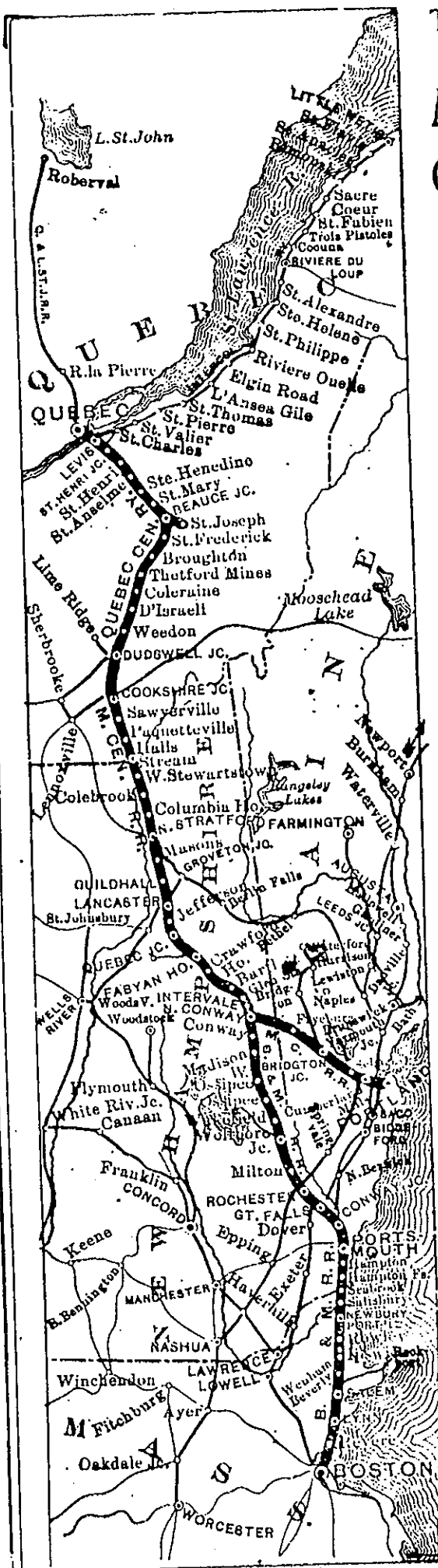
THE
MAINE
CENTRAL
RAILWAY

-HERFORD
RAILWAY-

MAINE CENTRAL DRAMA

The Maine Central Railway in Canada had a very short life of only thirty-five or thirty-six years yet it was touched by drama twice in its lifetime the first was the "Italian Riot: of 1888 when the 58th Compton Battalion was called out to put down a rebellion of unpaid labourers.

In August of 1912, the escape of one of the 20th Century's greatest criminals Harry K. Thaw tried using the small Maine Central train as part of his escape plan from a criminal asylum to flee to freedom in Canada. H was arrested just after leaving the Beecher Falls station on the International Boundary. He did manage to enter Canada and for a week the eyes of the world turned to the Eastern Townships.



THE . . .

MAINE CENTRAL ... AND ... QUEBEC CENTRAL RAILWAYS

FROM THE

Through Parlor Car Short Line

BETWEEN

PORTLAND
AND
QUEBEC
CANADA

Through Parlor Cars
between Portland and
Quebec each way
daily except Sunday
Via the Grand Scenery
of the

WHITE

MOUNTAIN

NOTCH

Railways of Southern Quebec

Volume II

by J. Derek Booth

A Railfare  Book

The Hereford Railway

The construction of the Canadian Pacific Railway's Short Line across southern Quebec provided the stimulus for several rather tardy and ill-starred local ventures into railway building. One such bucolic undertaking was the Hereford Railway. Chartered on June 23, 1887, as the Hereford Branch Railway, this company was empowered to construct a railway from a point on the Atlantic and North-West (CPR) in the Township of Eaton to the international boundary in Hereford Township within five miles of Hall's Stream and there connect with an American line.¹¹

The Hereford Branch Railway was intended to serve two main functions and these were clearly reflected in the composition of its first board of directors.

Included in this group were William Sawyer, merchant of the Township of Eaton, John McIntosh, merchant in the Township of Compton, Cyrus A. Bailey and Rufus H. Pope, farmers in the Township of Eaton, Alden Learned, inn-keeper in Eaton Township and F. Paquette, merchant in Hereford Township. Added to this group of businessmen was George Vandyke, a New Hampshire lumberman. The Hereford Branch Railway, it was confidently expected, would serve to both stimulate the local agricultural economy and hasten the spread of settlement in one of the more remote parts of the Eastern Townships as well as to provide an outlet for the variety of forest products which were to be found in the hitherto-unexploited forests lying on both sides of the international border.

On May 4, 1888, within eleven months of its incorporation, and perhaps because of the prospect of a junction with the Upper Coos Railroad at Beecher Falls, Vermont, and its elevation to international status with pretensions of trunk line grandeur, the "Branch" was deleted from the corporate title and the powers of the charter of the Hereford Railway expanded.¹² Authorization was obtained by the railway to build an extension from its junction with the Atlantic and North-West at Cookshire to a point on the Quebec Central Railway in Dudswell Township. This additional line would give the Hereford Railway access not only to the CPR Short Line to the east coast but also to a more direct route to Quebec City and with it the possibility of becoming yet another link between the Quebec and New England railway networks.

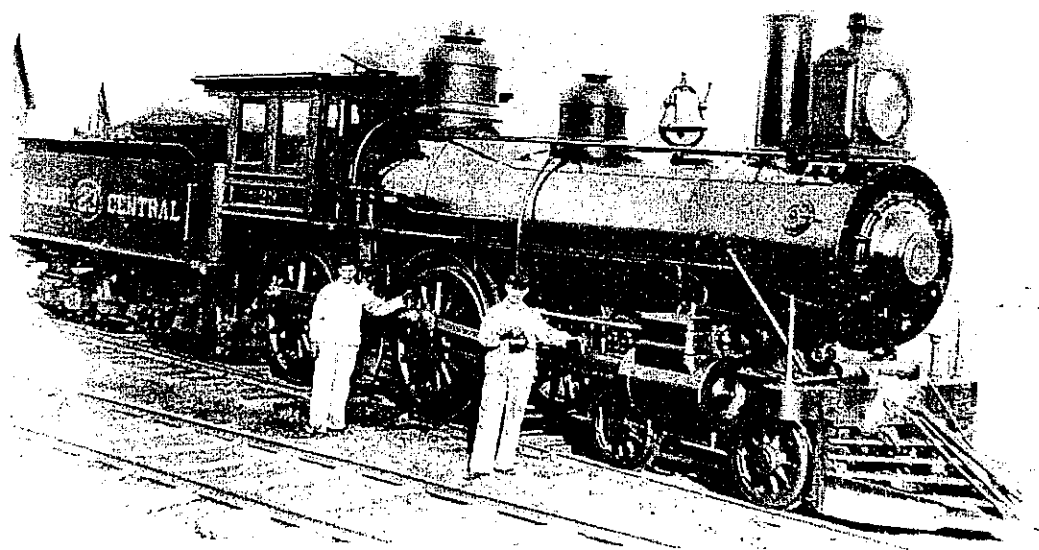
At this same time (May, 1888) the Hereford Railway was authorized to purchase or lease both the Quebec Central Railway and the railway of the Dominion Lime Company. The prospect of the newly-chartered and as-yet-incomplete Hereford Railway purchasing or leasing the QC, one of the more solvent and viable railways of the region, was slight. However, the Hereford did purchase the five-mile spur of the Dominion Lime Company running from a point in Dudswell Township on the Quebec Central to its limestone quarries and kilns at Lime Ridge.

The incorporation of the Dominion Lime Company on May 18, 1887¹³ was an example of the not-infrequent practice of the times of establishing a commercial enterprise with the inclusive rights to build such railway lines as were necessary to carry the company's product to market or to a railhead. As the name suggests, the primary function of the Dominion Lime Company was to manufacture and deal in lime, using limestone extracted from the company's quarries in Dudswell. However, the Dominion Lime Company could also build railways, either southward to a junction with the Quebec Central in Dudswell Township or northward to meet the Grand Trunk in the counties of Richmond or Arthabaska. Since the nearest point on the Grand Trunk was twenty-three miles as the crow flies, while the Quebec Central was only five miles distant from the quarries, it was in the latter direction that a spur was built in 1888 connecting with the Quebec Central near Bishop's Crossing. When the Hereford Railway sought to buy this spur, the Dominion Lime Company willingly gave up its dual character of manufacturer and carrier.

Construction of the Hereford Railway between Cookshire on the A&NW and Beecher Falls, terminus of the Upper Coos Railroad, was begun in 1888 and the line, not without incident, was completed between these two points on January 6, 1889¹⁴ (Figure 13). In 1889 the northward extension of the Hereford Railway from Cookshire across the St. Francis River to Dudswell Junction was opened and in the short space of just over two years, or half of the time allotted in its charter, the Hereford Railway had added fifty-four miles of international bridge line mileage to the railway network of southern Quebec. On May 1, 1890, only a year after its completion, the Hereford Railway along with the Dominion Lime Company spur, was leased by the Maine Central Railway Company, for nine hundred and ninety-nine years. This lease was cancelled on November 1, 1925, and on May 27, 1927, the Canadian Pacific Railway bought the line.

Below:

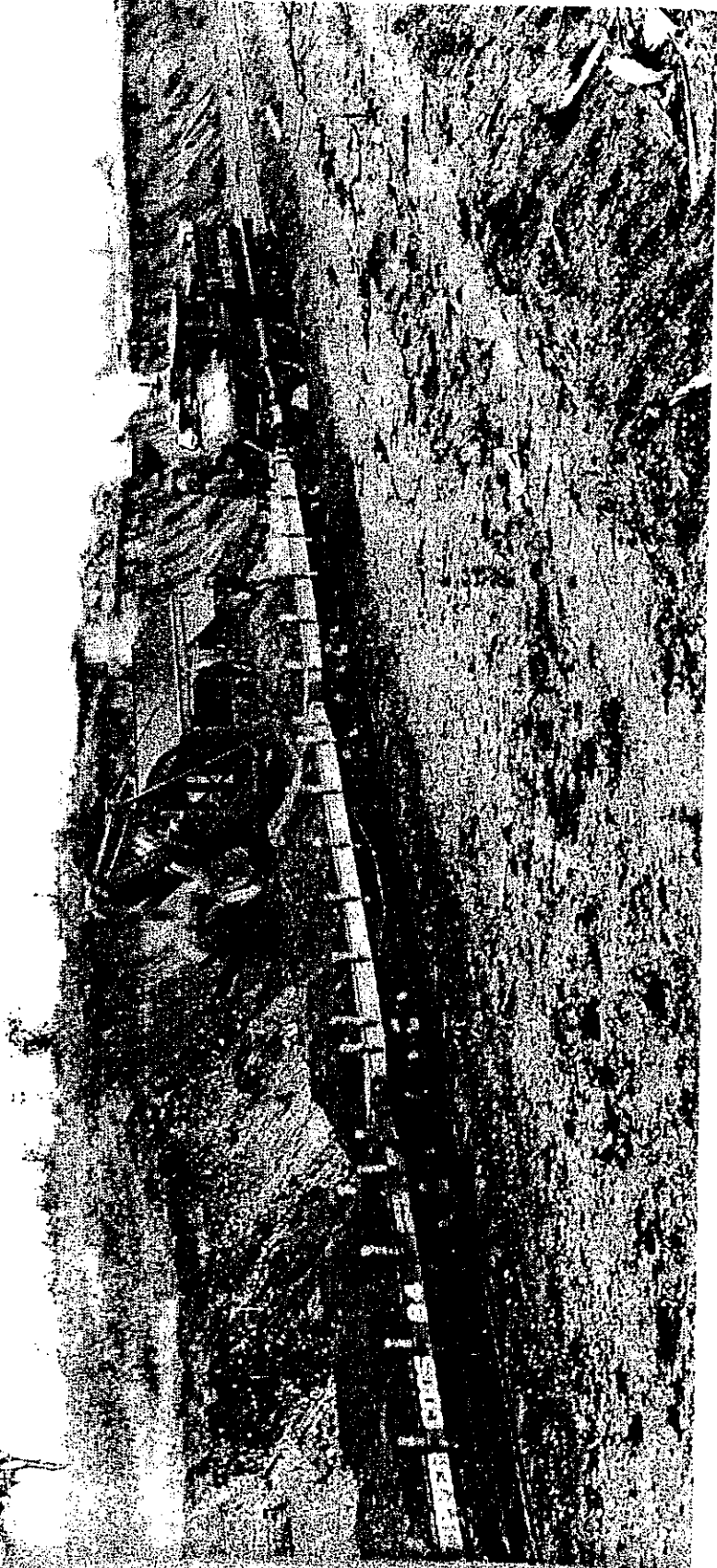
*Maine Central Railway locomotive second No. 23 (Portland 1892) at Lime Ridge, Quebec,
c1910.*
(CCHS Collection)



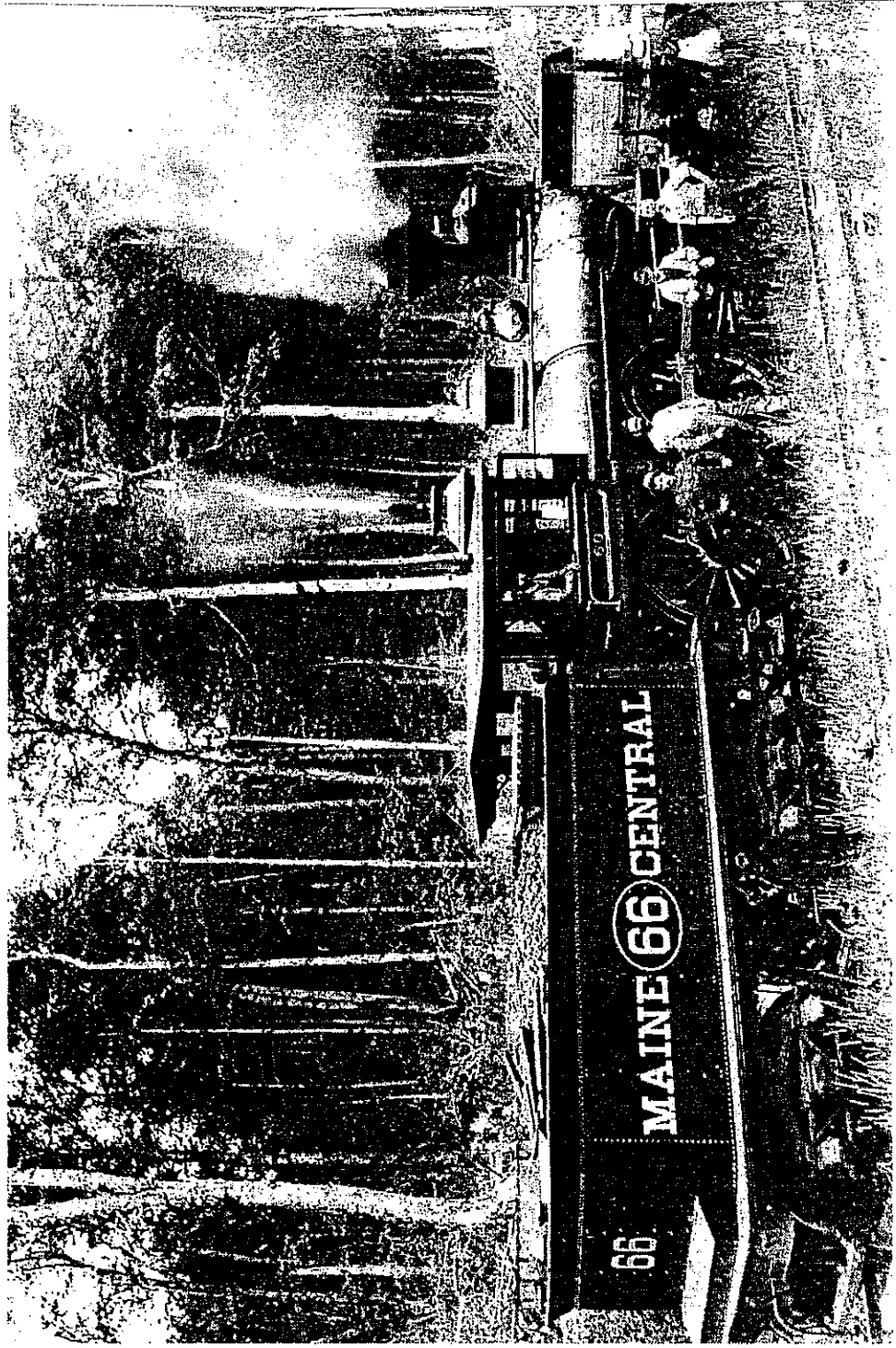
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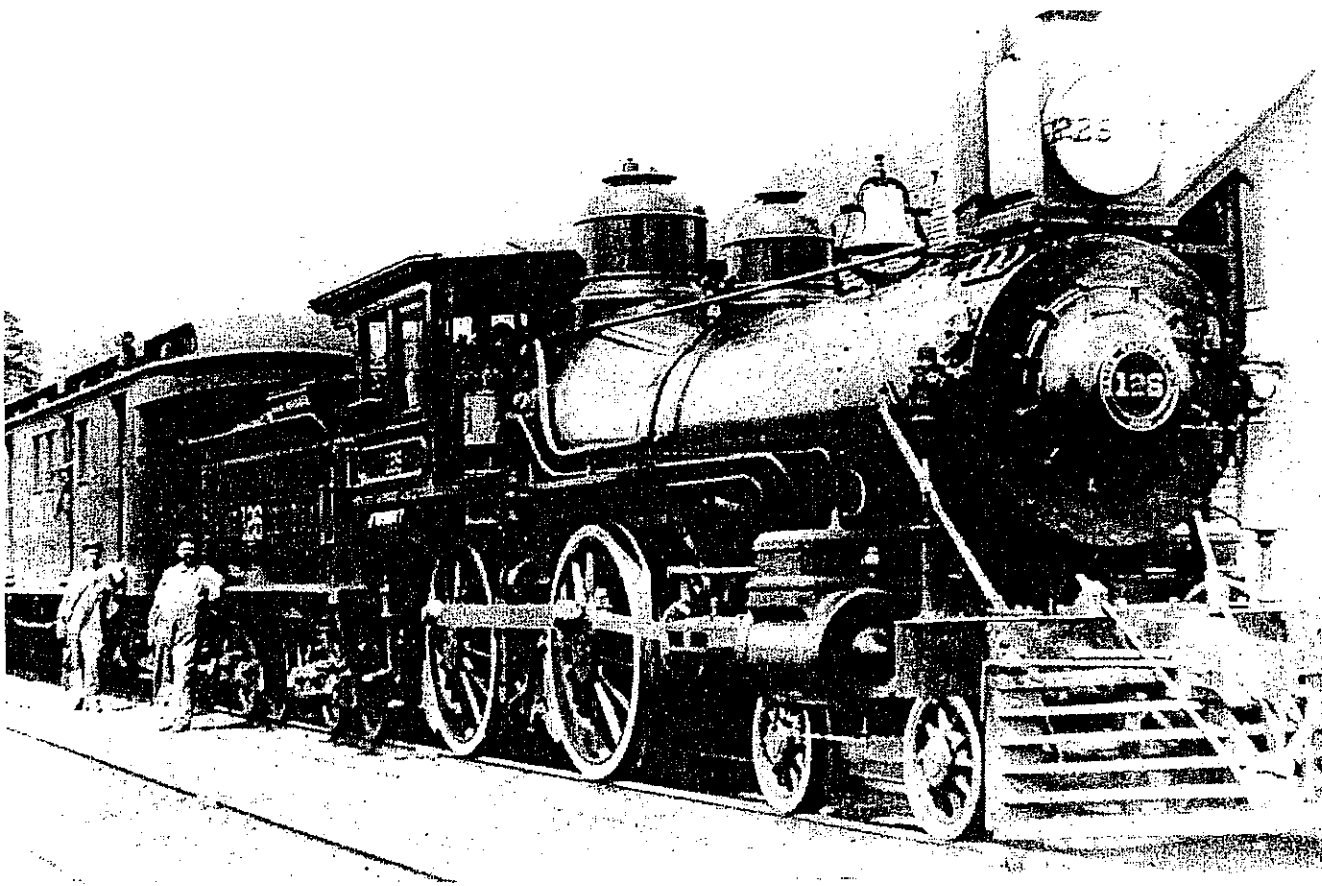
Loading ballast for construction work on the Hereford Railway c1888 with Maine Central Railroad locomotive No. 66 (Portland 1879) and Upper Coos Railroad rolling stock.

(Winder Collection)



Below:
Maine Central Railroad locomotive No. 66 (Portland 1879) on the Hereford Railway c1888.
(Winder Collection)

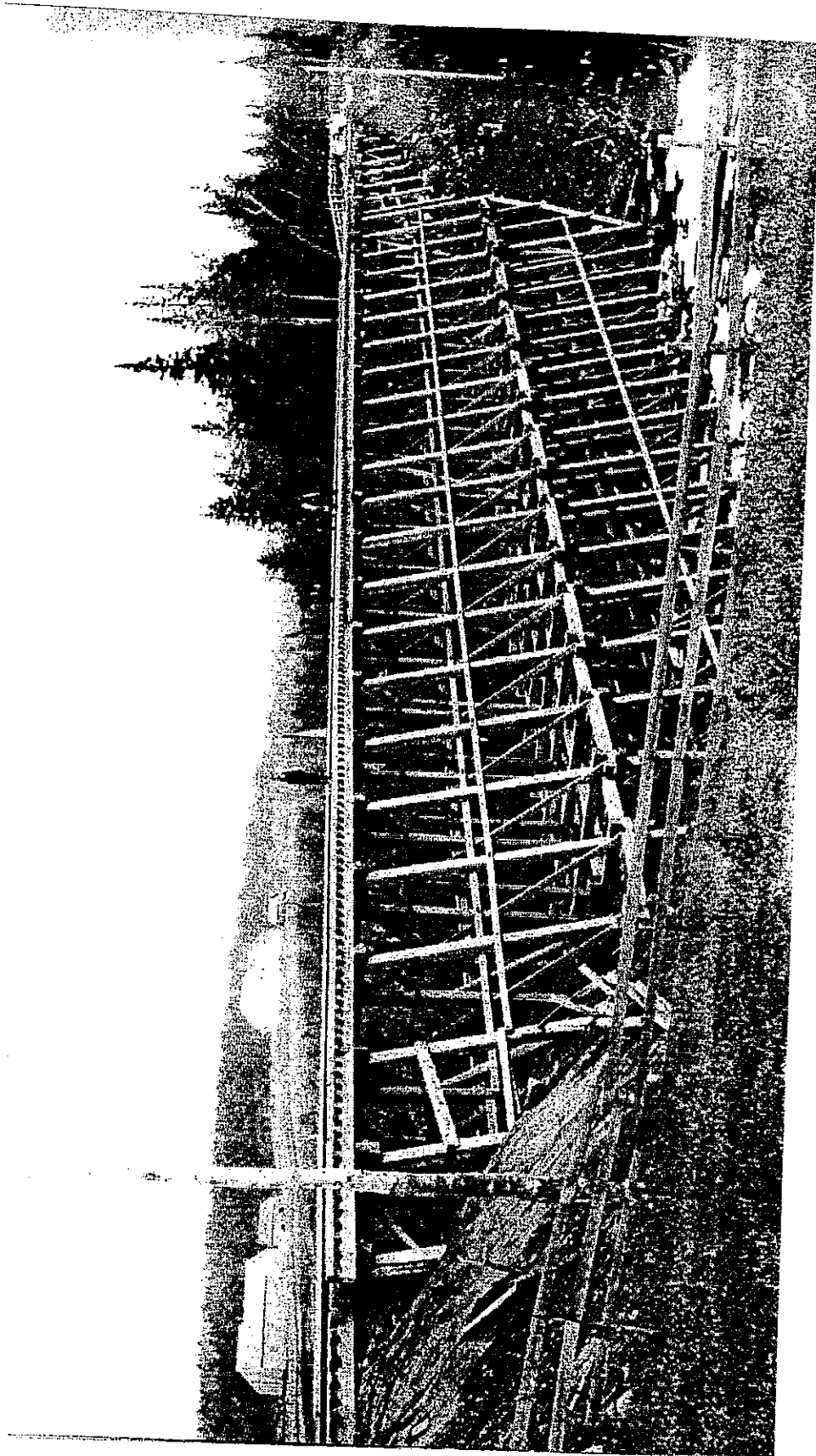




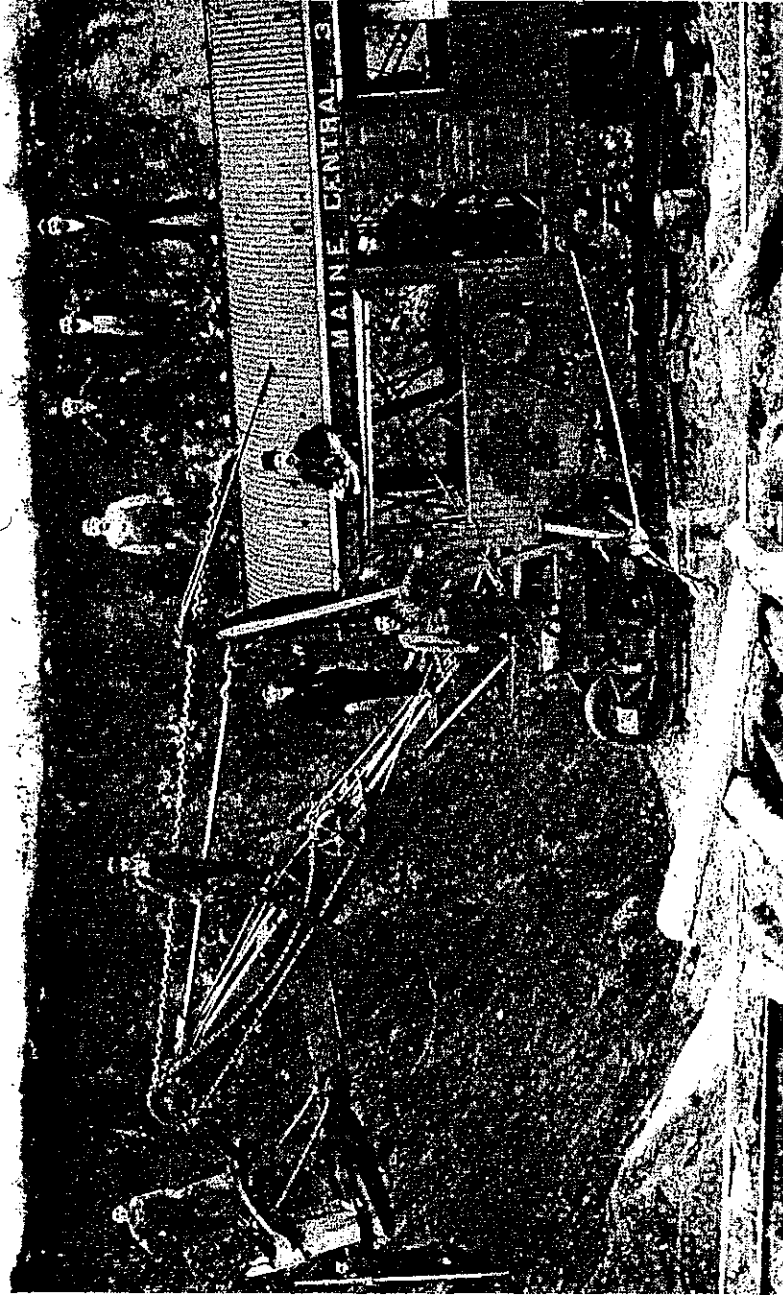
Above:

Maine Central Railway locomotive No. 126 (Rhode Island 1888) at Lime Ridge, Que., with a passenger train from Portland, Me., in 1900. This locomotive originally was Upper Coos & Hereford Ry. No. 2, Stewartstown.

(CCHS Collection)



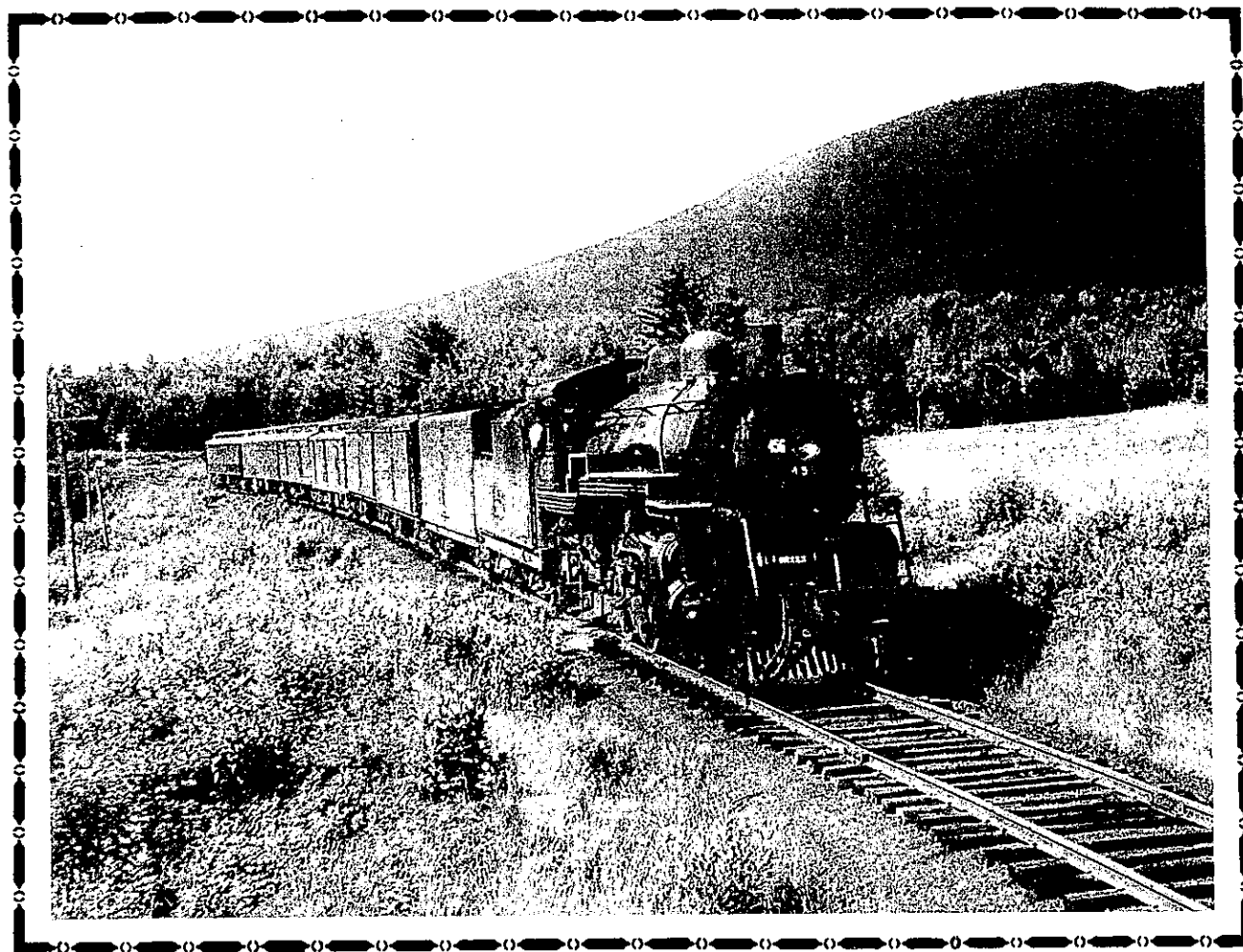
Above:
Wooden trestle of the Hereford Railway over Sawyer Brook near Sawyerville, Quebec soon after
its completion c1888.
(Winder Collection)



Above:
Maine Central Railroad steam shovel No. 3 on construction work for the Hereford Railway
c.1888.
(Winder Collection)

Maine Central RR

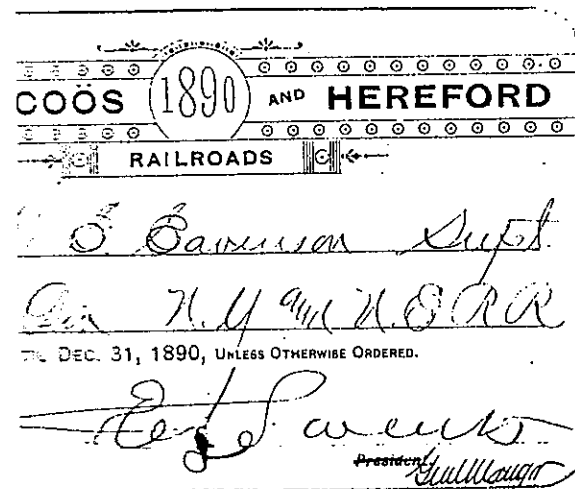
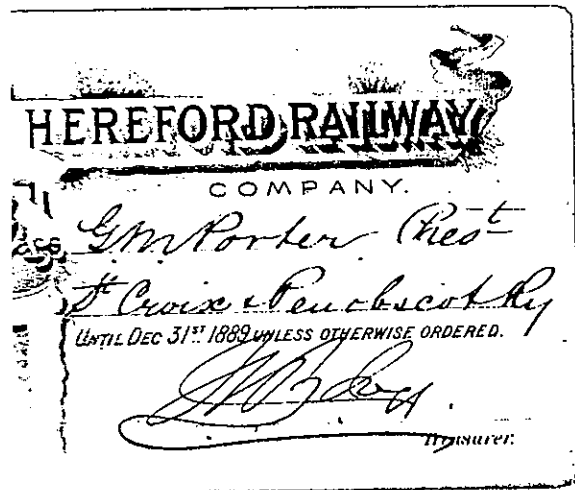
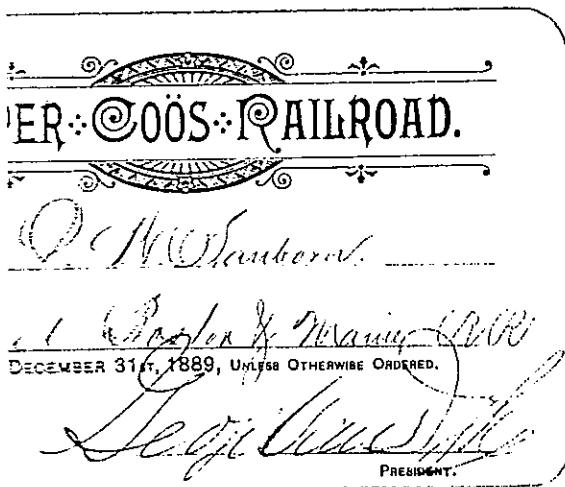
MOUNTAIN DIVISION



Train 163 with Pacific 456 charges through scenic pastureland at Carroll, N.H. on July 22, 1950.
Preston Johnson

28/500

Edited by Ron Johnson
Published by the 470 Railroad Club
Box 2468
South Portland, Maine 04106



All passes, Jim McFarlane collection

Quebec Division

The final major expansion of Maine Central's Mountain Division was in the direction of the Province of Quebec, Canada. A 108-mile branch began at Quebec Junction, N.H., 99.50 miles from Portland, and extended in a northerly direction through Coos (pronounced Cō-aws) County, New Hampshire and Essex County, Vermont to the Canadian Border at Beecher Falls, Vermont. The remaining 53 miles, located in the Province of Quebec, made connections with the Canadian Pacific Railway at Cookshire Junction and with the Quebec Central Railway at Dudswell Junction. Track ended at Lime Ridge Quarry, 208 miles from Portland.

The Quebec Division was made up of four different corporations, the Upper Coos Railroad (N.H.), the Upper Coos Railroad (Vt.), the Hereford Railway (Quebec) and the Coos Valley Railroad (Vt). Reference to the appended diagram will place these lines in the proper sequence.

The idea for these four railroads and the expressed need for them can be attributed to George Van Dyke, a lumberman of some renown in the upper Connecticut River valley. Van Dyke was born in a log cabin in Stanbridge, Quebec on February 21, 1846. His father was from Highgate, Vt., and his earlier ancestors were Dutch settlers who came to Kinderhook, N.Y. George was ill schooled and never owned shoes until he was 11 years old. He left home early in life and wound up as an axeman for David Beattie, a lumberman who owned Beattie's Gore, in Maine. When he was 14, Van Dyke worked as a river driver on the Androscoggin River.

In 1872, Van Dyke became a partner with Henry and Lewis Bowman, who operated a sawmill at Guildhall, Vermont. As his financial situation improved, Van Dyke purchased a timber lot in Hereford, Quebec, a deal that netted him \$10,000. In 1877, he joined Richard Peabody and Henry Merrill in a sawmill venture at McIndoes Falls, Vt. Van Dyke bought out his partners, enlarged the mill, put in a box and shook mill and enhanced his financial standing. Van Dyke became president of the Connecticut River Lumber Company.

Unable to use the rivers in the area for any appreciable time during the year to float logs from his stands of timber in Vermont and Quebec to his mills in Vermont and Massachusetts because of fluctuations in water level, Van Dyke sought and received charters to build railroads. Four such charters were necessary because Van Dyke's proposed railroad was to be located in New Hampshire, two separate parts of Vermont and the Province of Quebec, Canada.

The Coos Valley Railroad was incorporated in Vermont November 14, 1882 to build about 12 miles of railroad parallel to the west bank of the Connecticut River in the towns of Guildhall, Maidstone and Brunswick, Essex County, Vermont. The Upper Coos Railroad (N.H.) was incorporated August 28,

1883 to build Grand Trunk (originally Colebrook Border. In town of a Railroad (construct Canadian Hereford 1887.

The first was under 9, 1887. That year a Stratford Connecticut River town and into Beecher tember 15. was pushing and its way main

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Ten of the 58th rushed to Cookshire until the Hereford of the mill by promise sumed.

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1883 to build northerly from a connection with the Grand Trunk Railway at North Stratford, N.H. (originally called North Stratford Junction) through Colebrook and West Stewartstown to the Canadian Border. In order to pass through the only Vermont town of any size, Beecher Falls, the Upper Coos Railroad (Vt.) was incorporated July 28, 1888 to construct the 1.56 miles of line in that state. The Canadian portion of the chain of railroads was the Hereford Railway Company incorporated June 23, 1887.

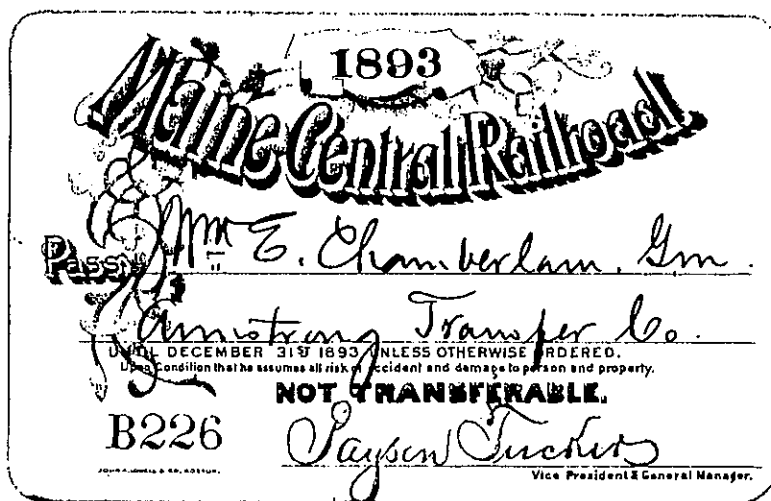
The first construction of this group of railroads was undertaken on the Upper Coos (N.H.) August 9, 1887. They reached Colebrook in November of that year and trains began operating between North Stratford and West Stewartstown (20.76 miles) on December 26, 1887. The following year the Connecticut River was bridged just north of West Stewartstown and the Upper Coos (Vt.) built the 1.56 miles into Beecher Falls. This extension was opened September 15, 1888. Meanwhile the Hereford Railway was pushing its line southward from Cookshire Jct. and its connection with the Canadian Pacific Railway main line to the Maritimes.

Construction progressed well until September 1888 when the contractors, Shirley, Corbett and Brennan, slipped away with \$25,000 in cash. They also left about \$30,000 in unpaid accounts and a crew that was not thrilled at the prospect of working without pay. Violence erupted. The hot tempered men from sunny Italy, strangers in this country who knew nothing of the laws and could not understand the language of the people, worked themselves into a high state of excitement. They finally went so far as to commence destroying property, throwing away quantities of small tools and pulling up a length of track. Their actions and threats became so alarming that the people called on the warden of the county for protection.

Ten companies of Her Majesty's Militia from the 58th Battalion Barracks at Bury, Que. were rushed to the scene to reinforce a troop of cavalry at Cookshire. The troops patrolled the railroad line until the threat of further violence subsided. The Hereford Railway Co. paid \$4,600 for the services of the militia and appeased the construction workers by promising to make up their pay. Construction resumed.

Despite an unusually rainy autumn, the last rail was spiked in place at a junction with the Upper Coos Railroad (Vt.) at Beecher Falls on January 6, 1889. Less than two weeks later, the first freight shipment, consisting of several carloads of lumber, was dispatched to the United States. From opening day to May 1, 1890 the Hereford Railway Co. was operated by the Upper Coos Railroad (N.H.).

The Hereford Railway was located entirely within the Province of Quebec except for an isolated .67 mile where alignment and grades favored crossing Hall's Stream into and out of New Hampshire. The



Jim McFarlane collection

location was known as Terrill's Cut. A local siding at MP 165.53 was provided for loading wood.

Between the road's opening and 1895, the Connecticut River Lumber Company (a Van Dyke enterprise) operated a logging railroad which connected to the Hereford at the north end of the New Hampshire trackage. The logging road ran northward up the U.S. side of Hall's Stream a half dozen or so miles to the northwestern corner of Pittsburg Township. Wood was shipped by rail to Arlin's siding, 2.5 miles north of Colebrook. At that point it was dumped into the Connecticut River and added to Van Dyke's log drives down river to Mt. Tom, Massachusetts.

It is interesting to note that the Hereford Railway's right of way through this tiny stretch of New Hampshire was furnished by the Connecticut River Lumber Company. One might speculate on the location of Hereford's right of way in this area if the railroad's promoter Van Dyke had not owned timberland in this part of New Hampshire.

In the summer of 1889, the Hereford Railway Co. built a 13-mile line north from Cookshire Junction to Dudswell Junction to connect with the Quebec Central Railway and a four-mile branch to Lime Ridge owned by Dominion Lime Company and opened in 1887. Hereford purchased the lime railroad and reconditioned it during the summer of 1889. The Quebec Central continued to receive most of the freight from the Lime Ridge branch, although an occasional car of lime moved south over the Hereford-Upper Coos connection to the paper mills at Groveton and Berlin, N.H.

A telegraph line was strung along the Hereford and regular passenger trains were inaugurated before the winter of 1889-90. Because the Hereford Railway had lived up to the terms of its charter by constructing its 53-mile railroad in slightly more than a year, it received certain subsidies from the Government of Quebec. About \$45,000 was withheld, however, to pay the claims against the con-

UPPER COÖS & HEREFORD ROADS.

TIME TABLE No. 7.

WINTER ARRANGEMENT.

IN EFFECT 12.01 A. M., MONDAY, FEBRUARY 24th, 1890.

SUBJECT TO CHANGE WITHOUT NOTICE.

Trains North.—Read down.						Eastern Standard Time.		Trains South.—Read up.					
No. 10	No. 8	No. 6	No. 4	No. 2		STATIONS.		No. 1	No. 3	No. 5	No. 7	No. 9	
U. S. & C. MAIL.	FREIGHT.	EXPRESS.	MIXED.	AM. MAIL.	MILES.			U. S. & C. MAIL.	FREIGHT.	EXPRESS.	MIXED.	CAN. MAIL.	
P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	
7 45	1 50	9 00			0	No. Stratford Junction, N. H.	77	6 45		1 30	5 45		
7 55	2 00	9 14			3	* Eaton's.	74	6 35		1 21	5 30		
7 57	2 04	9 20			5	* Columbia House.	72	6 31		1 17	5 22		
8 10	2 15	9 35			9	* Columbia Bridge.	68	6 20		1 05	5 04		
8 15	2 22	9 45			11	* Columbia Valley.	66	6 14		12 58	4 52		
8 20	2 25	9 50			13	Colebrook.	64	6 10		12 55	4 45		
8 34	2 40	10 14			19	* Piper Hill.	58	5 56		12 39	4 19		
8 40	2 47	10 22			21	W. Stewartstown.	56	5 50		12 33	4 09		
8 45	2 52	10 30			23	Arrive Beecher Falls.	54	5 45		12 28	4 00		
8 50			6 00			Leave Beecher Falls.	54	5 40					7 25
9 05			6 17		25	Leave * East Hereford.	49	5 27					7 05
9 07			6 21		29	" Gravel Pit Siding.	48	5 25					7 02
9 18			6 40		33	Paquetteville.	44	5 12					6 45
9 22			6 45		34	* Terrell's Cut Siding.	43	5 09					6 40
9 31			6 58		37	* Melvina.	40	5 02					6 27
9 37			7 05		39	* Auckland.	38	4 56					6 20
9 42			7 15		41	Saint Malo	36	4 50					6 10
9 54			7 32		45	" Doncaster Siding.	32	4 37					5 45
9 57			7 40		47	* Clifton.	30	4 32					5 35
10 12			8 00		52	Sawyerville.	25	4 18					5 05
10 22			8 12		54	* Eaton Corner.	23	4 10					4 55
10 35			8 30		58	Arrive Cookshire Junction.	19	4 00					4 40
10 40	5 00					Leave Cookshire Junction.	19	3 55	8 00				
11 04	5 32				67	* Brookbury.	10	3 31	7 10				
11 12	6 12				69	* St. Francis.	8	3 22	6 50				
11 17	6 25				72	Dudswell Junction.	5	3 17	6 35				
11 25	6 45				74	* Dominion.	3	3 07	6 20				
11 35	7 00				77	Line Ridge and Marbleton.	0	3 00	6 00				
P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	

Connections at North Stratford Junction with Grand Trunk Railway for all points East, West and South.

At Cookshire Junction with Canadian Pacific Railway for all points East and West and Maritime Provinces.

At Dudswell Junction with Quebec Central Railway for Quebec and Way Stations.

Stage connections at Colebrook for Diamond Pond, Dixville Notch and Errol Dam.

At West Stewartstown for Canaan and Averill Pond.

At Beecher Falls for Clarksville, Pittsburg and Connecticut Lake.

* Flag Stations. Stops for passengers only on signal.

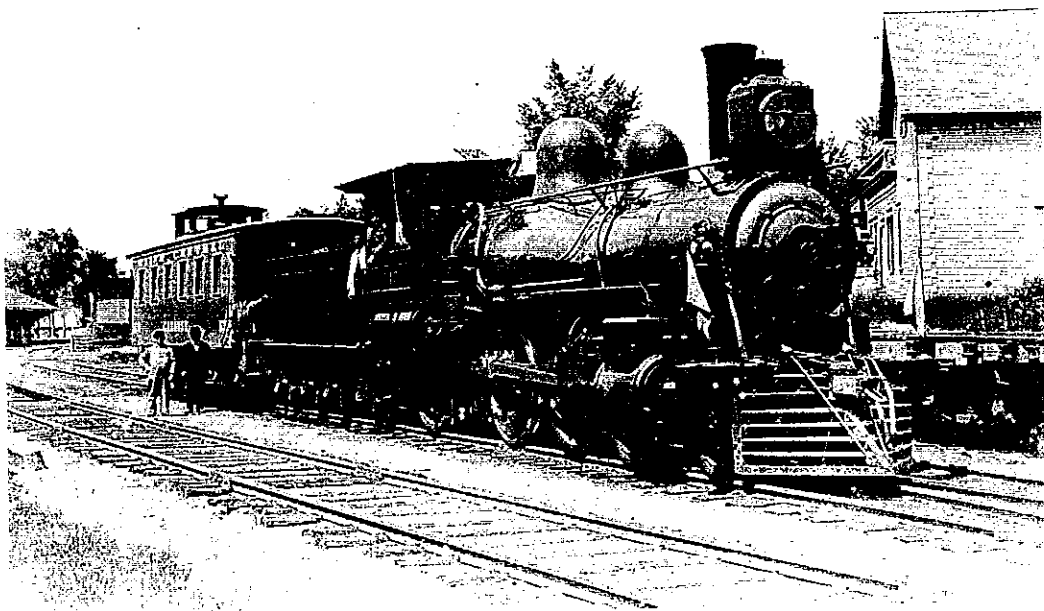
° Siding, not a station.

J. TWOHEY, Supt.

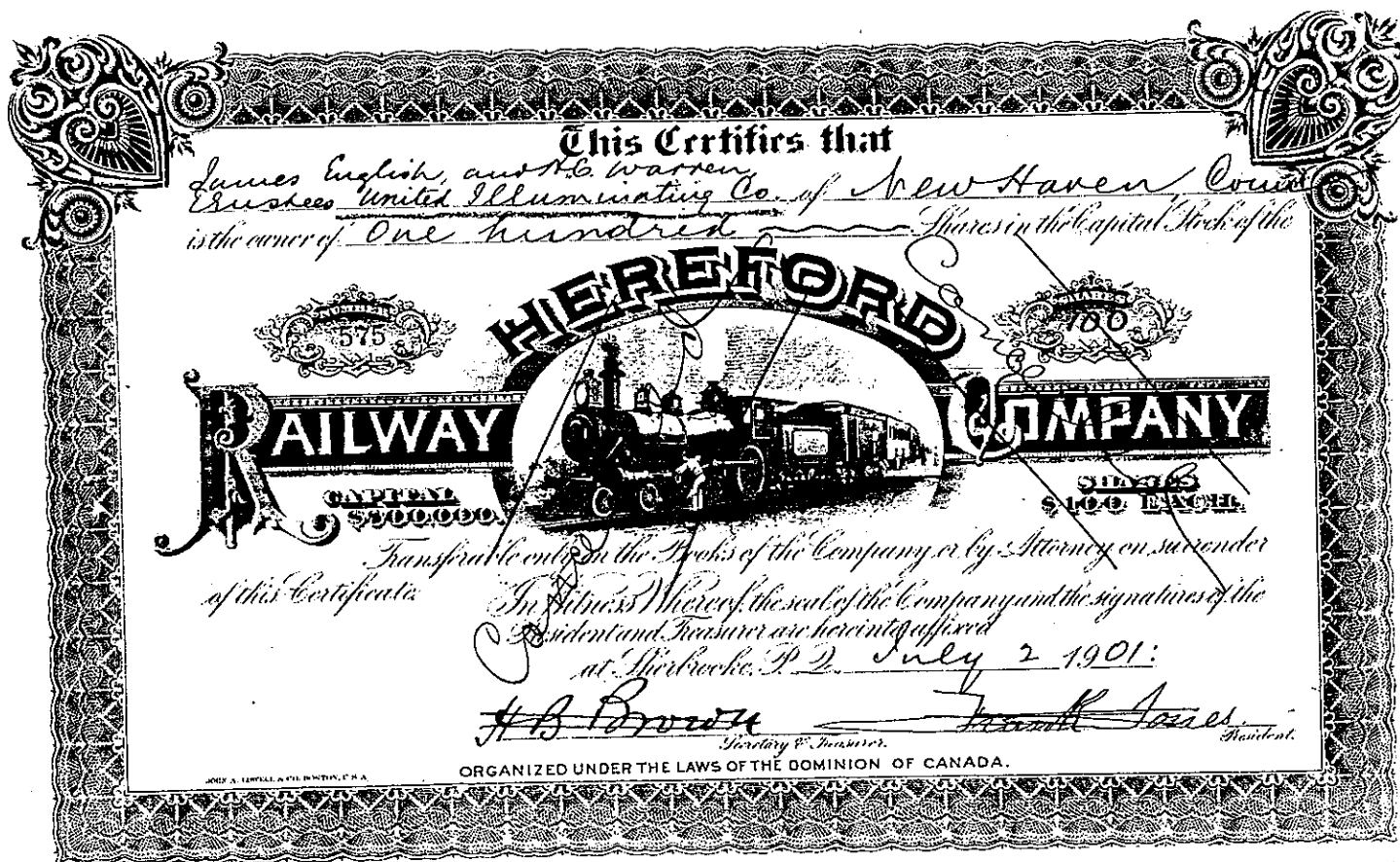
E. G. SWEATT, Gen'l Manager.

The News and Sentinel Steam Job Print, Colebrook, N. H.

J.E. Lancaster collection



Maine Central 4-6-0 140 and a caboose are on an extra train out of Lancaster, N.H. before 1900. Conductor, Billy Gleason is on the caboose steps and engineman, Al Harvey in the cab. W.N. Trecarten from the collections of Dave Albert and Arnold Wilder



tractors who had slipped away the previous year.

On May 1, 1890, the Upper Coos RR (N.H.) formally leased the Upper Coos RR (Vt.) and the Coos Valley RR (Vt.). On the same day, the Maine Central Railroad leased the Upper Coos RR (N.H.) for 999 years. On July 22, 1890 the Maine Central leased the Hereford Railway for 999 years effective May 1, 1890.

George Van Dyke was very active in the leasing of his railroads to the Maine Central. He was president of each of the three American lines and owned about 4% of the capital stock of the Hereford Railway. Later, Van Dyke moved to Boston. In 1897, one of his lumber drives took out one of the four spans of a Boston & Maine Railroad bridge at Windsor, Vt. A settlement was not reached until nine years after a suit had been filed. On August 8, 1909, after watching one of his crews sluice logs through a dam at Turners Falls, Mass. from a cliff across the river, Van Dyke and his driver started to leave. The driver lost control of the Stanley Steamer and both plunged 75 feet over the cliff to the rocks below. The driver died instantly and Van Dyke died later in the day of injuries he suffered.

These newly acquired lines first appeared in Maine Central employees timetable 10 dated June 29, 1890 and were designated as "Coos Division — North Stratford — Lime Ridge."

Maine Central immediately undertook construction of a 32.5-mile line to connect the new Coos Division with the Mountain Division. The first five miles south of North Stratford lay parallel to the Grand Trunk. At Masons, Maine Central crossed Grand Trunk at grade and continued south crossing the Connecticut River into Vermont, continuing down the west shore of the Connecticut River for 12.27 miles to a second crossing of the Connecticut back into New Hampshire. About 1.6 miles from the river the new railroad crossed the Lancaster-Groveton branch of the Concord & Montreal Railroad at grade (Coos Junction). After passing through Lancaster, Riverton, Baileys, Jefferson Junction (with the Whitefield & Jefferson branch of Concord & Montreal), the new Maine Central extension reached the Mountain Division at Quebec Junction. The portion of new line in New Hampshire was built under the charter of Upper Coos Railroad (N.H.) and the 12.27 miles in Vermont was under the charter of Coos Valley Railroad (Vt.). Construction money for the new extension was raised by selling \$350,000 worth of bonds secured by a first mortgage on the Upper Coos Railroad (N.H.) between North Stratford and Beecher Falls. A second bond issue was floated to the extent of \$347,000 secured by the new extension between North Stratford and Quebec Junction.

The new line was completed and opened for business February 27, 1891. Maine Central's system now comprised 821 miles of railroad, 217 of which were the Mountain and Coos Divisions.

H.W. Waldron was the first division superintendent appointed on October 12, 1890 with his office at North Stratford, N.H. When the road was opened to Quebec Junction, his office was then transferred to Lancaster, N.H. and the Quebec Jct.-Lime Ridge line was redesignated "Quebec Division." Waldron resigned on April 30, 1894 and George F. Black replaced him. Wellington Sprague, a former Portland division conductor, became division superintendent on April 20, 1896. Frank J. Runey was appointed the first train dispatcher at Lancaster on October 1, 1896 with responsibility for the division from Quebec Jct. to Lime Ridge, Que. under chief dispatcher E.A. Hall in Portland. With the appearance of the June 20, 1897 timetable, the "Quebec Division" designation was dropped.

A Mile by Mile Ride on the Mountain Division

Before proceeding with events in the early 1900's let us take a ride on the Mountain Division from Portland to St. Johnsbury, Vermont and then to Lime Ridge, Quebec. We will quote from a booklet called *The Crown of New England* issued by the Maine Central Public Relations Department in 1897 to show just what a spectacular trip it could be.

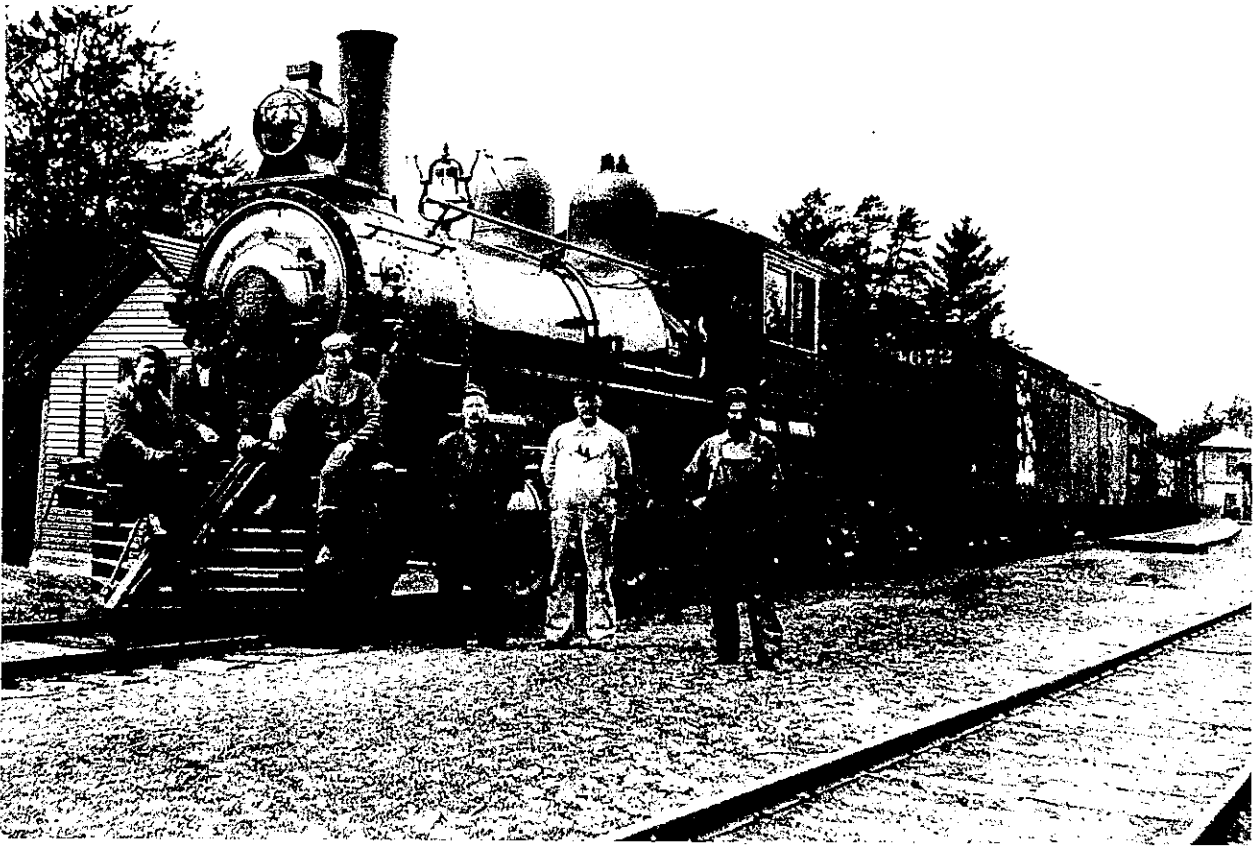
"Portland, the metropolis of the 'Summer State' of Maine, from its peninsula overlooks both those features of nature which are pre-eminently in the minds of men the symbols of power, freedom and grandeur — the mountains and the sea.

"Steaming from the station, the train first crosses one of the Portland-encircling arms of the sea, then on past the salt marshes of old Stroudwater to the Cumberland Mills on the Presumpscot, a part of Westbrook City, with its flourishing industries. The immense paper mills to the right produce fifty tons of high-grade paper per day.

"On through pine forest edged by dainty banks of fern, and past many picturesque dells, with the lazily flowing river a background for the picture, we reach Windham, the birthplace of the great war governor of Massachusetts, John A. Andrew, and the early home of Abba Goold Woolson.

"From Windham the Presumpscot is crossed into the historic old town of Gorham. In crossing the river the view embraces Gambo Falls, about which, during the allied French and Indian war, the red men encamped while engaged in the bloody forays upon the settlements of Gorham and Windham, and where the celebrated chief, Poland, was killed in battle. Here are the Oriental Powder Company's mills, one of the greatest manufacturers of explosives in the world, and from whence came the greater part of the gunpowder used by the United States army and navy during the War of the Rebellion.

"Passing the rural hamlet of White Rock, great in the extent of its dairy products, soon Sebago Lake appears. The territory covered by the waters of this lake is equal to one hundred square miles. From its clear depths the city of Portland draws its water



An eastbound pulpwood train with Mogul 232 and train crew pose for pictures at West Baldwin, Me. Russell F. Monroe collection

Quebec Division at its Zenith

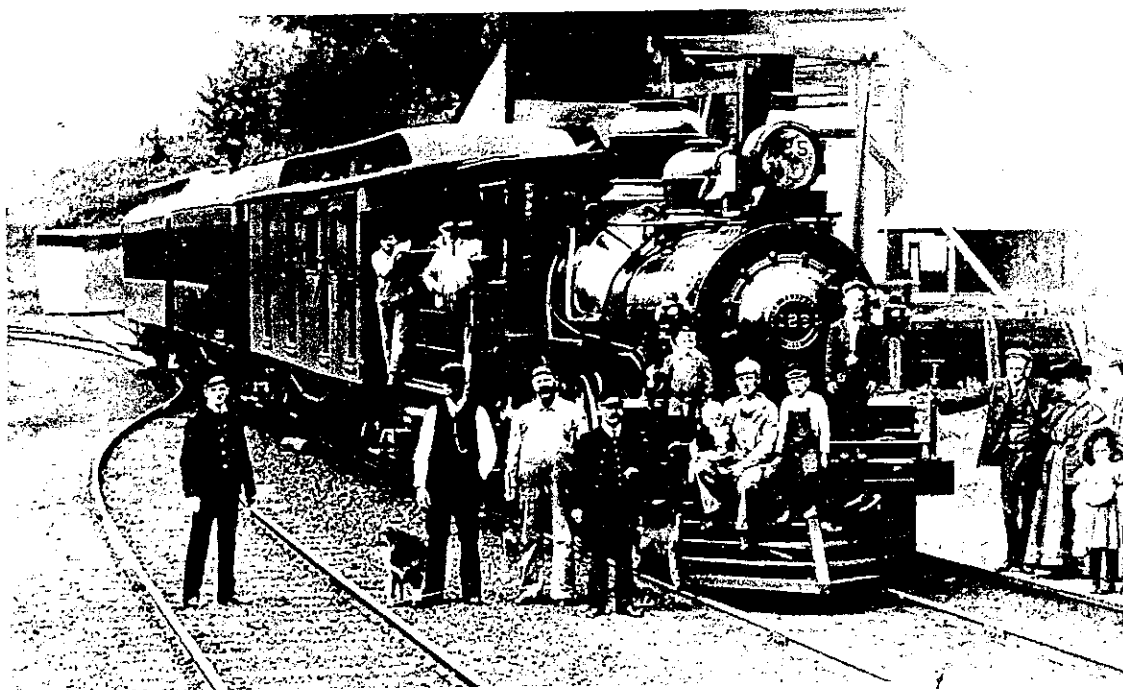
It might be well to describe in detail the physical layout of the Quebec Division as it existed in Canada. The Hereford Railway was built near the stands of timber owned by George Van Dyke. Starting from Beecher Falls, Vermont, the railroad crossed into Canada and closely followed the valley of Hall's Stream, a tributary of the budding Connecticut River. The line extended north to the so-called height of land at Summit Station where the waters flow north toward the St. Lawrence River. Hall's Stream is the International Boundary. The Hereford built across Hall's Stream for two-thirds of a mile in New Hampshire just north of Malvina and then back into Canada to avoid large grading costs. The line continued to climb to Malvina and Auckland and reached the summit just beyond. From this point, the track headed on a gradual downgrade to St. Malo. Passing a number of lumber camps, the line reached Clifton and Sawyerville, the site of sawmills and considerable freight business. The railroad continued down the Clifton River through Eaton Corner and shortly crossed the Eaton Corner trestle. This impressive wood pile structure was limited by the Maine Central to the smaller Class M locomotives, but even after the Maine Central used the supposed weakness of the trestle as a reason for abandoning the line, it continued to support Canadian Pacific 4-6-2's and later GP7 diesels. Un-

doubtedly the trestle was rebuilt by the CPR.

Cookshire had large woodworking mills and was a junction with the Canadian Pacific main line from Sherbrooke, Quebec, to Megantic and St. John, N.B. The two lines shared a station with the Maine Central's line continuing east after crossing the Canadian Pacific at an interlocked diamond. Spanning the Eaton River, the Maine Central's line traveled through Pope's and Brookbury, small lumbering communities, to Dudswell Junction, where a crossing at grade with the Quebec Central was made. From Dudswell Junction, the Maine Central used the former Dominion Lime Company's track into the community of Lime Ridge, the end of the line.

The nickname "Raspberry Branch" for the portion of the railroad in Canada came from an old Boston & Maine engineer who rode the line in the early 1900's. He observed shipments of the ripe fruit as they travelled over this railroad from the burned over stretches of Quebec woods to markets in cities of the eastern seaboard.

Passenger operation varied little on the Upper Coos and Hereford lines after the Maine Central took over. Winter service consisted of a through passenger train that ran each way between Lime Ridge and Quebec Jct. The eastbound train 225, met the westbound 224, at Colebrook. Each carried a mail-baggage-express car, a smoker and a conventional coach. In summer, the following service was typical:



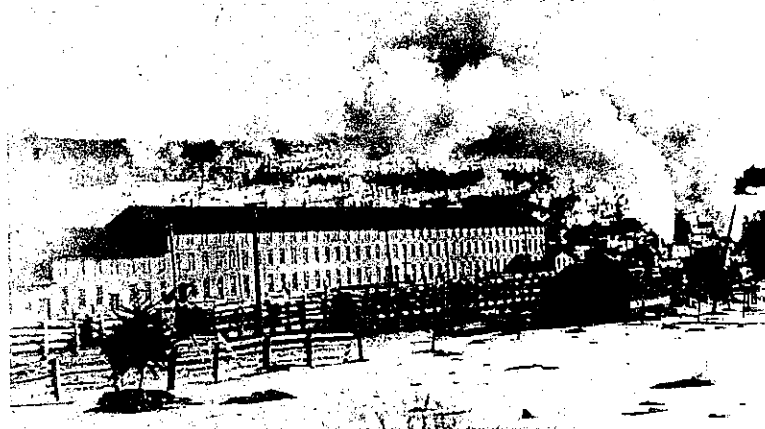
Note carefully this slice of turn of the century life at Lime Ridge, P.Q. Maine Central train 225 with 4-4-0 126 is the prop with engine-man, Philander Abbot and conductor Alphonse Bernier in the center. Also notice the three stall enginehouse and wedge plow in the background. *Arnold Wilder collection*

modities. Many tons of Canadian hay were shipped out to the States along with considerable supplies for logging operations.

During periods of heavy pulpwood business, extra freights were run from Beecher Falls to Cookshire and return, turning on a 55-foot table in the lower yards. Cookshire was at the bottom of the grade in either direction and time cards of the day limited Class M engines to about 500 tons. If there was more tonnage, which occurred many times, either another engine came from Beecher Falls to doublehead or they ran an extra. Considerable hardwood was shipped to the Ethan Allen furniture factory at Beecher Falls, with white birch and maple being the choice for this important customer.

The largest engines used were Maine Central's Class M's 221-228. Later the old Upper Coos & Hereford lines became the province of 246, 247 and 248, ex-Portland & Rumford Falls 2-6-0 locomotives.

One episode concerning the crew of the Beecher Falls mixed train has almost become legend in the area. It seems that one of the crew members, who was noted for being quite stingy, had purchased a new automobile and could be persuaded to take his friends for rides only if they would pay for the gasoline. On one of their return trips to Beecher Falls, they received orders to pick up an "Empty" gasoline tank car at Camp Four, located on the grade between St. Malo and Clifton. When the brakeman coupled to the tank car, he noted the slosh of fluid in the car, apparently gasoline which did not drain out while the car was on a grade. Relating his find to the friend with the car, the crew conspired to have free automobile rides in the days ahead. On arrival at Beecher Falls, clearing Customs without incident, the crew carefully moved the "Empty" tank car to a



A log train has arrived at Beecher Falls, Vt. from the north in 1910 with Maine Central engines 335 and 320 providing the power. *Beverley Historical Society*

choice spot in the farthest corner of the yard. After dark, and armed with 40-quart milk jugs, pails and other receptacles, the crew made their way to the car. They proceeded to drain a considerable amount of volatile gasoline into their containers, apparently forgetting to loosen the cover on top to vent the car of fumes. One of the crewmen ventured too close with his kerosene lantern to see how things were coming along, and Ba--ROOM!! The flame of the lantern ignited the fumes, with an explosion heard all over the surrounding countryside. The tank car was blown off the track and the community was in an uproar! The crew was discharged forthwith and a scorching bulletin appeared to warn others of any such malpractice.

The crossings with the Grand Trunk, owned by Canadian National, at Mason's, N.H., and the Canadian Pacific at Cookshire, P.Q. were controlled by interlocking signals. The signals at



The end of the line at Lime Ridge, P.Q. in 1909 finds train 225 ready to leave for its daily trip to Beecher Falls, Colebrook and Lancaster with 4-4-0 126 providing the head end power. *W.N. Trecarten from the collections of Dave Albert and Arnold Wilder*

Mason's were automatic, activated by the approach of a train of either road. In the early days, local east-bound trains of Maine Central and Grand Trunk both arrived at North Stratford about 6:30 A.M. After hastily finishing their business at the stations, which were close to each other, both trains raced eastward the 5.2 miles toward Mason's, in hopes of beating out the other. Since there was an approach signal in advance of the home signal at the diamond for both roads, the operation was not too risky. There were cheers and jeers, which came from the crews, as one train hit the circuit ahead of the other, with resultant brakeshoes spewing sparks for an impromptu stop by the second train, while the other sailed merrily over the crossing.

Coos Junction, a mile north of Lancaster, became a busy interchange point with the Boston & Maine's Groveton line. This spot was originally designated "C&M Junction" on Maine Central timetables and "Maine Central Transfer" on B & M timetables. Here Maine Central trains were made up for movements east, and were thoroughly inspected and tested. A Class M 2-6-0 was kept busy between this yard and other switching chores at Lancaster each day.

Passenger train crews on the Lime Ridge Line

put in a full day. A fairly typical winter schedule (effective September 14, 1925) ran as follows: Train 165 left Beecher Falls at 5:35 A.M. and connected with the Boston & Maine south at Coos Jct. It arrived at Lancaster at 7:18 A.M., laid over until 11:55 A.M. and then ran to Quebec Jct. to connect with train 154 (Portland-St. Johnsbury). It ran back to Lancaster as 224 at 12:48 P.M. and on to Lime Ridge, arriving at 5:28 P.M., all with one crew.

The following day, as train 225, the crew left Lime Ridge at 11:42 A.M. After connecting with train 163 (St. Johnsbury-Portland) at Quebec Jct. at 4:15 P.M., it traveled back to Lancaster as 166, arriving about 4:50 P.M. After a layover until 6:30 P.M. train 166 ran to Coos Jct. to again connect with the Boston & Maine and then continued on up along the Connecticut River to arrive at Beecher Falls about 8:10 P.M. When one considers that these same crews had to put away their train at night and make it up again in the morning, they put in quite a day. And do it they did, year after year. The summer schedules were much better since both trains operated from Fabyans to Lime Ridge. The morning and evening schedules were taken over by through trains to and from Boston via Intervale and from Portland.

One incident concerning trains 163 and 225 occurred when both these eastbound trains met at Quebec Jct. The considerable grade eastbound called for a full throttle on 4-6-0 404 in getting train 163 underway. After the train reached sufficient speed, the engineer brought the reverse lever back and prepared to ease the throttle off a bit. Try as he would, nothing availed as the throttle was stuck wide open. Being resourceful, the engineer made his Twin Mountain stop with the reverse lever back on center and reached Fabyans without incident. Train 225, with a Class L 4-4-0, was due to follow in ten minutes and duly arrived. Now the problem had to be faced of getting the combined trains up the hill to Crawford's from Fabyans with a stuck throttle and what to do about getting down the Notch with all those cars full of people. It was decided to double-head locomotive 195, off train 225, with engine 404 to Crawford's and let the 195 handle the train downgrade to Bartlett. The 404 was taken off at Crawford's and run light to Lancaster where repairs were made. The interesting comment of the crews in Bartlett when they saw 195 on the lead of such a heavy train, was that they couldn't believe that this small engine could possibly have so much power.

Both the Maine Central and Boston & Maine went to great lengths to provide the best in passenger rail service to meet the burgeoning demands of the affluent. A new dining car service began from Portland on June 20, 1910 on train 154 with the first car from Quebec the following day. The MEC arranged with the Pullman Company to supply electric lighted cars on May 13, 1911.

Trains to Lime Ridge, however, to the day that service was abandoned north of Beecher Falls, featured open end coaches with red or gold plush and straight backed seats. The consist of these two trains, 224 and 225, always contained, over the years in summer or in winter, a combination mail, baggage and express car, a coach smoker, all equipped with much ornamented kerosene lamps with white shades. In the summer season this train carried a parlor car from Portland via train 154 to Fabyans, to Quebec City, with the Quebec Central handling the service from Dudswell Jct. north. A full dining car operated between Portland and Colebrook that returned on trains 225 and 163 daily, except Sunday.

There were many other interesting passenger train operations during the teens. Starting on October 11, 1911 one could travel coast to coast on a Pullman tourist car which left Portland Wednesday mornings for St. Johnsbury. At this point the car was transferred to the St. Johnsbury & Lake Champlain train to East Swanton where the Central Vermont handled it to St. John, P.Q. Then it moved over the Grand Trunk to Suspension Bridge, New York Central to Buffalo and the Nickel Plate to Chicago. At Chicago the car was taken to the Santa Fe depot where it connected with other tourist cars.

Moving via the Santa Fe's *Fast Mail*, the car finally arrived at Stockton and San Francisco, California on the following Monday. The cost from Portland came to \$52.15.

Boston & Maine Operations

The Boston & Maine ran an interesting variety of passenger trains during the summer months of the teens and 20's over the Mountain Division. Starting on June 28, 1909 the B & M ran a *White Mountains Day Limited* vestibule parlor with a Pullman observation car and a Pullman diner from New

(cont. on p. 89)

MAINE CENTRAL RAILROAD.

MOUNTAIN DIVISION.

TIME TABLE No. 14

TAKES EFFECT AT 12.01 A. M.

MONDAY, JUNE 21, 1915

SUPERSEDING TIME TABLE No. 13

AND ALL SUPPLEMENTS THERETO

For the reader's benefit a representative example of an employees timetable has been included to show the height of service on the Mountain Division during the summer of 1915. *Jim McFarlane collection*

EASTBOUND TRAINS—FIRST CLASS.						THIRD CLASS.						7	
Miles from Lime Ridge	STATIONS.	157		225		165	379		377		371		375
		Ex. Sun.		Ex. Sun.		Ex. Sun.	Ex. Sun.		Ex. Sun.		Ex. Sun.		Ex. Sun.
		A. M.		P. M.		P. M.	A. M.		P. M.		A. M.		P. M.
0.0	Lime Ridge	W-D		12.01							11.05		
1.9	Dominion			f 12.05							f 11.10		
3.2	Lathrop's			f 12.08							f 11.14		
4.2	Dudswell Junction	D		s 12.10							s 11.80		
6.3	Beckwith's			s 12.28							11.35		
9.2	Brookbury			12.32							f 11.42		
10.6	Stoketon			12.34							f 11.55		
14.2	Pope's			12.41							f 12.05		
17.8	Cookshire Junction	W-D		s 12.49 ⁸⁷¹							s 12.15 ⁸⁷¹		
21.2	Eaton Corner			12.57							s 1.15		
24.0	Sawyer'sville	W-D		s 1.04							s 1.40		
29.2	Clifton	D		f 1.14							s 2.00		
30.9	Saint Isidore			c 1.19							s 2.10		
33.4	Camp Four			1.24							f 2.20		
35.0	Saint Malo	D		f 1.29							s 2.30		
36.4	Summit			1.34							2.35		
37.2	Auckland	W		1.36							f 2.40		
38.8	Malvina			c 1.39							s 2.47		
41.1	Upper Dam			1.43							2.54		
44.6	Paquetteville	D		s 1.50							s 3.04 ²²⁴		
48.6	Hall's Stream—East Hereford	D		f 1.58							s 3.38		
52.8	Hereford—Comins Mill			s 2.05							s 3.47		
53.1	Beecher Falls	W-D	5.45	s 2.14		5.00			1.30		3.55		
54.8	West Stewartstown	D	s 5.51	s 2.19		s 5.06			s 1.40				
57.0	Piper Hill		5.55	2.23		f 5.11			1.47				
60.4	Arlin's		6.01	2.29		6.17			1.57				
62.9	Colebrook	D	s 6.09	s 2.36 ²²⁴		s 5.24			s 2.05 ²²⁴				
66.6	Columbia Bridge		f 6.15	2.44		f 5.30			f 2.55				
69.3	Cone's		f 6.20	2.49		f 5.36			f 3.03				
71.9	George's		f 6.25	2.53		f 5.42 ¹⁶⁰			f 3.13				
75.6	North Stratford Junction	W-D	s 6.31	s 3.00		s 5.54			s 3.25				
80.7	Mason's		f 6.42	3.09		f 6.08			3.40				
81.0	Fltche's		6.43	3.10		0.05			3.57				
83.6	Maldstone	W	f 6.48	f 3.14		f 6.10			4.05				
87.5	Stevens'		f 6.55	3.21		f 6.16			4.17				
90.1	Gulldhall	D	s 7.01	f 3.27		s 6.21			f 4.25				
95.1	Coos Junction	D	s 7.10	s 3.37		s 6.30			s 4.40 ¹⁶⁰				
96.2	Lancaster	W-N	s 7.15	s 3.40		s 6.34	5.35		5.05				6.55-
99.9	Riverton	D	f 7.28	3.45		f 6.42	f 5.43						f 7.20 ²⁴⁰
103.2	Bailey's		f 7.35	3.54		f 6.48	f 5.49 ²⁷⁰						f 7.35
105.7	Jefferson Junction	D	s 7.41	s 4.06		s 6.54	s 5.55						f 7.45
108.1	Quebec Junction	D	s 7.52	s 4.12		s 6.59 ²⁸⁰	s 6.00						s 7.55
			A. M.	P. M.		P. M.	A. M.		P. M.		P. M.		P. M.

WESTBOUND TRAINS ARE SUPERIOR TO EASTBOUND TRAINS OF THE SAME CLASS.

No. 379 mixed, Passenger and Freight, between Lancaster and Quebec Jct.

No. 371 mixed, Passenger and Freight, between Lime Ridge and Beecher Falls.

No. 224 will take siding for No. 225.

No. 379 will take siding for No. 376.

Exceptions to General Rule No. 87 — { No. 225 has right over No. 160 Beecher Falls to Fabyans.
No. 379 has right over No. 376 Lancaster to Quebec Junction.

For references, see page 8

WESTBOUND TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	150	224	160	376	370	378	380
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.
99.6		Quebec Junction	D s 8.56	s 1.01	s 4.27	s 5.16			P. M. 6.59 ¹⁶⁵
101.9	W. 21	Jefferson Junction	D s 9.01	s 1.07	s 4.32	f 5.30			f 7.05
104.4	10	Bailey's	f 9.07	c 1.13	f 4.37	f 5.49 ¹⁷⁰			f 7.10
107.7	E. 9	Riverton	D f 9.13	c 1.19	f 4.44	f 5.59			f 7.20 ¹⁷⁵
111.4		Lancaster	W-N s 9.21	s 1.26	s 4.52	6.16		8.00	7.30
112.6	E. 22	Coos Junction	D s 9.25	s 1.35	s 5.03 ¹⁷⁷			s 8.15	
117.5	27	Gulldhall	D f 9.34	1.44	s 5.18			s 8.30	
120.1		Stevens'	f 9.39	1.49	f 5.18			f 8.40	
124.0	W. 25	Maldstone	W f 9.46	1.55	f 5.25			s 8.52	
126.0	41	Fitch's	f 9.50	2.03	5.28			8.58	
126.9		Mason's	f 9.52	2.05	f 5.30			f 9.02	
132.0	E. 32 E. 15 W. 30	North Stratford Junction	W-D s 10.02 ¹⁷⁸	s 2.15	s 5.40			s 10.07 ¹⁸⁰	
135.7	E. 18	Georges	f 10.09	2.21	f 5.47 ¹⁸⁵			f 10.10	
138.3	W. 9	Cone's	f 10.14	2.25	f 5.52			f 10.27	
141.0	E. 39	Columbia Bridge	f 10.19	2.30	f 5.57			f 10.37	
144.7	E. 30 W. 21	Colebrook	D s 10.26	s 2.36 ¹⁸⁰	s 6.08			s 11.25	
147.2	12	Arlin's	10.31	2.47	6.13			11.32	
150.6		Piper Hill	f 10.36	2.52	f 6.19			11.40	
152.8	W. 23	West Stewartstown	D s 10.42	s 2.58	s 6.25			s 12.22	
154.6		Beecher Falls	W-D 10.48	s 3.02	6.31		7.00	12.30	
154.8	W. 46	Hereford—Comins Mill		s 3.12			s 7.05		
159.0		Hall's Stream—East Hereford	D	f 3.20			s 7.15		
163.0	31	Paquetteville	D	f 3.28 ¹⁷¹			s 7.25		
166.6		Upper Dam		3.33			7.35		
168.8		Malvina		c 3.37			s 7.45		
170.4		Auckland	W	3.40			f 7.50		
171.2	22	Summit		3.42			7.53		
172.6	20	Saint Malo	D	f 3.40			s 8.00		
174.2	24	Camp Four		3.49			f 8.05		
170.7		St. Isidore		f 3.54			s 8.12		
178.4	20	Clifton	D	f 3.57			s 8.17		
183.0	E. 26	Sawyer'sville	W-D	s 4.08			s 8.35		
180.4	12	Eaton Corner		c 4.13			s 8.43		
190.3		Cookshire Junction	W-D	s 4.22			s 9.05		
193.4		Pope's		4.28			f 9.15		
197.0	25	Stoketon		f 4.34			f 9.25		
198.4	12	Brookbury		c 4.37			f 9.30		
201.3		Beckwith's		4.41			9.30		
203.4	E. 35	Dudawell Junction	D	s 4.45			s 9.50		
204.4		Lathrop's		f 5.03			f 9.55		
206.7		Dominion		f 5.06			f 10.00		
207.6		Lime Ridge	W-D	5.10			10.05		
			A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.

WESTBOUND TRAINS ARE SUPERIOR TO EASTBOUND TRAINS OF THE SAME CLASS.

No. 370 mixed, Passenger and Freight, between Beecher Falls and Lime Ridge.

No. 380 mixed, Passenger and Freight, between Quebec Jct. and Lancaster.

No. 224 will take siding for No. 225.

No. 379 will take siding for No. 376.

Exceptions to General Rule No. 87— { No. 225 has right over No. 160 Beecher Falls to Fabyans.
No. 379 has right over No. 376 Lancaster to Quebec Junction.

For references, see page 8.

bruises, but returned to work soon after.

During the summer of 1915, Bartlett's two main line tracks in front of the station saw considerable traffic as 16 passenger trains passed through the town daily except Sunday. This did not include scheduled and extra freights, which helped to keep the track polished. In addition to the railroad trackside telegraph wire, a telephone line ran from Bartlett station to the roundhouse, Willey House, the Mt. Willard Dwelling House and Crawford Notch depot.

With engine changes, helpers and other switching to add to the confusion, it is small wonder that Bartlett had its fair share of trouble. The 1200 series Mallets were involved in some of these incidents. On November 26, 1922 engine 1201, on train 375, ran into engines 375 and 372 breaking the pilot on 371 and cracking the end of the frame on the Mallet. A similar accident happened on October 8, 1924 when Mallet 1203 backed into the side of engine 108 while switching, and derailed the tender of the Mallet.

One of the most serious accidents on the Mountain Subdivision in the 1920's which ended in tragedy happened on Sunday, July 3, 1927. Engine 505, that was helping an extra freight from Bartlett to Crawfords, blew up a short distance from the Willey House on account of low water on the crown sheet. The locomotive was positioned several cars from the head end of the train when it exploded. The Class W jumped up and to one side, landing on the telegraph wires. The tender remained on the track and the car to which it was attached did not derail. However, engineman Bob Morse and fireman Clemons were both killed in the accident. Clemons had survived a terrible train runaway and wreck near the Willey House nine years earlier. Persons in the Mt. Willard dwelling heard a sound like a clap of thunder and saw a huge column of steam rising in the air down the track.

Beecher Falls to Lime Ridge Given Up. Mountain Division Consolidated

During the early 1920's the old Quebec Division's fortunes took a turn for the worse. Lumber traffic dropped as the forests were cut off near the railroad and there was little business available to take up the slack. Improved roads attracted people to the automobiles, taking them off the passenger trains. Further worsening the situation, the Canadian government imposed customs charges on all maintenance of way equipment dispatched north of Beecher Falls that remained in Canada for more than 48 hours.

In 1923, the Joint New England Railroad Commission reported that all was not well for the Maine Central's Quebec Division.

"The Maine Central Railroad has many branches, the longest of which extends from Portland through the White Mountains to Lime Ridge. Traffic, both freight and passenger, over most of these branches, is light.



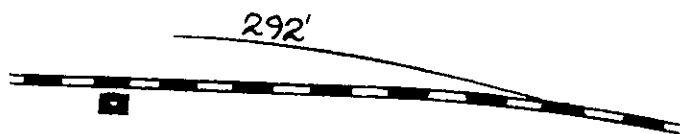
Locomotive 380 found itself in an embarrassing position after derailling west of Bemis grade crossing in August 1922
Raymond Evans collection

In fact, a characteristic feature and great handicap of the Maine Central is its high percentage of unprofitable branch lines."

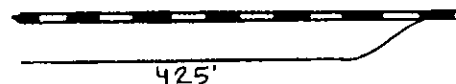
Apparently the Maine Central officials took the commission's report at face value. Stockholders met on April 15, 1925 and voted to acquire the capital stock of the Hereford Railway Co., underlying owner of the Beecher Falls branch in Canada. The railroad paid \$60 per share for 7,742 shares of Hereford Railway Co.'s outstanding stock. The MEC stockholders also applied to the ICC to abandon operation over the 0.67 of a mile of the Hereford Railway Co. located in New Hampshire. On May 1, 1925, the ICC approved Maine Central's acquisition of the Hereford Railway Co. The regulatory agency also authorized the MEC to abandon Hereford trackage in New Hampshire.

In September, Maine Central announced that it was cancelling the Hereford Railway lease October 31, 1925 and service in Canada would cease on that date. A train picked up an assortment of switch lamps, sectionmen's tools and handcars on the last run down from Dudswell Jct. and the Raspberry Branch was no more.

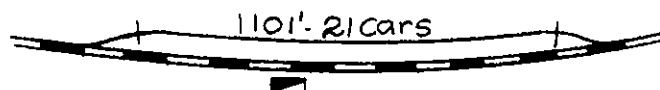
With this belt tightening move the Mountain Division was consolidated into the Portland Division in November 1925. The lines west of Portland became the Mountain Subdivision. This move closed the operating headquarters and shops at Lancaster thus reducing it to a mere station stop. All office personnel, train dispatchers and others were transferred to Portland. Mr. William A. Wheeler was the final superintendent to oversee the Mountain Division at Lancaster from January 1, 1925 to October 31, 1925. He then became assistant superintendent of the Portland Division on November 1, 1925 under Frank Runey who was the division head.



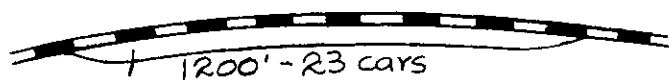
Auckland
170.4



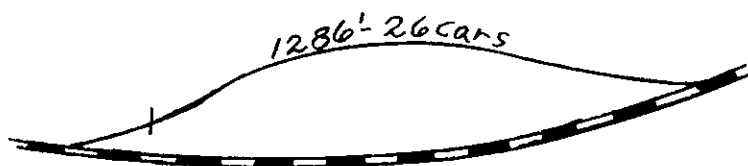
Heath's 170.5



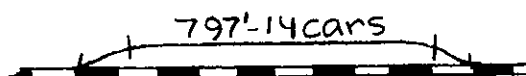
Saint Malo
172.6



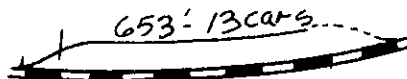
Summit
171.3



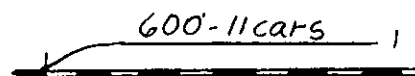
Camp Four
174.8



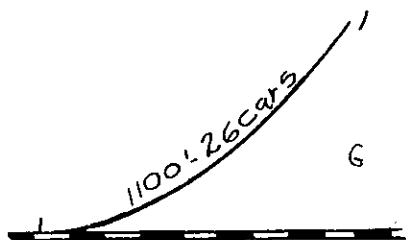
Duplains
173.2



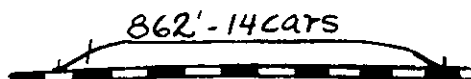
Camp Three
176.7



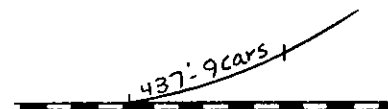
Lusk
177.9



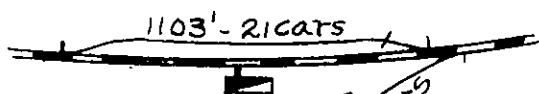
(Doncaster siding)
St. Isidore
176.5



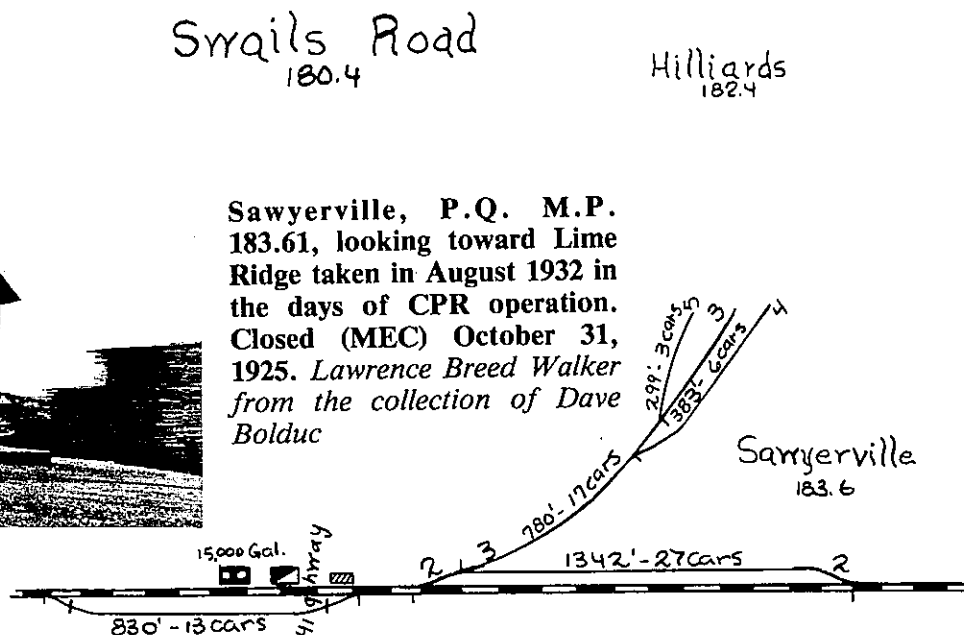
Swaile Road
180.4



Hilliards
182.4



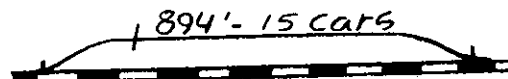
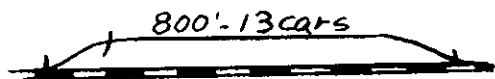
Clifton
178.4



Sawyerville
183.6

Sawyerville, P.Q. M.P.
183.61, looking toward Lime
Ridge taken in August 1932 in
the days of CPR operation.
Closed (MEC) October 31,
1925. Lawrence Breed Walker
from the collection of Dave
Bolduc



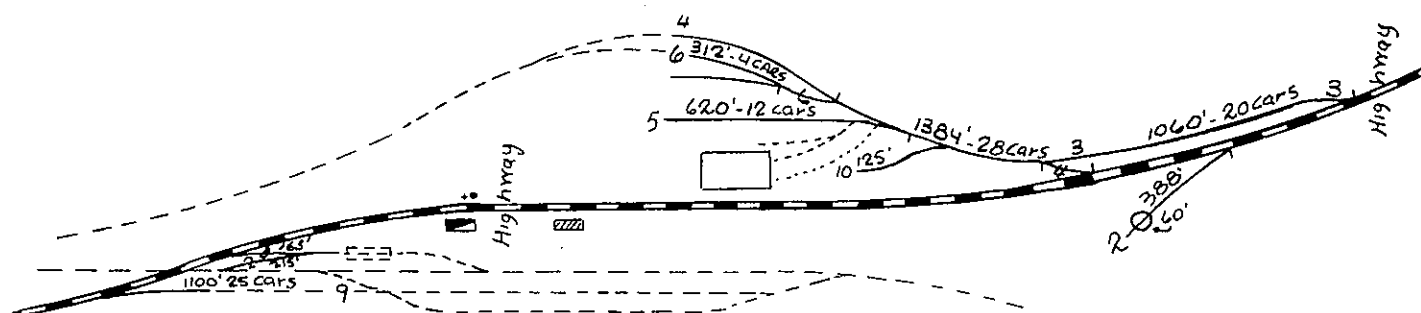


Eaton Corner
186.4

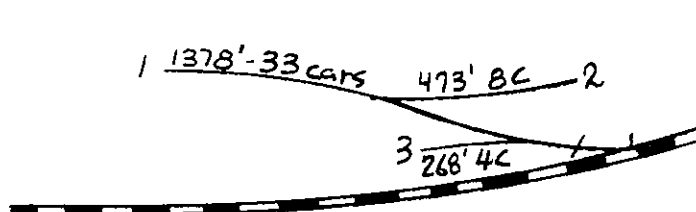
Slab City
189.1



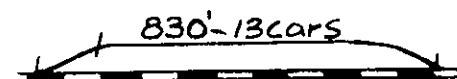
Cookshire Jct., M.P. 190.32, was joint with the Canadian Pacific from May 1, 1891. The Maine Central track ran behind this station. The CP diamond and interchange tracks were to the viewer's left and the MEC's track to Portland to the viewer's right. *Arnold Wilder collection*



Cookshire Junc.
190.3



Popes Pit
193.4



Bury Line
195.7

1314' - 26cars

798' 13cars

1627'

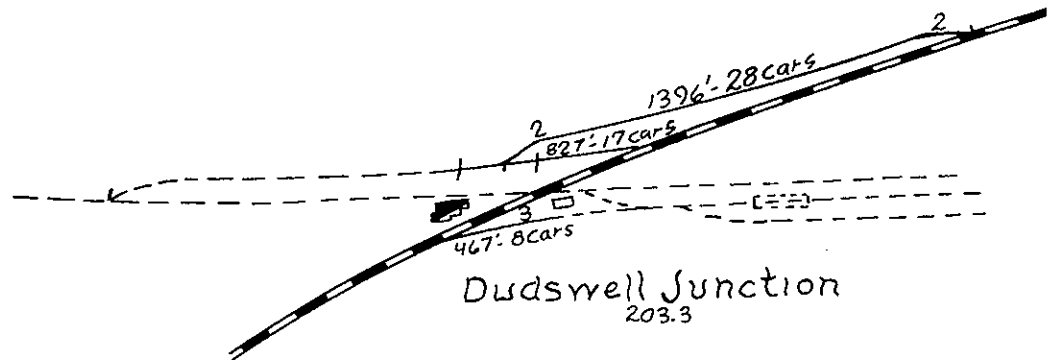
Stoketon
197.0

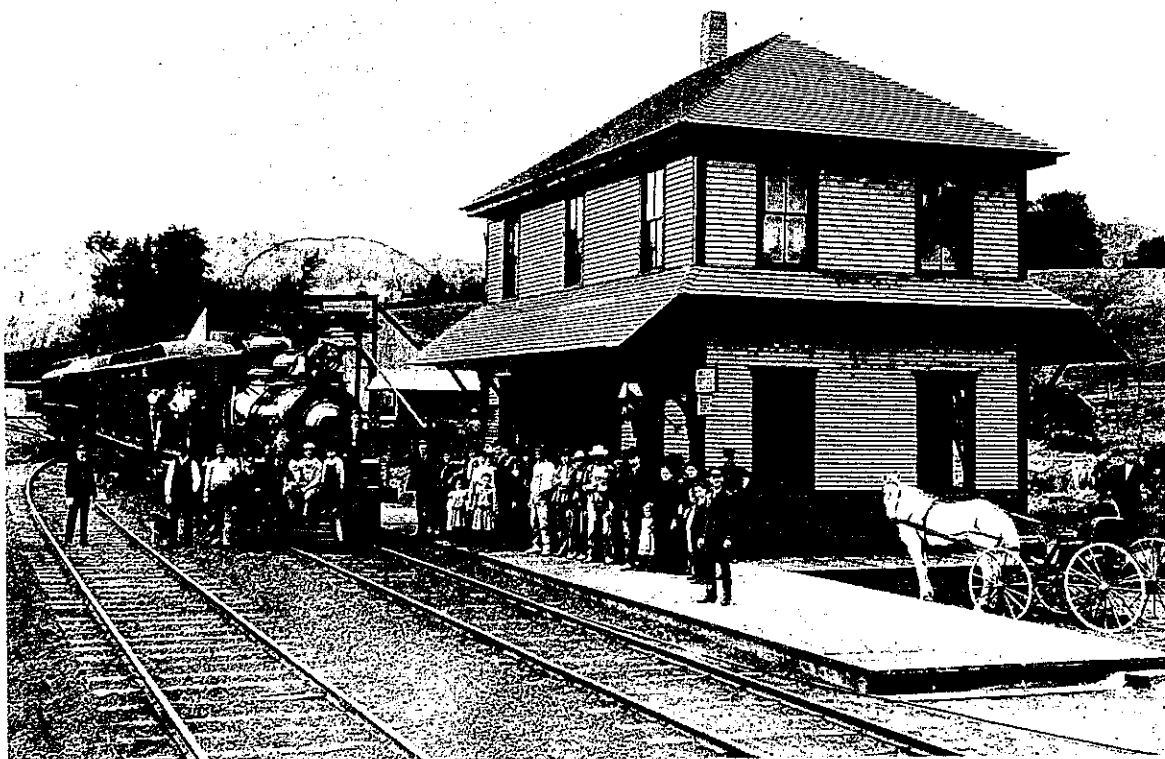
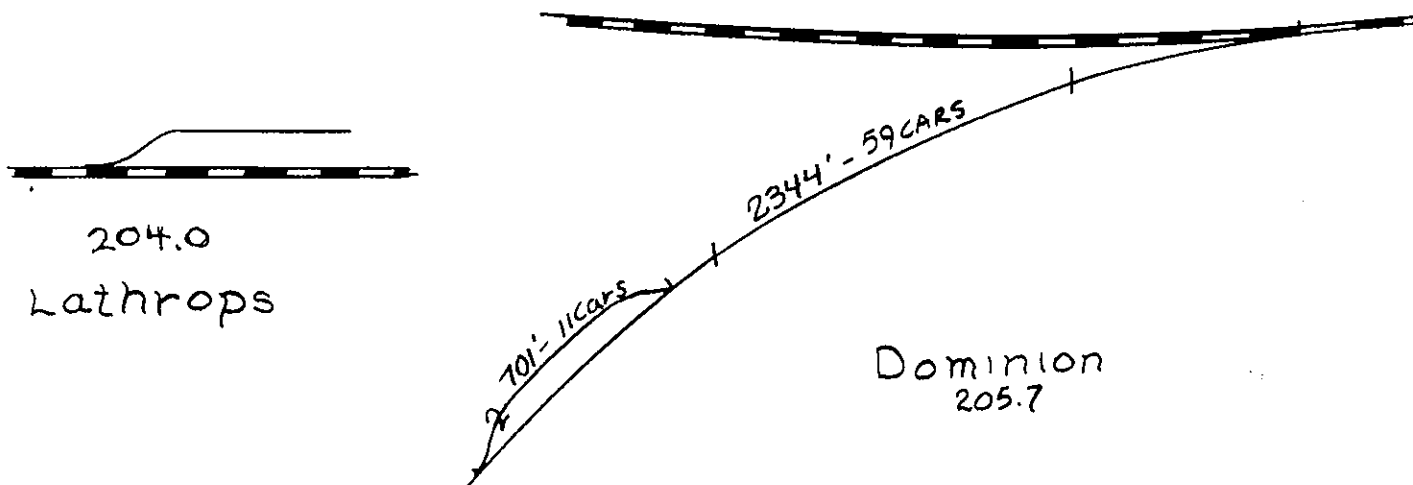
Brookbury
198.6

Beckwiths

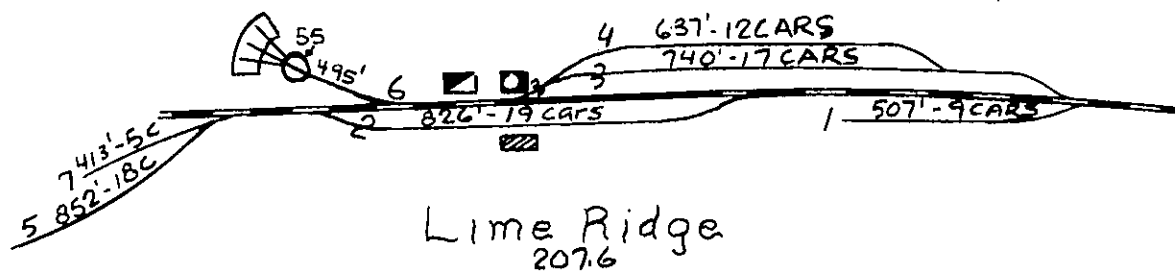


[ABOVE:] Dudswell Jct., M.P. 203.34, was a joint agency with the Quebec Central. The picture taken from the QC side of the station in 1920. Closed (MEC) October 31, 1925. [BELOW:] Another view of Dudswell Jct. after the addition of a baggage room. MEC track to Lime Ridge is barely visible to the left. The diamond crossing over the QC is to the left at the end of the platform. *Richard Sanborn Russell Monroe collections*



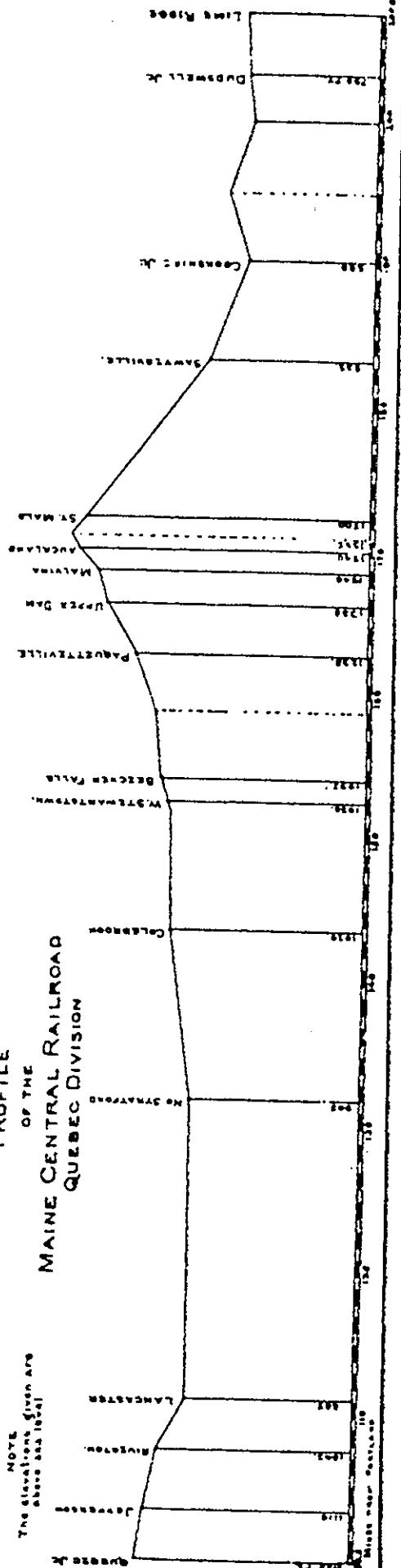


A classic end of the line view showing Lime Ridge, M.P. 207.59, around the turn of the century. The train is pointed south toward Portland. Note details like the wedge plow and enginehouse in the background. Closed (MEC) October 31, 1925. *Russell Monroe collection*

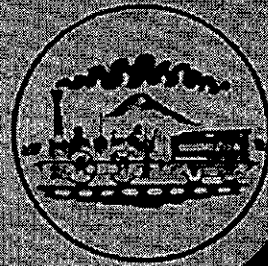


PROFILE OF THE MAINE CENTRAL RAILROAD QUEBEC DIVISION

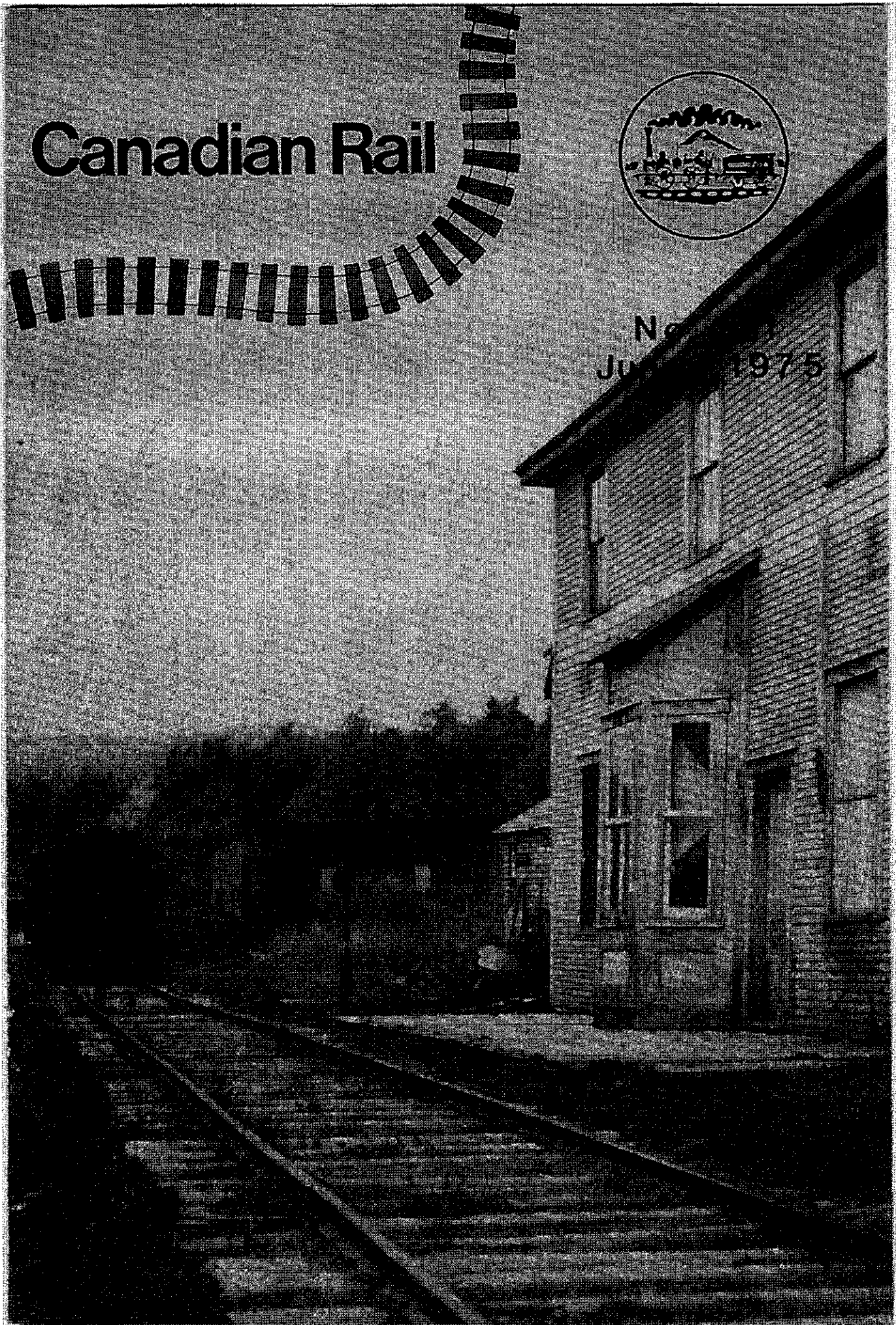
NOTE
The elevations given are
above sea level

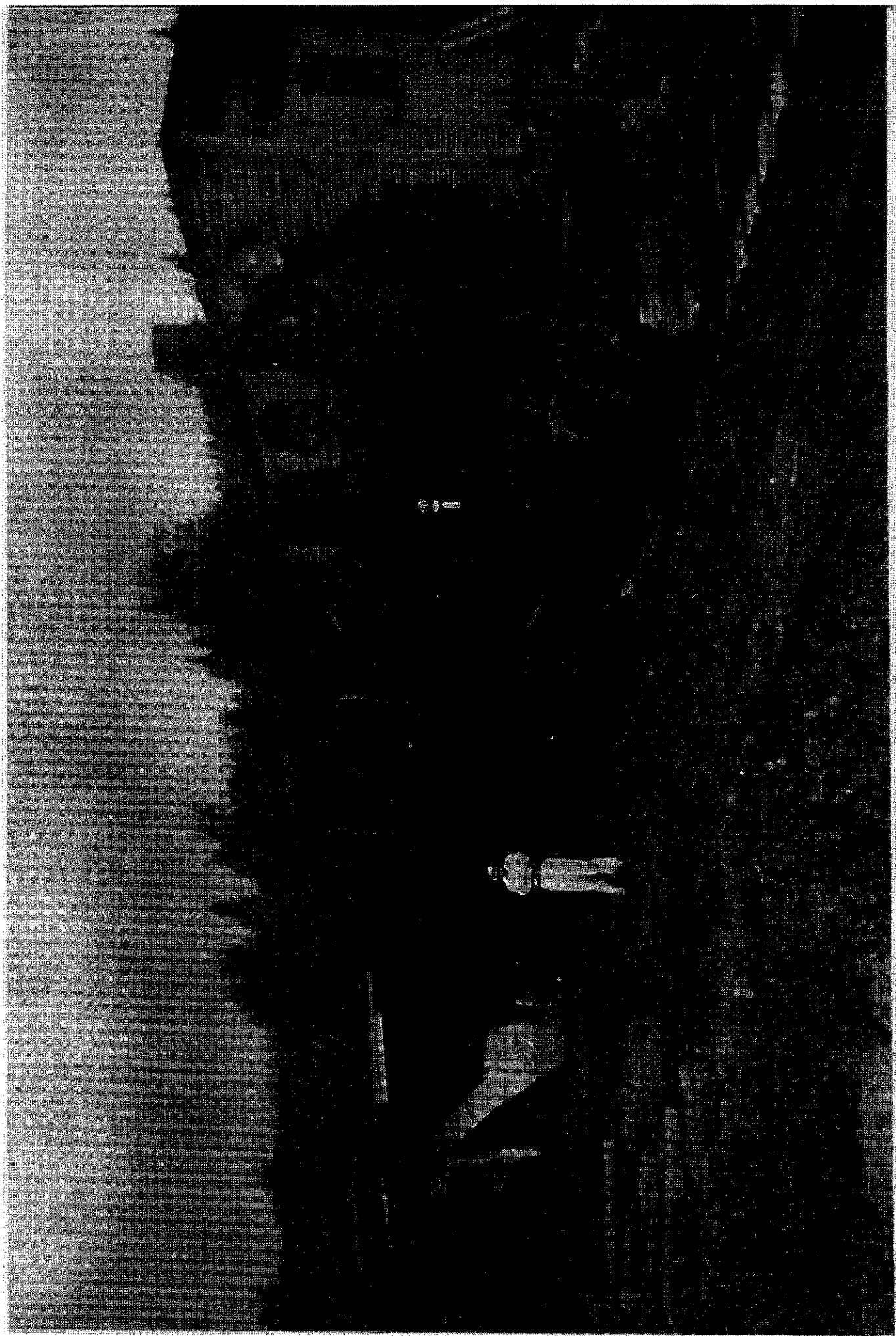


Canadian Rail



Number 1
June 1975





Cultivating the Raspberry Branch !

S.S.Worthen

and

P.R.Hastings, M.D.

Photographs by P.R.Hastings, M.D.

During the bloom and full flower of its youth and middle age, the "Raspberry Branch" of the Maine Central Railroad emerged from the stem of its erstwhile parent at Quebec Junction, New Hampshire and spread north 109 miles through the upper valley of the Connecticut River, over the height of land between the Connecticut and St. Lawrence, across the International Boundary, to terminate in a tiny twiglet at Lime Ridge, Province of Québec. As it flourished, the sap which nourished its growth was, in the main, traffic from forest products of the region, but included some through freight and passenger traffic from the Quebec Central Railway to and from Portland, Maine.

But Like many another of its contemporaries, the "Raspberry Branch" eventually withered and died, being superfluous as a bridge-route and having fulfilled its destiny as a development railway for those sections of Québec's "Eastern Townships" through which it ran. Unlike some of these contemporaries, however, the "Raspberry Branch" was carefully husbanded by judicious pruning from time to time, as it wilted, so that even today viable segments are still in operation,

↪ THE END OF THE "RASPBERRY BRANCH" AT LIME RIDGE, QUEBEC, IN 1946: THE old Maine Central Railroad depot and engine house are still in use by the Dominion Lime Company and its ancient 0-4-OST Number 2. The quarry is behind and to the right of the engine house; the kilns are behind and to the right of the photographer.

← A 1937 ESSAY BY THE PHOTOGRAPHER (PRH) WITH A 120 KODAK BOX-CAMERA. The subjects are the photographer's brother, John, and an ex-Quebec Central 4-4-0, in the cab of which the two boys had ridden a couple of years earlier, while she switched around and took a couple of loads of lime to Dudswell Junction. The 4-4-0 was superceded by the ugly 0-4-OST.

or are about to be re-placed in operation. Granted, some of the original shoots have been isolated from the parent stem and are, as of this writing, virtually lifeless and the subjects of proposals for discontinuance. The portions still attached to the parent plant are also withered and practically leafless, hardly justifying the some-times-weekly freight service advertised.

The story of the Coos Railroad Company, the Upper Coos Railway Companies of Vermont and New Hampshire and the pendant stem in the Province of Québec, the Hereford Railway Company, might be considered as a classic example of the potentiation of maximum service in conditions of submarginal operation. Born in the 1880 whirlwind of burgeoning railroad operations in the northeastern United States, it perished in the whirlwind which anticipated the financial dust-storms of the 1930s.

A first glimpse of the "Raspberry Branch" in the '20s could only aggravate the questions posed by the presence of a senile Quebec Central Railway 4-4-0, puttering around the lime-kilns near the dilapidated terminal at Lime Ridge, Québec. In addition, there was one of the prettiest little ten-wheelers to be found, switching cars around the yards of the Canadian Pacific Railway at Sawyerville, Québec, on the branch from Cookshire, junction with the main line of the CPR from Montréal to Saint John, New Brunswick.

No; the observer could hardly be aware that there was a relationship between these two isolated pieces of trackage. But a few years later, a conversation with the engineer of a runty 0-4-0 saddle-tanker which, in the interval, had replaced the QCR 4-4-0 at Lime Ridge, elicited the information that this cachectic quarry spur had once been a part of the "Raspberry Branch".

"I started work here for the Maine Central back in 1918."

How could such a thing be? Responding to a barrage of questions, the engineer explained that, at one time, Lime Ridge was the northern terminus of the Maine Central's branch-line from Lancaster and Colebrook, New Hampshire, via Coos Junction on the Boston and Maine, and North Stratford, on the Grand Trunk's line to Portland.

Incredible, indeed! But looking around the decaying yard at Lime Ridge, evidences of former glories were apparent. A ramshackle, three-stall enginehouse, a turntable and a two-storey weatherbeaten frame depot testified that this place was once something more than the end of a 4-mile quarry branch line. The engineer-friend further elaborated that he was once night-hostler for a 190-class Maine Central passenger engine, which came in on the daily passenger train from Lancaster, New Hampshire, as well as the 240-class freight engine of the daily turn-around wayfreight from Beecher Falls, Vermont.

This information was more than sufficient to arouse the latent explorer instinct of the most luke-warm railroad enthusiast and, forthwith, the search was on. Gradually, the history of the "Raspberry Branch" unfolded, part of the drama of turn-of-the-century railroading which hitherto had been relatively undiscovered and unrecorded.

But before proceeding further, it is necessary to explain the origin of the name "Raspberry Branch". The line was so baptised by a white-haired engineer on the Boston and Maine's "Mountain Road", who in his day had piloted hundreds of passenger trains, in whose consists were baggage-car loads of fresh raspberries, product of the burned-over stretches of woods in the upper Connecticut River . . . re-



gions. Some shipments of the succulent fruit, destined for the markets in the cities of the eastern seaboard, originated in the Province of Québec. All of this traffic was handed over to the B&M at Coos Junction, just north of Lancaster, New Hampshire. And so was established the nickname and floral analogy which thereafter provided a lively and unique description of the curious branch line/main line railroad.

The search was on. In Channell's "History of Compton County", the planting, cultivation and growth of the "Raspberry Branch" - or at least the northern portion of it - was recorded. Settlement of this portion of the Province of Québec began in the early 1800s, when pioneers from New England came north across the yet-unlocated International Boundary. In the 1830s, new settlers from Scotland arrived to take up homesteads and, after the completion of the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroad in 1853, French-speaking settlers from parishes to the north and west came to the region.

But the greatest impulse for the building of a north-south railway in this developing area came with the completion of the St. Francis and Megantic International Railway from Sherbrooke to Megantic on the lake of the same name in 1887. This was the pioneer railway which, in the same year, would be purchased by the Canadian Pacific Railway Company and opened, in 1889, to Saint John, New Brunswick, the famous CPR "Short Line".

There was another and equally important impulse from the south. The immense tracts of forest around the headwaters of the Connecticut River had long been in the eye of lumbermen like George Van Dyke, who had sawmills on the Connecticut at several locations and who, in fact, was the last if not the first man to supervise log-drives on this famous New England river.

But regardless of the origins of the impulse, its result was the incorporation of the Hereford Branch Railway Company in 1887, to build from a point on the Atlantic and North West Railway Company, successor to the St. Francis & Megantic International, the International Railway Company and the Canadian Pacific, in the Township of Eaton (Cookshire, Québec) to the International Boundary in the Township of Hereford. Perhaps the term "Branch" was too ignominious; the following year, the corporate title was changed to the Hereford Railway Company and powers were granted to the new corporation to purchase the 4-mile railway of the Dominion Lime Company from its connection with the Quebec Central Railway at Dudswell Junction to Lime Ridge and the limestone quarry where, as previously described, our investigation began.

According to Channell's history, clearing of the right-of-way south from Cookshire Junction through the "Thirty-Mile Woods" was completed the same winter. Construction was not without drama reminiscent of earlier and wilder days in the "Great West". To lay the iron, a gang of some 1,200 labourers, mostly recent immigrants from Italy, was brought to the Eastern Townships in 1888. Construction progressed at a lively pace all summer, until one day in September, the construction crews discovered that the contractors, Messrs. Shirley, Corbett and Brennan, had decamped with \$ 25,000 cash and \$30,000 in unpaid accounts, leaving the workers without their pay, the local merchants with unpaid bills, the local farmers and labourers without monies due and the local investors without their investment.

Two days later, when the Italian construction workers came to the realization that their wages were lost, violence erupted, as

Channel's history records:

"Then a tumult arose. Those hot-tempered men from sunny Italy, strangers in this country who knew nothing of the laws and could not understand the language of the people, worked themselves up into a terrible state of excitement. They finally went so far as to commence destroying property, throwing away quantities of small tools and pulling up a piece of track. Their actions and threats became so alarming that the people called on the Warden of the County for protection."

There were rumors of atrocities and dreadful tales were told of train-crews savaged and murdered. The apprehension became so great that ten companies of Her Majesty's Militia were brought from the 58th. Battalion barracks at nearby Bury, to reinforce the troop of cavalry at Cookshire. The troops patrolled the line to the south for ten days and the threat of further violence finally subsided.

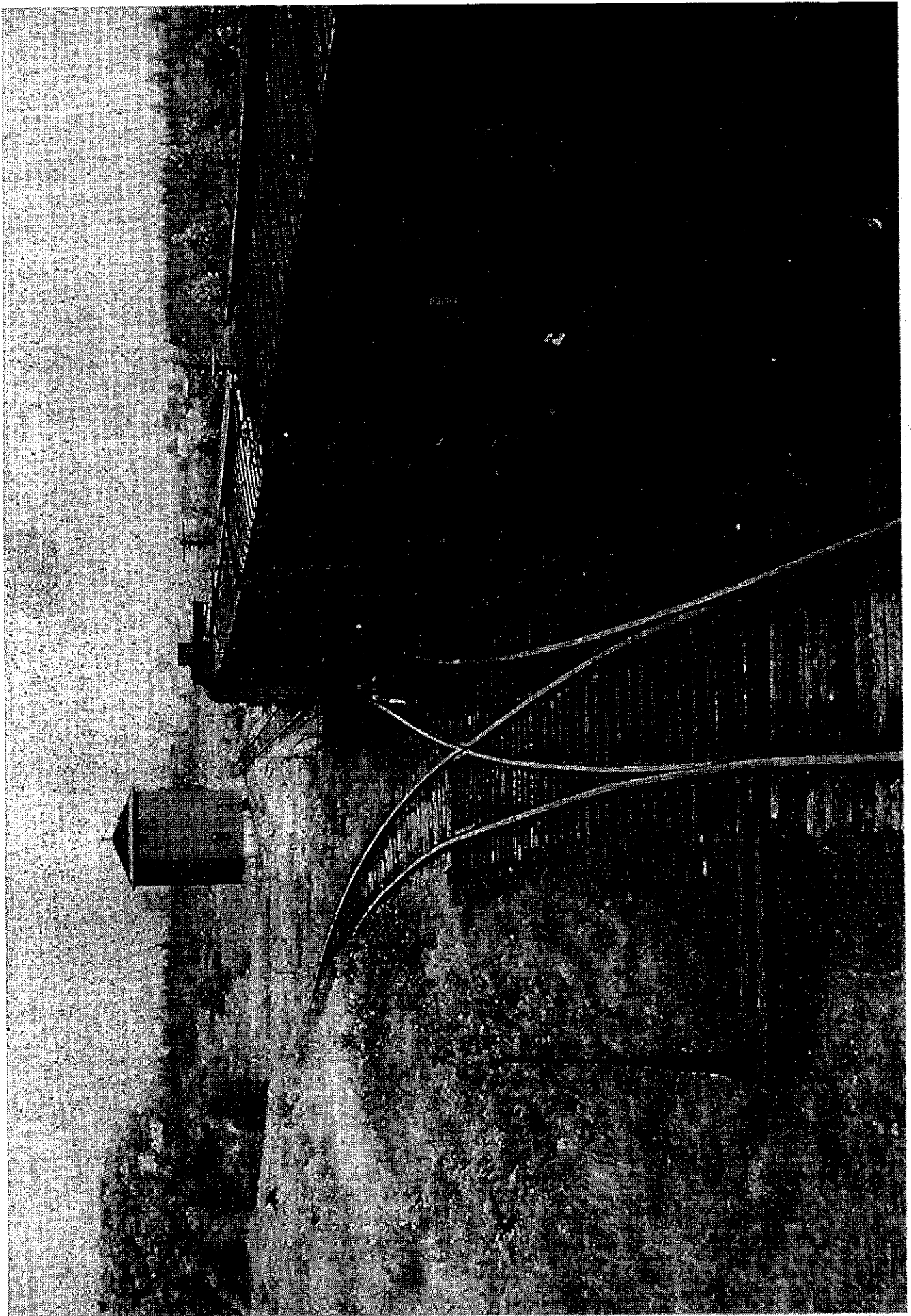
The Hereford Railway Company was obliged to come to the rescue. It paid the bill of \$ 4,600 for the services of the military, re-hired - and, it may be assumed, paid - the Italian construction workers and the construction was pushed on despite an unusually rainy autumn. On January 6, 1889, the last rail was spiked in place to complete the iron way between the Junction with the Atlantic & North West Railway at Cookshire, Québec and the brand-new Upper Coos Railroad of Vermont at Beecher Falls, on the United States side of the International Boundary, which latter railroad optimistically also afforded "connections to all points in the Eastern States".

Less than a fortnight later, the first freight shipment, consisting of several carloads of lumber, was dispatched to a southern destination and the "Raspberry Branch" was in business.

By the summer of '89, the ambitious little line had built two bridges and laid 13 more miles of track north from Cookshire Junction through the swamp to Dudswell Junction on the QCR and had reconditioned the four-mile branch to Lime Ridge. It could be presumed that the Quebec Central Railway, a thrifty undertaking and the only railway in Canada and the United States to continue paying dividends to its shareholders during the depression of 1895, was quite incensed at this invasion of its freight-revenue territory. But this seems not to have been the case, since the lime from the quarries and kilns was consigned principally to the QC's on-line pulp and paper mills, or to railways to which it provided advantageous connection. The most that the Hereford/Upper Coos partnership could hope for was the occasional car of lime to the paper mills of Groveton or Berlin, New Hampshire, in which case the revenue was shared with the Grand Trunk or the Boston and Maine.

Before the snow came in the winter of '89-'90, the telegraph line along the "Raspberry Branch" had been strung and regular passenger trains were scheduled, although they were operated by the Upper Coos Railroad combination. It was now possible to ship freight and transport passengers between Portland, Maine and Québec City, by a route other than those provided by the established companies like the Grand Trunk and the Boston and Maine. The new route over the Hereford and QCR was somewhat more direct and a little shorter than that via Sherbrooke, or via Richmond and the GTR.

As a fitting climax to the completion of the Hereford Railway,



the Company was entitled to "large sums in subsidies" from the Government of Québec, less about \$ 45,000 which was withheld to pay the claims against the contractors who the year before had absconded with the money. All in all, the "Raspberry Branch" had done right well in putting in operation some 53 miles of railway in a little over a year and, unlike so many similar undertakings, had fulfilled the terms of its charter to the letter! Things looked so encouraging that in 1890 the Maine Central gingerly essayed a "short-term" gamble and leased the Hereford Railway and its connections, the Coos Railroad, the Upper Coos Railroad of New Hampshire and the Upper Coos Railroad of Vermont for the usual term of 999 years.

Incidents in the early days of the Hereford Railway are strange and fascinating. A grandfather of one of the authors (PRH) of this review assembled the whole family in the farmyard near Sawyerville, Québec, to watch the first train coming north through the woods on the east side of the Eaton River.

"It was a wood-birner, of course," he related, "and the wood, cut the previous winter, was piled high along the track, so that when the engine got low on fuel, they just stopped and loaded what the tender could carry and then went merrily on their way."

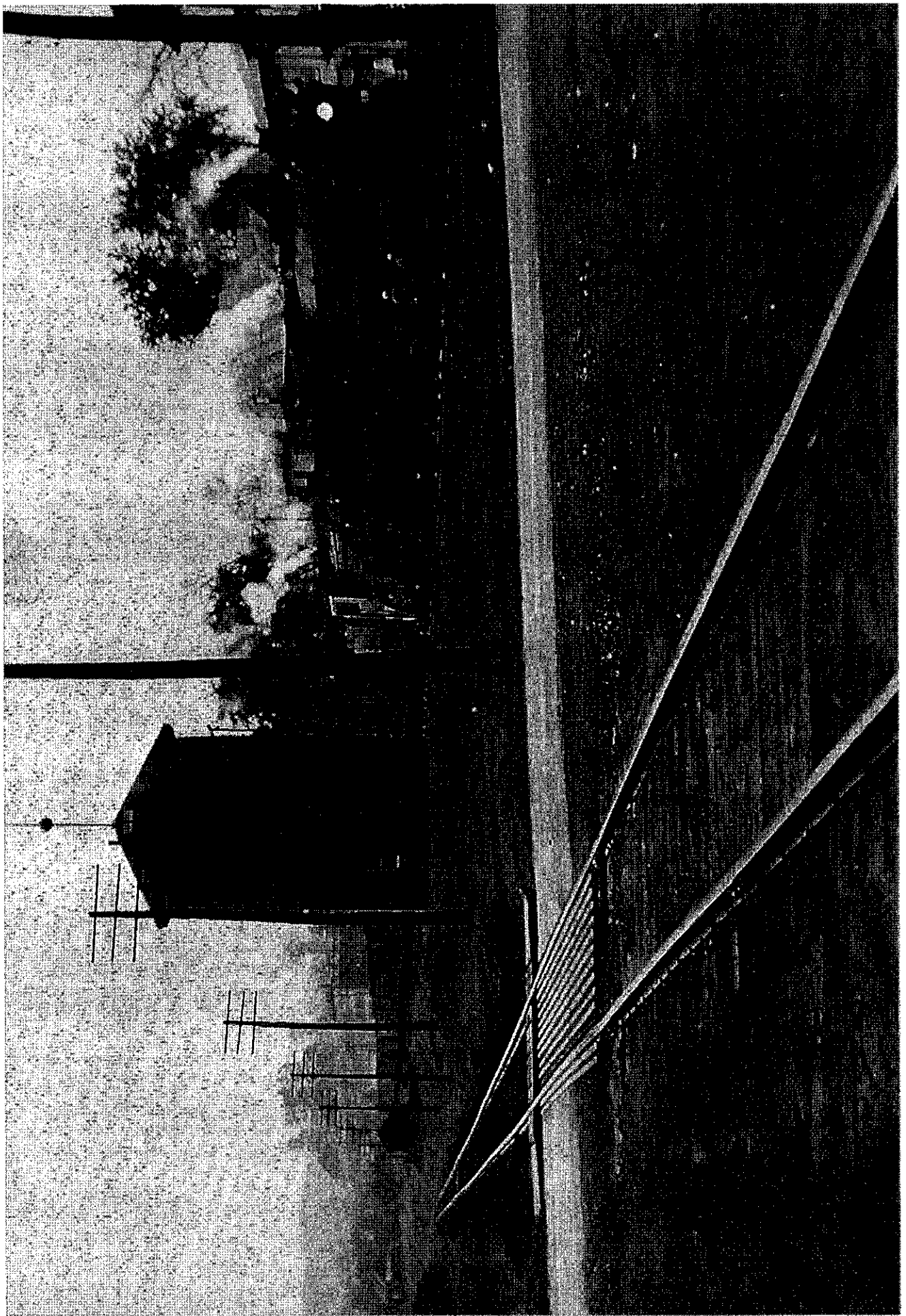
There were other incidents. The same uncle remembers a freight wreck "somewhere south of Sawyerville, in which one or two cars of western corn were broken open, with corn all over the place; so much so that the engine could hardly get started, as the corn on the rails made the drivers spin as though the rails had been greased. We kids

thought it a great joke to see the train stuck on western corn. This happened when there was plenty of snow on the ground and, after the railroad people had salvaged all they could, we were told to help ourselves, so we took home all we could, snow and all, for poultry feed. All we had to do was to pound up the frozen snow and the chickens did the rest!"

Similar hiatuses in operation were occurring in the early '20s when, on a late-autumn evening, a fierce westerly wind pushed a lone freight car over the wood trig and out of the siding at St-Isidore-d'Aukland (mile 27.27 from Dudswell Junction, altitude 1,538 feet). The boxcar trundled slowly out of the siding and on to the main line, gathering speed down the descending grade through Doncaster and Clifton. Clattering over the curves, it just negotiated those at the approaches to the bridge over the Clifton River and then rapidly lost its speed on the climb up to Sawyerville (Mile 19.67 altitude 885 feet). It is said that, fortunately, the agent at St-Isidore the next day reported the missing car to the dispatcher at Dudswell Junction before the northbound passenger train surprised the maverick, stopped dead on the main line in the woods on the eastern approach to the bridge over the river near Clifton.

It is a matter of fact that the "Raspberry Branch" was largely dependent on its three southern connections: the Upper Coos Railroad of Vermont, from Beecher Falls, Vermont to just north of West Stewartstown, New Hampshire and from the State line in Brunswick to the State line in Maidstone; the Upper Coos Railroad of New Hampshire, from the State line in West Stewartstown to the State line in Strat-

← ON A DAY IN 1946, THE QUEBEC CENTRAL FREIGHT, HEADED BY ONE OF THE ubiquitous CPR D 10 4-6-0 steam locomotives, held the main line. The branch to Lime Ridge swings away to the left.



ford, and the Coos County Railroad, from the Vermont-New Hampshire State line in Maidstone to Coos Junction, where the Boston & Maine's Whitefield-Gorham, New Hampshire subdivision crossed and connected with the Maine Central and the Coos Railroads. This multiplicity of charters was a legal requirement to permit construction in the two states. The swing across the Connecticut River into the State of Vermont was necessitated because the Boston & Maine had already located on the east bank as far as Gorham and, beyond that place, to North Stratford, the Grand Trunk Railroad was the occupant.

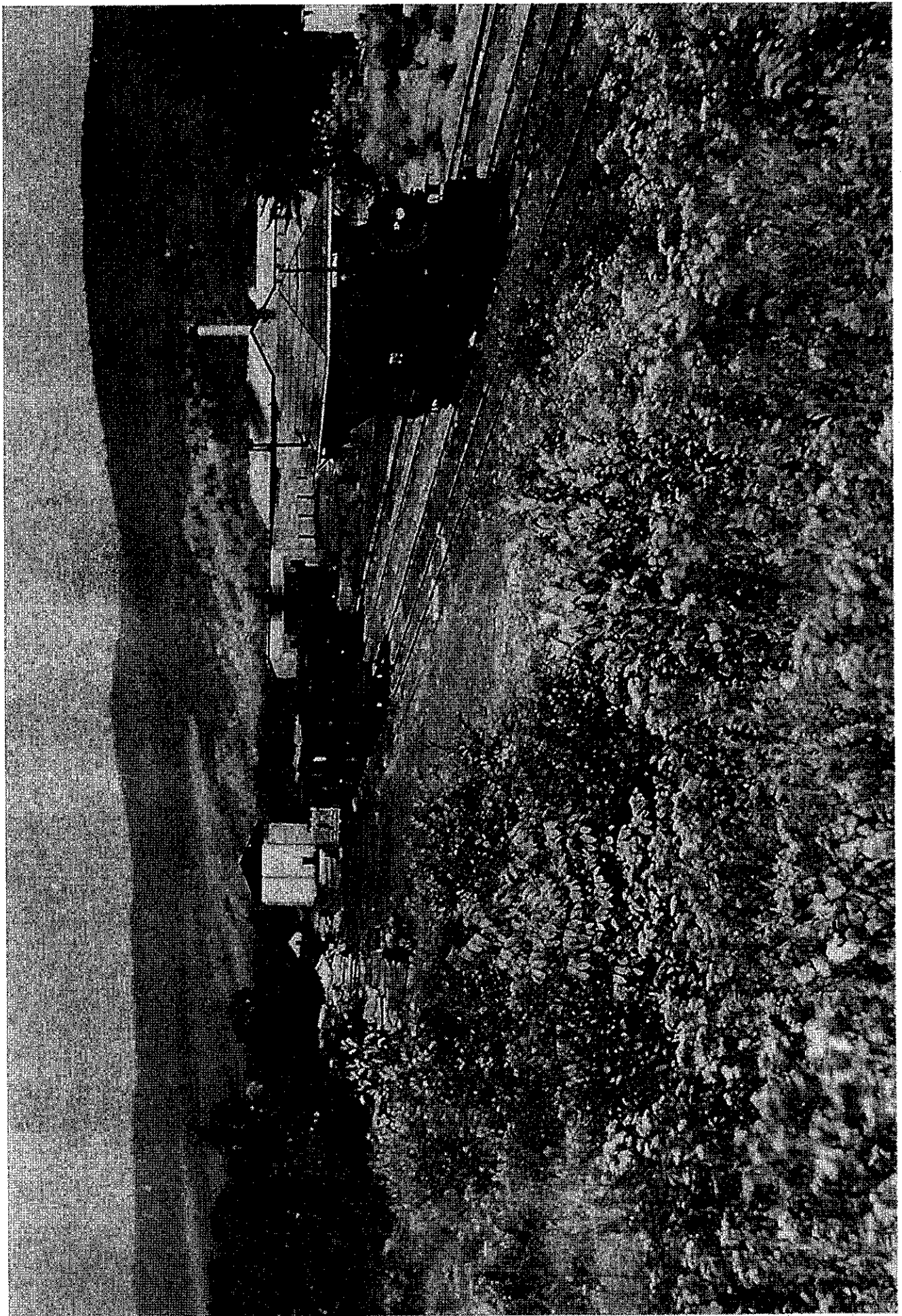
The dates of completion of the line between North Stratford, New Hampshire and Coos Junction are not clear. Poor's "Manual of Railroads" for 1908 states that the Upper Coos Railroad was chartered in 1884 and completed over the 55 miles from Quebec Junction and Beecher Falls in 1891. The Report of the Vermont Railroad Commissioners for 1890 states that the Maine Central was still working on the 33-mile portion between Quebec Junction and North Stratford and was operating trains to and from Lime Ridge, Québec, with trackage rights over the Grand Trunk Railroad from North Stratford to Gorham and the Boston and Maine thence to Coos Junction.

The construction of these various railroads by the Maine Central effectively stopped the northward expansion of the Boston and Maine up the Connecticut River valley. By constructing the line north of North Stratford first, extension of the B&M north of Groveton was effectively forestalled. The Maine Central then built the connecting portions at its leisure. The Vermont Railroad Commissioners thereafter reported that the line was "well-built and in excellent condition with best quality ballast and well-worked".

During the three decades following the completion of this hyphenated route, the "Raspberry Branch" was in the prime of its life. It was a healthy organism, in a rather prim New England way, but it did not aspire to the uncouth effulgency of some of its competitors. The aforementioned uncle's reminiscences are illustrative:

"Every fall, for some years, double-engined trains came east hauling double-deck cars of lambs and we were told they were headed for Portland and ships for transport to the English market. It always seemed to me that they sent thousands of them. I well remember in my school-days that, besides all the other activities on the railway - and there were plenty - just one outfit alone loaded 20 cars of wood daily, so that two and four-horse sleds were going from early morning to late at night, some with squared birch to be shipped abroad and others with saw-logs and telegraph poles. The excursion trains were a great joy to us kids, when we had money enough to make the trip to Sherbrooke Fair. Most who could assembled at the station to see the trains come and go, most of the year 'round; no wonder most of us got 'trainitis'."

← COOKSHIRE, QUEBEC, WAS A WONDERFUL PLACE TO PHOTOGRAPH STEAM POWER in 1948. A double-headed freight with engines Numbers 5396 and 5332 and a string of reefers are in the passing track. The Sawyerville Sub, once the Hereford Railway, runs alongside the CPR main line and then follows the Eaton River, while the CPR climbs the hill to the summit at Birchton.



Reports on the Statistics of Steam Railways of Canada, a copy of which is in the Billings Library of the University of Vermont at Burlington, provide a picture of the condition of the "Raspberry Branch" in 1905. The rail was still the original 56-pound steel, which incidentally can be found even today on the Lime Ridge spur of the Quebec Central. The heaviest grade was a moderate 66 feet to the mile and the sharpest curve had a tight 955-foot radius. The lion's share of the freight traffic, 40,954 train-miles, was handled by mixed trains, with but 4,615 freight-only train-miles recorded. Passenger trains totalled 22,411 miles at a sedate average speed of 26 miles per hour. But the passenger train load averaged barely a fraction over 1 per train-mile, so it is not surprising that the Hereford Railway earned only 70% of its expenses for the year. Products of the lumber industry accounted for almost 80% of the freight tonnage.

To comply with Canadian Customs and Excise Department requirements, the Maine Central leased three locomotives to the Hereford Railway, together with two sleeping cars for use on the Portland-Québec passenger trains in the summer only, one first-class coach and two combination baggage-passenger cars. The "Bailey Pathfinder Railway Guide" for 1905 said that there was one through passenger train daily from Portland to Lime Ridge, plus a daily mixed train from Beecher Falls, Vermont to Lime Ridge. The mixed train was given a generous five hours and fifteen minutes for the 54-mile trip and, from this, it might be concluded that there was a good deal of local work.

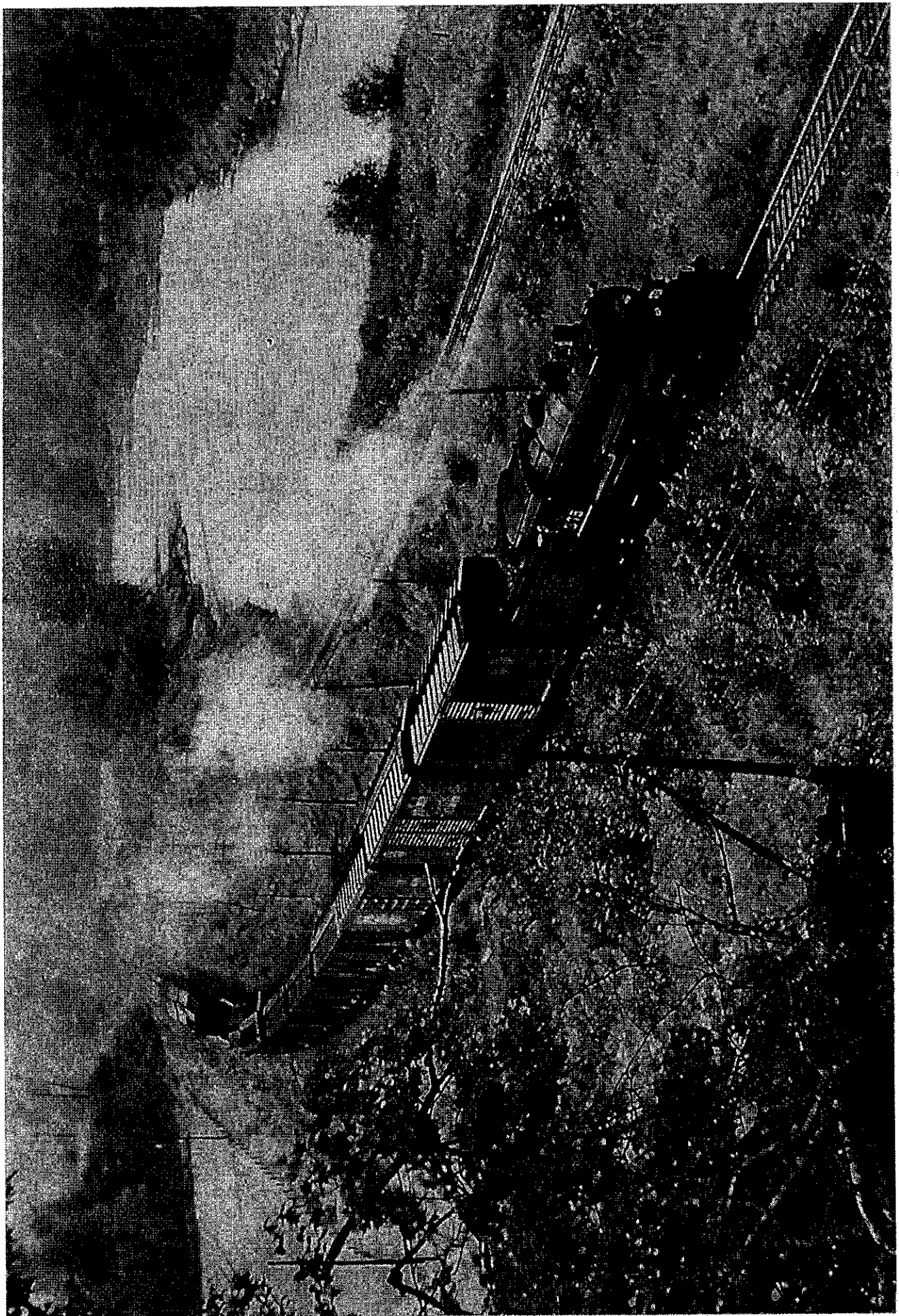
South of Beecher Falls, only the passenger, Train 224, was shown in the guide, suggesting that freight trains on the Upper Coos Railroads were not hampered in their runs by the presence of a combination or passenger car on the rear-end!

In the first years of the Twentieth Century, the summer season inevitably produced a parade of passenger extras from the south to Beecher Falls, according to a retired Maine Central "Mountain Subdivision" telegraph operator, consulted in the late 1940s. That portion of the State of New Hampshire's White Mountains traversed by the connections of the "Raspberry Branch" became an intensely popular summer vacation area with the advent of rapid rail transportation from the urban centres of New England. Within a few years, the Balsams Hotel at Dixville Notch, above Colebrook, New Hampshire, had achieved all the fame and exclusivity of the renowned Crawford Notch Hotel in Crawford Notch, New Hampshire.

After World War I, a sort of blight set in on the "Raspberry Branch". It was not, as one might suppose, a direct result of the burgeoning popularity of Henry Ford's machine. There were other, more important economic deterrents. The handwriting on the wall appeared in a 1923 report of the Joint New England Railroad Commission:

"The Maine Central Railroad has many branches, the longest of which extends from Portland through the

← THE END OF STEEL AT BEECHER FALLS, VERMONT, AFTER THE LINE NORTH TO Cookshire was abandoned in 1927. Maine Central 4-6-0 Number 379 was switching the yard, after arriving from the south with mixed Train M-378. The turntable was located just in front of the engine house which once had eight stalls. September 4, 1948.



White Mountains to Lime Ridge. Traffic, both freight and passenger, over most of these branches, is light. In fact, a characteristic feature and great handicap of the Maine Central is its high percentage of unprofitable branch lines."

This was, alas, a true statement. From Lancaster all the way north to Lime Ridge, there was not a single town or city of significant size. After the northern positions of the Connecticut River valley had been lumbered off, that traffic disappeared. There were few on-line industries. There were, for a time, a good many sawmills along the line, but as saw-logs became scarcer and the stands of timber more remote, the sawmills picked themselves up and went where the trees were, generally in locations well away from the railway.

The "Official Guide" continued to advertise "through connections at Dudswell Junction for the White Mountains and Portland" on a schedule practically identical with that of 1905, but the "Statistics of Steam Railways in Canada" told quite another story, noting that mixed-train mileage and lumber tonnage had declined by nearly one-half on the Hereford Railway and the operating deficit had more than doubled. Other remaining twigs and leaves on the "Raspberry Branch" had long since withered.

The Maine Central sawed off the "Raspberry Branch" in 1925, when on September 11, it publicly proclaimed that the heretofore existing lease of the Hereford Railway Company would be cancelled as of the following November 1 and that, after midnight on October 31, the Maine Central Railroad Company would discontinue all services that it was providing on the Hereford Railway. Presumably, the motive power and rolling stock formerly leased from the Maine Central by the Hereford Railway had long since been returned to the former company.

On October 31, service on the Hereford Railway was discontinued. There was an immediate public outcry. The citizens of this part of the Province of Québec, who had come to depend on the railway for transportation, especially during the winter months, made an appeal to the authorities to have the service reinstated.

But it was not until March of the following year that the Minister of Railways and Canals of Canada petitioned the Board of Railway Commissioners to order the Hereford Railway Company to re-establish service over the line. The Hereford Railway Company, through its solicitor, respectfully advised the Board that it could not obey the order, being financially unable. It had neither rolling stock, motive power - or money.

Protracted legal proceedings ensued. The Minister entered suit with the Exchequer Court of Canada to sell the Hereford Railway Company by tender, with the intent of re-establishing the service to the International Boundary at Beecher Falls, Vermont.

There could not have been very many tenders. It is probable, although not recorded in books on Canadian railway history, that the only tender was that of the newly-formed Canadian National Railway

← MAINE CENTRAL RAILROAD MIXED TRAIN M-378, POWERED BY ENGINE NUMBER 379, rattles north along the Connecticut River, just south of North Stratford, New Hampshire. The parallel line is that of the Grand Trunk. Later in 1949, when this photograph was taken, the Maine Central obtained trackage rights over the Grand Trunk and tore up its track.

UPPER COÖS & HEREFORD ROADS.

TIME TABLE No. 7.

WINTER ARRANGEMENT.

IN EFFECT 12.01 A. M., MONDAY, FEBRUARY 24th, 1890.

SUBJECT TO CHANGE WITHOUT NOTICE.

Trains North - Read down.				Eastern Standard Time.		Trains South - Read up.			
No. 10	No. 8	No. 6	No. 4	No. 2	STATIONS.	No. 1	No. 3	No. 5	No. 7
PM.	PM.	PM.	PM.	PM.		PM.	PM.	PM.	PM.
7.45	1.50	9.00	0	0	No. Stratford Junction, N. H.	7.25	6.45	1.30	5.35
7.55	2.00	9.10	3	3	* Eaton's.	7.40	6.55	1.45	5.50
8.05	2.04	9.20	5	5	* Columbia House.	7.50	7.05	1.55	6.00
8.15	2.15	9.35	9	9	* Columbia Bridge.	8.00	7.15	2.05	6.10
8.25	2.25	9.45	11	11	* Columbia Valley.	8.10	7.25	2.15	6.20
8.35	2.35	9.55	13	13	Colebrook.	8.20	7.35	2.25	6.30
8.45	2.45	10.05	15	15	* Piper Hill.	8.30	7.45	2.35	6.40
8.55	2.55	10.15	17	17	W. Stewartstown.	8.40	7.55	2.45	6.50
9.05	3.05	10.25	19	19	Becher Falls.	8.50	8.05	2.55	7.00
9.15	3.15	10.35	21	21	* East Hereford.	9.00	8.15	3.05	7.10
9.25	3.25	10.45	23	23	* Gravel Pit Siding.	9.10	8.25	3.15	7.20
9.35	3.35	10.55	25	25	Paquetville.	9.20	8.35	3.25	7.30
9.45	3.45	11.05	27	27	* Perre's C. Siding.	9.30	8.45	3.35	7.40
9.55	3.55	11.15	29	29	* Melvin.	9.40	8.55	3.45	7.50
10.05	4.05	11.25	31	31	* Auckland.	9.50	9.05	3.55	8.00
10.15	4.15	11.35	33	33	* Saint John.	10.00	9.15	4.05	8.10
10.25	4.25	11.45	35	35	* Doncaster Siding.	10.10	9.25	4.15	8.20
10.35	4.35	11.55	37	37	* Clifton.	10.20	9.35	4.25	8.30
10.45	4.45	12.05	39	39	Sawyer's.	10.30	9.45	4.35	8.40
10.55	4.55	12.15	41	41	* Eaton Corner.	10.40	9.55	4.45	8.50
11.05	5.05	12.25	43	43	Conkshire Junction.	10.50	10.05	4.55	9.00
11.15	5.15	12.35	45	45	* Brookbury.	11.00	10.15	5.05	9.10
11.25	5.25	12.45	47	47	* St. Francis.	11.10	10.25	5.15	9.20
11.35	5.35	12.55	49	49	* Dunsell Junction.	11.20	10.35	5.25	9.30
11.45	5.45	1.05	51	51	* Donkton.	11.30	10.45	5.35	9.40
11.55	5.55	1.15	53	53	Lime Ridge and Marbleton.	11.40	10.55	5.45	9.50

Connections at North Stratford Junction with Grand Trunk Railway for all points East, West and South.

At Conkshire Junction with Canadian Pacific Railway for all points East and West and Maritime Provinces.

At Dunsell Junction with Quebec Central Railway for Quebec and Way Stations.

Stage connections at Colebrook for Diamond Pond, Dixville Notch and Mt. Mansfield.

At West Stewartstown for Canaan and Averill Pond.

At Becher Falls for Clarksville, Pittsburg and Connecticut Lake.

* Flag Stations. Stops for passengers only on signal.

* Siding, not a station.

J. TWOHLEY, Supt.

E. G. SWEAPT, Gen'l Manager.

The New and South Streets, New York, N. H.

Company, acting on the instruction of the Minister of Railways and Canals of Canada. In any event, the tender of the Canadian National Railway Company was accepted and the CNR became the new owner of the Hereford Railway.

What could have been more ridiculous? The nearest CN line was at North Stratford, Vermont or Lennoxville, Québec, 23 and 15 miles respectively from the Hereford Railway. A connection from Beecher Falls could be made via the Upper Coos Railroads of Vermont and New Hampshire, but that between Cookshire and Lennoxville was possible only over the rails of the Canadian Pacific Railway. Of course, there was the possibility of trackage rights over the Quebec Central from Sherbrooke to Dudswell Junction.

Necessarily, this dilemma was resolved when the Canadian National was allowed to withdraw its tender and the offer of the Canadian Pacific Railway Company, likely a considerably lower figure, was accepted on May 25, 1927.

One of the conditions of the Canadian Pacific's tender was that the line of the Hereford Railway would be abandoned, except the part from Malvina, Mile 34.42, to Cookshire, Mile 12.45. The Quebec Central Railway was permitted to purchase the 4.2-mile spur to the limekilns and quarry of the Dominion Lime Company at Lime Ridge, Québec.

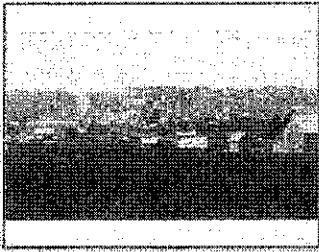
The Canadian Pacific pruned the "Raspberry Branch with a vengeance. In 1927-28, the 14 miles from Malvina to Hereford, Québec, on the International Boundary, were taken up. Simultaneously, the 13.05 miles from Cookshire through Brookbury to Dudswell Junction were removed, together with the three-span, through-truss bridge over the St. Francis River and the two-span facsimile over the Eaton River at Cookshire. Dudswell and Cookshire ceased to be junctions, except in the sense of main line/branch line connections.

Canadian Pacific continued to offer mixed-train service, daily except Sunday, from Cookshire to Malvina, three hours southbound over the summit and 2 hours 55 minutes northbound downgrade, in the April 29, 1928 timetable. Three years later, the service had been reduced to thrice-weekly. In June 1932, the mixed train ran once a week. By April 1940, once a week mixed-train service was offered in the winter only.

From December 1942, gas rationing during World War II obliged the Canadian Pacific to resume twice a week mixed-train service, but by November 28, 1943, traffic had dwindled to the point where no regular service at all was offered.

The pruning continued. By April 19, 1945, the track had been removed from the 15.8 miles from Malvina north to Sawyerville. And the May 1 1973 employees' timetable of CP RAIL stated that freight service only was provided, as required, between Dudswell Junction and Lime Ridge, 4.20 miles, and between Cookshire and Sawyerville, 6.7 miles. An inspection of the once-wonderful "Raspberry Branch" makes one marvel as to how this service is maintained.

As the twig is pruned, so is the tree inclined. Through the years, the southern connections of the "Raspberry Branch" fared not much better. In an unexpected move, the Maine Central acquired trackage rights over the Grand Trunk and the Boston and Maine and reverted to the 1890 arrangement whereby MEC trains used the GTR from North Stratford south to Gorham and the B&M from Gorham to Coos Junction, just north of the county town of Lancaster, New Hampshire, where it regained its own rails. This permitted the abandonment and removal



McCord Museum



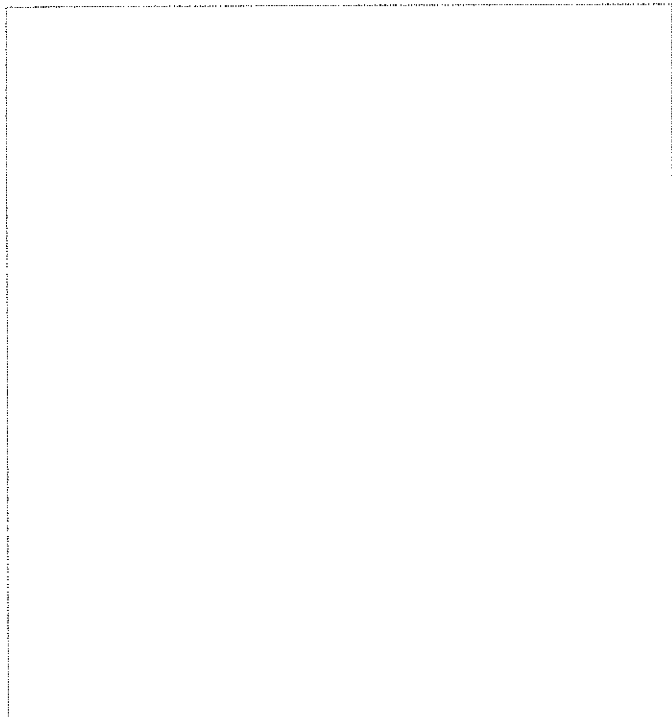
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MP-0000.1073.7 | Railroad station, Cookshire Junction, QC, 1905, copied ca.1910**Photograph**

*Railroad station, Cookshire Junction,
QC, 1905, copied ca.1910*

Anonyme - Anonymous

About 1910, 20th century

Silver salts on paper mounted on card -

Gelatin silver process

8 x 14 cm

Gift of Mr. Stanley G. Triggs

MP-0000.1073.7

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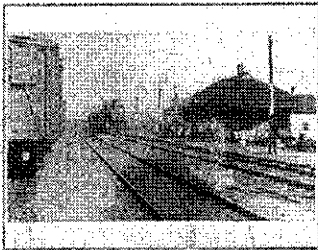
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McCord Museum

THE
HERFORD
RAILWAY
RIOT

RIOT IN COMPTON.

THE MILITARY CALLED OUT.

TEN THOUSAND ROUNDS OF AMMUNITION SENT FOR
TO QUELL SEVEN HUNDRED DESPERATE ITAL-
IAN LABORERS.

(Gazette.)

BURY, Que., Sept. 25.—The disappearance of Messrs. Shirley and Corbet, contractors on the Hereford Branch Railway, who crossed the border after cashing a cheque for \$25,000 received on account from the Company, has had most serious results. They had in their employ about 700 Italian and Hungarian laborers, none of whom had been paid any of their wages since the 1st of August. When these sons of sunny Italy discovered how they had been left in the lurch their anger rose and their demonstrations became very marked. They soon congregated together near the village of Shawville, and when the railway company, which had taken charge of the plant left by the fugitive contractors, sought to persuade them to resume work, they flatly refused, and when the Company secured other men to begin work

A SERIES OF RIOTS

occurred, in which many heads were broken, and much ill-feeling engendered. There is a story current that several of the rioters were fatally and many seriously injured, but, owing to the lateness of the hour, it cannot be confirmed. As further trouble was feared the warden and magistrates of the county waited on Lieut. Col. Pope, commanding the 58th (Compton) Battalion, and at their request he called out the regiment. The corps soon got under arms and their appearance soon quieted the rioters, but more trouble is anticipated in the morning.

SENDING AMMUNITION.

Lieut. Col. Houghton, D.A.G., received the following despatch from Lieut. Col. Pope, commanding the 58th Battalion, at a late hour last night :—

BURY, September 25.—I have received requisition to call out my battalion from warden and magistrates of county to quell riot on railway. Send 10,000 rounds of ball ammunition at once. F. L. POPE.

September
26
1888

Montreal Daily Witness

THE RIOTING ITALIANS.

THE VOLUNTEERS MUSTERING, AND GETTING AMMUNITION FROM MONTREAL.

The alarming report received from Bury this morning, a copy of which is given on another page, has caused some excitement among the military men of Montreal. Ten thousand rounds of ammunition were asked for in the telegram, but five thousand were considered sufficient. This supply ought to have left by the Grand Trunk train this morning, but that company refused to carry it. Lieut.-Col. Houghton, D.A.G., wired Lieut.-Col. Pope at Bury, this morning, asking for full particulars. Up to 2.30 this afternoon no answer had been received, and the Colonel sent the following second telegram:—

Trunk refused to carry ammunition to-day. Dominion Express will deliver to you at nine to-morrow. Instruct agent if you require it delivered elsewhere. Answer my telegram of this morning immediately.

Lieut.-Colonel Mattice stated to a *Witness* reporter that Lieut.-Colonel Pope had 150 good men at Bury, who would be ready to meet all emergencies. He does not think that the rioters will come to the point of the bayonet. A similar trouble happened before in that vicinity when the Grand Trunk track was being laid.

The D. A. G. and Colonel Mattice expect that they will have to go out to the scene of the riot.

The ammunition leaves by the C. P. R. at 5.10 this evening.

As late as 3.30 this afternoon no information had been received from Lieut.-Col. Pope. Col. Houghton says he is ready at a moment's notice to don his uniform and proceed to the place. He has telegraphed the Adjutant-General in Ottawa informing him of the affair.

(Special to the *Witness*.)

SHERBROOKE, Sept. 26.—Great excitement prevails upon the line of the Hereford branch railway between Cookshire and Sawyerville. A portion of the 58th battalion have been called out, as there are a large number of Italians who have been defrauded out of their pay, and it is feared may cause trouble by breaking into the stores. Nearly all of the country merchants in that vicinity, besides a number in this city, will be losers to a more or less extent.

(Press Despatch.)

SHERBROOKE, Sept. 26.—No further developments have yet taken place in relation to the trouble on the Hereford railway. There is no telegraphic communication to any point on the line, Cookshire being the nearest point on the Canada end. Information this morning via North Stratford, N.H., is to effect that Italian navvies, now assembled at Paquetville, on the border between Canada and the United States, yesterday chased off the track-laying gang working on the Canada side, and they were obliged to take refuge on the American side. The Italians have encamped themselves at Paquetville and vicinity, and hold in their possession a number of construction cars and other material, having placed over them a strong guard. They removed from the sleepers a number of the rails after having chased away the track layers. So far they have not crossed into the United States, but threaten to do so. They have threatened also to kill General Manager Sweet should he cross over into Canada.

The directors will meet this afternoon at West Stewartston to discuss the aspect of affairs on that end of the road. The volunteers, who are scattered over a large portion of the surrounding country, cannot certainly be brought together before to-night, orders having been issued to most of them only this morning. There appears to be little or no ammunition amongst them, the Sherbrooke battalion having had to send 200 rounds, all that was in their possession. However, several cases of ammunition are coming from Montreal.

The contractors are largely indebted to business houses in various parts of Canada. Mr. W. B. Ives, M.P., who is one of the prominent directors, is confident that everything will resume its usual condition in a day or two. The Hereford railway now under construction is to run from Sawyerville, Que., to West Stewartston, N.H.

Latest—A telegram just received from Mr. W. B. Ives requests that a force of about 25 men be sent to Hereford to protect property in the vicinity of the Hall settlement, where there is the greatest danger to property.

September 26
1888

Last Edition

FACE TO FACE

THE VOLUNTEERS ARRIVE AMONG THE ITALIANS,

WHO PULL UP RAILS BEHIND THEM, BUT RETREAT FROM THE BAYONETS—PROVISIONS SEIZED.

(From Our Own Reporter.)

COOKSHIRE, Sept. 27.—At 11 o'clock seven companies of the 58th, numbering 235, under the command of Lieut.-Col. Pope, and one troop of the 58th regiment of cavalry, under command of Col. Taylor, boarded a cattle train at Cookshire station. As it started on its journey three hearty cheers were given by those assembled to see them off. Orders were given the engine driver to go slow, as it is feared that rails may be torn up along the route. The men were packed into the trucks like so many cattle, the floor was the only bit of sitting room available. The officers and men are all in jovial spirits, and are "thirsting after blood." A Coast-cook company is stationed at Hall's Stream, where some property was damaged. As the train proceeds the rain is coming down in torrents. The *Witness* is the only paper represented. On arriving at the end of the track the men will be billeted. There will only be one tent available. Provisions to last over to-day are on board the train.

The train has just been stopped by a commanding officer to enquire from the cavalry scouts who were sent forward in the morning. They reported all quiet, but that the Italians were gathering at Sawyerville village, close to the works. This is where commanding officer Pope will have his headquarters.

Later—We have just arrived at Sawyerville.

TWO HUNDRED ITALIANS MET THE TRAIN

in a most determined attitude. They were all armed. They passed the train shouting and waving their clubs. This village is in the possession of about thirty cavalry men. There has been no bloodshed as yet. About fifty yards from behind where the train was standing the aroused Italians pulled up some rails. This was witnessed by the troops, who immediately marched over to the spot. The Italians fled. The rails are being replaced in presence of the military.

I interviewed some of the Italians. They seem to have been treated shamefully by the contractors. One, named Jim Palango, said he was owed \$500, and had not received any money for three months. Sympathy here exists with the Italians, who have suffered unmercifully at the hands of the unscrupulous contractors.

Six shots were fired at another H. C. Taylor, of Sawyerville, as he was driving home last night.

The Italians say they are determined to tear up the rails unless money is given them immediately. They are famishing, they say.

Latest.—Three hundred of them are waiting two miles up the line, where part of the troops are preparing to go. I am three miles from the nearest telegraph station, at two o'clock. Things are quiet, but trouble is anticipated.

(From Despatch.)

SHERRBROOK, Sept. 27.—The volunteers are now placed at different points on the line, except the portion of the line on the border, which has not yet received protection in consequence of the distance, but troops will reach there this afternoon. From the American end yesterday, provisions were sent by the superintendent to a party of Greeks who were lying north of the Italians, but the latter seized the provisions and retained them. Mr. L. G. Belanger, Crown prosecutor, applied to the Attorney-General of Quebec on behalf of the Company for authority to send out constables to effect the arrest and detention of the ringleaders. This has been granted, and the constables will be protected by the military in the execution of their duty. The departure of a further contingent of the troops on freight cars from Cookshire this morning was watched with much interest.

September 27,
1888

Montreal Daily Witness

Last Edition

A MIDNIGHT RAID.

ITALIAN TRACK-DESTROYERS DRIVEN OFF BY AN OVER- HEAD VULLEY.

THE DEPUTY ADJUTANT GENERAL'S OFFICIAL RE-
PORT TO THE MINISTER OF MILITIA.

Ottawa, Sept. 28.

The second day of the "campaign" has been a bit more exciting than was yesterday. This state of things may go on for sometime unless an amicable arrangement can be come to between the railway company and the men. As things are at present some of the parties seem inclined to yield. The following dispatch was received here this afternoon, after mine had left. It is from the Italian Consul in Montreal, and is addressed to the company:

Representatives of the Italians employed on your road called on me in reference to wages due them for work performed on the road. The Italians are willing to return to work if the Company guarantees wages due by the abiding contractors. Will the company do so? Please answer at once.

C. MAROTTI.

Chief Engineer and Acting Superintendent F. Williams has forwarded this telegram to the proper quarter. In conversation with a Witness report or he said that the Company was quite willing to pay all money due by the Company to the abiding contractors, but that they

WOULD NOT BE HELD RESPONSIBLE

for the \$25,000 that these parties had already received. All the Harvard Company wants, he says, is time to arrange affairs. If the men return to work they will receive their wages every week, if called for. He is of opinion that the Italians will get a considerable portion of their pay if they only wait. If they interfere again with the men working, their supplies of food and other provisions will be stopped.

The difficulty, in short, seems a long way from solution. The Company is determined to push on the road, and will not submit to what the Superintendent terms "an Italian mob."

While tramping along the fringe of the bush to-day the mud was knee deep, and very slow progress was made. The men mostly wear long coats. To-night is bitterly cold. The men are distributed as follows:—Eighty-five are in charge of the stores at Auckland, a point eighteen miles from Oshkosh; one company in Sawyerville; one at end of track; one in charge of traffic and Eaton village; and the others patrolling. The Cavalry will do duty between Auckland and Eaton.

Ottawa, Sept. 28.—Colonel Houghton arrived in Oshkosh at four o'clock last evening, and at 8.30, in company with the Witness reporter, he drove off for Sawyerville. On the way we passed many sentries, one who at the point of the longest stopped the horses and in a questioning voice enquired: "Who goes there?" "A friend," replied the witness. "All right, pass on," was the sentry's order. All along the night train we passed men on duty. At Sawyerville we went to the home of the President of the Montreal Railway Company, Mr. Sawyer, where we also met Col. Pope. Duplicates of any dispatches to the Witness were asked for, and the military men went carefully over them. Col. Pope pronounced them accurate in every particular, and the D.A.G. wired the following to the Adjutant-General of Militia, Ottawa:—

Around Sawyerville to-night. Col. Pope here with himself and eight men, 50th, and Col. Taylor with about 250 Cavalry. About 75 men of 50th, in addition to about 200 of Hall's Scouts at other end of railway. Everything going on well so far, and no serious collisions with natives. Reports in last night's and to-night's Witness substantially correct.

G. F. Houghton.

The President of the Company feels that an amicable settlement with the natives could be made to which they would just have patience. This morning he exposed himself to your reporter; and the time that he took, as all do, that order must be kept at all hazards. After talking over the situation with Col. Pope, we returned to Oshkosh, which place was reached after midnight.

Early this morning the D.A.G. and press representatives (another newspaper man having at last turned up), had a special train placed at our disposal, consisting of six cars without any smoking. At the train-truck, where a squad had been stationed all night, they reported that somewhere last night a gang of Italians with one up leader made an endeavor to stir up the railway. They came with pictures and set to work about 200 yards from the tracks. Capt. Kelly captured the men and a rush was made for the station. The

MOVING WAS GIVEN TO FIRE

and a volley was sent over the heads of the desperadoes, who continued in all directions. No shot was down. This encounter has created much hostile sentiment in camp and round about the station. At Sawyerville everything was quiet during the night. We went on to the end of the line's embankment, found every-thing quiet, and the men at work. The Italians were scattered or are hiding somewhere in this area.

At Sawyerville there are two hundred men stationed during this morning, and sixty men about six miles up the line. The Cavalry are doing something. Capt. Mac 6, 7 and 8 companies have been sent to Hall's Scouts. Col. Pope has his full battalion out, numbering 200 men. If necessary ordered they will move to either Montreal or some place near. The D.A.G. of Oshkosh, is on road.

September 28 1898

Montreal Daily Witness

FALL IN!

THE 58TH BATTALION MARCHING AGAINST THE RIOTERS.

THE DESPERATE ITALIANS ARMED WITH KNIVES, REVOLVERS, AXES AND CLUBS—HEREFORD VILLAGE DAMAGED.

(From Our Own Reporter.)

SHERBROOKE, Sept. 25.—Your reporter was to-night enabled to obtain an authentic account of the circumstances leading to the uprising of Italian laborers at Bury. In an interview with a prominent professional gentleman interested in the affair it was elicited that the trouble has arisen through no fault whatever of the Hereford Railway Company, which is composed principally of local gentlemen, but from the fact that the sub-contractors for the work have skipped and left numerous creditors, including 700 men, to whom six weeks' wages are owing. In May last this Company, which was incorporated under a Dominion Act in 1885, asked for tenders to grade, ballast and lay rails on the Hereford Railway from its junction with the North-Western Railway at Cookshire to near Hall's streams, in Vermont, a distance of 35½ miles. The contract was awarded to Knoch G. Sweet, of Woonsocket, Rhode Island, who sub-let it to Michael Shirley, of Ottawa; James Corbett, also of Ottawa, and John Brennan, of Sand Point, Renfrew. The contract figure was \$134,000 of which \$59,000 has been paid altogether. On Friday last the contractors represented that they had

AN UNUSUAL DEMAND FOR MONEY.

having numerous bills coming due. They persuaded the Company to give them not only \$20,000, which was due, but \$5,000 extra in advance. A day after they received the money they left for parts unknown. It is hinted that they are probably in Ontario.

It seems that the weather has been so bad that the contractors have been losing money since they started work. It is said that they took the contract at least \$30,000 too low.

The President of the Company is Mr. William Sawyer, of Compton, formerly of the Local Legislature.

Mr. Sweet is prepared to carry on the work and to take the men on again, but this they will not listen to at present, as they are

IN A WILD STATE OF EXCITEMENT.

Mr. Sweet has taken an action for \$50,000 against the contractors. He was under a heavy bond to have the work completed by the 1st of November. It will be an utter impossibility to do so now.

BELLEVILLE, September 27.—After a tedious journey of three hours on a freight train from Sherbrooke, your reporter arrived thus far on his way at an early hour this morning. On the same train he met several creditors, bound for the scene of disorder, to secure whatever they could of their goods shipped to the contractors. Messrs. McLatch, of the Vulcan Works, Montreal, have a representative here to look after their interests. They have recently shipped a quantity of goods, and are anxious for the company to take them over. All the plant belonging to the contractors has been seized for debt. Their creditors are innumerable, and they are heavily in with some firms. One gentleman on the train, hailing from Kingston, claims to be in for \$700. Mr. C. Galt, artist of the *Dominion Illustrated*, is also en route for the scene to take sketches.

COOKSHIRE, Sept. 27.—Just arrived at Cookshire, where the greatest excitement prevails. The 58th Battalion and a troop of cavalry were awaiting the arrival of our train. They could not proceed before as the ammunition from Montreal had not arrived. The whole battalion, accompanied by the *Witness* reporter, leave here in twenty minutes per special train for the scene of the disturbances, seven miles distant. The volunteers carry their bayonets, rifles and knapsacks. They are a sturdy crowd of fellows. The Italians won't be pacified. They are entirely ignorant of a word of English. They have endeavored to pull up the seven miles of rails; they have thrown over switches; in fact, they are in possession of the whole district. They are armed with dirt knives, revolvers, axes, and clubs. The Company has offered to take them on again and pay them their wages weekly and also try to effect a settlement with them, but this they won't hear of. They entered the village of Hereford and did considerable damage. It is feared that there will be some fighting. One man named Darn, of Papineauville, informed your reporter that Shirley, Corbett and Brennan, the runaway contractors, owe him \$10,000 for laying a part of the track. The Italians have no money to buy provisions and are in a most excited state. The troops have been lying here two days waiting the arrival of the ammunition which came on our train. They are now forming in line in front of the station.

September 27

1888

Last Edition

GUARDING THE TRACK.

THE VOLUNTEERS' FIRST NIGHT OUT.

REVOLVER SHOTS IN THE DARK—DYNAMITE
FEARED—HARDSHIPS OF THE ITALIANS—
GREEK LABORERS TO BE PROTECTED BY THE
MILITARY.

(From Our Own Reporter.)

COOKSHIRE, Que., Sept. 28.—The first night in camp passed off without any very great excitement. Three companies of volunteers were brought into Cookshire and billeted in the various hotels, halls and dwelling houses, while the remainder of them, with the cavalry, were left in Sawyerville, the centre of the trouble. Twenty-five men passed the night watching the trestle work two miles from Sawyerville. The Italians, having dynamite in their possession, it is feared that they will blow this work up, and they have threatened to do so. Many of the men slept in sheds without any blankets or coverings of any kind, but they cracked jokes and took the situation good-naturedly. Squads of volunteers patrolled the line all night. They encountered no serious opposition. About eleven o'clock

SEVERAL REVOLVER SHOTS

were fired at them, but the bullets whizzed overhead without doing any injury. The infuriated Italians kept up an awful howling all night, making sleep an impossibility to those that way inclined. They are camping in the woods along the line.

The question, "Who is to pay expenses?" is being discussed among the villagers. It will take from \$500 to \$600 a day. Each man receives fifty cents. The municipality does not expect to be asked to contribute its quota. It holds that the Dominion Government alone should shoulder the responsibility. The Hereford railway, although in the hands of a local company, is principally controlled by the Boston and Maine Railway Company.

An Italian informed your reporter that three of their number had left for Montreal to consult a lawyer. They expect the Italian consul out here to-night.

The directors of the Hereford Railway are Messrs. W. B. Ives, Sherbrooke; R. H. Pope, Cookshire; Sawyer, Sawyerville; Van Dyke, Jones, Sinclair and Sweet. The last four are Americans. It is reported here that they have decided to pay the men for September work, but this lacks confirmation.

THE STOREKEEPERS

around the villages are decidedly on the side of the Italians, who owe them considerable sums and have no prospect of paying up.

A hundred Greeks are to commence work this morning. They will be guarded from attacks by the volunteers. The Rev. Mr. Ferguson, of the Presbyterian church, says the men have been working like slaves all along. He has found them very civil since he came there—that is, to Sawyerville. They have no homes, and are naturally incensed at the treatment received. It is the prevailing opinion that the Company ought to advance the men part of their money to keep them from starving. The Company has not been the loser to any extent, as the work done is value for the money which it has paid out.

The volunteers all mustered at Sawyerville at nine o'clock. They were put into squads of 80, and sent by special train to different points on the line. I accompanied Col. Pope and a squad to the end of the track laying. We had to walk about a mile from there through a mile of mud up to a camp. This hut is to be the headquarters of this detachment. It is in the bush, one hundred yards from the main line.

Later.—Some excitement was caused just now while the men were getting the camp in order. A mob came in with the information that three hundred Italians were marching down towards where the men were at work. Just then they passed the camp on the line, shouting and waving sticks. They were let alone until superintendent Williams came in and stated that they

HAD DRIVEN THE MEN OFF THEIR WORK.

Col. Pope mustered his small force, saw that each man had an ample supply of ammunition, and that the barrels of their rifles were clean and ready. He then dispatched a train down to Sawyerville to bring up the detachment stationed there and also to bring up a magistrate to read the Riot Act. He marched his men within one hundred yards of the Italians, who stood with a triumphant air on the line. The order "Fix bayonets!" was given. Then all anxiously awaited the arrival of Magistrate Bailey, of Sawyerville. While waiting, two officers and the Witness correspondents approached two of the foremen of the mob, who stated clearly what their terms would be. They wanted full pay for September and as much as the Company owed to pay them for August. They did not want to be driven to fight.

NOT WERE DISARMED

not to let any track be laid as long as their wages remained unpaid.

Soon after an engine came up with Magistrate Bailey, who immediately mounted the stump of a tree and read aloud the Riot Act. Col. Pope addressed the men through an interpreter, and gave them ten minutes to disperse, failing which he threatened to fire on them. Half of the men walked quietly away. The others remained. They said they would meet death rather than submit. The Colonel kept his watch in his hand, as the same time unravelled on the lead-

September 28

1888

TEARING UP RAILS.

AMONG THE VOLUNTEERS AND "INSURGENTS."

THE "WITNESS" REPORTER INTERVIEWS THE
ITALIAN TRACK-LAYERS.

(From Our Own Reporter.)

COOKSHIRE, Que., Sept. 27.—Compton county has been thrown into a serious state of excitement, solely by the absconding of a firm of railway contractors, who had the control of about 800 men, but whose business transactions apparently savored strongly of dishonesty. After the *Witness* reporter had sent off his telegraphic despatches yesterday, he took means to ascertain all the particulars in connection with this somewhat complicated business.

What I have already sent you is substantially authenticated. All the reports and rumors which have appeared in contemporaries about their being serious riots are simple fabrications. Up till a late hour to-night nothing more serious than tearing up rails, throwing over switches and acting generally in a threatening manner has taken place. They certainly did stop a ballast train from working at the south end of the track at Horsford; they did not even stop at that, but tore up the rails connecting with the American section of this railway called the Upper Cochas Railway.

The Italians, undoubtedly, have very great grievances, and it is small wonder that they demand money which is honestly due them.

Shirley, Corbett and Brennan were, until lately, looked on as honest, hard-working men, and nothing was farther from the minds of those who knew them than to anticipate this trouble. As I stated in one of my despatches, the weather and other circumstances went badly against them. It is generally believed that they

HELD ON TO THE VERY LAST

before clearing out. They all left ostensibly on other business. One said his brother was ill; another, that he wanted to cash a cheque at Ottawa; and the third had also some very pressing engagement. It is a week ago last Monday since they disappeared, but the men continued work until the 22nd in the hope of their employers returning—which, however, they failed to do.

As many of the Company's shareholders as could be convened met in Cookshire last Sunday to discuss the situation. They decided to make an offer to the men to return to work, their wages to be paid every week and to count from the day on which they recommenced. This offer was made, but the Italians flatly refused these terms. Those who were willing to agree were molested and had to leave off work. The tearing up of rails along that part of the railway was finished then commenced.

THE VILLAGERS BECAME ALARMED,

as their homes were threatened with fire, and subsequently orders were issued by the Warden of the county calling out the militia.

The only section of the railway now being proceeded with is that between Auckland and Paquetteville, where there are over 170 men at work under Mr. Evans, a sub contractor, who is now working for the Railway Company. These men have not been paid, but are content to await the issue of affairs. They are twenty miles from Sawyerville, where the centre of the present trouble is. It is expected, however, that the Italians may make for this section soon.

UNLESS PREVENTED BY THE MILITARY.

The railway company has a good deal of blame thrown on its shoulders for the somewhat arbitrary manner, according to the people hereabouts, in which it has acted. In the first place, it is blamed for not asking greater security than \$5,000 on so large a contract; and then in the second place it is blamed for giving up the \$5,000 more than the contractors were entitled to on last month's work.

Numerous seizures have been made, not only by the railway company but by private parties who supplied the absconding firm with stores. Seizures have also been made, it is stated, on moneys alleged to be in the hands of the Company for work done from the 1st until the 23rd of this month, when the men knocked off. The engineers are now estimating the work done between dates.

WHAT THE INSURGENTS SAY.

From as many of the Italians as could speak English I made it my business to ascertain their version of the trouble. They were somewhat averse to saying anything about it. One thing they will agree on, namely, that they will not let any other men come to take their places. One of them stated to the reporter that they had determined on building shanties along the line and taking possession of it. He stated that they would tear up every rail and sell them to obtain bread, of which they stand sadly in need. They have no money, and hunger will probably drive them to something desperate. They might make formidable opponents. They witnessed the arrival of the red coats to-day with angry scowls. It was some what amusing to see a hundred of them furtively

CREEPING AROUND BEHIND THE SOLDIERS

to day when an artist was engaged in taking their picture,—and proceeding up the line, over which the train had just passed, tearing up a quantity of rails and displacing the "sleepers." As soon as this was noticed the volunteers were wheeled around and marched up to the spot, which they guarded until the rails had been re-laid. The Italians stalked away muttering threats. They are scattered all over the line, and a report is around as I write that they are mustering their forces. Patrols of the volunteers will be on duty along the line all night. Your reporter will spend to-night in camp.

Each man is carrying fifty rounds of ammunition.

The Italians' knives are feared.

The military will stay here until everything is quieted down.

September 28
1888

Last Edition

ALL QUIET.

THE ITALIANS ON ONE SECTION RETURN TO WORK.

BUT THE OTHERS STILL HOLD OUT—A DRIVE THROUGH THE WILDERNESS—FINLANDERS REPLACE THE TORN-UP RAILS.

(From Our Own Reporter.)

PAQUETTEVILLE, Oct. 1.—This despatch is dated from a little French village a mile and a-half from the boundary line, where the *Witness* representative landed last night along with the troops. Saturday night and yesterday passed off quietly along the whole line. The Italians have not been seen since Friday in a body. On Saturday evening the president of the railway company had an interview with Antonio Scapella, the leader of the Italians, who had just returned from Montreal. In the presence of several of the railway officials and others a compromise was come to by which Scapella agreed to advise his men on the Cookshire section of the road to go to work this morning, and accept the conditions already laid down by the Company and reported in the *Witness*. Scapella feels confident that the law will be sufficient to grant them their due.

As the prospects of peace were brightening at Sawyerville, Colonel Houghton decided to send on the troop of cavalry under command of Captain Learned, and a company of infantry under Lieut. Reid, to this part of the line, where trouble was anticipated. Accordingly, yesterday forenoon at 11.30 the above companies, with Colonels Houghton and Mattice, Mr. W. H. Learned (Warden of the county and manager of the railway), and Magistrate Bailey, with Delaca, an interpreter, and your representative, left Sawyerville, and arrived here at 5.45. The journey was through a most

UNUSUAL TRACT OF BUSH,

seldom broken by a patch of green turf. For six miles we had to drive through what might have been a Highland mountain pass. The quantities of mud, and the obstructions met with, were somewhat frightful, and led us to believe that to attain our journey's end would be almost an impossibility. However, we arrived all right in the end, and were met at the village by a crowd of Italians, who were perfectly civil. To the interpreter they stated their intention of going back to work this morning, so that if they can be depended on the trouble is practically over.

By to-night the cost of the maintenance of the troops will have reached \$4,000. There is sure to be some bickering before this is paid. There is a feeling around that the railway company will have to pay the bill out of its own treasury.

Colonel Houghton will assume command of the troops on this section, and Colonel Pope on the Sawyerville section. Colonel Taylor will remain at No. 3 camp awaiting further orders. Captain Tremblaine with his company will stay at Beauce for the present.

(Special to the *Witness*.)

NORTH STRATFORD, N.H., Oct. 1.—I have just arrived here after a sixty mile trip from Paquetteville, where Col. Houghton has made his headquarters. The 300 Italians around here who promised last night to go to work have changed their minds, and now refuse to do so. The part of the road nearest the boundary line, along which I drove, is quiet. All the Finlanders are at work, and they have already laid down the track that the Italians tore up, and the latter have not yet offered any resistance, but hang around in a sulky, threatening manner. At Paquetteville part of the Italians wanted to work but the balance would not let them and trouble is expected. Mr. Van Dyk, who represents the American directors, left for Paquetteville this morning. Capt. Tremblaine at Beauce, and Capt. Hitchcock at the boundary, report everything quiet.

THE CALL OF HUMANITY.

QUEBEC, Oct. 2.—Referring to the troubles in Compton and the report that the unfortunate Italians intend to send a deputation to Quebec, *L'Electeur* expresses the hope that the Mercier Government will act with justice and endeavor to find means to retain out of the Herford Railway's subsidy a sufficient amount to pay off the defrauded navvies, as, though they are strangers to the country, they are human beings, and over and above the question of law soars this question of humanity.

September 28 1888

Last Edition

THE SWINDLED ITALIANS.

THEIR CONSUL'S ATTEMPT TO ARRANGE TERMS
WITH THE RAILWAY COMPANY—APPEAL TO
THE GOVERNOR-GENERAL.

In reply to the Italian Consul's proposal on Saturday, Mr. Ives, the treasurer of the railway company, sent word that "the company will not guarantee to again pay what they have already paid in good faith to the contractors. The company are not able to do this. It is a small company building a colonization road. The company are prepared to employ and pay the men weekly if they so desire. The work can be completed in six weeks. The company will then hand over for distribution among the creditors of the contractors all that is due the contractors. To secure the men the preference to which they are entitled the contractors should be put into bankruptcy and the money should be divided by the court.

Mr. Mariotti then asked the Company to pay the wages earned by the men in September, for which month the contractors had not received pay. He also remarked that he believed the men could seize the plant and all property of the absconding contractors.

Having submitted this to the other directors, Mr. Ives replied—"The directors refuse to guarantee payment for work done before the strike. They are likely to discontinue work for this year. Will decide Wednesday."

At the same time Mr. Mariotti received another despatch from Cookshire, asking him to go out and confer with the Company's manager. He accordingly decided to do so, letting Mr. Ives and the Italians know, and telling the latter to "remain quiet." Mr. Mariotti has also sent this message to Lord Stanley, Governor-General:

As representing His Majesty the King of Italy in this district, I desire respectfully to call Your Excellency's attention to the unfortunate position of about 600 Italian subjects, laborers on the Hereford railway, who have been abandoned by the contractors for the construction of the road with two months of back wages due them. Troops have been called out to keep these men in order, but as far as I am informed the laborers have been peaceful and quiet under these distressing circumstances. Can the Government do anything for their relief? The Railway Company refuses to pay any part of the wages due and the men are destitute.

The consul also reported the proceedings to the Italian Minister of Foreign Affairs and to the Halifax Consulate.

THE VOLUNTEERS.

Our correspondent describes the volunteers at present under orders as principally composed of farmers, their sons, and laborers. They have been gathered in from a radius of seventy miles. They are nearly all Scotch, and Gaelic speaking. They would make formidable opponents for any one to meet. One expressed himself to the reporter in these words: "I came away and left my grain in the field to serve my Queen and country. I would rather have fifty cents from the Queen than a dollar and a half from any other person." Among the volunteers are men of all ages, from twenty to seventy. Although they may have no active work they are enduring hardships which would tell on a people of a less robust nature. They have made up their minds for a long spell of this, but it is to be hoped they will be disappointed.

A HEAVY BILL TO BE PAID.

(From Our Own Correspondent.)

OTTAWA, Oct. 1.—The militia department has advised Lieut.-Col. Houghton to act in accordance with the law, and make a demand on the civil authorities for the pay of the troops called out.

September 28

1888

FEBRUARY 14TH, 1911

WRECK ON THE MAINE CENTRAL.

Four persons were injured this afternoon near Cookshire. The engine and tender left the track and the cars turned over into the ditch. Three train hands and one passenger were more or less seriously injured by an accident to the Maine Central passenger train this afternoon.

The train was between Cookshire and Dudswell Junction near what is known as Brookbury siding when the engine and tender left the track.

The baggage and mail car and the smoker turned over into the ditch.

The baggageman, mail clerk and expressman and a passenger named Cote from Marbleton were injured but what extent has not been ascertained at this hour, two o'clock. The other passengers were also badly shaken up.

Sherbrooke Daily Record

HARRY K.
THAW

HARRY K. THAW

Harry K. Thaw was considered a spoils rich, heir to a multi-million dollar mine and railroad fortune when he shot Sanford White roof garden of the New York Madison Square Gardens in full of a great many witnesses over White's alleged violation of Thaw's wife, chorus girl Evelyn Nesbitt. There were a series of trials in 1907 and 1908, in the end Justice Dowling committed Thaw to the Matteawan State Asylum for the Criminal Insane. It was extremely infamous criminal case, for it seemed that there was one law for the rich and another for the poor.

Then on August 18th, 1912 Thaw in a well planned escape involving ladders and chauffeurs and five accomplices Thaw escaped from his Matteawan jail. It became the major newspaper story of North America with newspaper headlines claiming that Thaw had been spotted in this city and that town. It seems that he managed to board a train and then worked his way through the then well serviced system of railways and branch lines. In the end he boarded a Maine Central train heading north to Canada. Train crews recognized Thaw as he sat in a coach seat. A telegram was sent to authorities, who sent law men to catch the train. A wild automobile chase ensued, so that when Thaw got off the train at Herford station just as he was hiring a horse and buggy he was arrested with two confederates that were accompanying him. He was taken to the Sherbrooke Jail and a trial. At this time there was no extradition between Canada and the United States. Thaw felt that he should be able to walk out of the Courthouse a freeman. New York Attorney General Jerome came to Sherbrooke to argue for his return to New York State. The high priced and very prestigious law firm of Greenshields of Montreal was hired by Thaw's family and included in the team of lawyers was local young Compton lawyer Louis St Laurent. of Montreal was attempting to secure the release of Thaw under a Writ of Habeas Corpus that

neither insanity nor criminality had occurred in Canada. Jerome brought doctors and medical evidence from Matteawan as evidence to Thaw's insanity. Then Jerome cited the then Canadian Immigration Act and pointed to the section where it stated that no one with a history of mental illness was permitted to come into Canada. With this the next morning Thaw was driven to the Canadian American border and was basically thrown out of the car right on the border. The American authorities were just waiting. So ended the great Herford Railway escape.

HABEAS CORPUS WRIT GRANTED TO THAW

(Continued from Page 1, Col. 6)

British argues, telling about the 1981-82 Iranian officials to show false who they are not eligible to enter Canada. This could further delay actual

Those 100 fish, among donations to the United States will begin the way to this smaller country to grow to become automatic. In a book, it is to be produced, they before Judge Olmsted of the Supreme Court and a war of harassment was conducted by his counsel, A. J. Simon and K. C. this afternoon.

Renowned Chef/Reur Arrested

At the time, who helped him to escape, and who is believed to be in London, is unknown. He gave the name of Michael Thompson, and stated that it was a friend of Tamm's and brother of the Harbuck's and Arthur Albee, manager of Harbuck's Casino, N.Y. who lodged him in Greenwich, said he was told to meet them in Manhattan, Greenwich, late of New York, and that he reported the matter of the book to him, and that, which said Thompson, stated with

Mr. Wilson was found in the street in a drunken condition waiting for the Town Clerk to come in, while the drunken police officers arrested him. He was held in 1960 until he was brought to this hospital to furnish the blood sample required by law. The patient, who is marked with ailing and ailing, is unable to cross the Canadian border on an orange passport, with a red line, to the authorities and to hold him on this charge. District Attorney Carter will secure his arrest on a warrant charging Roger Thompson with conspiracy with others to act at the ends of justice in the Thayer case. The warrant is here and the Thayer will not be released until the Immigration Law Coalition has been tested.

Application Was Granted

Judge Robinson granted the petition for the writ of habeas corpus for private. They remained throughout the day in the station, the railroad half a mile away. Ordinarily, the fugitive in their custody, the Tennessee News-Tribune showed their cumulative lack of interest in their absence from the

Montreal has been referred to in charge of the case for Thaw.

Doctors Hinge and Austin examined Terry Shaw in the jail today and it is said found him in good physical condition, though suffering acute pain in his chest.

Where to Call: 1-800-235-2225

"I am here to tell them," said Mr. Conner. "God will take care of the rest. I will think well, surely, to return to New York State, and to my denomination, as the Christianity of criminals does not want to be in its hands. It can be repented upon, then, by illustration. We have a duty of responsibility to develop in both directions. Indeed, it is a matter of choosing the best one. We shall try to do that. This should be left in Matthew's hands. Then we shall see whether he can create faith."

Mr. Palmer, taken with him a year or so ago, was a very old man, and his life devoted to the study of the Bible, but he said that the influence of the Spirit of God in the hearts of my people brought me added.

At the same time, the Hartford attorney asked the federal grand jury to indict the defendant on charges of conspiracy to defraud the United States. He was assisted in this by Judge Charles W. Clark, who recommended himself as counsel for the United States. Judge Clark, who had been admitted to the bar in 1901, was a member of the Connecticut bar and had been admitted to the New York bar in 1904. He was a member of the New York bar and had been admitted to the New York bar in 1904. He was a member of the New York bar and had been admitted to the New York bar in 1904.

Fast Slung Telegrams

There were three men with her—
a policeman and others. One of
the former was a telegraph and
he received frequent assistance of
himself from relatives and from
friends. His mother, Mrs. Mary Con-
roy, placed, however, hands to-night
with him to ward off or as could be
formed.

Perhaps the most interesting of the legends about him was that which related a series of illnesses and longings for a cure which had come upon him more and more in the midst of his work for the cause. The sister, Mrs. Mary Ann Calkins, wife of George Calkins, a former judge, but telegraphically happy that she was ready to start on a shipwrecked off I can be of any use to you."

Brother and Sister Arrived

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

August 20
1912
Toronto Globe.

Have No Precedent

Could Send Across Line

The Department of Justice here will not intervene unless the case comes up before it on appeal. As far as can be learned here tonight, the charges of conspiracy now against Thurston in the opinion of the Department of Justice, a little stronger in the present form than during its earlier stages.

They're Not Wanted Here

[illegible]

Case "Miss" 1941

[illegible]

You're taking Harry's picture
 the picture of the man who
 just as he started back, he showed
 I saw him in the hall in the same outfit
 when I saw him. You don't want to
 believe anything with me. You
 believe of that murder now.

1. The first of these is the fact that the
 2.

Planning the Trip

[illegible]

August 20
1912
Toronto Globe.

HARRY THAW ESCAPED IN DASH FOR LIBERTY

(Continued from Page 1, Col. 1)

tendant at the rear gate was rushing back and forth when Thaw closed the storeroom door behind him, and apparently did not grasp the significance of Thaw's early rising.

Thaw Was Trusty

Long years of residence at the asylum and repeated declarations by Thaw that he would never attempt to obtain his freedom except by legal means had established the madman's status as a trusty. There was little out of the ordinary in his appearance, except at two early hours in the court yard, and if Barnum saw him—as to this no one save the hospital authorities could say to-night—and they refused to talk—he raised no question.

A six-cylinder Packard touring car, black and sixty-horsepower, followed by a limousine, also black, started early along the road as the milkman drew near the gate. Thaw, standing a few feet away, apparently unconcerned, waited till Barnum unlocked the gate and swung it wide to let the milkman enter. At the same moment the two cars drew up on the further side of the road opposite the gate and the touring car stood still, its engine throbbing.

Through Open Gate

As Barnum stepped aside for the milkman to drive into the grounds he heard the gravel crunch beneath Thaw's feet and looking up, saw the madman dash past him with the speed of the wind straight for the waiting cars. Within a moment Barnum started in pursuit, but a dying leaf landed Thaw's head within the car. The great wheels were slowly turning, he felt the keeper's hand fairly reach the roadway. They were throwing up a cloud of dust before he had gone twenty-five feet.

Down the roadway the cars sped in a whirling cloud of dust that spread over their trail like a mantle and blotted them from sight. For a moment Barnum shaded his eyes with his hands against the dusty incense and watched them then, with the first great blot on his career of twenty years as keeper, he dashed madly

into, reached the State line within half an hour.

A Conspiracy Afoot

New York, Aug. 12.—(Special.)—While there had been, at different times, rumors to the effect that there was a conspiracy afoot to permit Harry K. Thaw to escape from Matteawan, it was not until last winter that the rumors reached the importance of having any substance.

Thaw, through accusations and counter-accusations which resulted in John N. Anhalt, a young lawyer, being convicted of bribery, it became known that Thaw had decided to help his way out of the insane asylum. The name of Governor Wm. Sulzer was dragged into the affair. Dr. John W. Russell, then superintendent of the hospital, and who said he had been offered a bribe of \$25,000, accepted, these representations were made to him that Mr. Sulzer would be pleased to have Thaw released, before Mr. Sulzer was inaugurated as Governor.

Agreed to Pay \$25,000

On the witness stand in the Anhalt bribery trial, Thaw testified that Anhalt came to him as the agent of Dr. Russell, and because he was positive in his own mind that Anhalt was representing Russell, he consented to turn over to Anhalt cash and checks equivalent to \$25,000. The certificates were furnished by Thaw's sister Mrs. George Carnegie, who is now living at the Gotham Hotel in the city. Thaw admitted on the stand that no other member of his family was to know about the transfer of these stock certificates.

Following the many charges Governor Sulzer appointed a special commission to investigate the affair at Matteawan, and Dr. Russell was removed from office to be succeeded by Dr. Allen.

Story of the Case

Harry K. Thaw killed Stanford White on June 28, 1906, in Madison Square roof garden. He was tried for murder from February until April, 1907, and the jury disagreed. He was tried again for murder in January, 1908, the jury acquitting him on the ground of insanity. Justice Dowling committed Thaw to Matteawan.

Action of Canadian Immigration Officials Will be Quick—Man Believed to Have Aided in Escape Is Under Arrest

(Canadian Press Despatch)

Shornuboke, Aug. 10.—Should Harry K. Thaw be declared a free man after the hearing of the habeas corpus proceedings here to-morrow—and it is considered practically certain that he will—he will be across the United States border and in the State of Vermont to-morrow night.

The case so far as the Canadian Immigration Department is concerned is wholly in the hands of inspectors D. H. Reynolds and E. E. Williams of Ottawa, and these two officials immediately Thaw is released by the court will take him into custody as an undesirable under the immigration act and rush the fugitive to Coaticook.

As the Immigration office these formal deportation proceedings will be conducted in the form of an official inquiry into the manner of Thaw's entrance into the country and his past history, which, of course, as is well known, debars him from remaining in Canada.

These formalities ended, he will be taken on board a Grand Trunk train and conveyed to the border, where Messrs. Reynolds and Williams will hand him over to the American authorities.

The point of deportation will be Island Pond, Vermont, the nearest border station on the Grand Trunk line, about twenty miles south of Coaticook.

Through Ticket Will Not Serve

The "through" ticket to Detroit on which Thaw hopes to evade the immigration authorities and continue his journey through Quebec and Ontario to the State of Michigan, will not serve that purpose. Though the immigration officials have not yet seen Thaw's ticket, they have learned that it was purchased in Coaticook, and read there that point to Detroit. It is not therefore a ticket from one American station via Canada to another foreign point and does not qualify as through transportation.

The only hitch in the deportation plan would be a further act of

(Continued on Page 2, Col. 2)

CROSS THE BORDER OF STATE

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May be Deported as Undesirable Citizen

WAS IDENTIFIED ON TRAIN

Departments of Justice and Immigration at Ottawa Are Undecided as to What Action They Will Take—New York State Asks for Deportation.

Special Despatches to The Globe.
Ottawa, Aug. 13.—The Justice and Immigration Departments here are evidently in a quandary as to just what to do with Harry K. Thaw, who escaped from Matteawan, N. Y., asylum and is now under arrest in Sherbrooke. Officials of both departments have been busy to-day reading up the statutes both in regard to extradition and in regard to deportation under the Immigration Act. As far as can be learned tonight no definite course of action has yet been decided upon pending probable court proceedings at Sherbrooke tomorrow and the filing of an extradition application in regular form. Apparently there are many legal technicalities that can be invoked by Thaw's counsel to resist on any rate to delay either extradition or deportation.

May Resist Deportation

The Immigration Department has sent two of its inspectors to Sherbrooke to report on the developments there tomorrow. They are armed with the necessary deportation papers to compel Thaw to recross the boundary if it is found that this can be promptly done without legal complications. The Immigration Act gives the necessary authority for deporting anyone adjudged insane or criminal. The departmental officials here believe that they can deport Thaw as coming within either one or other of these categories of an undesirable citizen.

(Continued on Page 2, Col. 1)

Lime Ridge - Dominion Lime Company

The limestone deposits in the Dudswell area were one of the early goals of the Quebec Central. The railway built a 2.5 mile spur into the area from its Marbleton station in 1877. This spur had such excessive grades that an engine could pull only twos from the quarry at a time. The Dominion Lime Company received on May 18th, 1887 a charter enabling them

"to manufacture and deal in lime, and to construct a railway from the mainline of the Quebec Central Railway at a point in the Township of Dudswell County operated by the said Company and said line of railway so as to connect the same with the Grand Trunk Railway, Quebec Branch, at some point in the counties of Richmond or Athabaska"

The charter was given to W. B. Ives, F. P. Buck, J. R. Woodward the QCR general manager, and W. M. Angus representing the East Angus Pulp Mill. It was to be one element, in a number of railroads that were chartered to provide the Boston, Concord and Montreal an entrance into the Province of Quebec. The other railways involved were the Hereford Railway, the Wolfe and Athabaska, the Upper Coos Railroad of New Hampshire, the Upper Coos Valley.

The Dominion Lime had laid 4.2 miles of track by November 9th, 1889 when it was sold to the Hereford Railroad Company. The Hereford, in turn, had been operated by the Upper Coos Railway (New Hampshire) since November 1888. The Upper Coos and Hereford companies were all leased to the Maine Central Railroad on July 22, 1890.

The Dominion Lime Railway connected the Dudswell Lime and Dominion Lime quarries at Lime Ridge with the Quebec Central at Dudswell Junction. The Upper Coos and Hereford connected with the CPR at Cookshire then ran south across the border to connect with the Maine Central's Portland - St. Johnsbury line at Quebec Junction.

The first three miles, built by Messrs. Gordon and Loomis were completed in August 1887. Two large lime kilns were also built at this time. The completed railway was inspected in December 1887. Besides serving the Dominion Lime Company's plant it also served the Dudswell Lime Company where it connected for only a few months with the QCR's Quarries Branch that ran from Marbleton. The railway was worked by equipment of Quebec Central in its first years. 1918 Brompton Pulp & Paper had controlling interest in Dominion Lime. In 1933 it acquired full control but in 1949 sold its interests.

The Maine Central during the summer months ran a through Portland - Quebec Pullman car over this route. The MEC built a station, a gallows turntable, and a three-stall roundhouse at Lime Ridge to serve the need of the branch.

By 1923 the Maine Central found the line extremely unprofitable, it lost \$1,639,359 in 1923 alone. In September 1925, the MEC entered into an agreement with the Hereford to cancel the lease effective November

1st 1925. On that last date the Maine Central took away all their rolling stock and other equipment and ceased to operate the line.

In March 1926 the Ministry of Railways and Canals of Canada petitioned the Board of Railway Commissioners to order the Hereford Railway to re-establish service over the line. The independent Hereford had neither money nor equipment to oblige. Protracted legal proceedings ensued. The Minister entered suit to sell the Hereford by tender, with the intent of re-establishing service. The Canadian National tender was accepted, even though the CNR did not connect with the branch in Canada. For this reason, the CNR tender was withdrawn and the Hereford was sold to the CPR May 25th, 1927. The CPR immediately abandoned two sections, Brookbury to Cookshire, and Malvina to the International Boundary near Beechers Falls. The Canadian Pacific then rented the portion from Dudswell to Lime Ridge to the Dominion Lime Company, by now a subsidiary of Brompton Pulp and Paper. The Dominion Lime started operations with a second-hand Quebec Central engine 15, but in 1955 it acquired a secondhand Whitcomb diesel.

Locomotives used on the site:

15	4-4-0	Rhode Island	12-1895 # 3094	acquired from Ed. Lacroix 1925
	18x24 62"			ex Quebec Central number 15.
---		Whitcomb	6-1937 #60002	ex U.S. Naval Ammunition Depot, Iona Island NY

**Dudswell Jct - Brookbury site - Leigh Martin Sawmill Railroad
Gilbert Lumber Company**

After the Maine Central stopped running trains over the Hereford Railway in 1925 Leigh Martin had a small sawmill at Brookbury four miles east of Dudswell Junction. The sawmill was unique as it had the only waterwheel in the area. Martin decided that he needed a railway siding. Using an old battered Ford Model T converted for use on the railway replacing the rubber tires with flanged wheels. The Model T pulled a small four wheel lorry. The car pulled lumber from the mill along the four mile line across the old Maine Central covered bridge across the St Francis River where it ran beside a siding on the QCR. The lumber was loaded into boxcars. Two very small turntables allowed the motive power to be turned at both ends of the line. This operation ran from 1926 until around 1938, when the railway, sawmill and the bridge were dismantled.

'Locomotive' used on the site:

--- Model T Ford

Used between 1926 and 1938

1935



pour accompagner le rapport de
 W. Laverdière dans le Rapport
 annuel du Service des Mines,
 1935, Partie D.

Région de Marbleton
Canton de Dudswell
 Comté de Wolfe

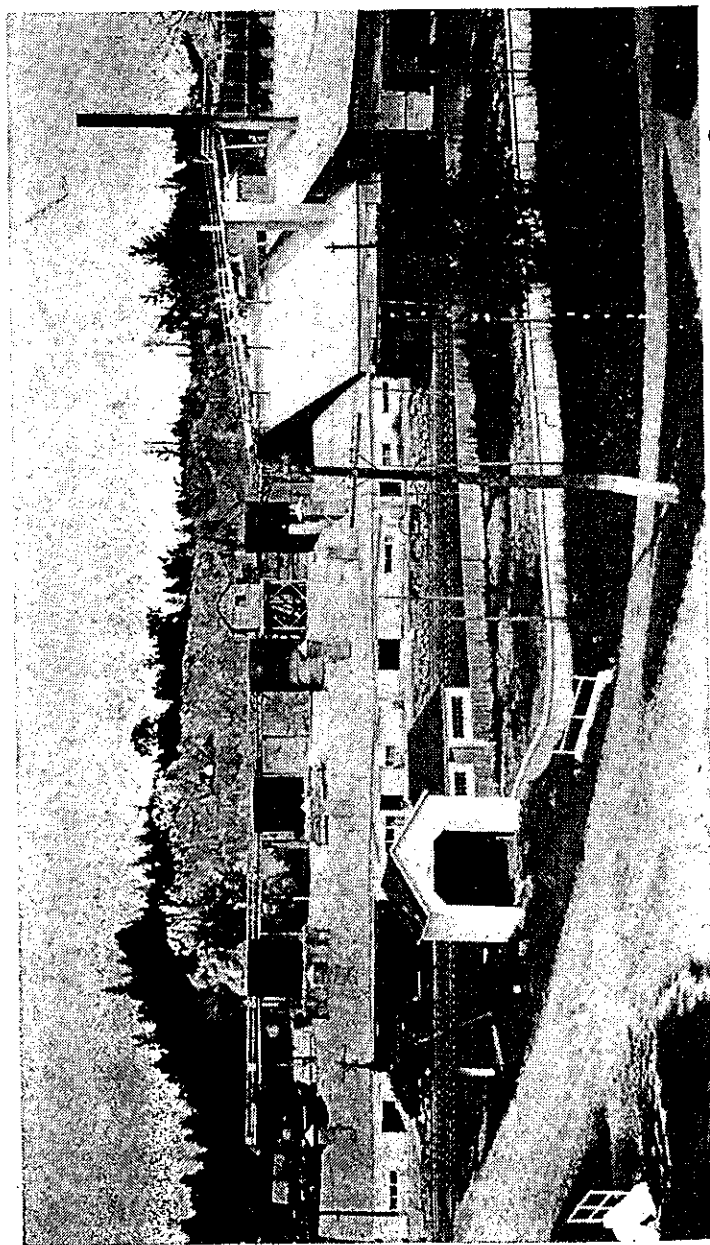
No. 354

Marbleton Area
Dudswell Township
 Wolfe County

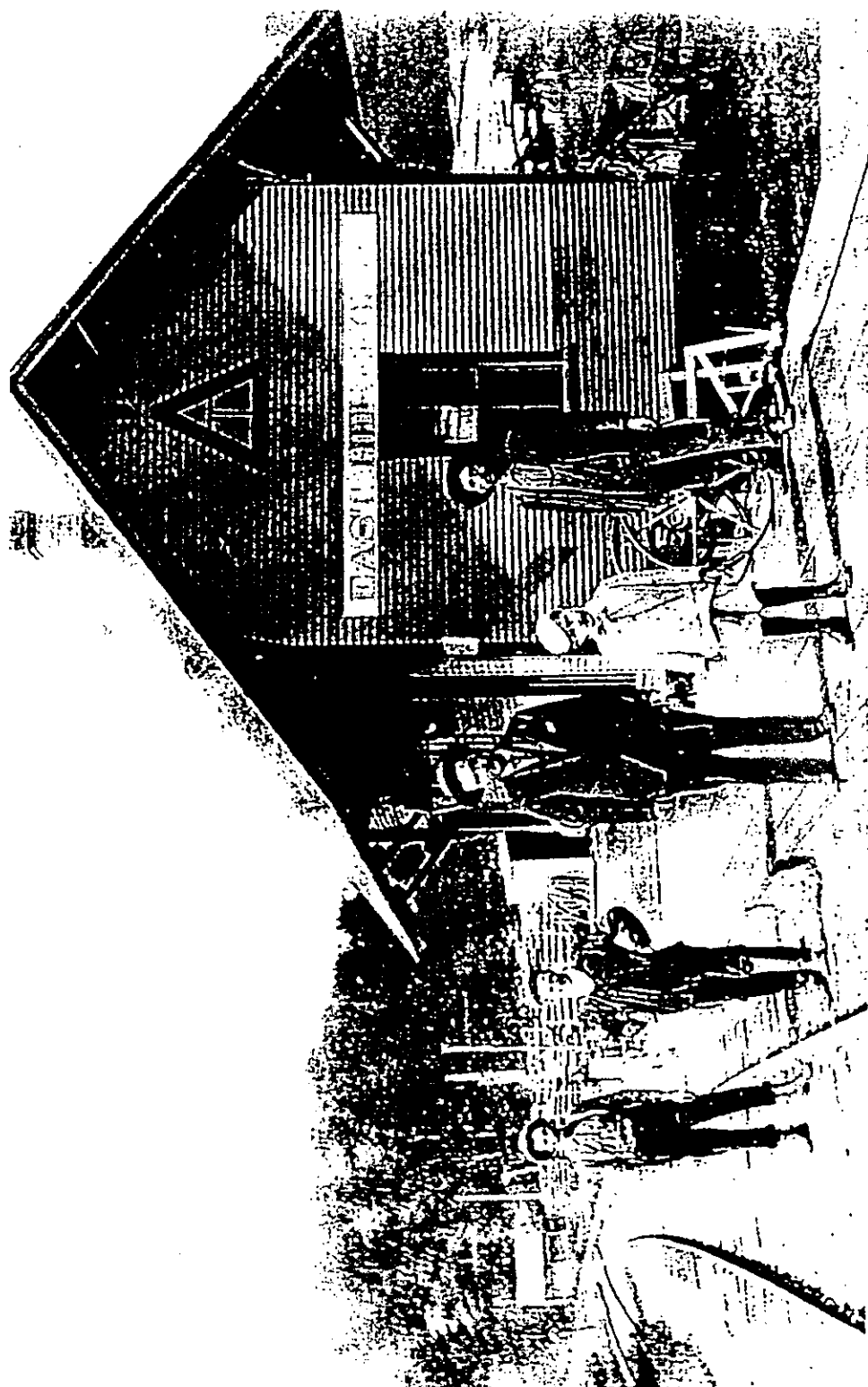
To accompany report by
 J. W. Laverdière in the Annual
 Report of the Quebec Bureau of
 Mines, 1935, Part D.

J.-W. Laverdière

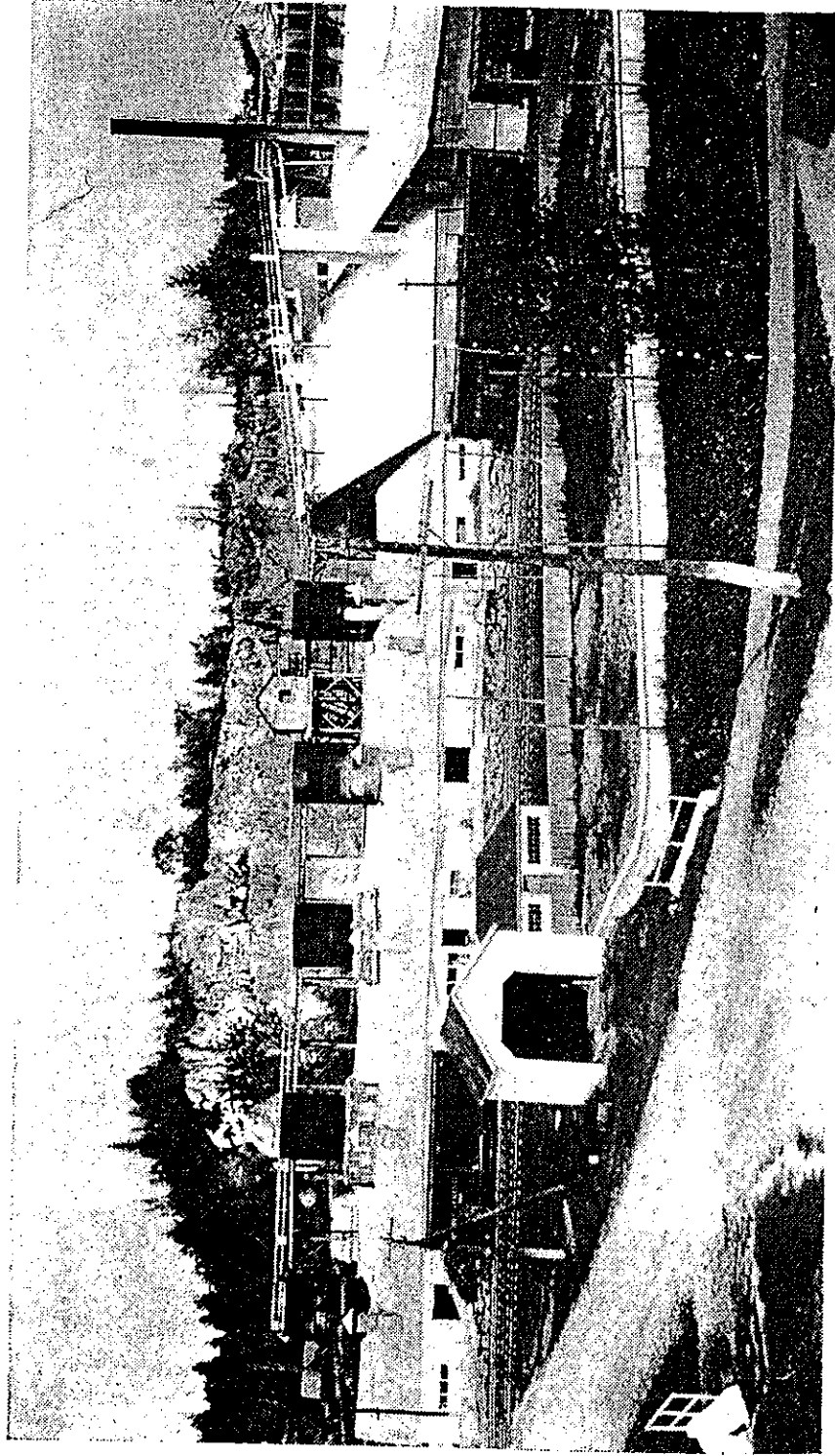
PLATE II



A.—Lime plant of Dominion Lime Co. Ltd., at Lime Ridge, Wolfe county. Upper part of the quarry in the back ground.

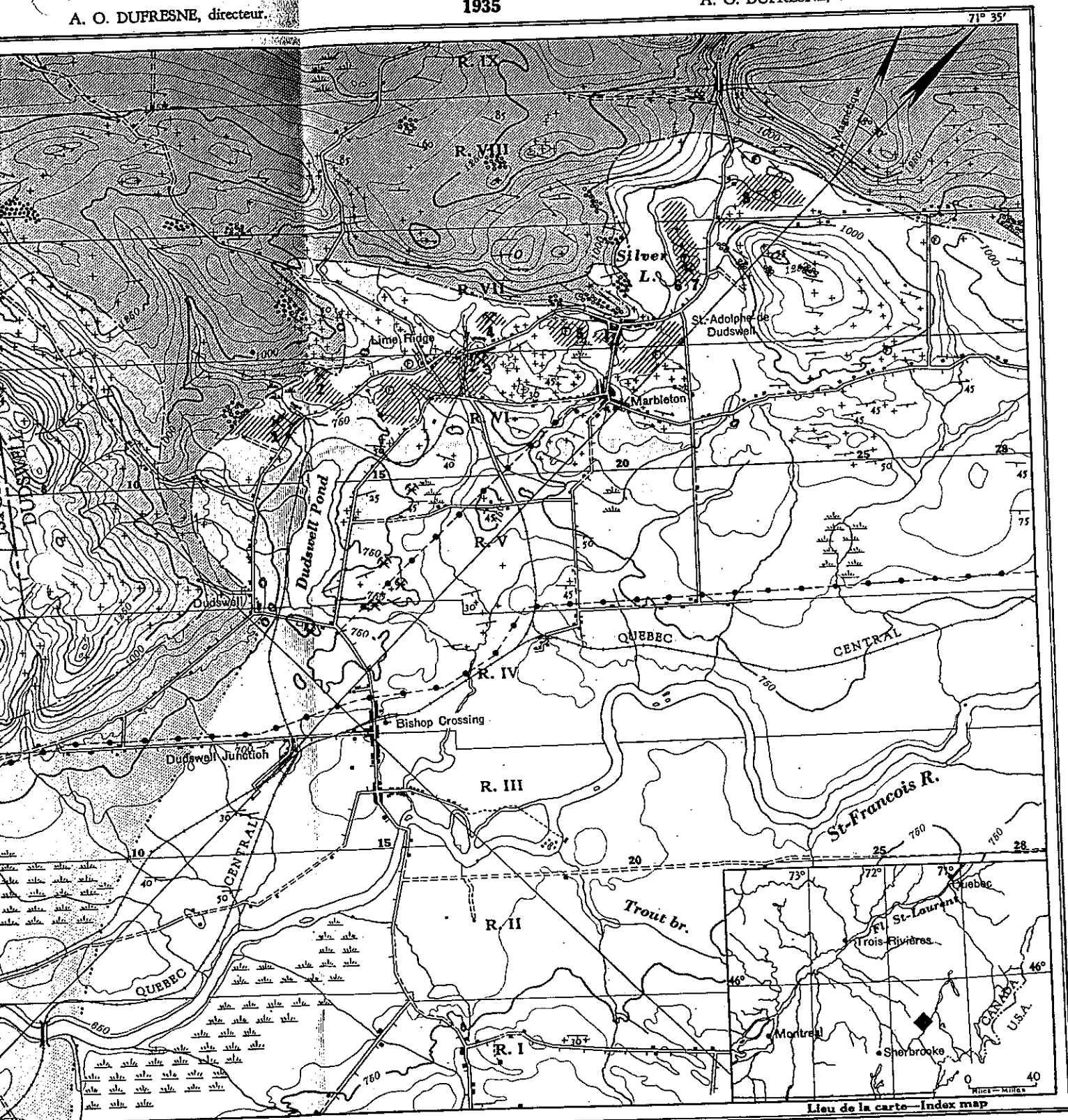


1917



A.—Lime plant of Dominion Lime Co. Ltd., at Lime Ridge, Wolfe county. Upper part of the quarry in the back ground.

1935



pour accompagner le rapport de
 W. Laverdière dans le Rapport
 annuel du Service des Mines,
 1935, Partie D.

Région de Marbleton
Canton de Dudswell
 Comté de Wolfe

No. 354

Marbleton Area
Dudswell Township
 Wolfe County

To accompany report by
 J. W. Laverdière in the Annual
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In re HEREFORD RAILWAY COMPANY OPERATION OF TRAINS

Judgment of the Deputy Chief Commissioner, March 31, 1926, concurred in by the Chief Commissioner and Mr. Commissioner Oliver

This is a petition on behalf of the Honourable the Minister of Railways and Canals of Canada for an order directing the Hereford Railway Company to safely and efficiently operate its railway, and to put up the necessary equipment and to run regular trains.

This matter came up before the Board at a hearing held at Ottawa on the 31st of March, 1926, before the Chief Commissioner, Mr. Commissioner Oliver and myself. There appeared before us, on behalf of the petitioner, Mr. Wilfrid Lazure, and on behalf of the respondent and of the trustees for the bondholders of the Hereford Railway Company, Mr. Frederick S. Rugg, K.C.

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By 50-51 Victoria (1887) chapter 93, a railway was incorporated under the name of the Hereford Branch Railway Company, and was authorized to construct a double or single line of railway from a point of connection with the

Atlantic and Northwest Railway within the limits of the township of Eaton to the international boundary line in the township of Hereford, or any point within five miles of Hall's stream.

By 51 Victoria (1888) chapter 51, the name was changed to the Hereford Railway Company, and by section 5 of the said Act, the company was authorized to extend its line from the Atlantic and Northwest Railway to a point of connection with the Quebec Central Railway, either in the township of Westbury, county of Compton, or in the township of Dudswell, county of Wolfe.

Under section 9 of the said Act, the company was authorized to acquire certain other railways, including the Quebec Central Railway and the railway of the Dominion Line Company.

By a deed of sale entered into on the 9th of November, 1889, which was duly ratified by Order in Council, P.C. 482, on the 12th of June, 1890, the Hereford Railway Company purchased from the Dominion Line Company, their line extending from Dudswell Junction to Limeridge.

The following subsidies were authorized by Act of Parliament to be paid for the construction of these railways:—

1. Under the authority of 49 Victoria, chapter 10.....	\$108,500
2. Under 50-51 Vict., c. 24 (to the Dominion Line Co.).....	22,400
3. Under 52 Vict., c. 3.....	48,000
	<hr/>
	\$179,200

Subsidy agreements were entered into between Her Majesty in respect of the Dominion of Canada, and the respondent for a total sum of \$170,560, paid up by the Dominion Government to the respondent as admitted by them in their exhibits No. 5-6 filed in this case.

The said subsidy agreements, among other things, provided:—

Sec. 6: that the company would truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and should continuously and faithfully operate the same.

Under the authority of 53 Victoria (1890), chapter 73, when the line was built, it was leased to the Maine Central Railroad, and such lease was ratified by Order in Council, P.C. 2180, of the 23rd of September, 1890.

The railway was then operated by the Maine Central Railroad Company, who supplied the rolling stock and all the necessary equipment, and maintained the road in working order.

As appears by exhibit No. 4, the operation was not profitable, and resulted in net losses amounting up to the 31st of December, 1923, to \$1,639,359.63.

By an agreement entered into between the Hereford Railway Company and the Maine Central in September, 1925, a copy of which is filed as exhibit No. 2, the lease between these two companies for the operation was cancelled to take effect on the 1st of November, 1925.

On the 1st of November, 1925, the Maine Central Railroad took away all its rolling stock and other equipment, and ceased to operate the Hereford Railway, which has been inoperated ever since.

It is of evidence that several industries are established along the line of the respondent company, and they suffer heavy damages from the fact that the railway is not being operated. It also appears by the subsidy agreements that one of the conditions of the payment of the subsidies was, the undertaking by the respondent company to continuously and faithfully operate the said railway, keep it fully equipped and in good sufficient working and running order.

It is also of evidence that the road-bed is unsafe and in a bad state of repair. The petitioner, the Honourable the Minister of Railways and Canals of Canada, now appears before this Board and requests that, under section 160

Hereford Ry. Operation:—The question of what is to be done with the Hereford Ry., extending from Lime Ridge, Que., to the international boundary line at Cummings Mill, Compton County, Que., which was abandoned by the Maine Central Rd., as stated in Canadian Railway and Marine World for Sept. 1925, pg. 449, is again to the front. The sale of the line under the Exchequer Courts' order has been under negotiation since June 18, 1926, and an offer was made by the Canadian National Ry. for the operation of a section of the line, and approved by the court. The arrangements necessary to carry out this proposal are stated to involve a good many legal difficulties, and it was reported April 9 that an arrangement had been made by which the Canadian Pacific Ry. will take over the line, and will be given the necessary deeds by the Exchequer Court.

MAY 1927

p 271



H. Arnold Wilder
46 Lowell Road
Westford, MA
01886

Oct. 2, 1984

Mr. Carl Riff
73 Austin Drive
Hamilton, Ont. L8V 3V5

Dear Carl:-

My apologies for not having replied to your very interesting letter of last August, but you may know that I have inherited the additional duties of the Financial Secretary of RAILROAD & LOCOMOTIVE HISTORICAL SOCIETY, since last May, Bill Webber having passed away the previous November, and left many matters in a mess! Errors without count in our members' addresses.

Regarding your safari to the Eastern Townships, and with Derek Booth, You are well aware of his book, Railways of Southern Quebec, which compliments in so many ways, the old Passumpsic and the Massawippi Railway lines. The real old villain in all that assortment of rail lines, was Gregory Smith of St. Albans, who controlled the Vermont Central and the Vermont & Canada, and who thus kept these other lines from getting into Montreal, their objective. On both sides of the border, his name crept up, time after time, preventing the Southeastern Rwy. from getting from Farnham west, and there was as much intrigue on the Conn. & Passumpsic Rivers Railroad, as in Canada, in trying to circumvent old Gregory's hand in the background. I've gathered considerable data in an effort for the Boston & Maine Railroad Historical Society's bulletins for an article on this line; Omer Lavallee has been much help in this regard, but I feel that Derek's book pin-points the facts as they were, at least on the Canadian side

Regarding the Hereford Railway, your data has undoubtedly uncovered the trail of George VanDyke of Lancaster, an old time lumber baron, who, for years had taken the marketable timber off both sides of the Connecticut River up as far as North Stratford, N.H., moving it down to Massachusetts mills in the Spring river drives. Finding the river too shallow to float much of his timber, he became the power behind the Upper Coos Railroad, and eventually the Hereford to reach the rich stands of timber. It is on record that Van Dyke promised the township land owners in Hereford and Paquetteville, that if they granted him the rights, he would build the railroad thru their villages, but once granted the rights, he deliberately built in the river valley, like Hall's Stream, and crossed deliberately across this stream for half a mile or more because it was the easiest grade, (Terrill's Cut, N. H., mileage 165.5 from Portland), 2.5 miles above Paquetteville. This short cut into New Hampshire was the reason the CPR, when they took over the line from Cookshire in 1926, never went south of Malvina, just a wide place on the line, for pulpwood loading.

When our family lived in Lancaster, I got to ride this line on occasion, since my Dad was Ass't Car Foreman, and had to go to Cookshire and/or Lime Ridge on occasion, and I used to spend week-ends with him as a young fellow. There were only two passenger trains, # 224 and 225, which met in Colebrook, N. H. around 2:00 PM, thus 225 left Lime Ridge about 12:05 PM, and 224 arrived about 5:15 PM. A local mixed train made a round trip between Beecher Falls and Lime Ridge, # 371 and 370, usually with a small Mogul engine, and usually had considerable work at Cookshire and Dudswell Jct., a pulp mill in Cookshire as I recall. All the other stops used to load pulp, mostly for East Angus, but some for the mills at Groveton and Berlin, N. H.

construction continued iron trails crossed our land and prosperity came through the energy and devotion of the needs for Progress. Such names as Sir A. T. Galt, Hon. John Henry Pope, Sir John A. Macdonald and, coming nearer to this part of the Province, we remember Mr. J. H. Walsh of the Q.C.R., and many others who served their country and its railways then passed along the Sunset Trail. Today we recall the long service of Mr. G. D. Wadsworth, general manager of the Q.C.R., now retired, who kept the railroad we called our on its toes. The Q.C.R. came into existence April 5, 1869, as the Sherbrooke, E.T. and Kennebec Railway, and opened for traffic to Westbury, a distance of 10 miles, October 22, 1874. The name was changed to Q.C.R. in 1875 and in 1881 lines were completed and in May 1881, through train service began between Sherbrooke and Lewis.

Next came the discovery of asbestos and the Q.C.R. was a pioneer in its development. Asbestos soon put Quebec Province in the limelight and it has made steady progress. Many changes have taken place, but the story of railroading in Quebec Province and the E.T. is a kind of fairy tale—yet true.

(These facts and figures were kindly supplied me by Mr. Wadsworth in an article written by him for the Daily Record.)

We cannot leave our glimpses into the past without being reminded of the gallant man of Dudswell, Rev. T. S. Chapman, who, besides his service as minister of his parish of Marbleton, was a fighting pioneer in highway and railway building. He wanted to have a line of railway between Marbleton and Lime Ridge. The line was built and during its short life did much for the village wherein lies a deposit of lime that is called the best in the world.

I would like to write a book on this fascinating topic, but not being able to we will take a glimpse into the past when the steam engine first ran through this section of the E.T. An aged couple who had not seen the train decided to go to the Marbleton station to view the monster. They stopped at the station, the train whistled, the horse was frightened. They put a bag over his head, then decided to go home and turned away from the awful thing "that was coming behind us, a snortin' and a blowin'."

Another dear old couple decided to go to Sherbrooke so they boarded the train at Marbleton. The train came to a sharp curve, as trains have a habit of doing. Mary Ann cried out to her man: "Lean up, Hiram, we're tinnin'!"

HARDSHIPS OF OTHER DAYS

In Mrs. Day's history of the Eastern Townships we have many glimpses into the hardships and tragedies, as well as the real happiness which the pioneers knew how to find and enjoy. Obtaining their deeded property was no enjoyment for those in authority knew much about the proverbial red tape, though it might have been of a different type than that in effect today. The oath of allegiance must be taken and adhered to before arrangements could be completed for the Charter, a formal and wordy document. Settlers must get busy and prepare their land for farming, must build suitable covers and protection of their domestic animals, as well as themselves.

We are told that the New England pioneers who came into Canada were men of large families and moderate means who desired to build a home. The New Englanders were mostly of an energetic, efficient type and gave assurance of success in their undertaking, though some among them were "speculators" having ambition to gain property regardless of the "other fellow." We have learned in history that nurtured women from homes of comfort gave up everything and came with their men folk as pioneers. We have also learned through history—and common sense—that they made a success of their ambitious enterprises.

The early settlers had to use musket as well as hoe and spade. Wild animals must be destroyed—for safety and for food and the Indians were considered enemies,

though in many instances they were friends. An evident trait in the Indian was that if he wanted something he would have it, and the Indian was partial to white children. We know that many children were stolen by the Red Man for some reason unknown to us, and were never found. Because of this there is Indian blood mixed with that of the white man—for some reason unknown to us more than to consider it a part of that era.

The name of Gill is linked with early E.T. history, dating back to the days before, and during the time of destruction of St. Francis Village when the Indians descend-

ed upon the frontier of New England. Among the captives carried away were two children, a boy and a young girl, and of different families, the boy old enough to remember his name, the name of Gill, the little girl too young. After the hostilities ceased friends of the families tried to locate them, but they could not be found. The Indian was clever in knowing how to hide them, as kidnappers of today know. When they grew up these two white children who had been cared for and educated in the French language and Roman Catholic faith were married and today there are many descendants of the name of Gill who have been people of good standing, fine character, and great ability.

Mr. Rupert Phelps, of Sutton, has a very old map on which are printed the above facts about the two white children who became Indians through circumstances.

MILITARY TROUBLES

History tells us that the pioneer

came into Canada with a musket in one hand and a Bible in the other. Religion was a sure guidance in the lives of these men and women who began the building of our fair homeland. Among military prisoners in Richelieu County was Captain Jonathan Johnson who was taken by the Indians. He served with the American Army during the Revolution, then lost his freedom at the Battle of Tippecanoe. A party of Indians had taken six or seven prisoners (American) who had succeeded in killing their captors and escaping. The Indians thought that Johnson's men had done it and they wanted revenge. Johnson and his men were seized and taken into the forest to be killed by slow burning, a favorite mode of torture.

The captives were made to carry the wood for the fire, but it so happened that one of the Indians was evidently a Mason, and Johnson made the sign of distress—known to both Red and White man. The Chief—the Mason—released the men from their bonds, but made it clear to them that his authority went no further so they had to make their escape as best they could. They were treated horribly by the Indians and taken down Lake Champlain to Montreal where they were made to run the gauntlet—a horrible type of torture. Later they reached Quebec where they were ransomed by the British and remained there three years. They wore their scars for life. This happened about 1783.

UPPER COOS AND HEREFORD RAILWAYS.

These roads, completed in 1887, North Stratford, N. H. to Lime Ridge, P. Q., Canada, were leased to the Maine Central Railroad in May, 1890. The same year an extension was built from North Stratford to a point on the Mountain Division called Quebec Jct. At the time of lease they had the following locomotives:—

U. C. & H. NO.	M. C. NO.	NAME.	CYLINDER.	WHEEL.	BUILT.	BUILDERS.
1	125	Stratford, ¹	16x24	5-0	1872	R. I. Loco. Works.
2	126	Stewartstown,	17x24	5-0	1887	"
3	127	Colebrook,	17x24	5-0	1888	"
4	128	Cookshire,	17x24	4-0	1889	"
5	129	Sawyer ville,	17x24	5-0	1889	"

No. 1 was formerly the Colebrook. Originally built for the Providence and Worcester Railroad and named W. M. Capron No. 26.

(27)

CYLINDER.	WHEEL.	BUILT.	BUILDERS.
15x24	5-6	1870	Portland Company.
15x24	5-6	1870	"
14x22	4-6	1871	"
15x26	5-0	1873	"
17x24	4-6	1874	"
17x26	4-6	1875	"
17x26	4-6	1878	"
17x26	4-6	1881	"
17x24	5-0	1882	"
17x24	5-0	1884	Hinkley Loco. Works.
19x26	4-6	1884	Portland Company.
17x24	4-6	1884	"
17x24	5-0	1884	"
17x24	5-0	1884	"

as vacant when leased, No. 102 was destroyed in 1893, and No. 104 was marked A and destroyed in

(26)

484

HISTORY
OF
COMPTON COUNTY
AND
SKETCHES

OF THE
Eastern Townships, District of St. Francis,
and Sherbrooke County.

SUPPLEMENTED WITH THE RECORDS OF FOUR HUNDRED FAMILIES.
TWO HUNDRED ILLUSTRATIONS OF BUILDINGS AND LEADING CITIZENS IN THE COUNTY.

Compiled by L. S. CHANNELL.

INCLUDING
BIOGRAPHY OF THE LATE HON. JOHN HENRY POPE,

By HON. C. H. MACKINTOSH,
Lieutenant-Governor North-West Territories.

PUBLISHER:
L. S. CHANNELL,
COOKSHIRE, QUE.

1896.

MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

On June 9, 1886, a special committee composed of councillors Charles McClary, W. H. Learned, J. A. Chicoyne, J. H. Morin, A. Ross and H. A. Cairns, made a report to the County Council, on an examination made into the affairs of the International Railway, in which the County held a large number of shares. A perusal of this report shows that up to September, 1885, \$1,227,841.19 had been expended on the permanent way, an average of \$14,973.67 per mile. "The road, although worked with extreme economy and showing a profit on its working, has never been able, out of net income, to pay the full interest on its bonded debt.

On September 8, 1886, a communication was read from W. B. Ives, Esq., authorized by Sir George Stephen, offering to purchase the stock in the International Railway, owned by the County, at fifty cents in the dollar, or a sum total of \$112,500. After strong appeals made in favor of accepting the offer, by representatives from the County Council of Sherbrooke and city of Sherbrooke, a resolution was passed disposing of the shares for this amount. The money from the sale was used in purchasing the County bonds, at a premium of sixteen per cent.

On November 2, 1886, the International Railway Company, was acquired by the Atlantic and Northwest Railway Company, which in turn was leased to the Canadian Pacific Railway Company in perpetuity. At the time of the acquisition of the line by the Atlantic and Northwest Railway Company, the following gentlemen composed the directorate:

W. C. Van Horne, president; T. G. Shaughnessy, vice-president; Sir Donald A. Smith, K. C. M. G.; Sir Geo. Stephen, Bart; J. J. C. Abbott, R. B. Angus, E. B. Osler, Wm. Whyte, Sandford Fleming, and J. Davidson, secretary; D. E. McFee, general manager.

This road now forms a link of the Canadian Pacific Railway short line between Montreal and Halifax, with a large passenger and freight traffic.

HEREFORD RAILWAY.

For several years prior to work being commenced by the Hereford Railway Company, Mr. Wm. Sawyer, ex-M. L. A., and others, spent money and time in trying to have a road built from Cookshire through to the boundary line in Hereford. A few years before, A. M. Shanley, civil engineer, attempted to survey a route, passing through Paquetteville. He was not successful, and was obliged to give it up. At the time this was kept very quiet, in order that the prospects for building the railway might not be injured, for the promoters were men who were determined to succeed. If the road could not go one way they were determined some feasible route should be found; and the excellent railway that connects Cookshire, Sawyerville, and other places in Compton county with all the leading cities in the United States, speaks louder than words as to the foresight of those men.

In 1887, by Act 50-51, Victoria, chap. 93, the "Hereford Branch Railway" was incorporated. The petitioners and provisional directors were: John McIntosh, of Compton, merchant; Wm. Sawyer, merchant; Cyrus A. Bailey, farmer; Rufus H. Pope, farmer; Alden Learned, inn-keeper, all of Eaton; F. Paquette, of Hereford, merchant, and George Van Dyke, of McIndoe's Falls, N. H., lumberman. Mr. C. A. Bailey was appointed secretary-treasurer of the Company. The line authorized to be constructed is described in the Act as a railway to connect the Atlantic and Northwest Railway, now Canadian Pacific Railway, with the Boston, Concord and Montreal Railway, or any extension thereof, or with any other railway extending from some point in the United States northwards, and touching the boundary line of Canada on the northerly boundary of either the States of New Hampshire or Vermont, at a point within five miles from Hall's Stream. The capital stock of the Company was fixed at

MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

\$300,000. This Act was amended by 51 Victoria, chap. 81, and the name of the Company was changed to the "Hereford Railway Company." The capital stock was increased to \$500,000 (and by subsequent Act, 53 Victoria, chap. 72, the stock was raised to \$800,000), and bonding power was given for a sum not exceeding \$15,000 per mile, including the mileage of an extension to the Quebec Central Railway. By this same Act power was also given to the Company to purchase or lease the Quebec Central Railway, and the railway of the Dominion Line Company, or either of them.

The necessary stock to secure incorporation was subscribed for in small amounts, principally by farmers, mill men and merchants along the route of the proposed railway. As the preliminary steps had now been taken, it was necessary to any further progress that men with large capital should become interested. Largely through the efforts of Mr. W. B. Ives (now Hon.), of Sherbrooke, the following men formed a syndicate to build and carry on the Hereford railway: Hon. Frank Jones, Portsmouth, N. H.; Charles Sinclair, Geo. Armstrong, J. P. Cook, of Boston; Hon. Irving W. Drew, Geo. Van Dyke, of Lancaster; W. B. Ives, Sherbrooke; R. H. Pope, Cookshire; Wm. Sawyer, Sawyerville; and E. C. Swett, Woonsocket, R. I. During the early part of 1888, Messrs. Pope, Sawyer and Armstrong sold out their interest to other members of the syndicate. At this time those who had locally subscribed for stock released their share to the above gentlemen, giving as a bonus what had been paid on the stock, a very small amount in the whole, not over \$25 for each stock holder.

The first work on the railway was commenced December 26, 1887. During that winter from one hundred to three hundred men were employed chopping out a right of way and pulling up the cord wood for about twenty-five miles, between Cookshire and the main line in Hereford. Early in the spring the contract for building the whole line was let by the Company to Messrs. Shirley, Corbett and Brennan. During the summer the work was pushed rapidly ahead, from one thousand to twelve hundred men being employed. Of these, eight hundred or nine hundred were foreigners, largely composed of Italians. There were a few Swedes and Greeks.

Mr. David Williams was chief engineer and superintendent of construction. Mr. W. H. Learned, on whom fell all the responsibility of the work, acted as purchasing agent and by and by later was general agent for the road until it was leased by the Maine Central railway. Mr. W. B. Ives was treasurer of the Company and had the work generally under his supervision.

On September 20, 1888, the members of the firm who had the contract for construction, Messrs. Shirley, Corbett and Brennan, absconded with \$25,500, leaving more than this money due the laborers, farmers and merchants along the line. It took about two days for the laboring men to realize that they had lost all their wages and then a tumult arose. The hot-tempered men from sunny Italy, strangers to this country, who knew nothing of the law, and could not understand the language of the people with whom they were, were in a terrible state of excitement. They finally went so far as to commence destroying property, throwing away quantities of small tools and pulling up a piece of the track. Their union and threats became so alarming that the people called on the warden of the County, (at that time was Mr. W. H. Learned) for protection. He also fearing that the frenzy of the men might lead to their committing serious depredations, in conjunction with two justices of the Peace, asked for military protection from the commanding officer of the District. Lieutenant Colonel F. M. Pope, of Bury. Colonel Pope immediately ordered out companies No. 1, 2, 3, 4, 5, 9 and 10 of the 58th Battalion, in all about two hundred men, who were concentrated at Cookshire the following afternoon, together with the Cookshire

top of cavalry. The following day Companies No. 6, 7 and 8 were ordered out, to report at Hereford. These men patrolled the whole line until October 3, when the excitement had so subsided that all danger was thought to be passed, and the men were ordered to their homes. The report of the commanding officer, Lieutenant-Colonel F. M. Pope, to the Adjutant General, giving full particulars of the work of the men under his charge, will be found in full in the military history of the County. There is no doubt that by the timely arrival of the volunteer militia, damage to property and perhaps loss of life, was avoided. This whole expense, amounting to about \$4,600, was paid by the Hereford Railway Company.

The Company at once re-hired as many of the men as they could, which was most of them, and pushed the work forward to completion as rapidly as possible. It was a very disagreeable fall and rained nearly every day, which added expense and retarded the work. However, notwithstanding all these drawbacks, on January 6, 1889, the last rails were laid and the line completed between Cookshire and the boundary line. Here they connected with the Upper Coos Railway, which also gave connection to all points in the Eastern States.

The first shipment of freight was made by the Cookshire Mill Company, of several car-loads of lumber, on January 17, 1889. During the summer of 1889 thirteen miles of railway were built, from Cookshire to Dudswell Junction on the Quebec Central Railway, and the spur to Lime Ridge, belonging to the Dominion Lime Company, also purchased and the track put in good condition.

In the fall of 1889 the telegraph line was completed and passenger trains commenced running regular trips. Until leased to the Maine Central Railway the Upper Coos Railway ran their trains over the road and transacted the business for the Hereford Railway Company.

On completion of the road a large sum was due in subsidies from the Quebec Provincial Government. They, however, withheld the same and paid all claims presented against the estate of the absconding contractors, Messrs. Shirley, Corbett and Brennan. The result was that a sum of \$45,000 was deducted from the subsidies, as having been paid to the creditors. The Company attempted to recover the amount from the Government, but the courts ruled against them. Notwithstanding all these heavy losses the construction of the railway proved to be a financial success.

The road was leased to the Maine Central Railway, by lease executed in Canada on the July 22, 1890, and in Portland on August 28, in the same year. The general terms of the lease are that it is made for nine hundred and ninety-nine years. The lessee, the Maine Central Railway, guarantees the payment of four per cent. on the stock of \$800,000, also upon the bonds, amounting to \$800,000. In other words, they pay an annual rental of \$64,500, the \$500 being allowed for expenses of keeping up the corporation.

The officers of the Hereford Railway Company, at the present time, are as follows: President, Hon. Frank Jones; secretary-treasurer, H. B. Brown, Q. C., Sherbrooke; directors, Hon. W. B. Ives, Hon. I. W. Drew, C. A. Sinclair and George Van Dyke.

