

QUEBEC  
CENTRAL  
RAILWAY

SHERBROOKE  
DAILY  
RECORD  
1917.

# FATAL ACCIDENT AT EAST ANGUS

**John Cook, Watchman, For N  
B. P. & P. Co., Struck  
Down by Engine in Yard.**

East Angus, Dec. '12.—(Special)—A fatal accident occurred here last evening shortly after six o'clock the victim being Mr. J. Cook night watchman at the Brompton Pulp and Paper Company's works. The unfortunate man had just entered upon his duties for the night, and when crossing the yard he failed to notice the approach of the shunting engine which knocked him down. He lived only a few minutes after assistance reached him.

An inquest will be held to-day.

The deceased was a highly respected citizen, and had been employed at the works for about 21 years. He was 71 years of age, and leaves a widow and one daughter.

## VERDICT OF ACCIDENTAL DEATH

Coroner Bachand presided at an inquest here on Saturday into the death of Napoleon Fortier. It appeared that the deceased received injuries at his home on Wednesday last, and died from the injuries sustained two days later. After hearing the evidence the jury returned a verdict of accidental death.

December 12

~~1917~~

1916



## FATAL ACCIDENT AT EAST ANGUS

**John Cook, Watchman, For  
B. P. & P. Co., Struck  
Down by Engine in Yard.**

East Angus, Dec. '12.—(Special)—A fatal accident occurred here last evening shortly after six o'clock the victim being Mr. J. Cook night watchman at the Brompton Pulp and Paper Company's works. The unfortunate man had just entered upon his duties for the night, and when crossing the yard he failed to notice the approach of the shunting engine which knocked him down. He lived only a few minutes after assistance reached him.

An inquest will be held to-day. The deceased was a highly respected citizen, and had been employed at the works for about 21 years. He was 71 years of age, and leaves a widow and one daughter.

### VERDICT OF ACCIDENTAL DEATH

Coroner Bachand presided at an inquest here on Saturday into the death of Napoleon Fortier. It appeared that the deceased received injuries at his home on Wednesday last, and died from the injuries sustained two days later. After hearing the evidence the jury returned a verdict of accidental death.

## TUMULT IN FRENCH CHAMBER

**M. Brizon, Socialist, Called  
Traitor When He Declared  
France Should Stop Fight.**

(Canadian Press Despatch.)

Paris, Dec. 13.—There was tumult in the Chamber of Deputies today, during the discussion of the military appropriations bill when the Socialist deputy Pierre Brizon spoke. M. Brizon was violently interrupted from all parts of the Chamber. When he declared that Frenchmen should no longer fight to assure the possession of Constantinople to Russia. "You're a traitor," was yelled at M. Brizon by numerous deputies.

Various colleagues of M. Brizon endeavored to quiet him but without avail. M. Bouge and other deputies requested the stenographers to take down nothing said by M. Brizon. During the excitement M. Brizon grasped a water glass which stood before him and threw it at the heads of the deputies in a semi-circle before the secretary's desk. Thereupon Rene Renoult, vice-president of the Chamber, who was presiding, ordered a suspension of the sitting. M. Brizon was hooted by the entire Chamber as he moved alone to his place among the Socialist seats at the extreme left of the chamber. Most of the Socialist seats had been vacant during the tumult. After the Cham-

## DARING ROB AT JEWELRY

**Thieves Got Away with  
Valued at \$600  
Smashing Large  
dow in Codere's**

A daring robbery occurred this morning at 12 o'clock this morning at the store of Mr. J. H. D. Codere, 153 street. Watches, bracelet clips to the value of \$500 were stolen. No clue as to where the thieves has yet been found.

The discovery was made by Gauthier, teamster for C. & Fils, when he went to horses about 3 o'clock. He noticed a noise in the neighborhood and investigated, and found that had been made in one of the glass windows evidently with a cordwood. He notified the police by phone and his son went to the store to make an examination. The parties were bent on making a getaway, for they only took away the things lying on the edge of the stand and left a considerable quantity of much greater value in the window, untouched. The man made was just sufficient to enable the son's arms to pass through the window in the store was inter-

Plush  
d Boys'  
are all  
of best

its is larger  
make your  
styles. Great  
throughout the

**RG,**

3 TENANTS?  
you think we'd bet-  
take singing law-  
e I own the adjoint



AY, APRIL 28, 1917.

## Q. C. RY. ANNUAL INSPECTION

Placed  
order  
guen  
Company's Property in Excel-  
lent Condition. Industrial  
Prosperity Along Whole  
Line.

Mr. J. H. Walsh, General Manager, accompanied by Mr. J. T. Reid, Superintendent; Mr. J. T. Morkill, Chief Engineer; Mr. G. M. Robins, Master Mechanic; Mr. M. A. Hawkins, Storekeeper; Mr. J. Farquhar, General Roadmaster and Supt. B. & B., and Mr. P. A. Hammond, General Manager's Secretary, made the usual spring inspection of the company's property this week, going over the whole line and enquiring into the business and industrial conditions of the important section of the province which is served by the railway. Asbestos, copper and chrome ore mining was never as brisk as at the present time, the output of all the mines being continually increased. In order to effect this, higher wages are being offered by the companies to the miners; the asbestos and copper ore mines are working day and night. Two chromic iron concentrating plants between Coleraine and Black Lake have been established, and the general appearance throughout this section is one of prosperity, as indeed are general business conditions throughout the whole line.

Owing to the high prices paid for pulpwood, greater quantities have been taken out this year, and there is not as much lumber, ties and other forest products for shipment, and very little firewood in sight.

The Brompton Pulp & Paper Company's establishment at East Angus is doing an extensive business, and the Company is building a large dam on the River St. Francis, one mile north of Ascot station, to develop power which will be conveyed to East Angus to assist their operations there.

The snow has almost entirely disappeared along the main line, but in the northern section of Beauce County there is still a considerable quantity, and traffic is being moved on sleds. The ice has not yet gone out of the lakes; the River Chaudiere is, however, free of ice, and there have been no excessive floods this year.

The railway company's property is in excellent condition throughout, and a large year's business is looked forward to.

April 28

1917



the D. S. O.

## PRESIDENT OF QUEBEC CENTRAL IS KNIGHTED

Included in the King's birthday honors is a knighthood for Mr. George Bury, Vice-President of the Canadian Pacific Railway, who is also President of the Quebec Central Railway. The officials and employees of the Quebec Central Railway feel highly pleased at this recognition by His Majesty of the ability, success and great services rendered the Empire by W. Bury.

Mr. J. H. Walsh, General Manager of the Company, telegraphed congratulations to the new knight this morning.

## AWARDED DISTINGUISHED SERVICE VICE ORDER.

Among the list of Canadians in the King's birthday honor list is that of Lieut.-Col. E. J. Williams.

Col. Williams had a large medical practice in Sherbrooke which he gave up when war was declared and joined an overseas medical unit as captain. His work has been chiefly confined to hospitals in the Mediterranean.

the  
elect  
of a  
Pr  
less  
com  
order

PR

SE  
Gene  
ern  
rived  
and  
taria  
form  
poin  
the  
Tha

Jul,  
lster  
lieve  
was  
fa r  
later  
as r  
Th  
Pek  
Pres  
ably

June  
1917



# QUEBEC CENTRAL RAILWAY

The only through car line with Dining Car service

— between —

**Sherbrooke and Quebec**

Also the favorite and most direct route between

**Quebec**

and

Boston, New York,

The White Mountains, Portland

and all

New England Points

Dining car service on all trains

*For timetables and further information apply to Agents.*

February 1918



ued  
the  
thin  
mi-  
that  
ered  
any  
pen-  
was  
ern-  
at

time were well known, and much sympathy is extended the relatives.

# **BRAKEMAN KILLED ON Q.C.R.**

## **Albert Dussault Fell Under Cars at Ascot Corner Last Night and Died Soon After.**

TE

dent  
is  
ding  
ex-  
ains  
that  
crete  
as  
t be  
ante  
ash-  
the  
sule  
and  
rope  
exin  
the  
con-

Albert Dussault, 21 years of age, a brakeman in the employ of the Quebec Central Railway Co., died at the St. Vincent de Paul Hospital at 1.30 this morning from the effects of an accident at Ascot Corner last night. The remains have been removed to the morgue. Dr. Bachand, coroner, will hold an inquest at No. 1 Police Station this evening.

From what can be learned it appears that deceased was one of the crew on a north bound extra freight and fell from a car while running two cars into Loomis siding. The wheels ran over both legs which were broken in two places. He was brought to Sherbrooke by a physician from East Angus and taken to the hospital by Dr. Lemay.

Dussault's home is at St. Clair. He boarded at the corner of Galt and Wellington St. Sherbrooke.

February 16  
1918





# DEATH WAS ACCIDENTAL

## Coroner's Jury Return Verdict in Case of Brakeman Dus- sault Killed at Ascot Corner

Coroner Bachand and a jury held an inquest last night at No. 1 Police Station into the death of Albert Dussault, the Q.C.R. brakeman, who, as stated in yesterday's issue died in the hospital yesterday morning from the effects of injuries received when he fell beneath some freight cars during shunting operations on Sunday night at Ascot Corner.

Four members of the train crew, and Dr. Bertrand gave evidence. It appears that deceased was on the side of the top of a car which he was running into Loomis' Siding, when the car struck another which he thought was on the next track. When he realized his mistake he went to get down the ladder but before he could reach same the cars collided, and he fell over/sideways on his head between the two cars, breaking his legs.

After a short deliberation the jury returned a verdict of "accidental death." Mr. Joseph Fresne was foreman of the jury. Mr. F. S. Rugg represented the Q.C.R. Co.

CONVOCATION AT

February 17  
1918



# QUEBEC BRIDGE GREAT BENEFIT TO SHERBROOKE

Mr. J. H. Walsh Speaks on  
Success of Undertaking.  
Stupendous Engineering  
Feat.

Mr. J. H. Walsh, general manager of the Quebec Central Railway Co., was interviewed last night by the Record in connection with the completion of the Quebec bridge. Mr. Walsh was asked to give his views upon the success of the undertaking and to state what effect it would have on Sherbrooke and on the Quebec Central Railway.

"The connecting up of the centre span of the Quebec bridge on Thursday afternoon last," replied Mr. Walsh, "completes one of the most stupendous engineering feats in the world's history. There is nothing particularly remarkable in so far as the length of the bridge, which joins the two shores of the River St. Lawrence, six miles above Quebec, is concerned. It is the extraordinary length of the centre opening, comprising two cantilever spans of 550 feet each and one centre span of 840 feet, making a total of 1,940 feet, (the largest in the world) that makes the undertaking one of universal interest.

## A CANADIAN ENTERPRISE

"The credit for the successful carrying out of this great work is entirely due to Canadian enterprise, the bridge having been built by the St. Lawrence Bridge Company under the supervision of a Commission of Engineers appointed by the Dominion Government, of which Colonel Montserrat was the chairman.

## GREAT BENEFIT TO QUEBEC CITY

"It is somewhat difficult to say at present just what the benefits will be to the City of Quebec when the bridge is completed and in use, but there is no doubt that they will

# HUN INT INVOLV AN

Head of Jap  
Says Both Co  
Kept

(Associated Press)  
WASHINGTON, Sept. 21.—A man intrigue and early applied in his prevented a full between the United Viscount Ishii, has mission to the United in an address he National Press of man note to March gave a clue to the work to part the Viscount said, but this diplomatic "b gave a check only

## CIPHER MESSAGE

(Associated Press)  
COPENHAGEN, Sept. 21.—Shipping Gazette, Sweden, is informing foreign office that agrams no longer e The paper says th Luxemburg affair co important commerce already is interrup

\*\*\*\*\*

MAY ASK FOR  
SENATOR L

(Associated Press)

ST. PAUL, Minn., Sept. 21.—Governor Burnes last night that investigation of a statements made follette at the ch the non-partisan cost of living c Tuesday night remarks were said nasota public sa of which the

September 22  
1917



in the world that makes the undertaking one of universal interest.

#### A CANADIAN ENTERPRISE

The credit and the successful carrying out of this great work is entirely due to Canadian enterprise, the bridge having been built by the St. Lawrence Bridge Company under the supervision of a Commission of Engineers appointed by the Dominion Government, of which Colonel Montserrat was the chairman.

#### GREAT BENEFIT TO QUEBEC CITY

"It is somewhat difficult to say at present just what the benefits will be to the City of Quebec when the bridge is completed and in use, but there is no doubt that they will be considerable. The Transcontinental Railway from Halifax to Winnipeg will be joined up and completed by this link, making a saving of twelve hours in their train service between those two points. The South shore Railway line, viz: the Canadian Government, Grand Trunk, Delaware and Hudson and Quebec Central Railways, which have had their terminals at Lachine, will find their terminals at Quebec City. The inconvenience of crossing the river by ferry will be avoided and the traffic and general business development of the rich agricultural, manufacturing and mineral districts on the south shore of the St. Lawrence will be opened to Quebec City and all points north thereof.

#### ADVANTAGE TO SHERBROOKE AND TOWNSHIPS

"Sherbrooke and the Eastern Townships should derive great benefit from the completion of the bridge and the Quebec Central Railway in which this section of the country is particularly interested, will, we hope, be one of the first lines to run its trains into Quebec city over the new structure.

"It is possible that trains will be running over the new bridge before the snow falls," said Mr. Wain, when asked as to the probable date of commencement of traffic.

CHINA REPORT

September  
22  
1917



# NEW BRIDGE AT QUEBEC

Important Part Played by Q. T.  
C. R. and Mr. J. H.  
Walsh.

(From Quebec Daily Telegraph)

To the various railway lines which converge about this city, the completion of the Quebec Bridge is particularly gratifying. Many of these railways have for years been keenly interested in the progress of the work and none more so than the Quebec Central Railway, which is especially wrapped up in the progress of this city since its construction primarily aimed at forming an outlet from Quebec to the New England States. The development of the rich asbestos deposits along this road to Southern Quebec has made it a prosperous line but it has always been more or less handicapped by the fact that it could reach Quebec only by ferry.

To no one, then, should the completion of the Bridge be a matter of greater congratulation than to Mr. J. H. Walsh, General Manager of the Quebec Central Railway, and a man who has been a most active mover in the project ever since its inception. We find in an editorial of the Telegraph of December 11th, 1901, a reference to a communication written on the subject of the Quebec Bridge, recommending the construction at Chaudiere, and giving details of traffic and other data. Mr. Walsh was at that time General Passenger Agent. Subsequently estimates were furnished from his office to Sir Wilfrid Laurier on the same subject, these being embodied in his speech recommending the first subsidy of \$1,000,000 toward the construction of the bridge.

On the formation of the first Bridge Company, the Quebec Central became a strong supporter and a heavy stock subscriber. It has consistently supported the project ever since.

All this being the case, it is fitting that the Quebec Central should be one of the first railways to enter this city from the South Shore. With this end in view, it is hoped that it will be encouraged by the Government to at once complete the short line of twenty miles from Scotts to the shore of the bridge, thus considerably facilitating its traffic. This move is well worth while, as the rail, farming, and fishing territory served by the Quebec Central, as well as its connections with the great American systems of the Maine Central, Boston and Maine, and New York, New Haven and Hartford Railways, will make it one of the most important lines entering the city. That the Quebec Central Railway should enter Quebec as soon as possible, that all the Railways on the South Shore, in fact, should lose no time in doing this, is of the utmost importance to the prosperity of the City of Quebec. Now that we have the bridge, let us

September 1917



in the working that makes the undertaking one of universal interest.

#### A CANADIAN ENTERPRISE

The credit for the successful carrying out of this great work is entirely due to Canadian enterprise, the bridge having been built by the St. Lawrence Bridge Company under the supervision of a Commission of Engineers appointed by the Dominion Government, of which Colonel Montserrat was the chairman.

#### GREAT BENEFIT TO QUEBEC CITY

"It is somewhat difficult to say at present just what the benefits will be to the City of Quebec when the bridge is completed and in use, but there is no doubt that they will be considerable. The Transcontinental Railway from Halifax to Winnipeg will be joined up and completed by this link, making a saving of twelve hours in their train service between those two points. The South shore Railway line, viz: the Canadian Government, Grand Trunk, Delaware and Hudson and Quebec Central Railways, which have their terminals at Quebec, will thereby be joined up and will have an outlet into Quebec City. The inconvenience crossing of the river by ferry will be avoided and the traffic and general business development of the rich agricultural, manufacturing and mineral districts on the south shore of the St. Lawrence will be opened to Quebec City and all points north thereof.

#### ADVANTAGE TO SHERBROOKE AND TOWNSHIPS

"Sherbrooke and the Eastern Townships should derive great benefit from the completion of the bridge and the Quebec Central Railway in which this section of the country is particularly interested, will, we hope, be one of the first lines to run its trains into Quebec City over the new structure.

"It is possible that trains will be running over the new bridge before the snow falls," said Mr. Waish, when asked as to the probable date of commencement of traffic.

HERALD REPORT

September  
1917



# QUEBEC BRIDGE L GREAT BENEFIT N TO SHERBROOKE

Mr. J. H. Walsh Speaks on  
Success of Undertaking.  
Stupendous Engineering  
Feat.

Mr. J. H. Walsh, general manager of the Quebec Central Railway Co., was interviewed last night by the Record in connection with the completion of the Quebec bridge. Mr. Walsh was asked to give his views upon the success of the undertaking and to state what effect it would have on Sherbrooke and on the Quebec Central Railway.

"The connecting up of the centre span of the Quebec bridge on Thursday afternoon last," replied Mr. Walsh, "completes one of the most stupendous engineering feats in the world's history. There is nothing particularly remarkable in so far as the length of the bridge, which joins the two shores of the River St. Lawrence, six miles above Quebec, is concerned. It is the extraordinary length of the centre opening, comprising two cantilever spans of 580 feet each and one centre span of 840 feet, making a total of 1,900 feet, (the largest in the world) that makes the undertaking one of universal interest.

## A CANADIAN ENTERPRISE

"The credit for the successful carrying out of this great work is entirely due to Canadian enterprise, the bridge having been built by the St. Lawrence Bridge Company under the supervision of a Commission of Engineers appointed by the Dominion Government, of which Colonel Montserrat was the chairman.

## GREAT BENEFIT TO QUEBEC CITY

"It is somewhat difficult to say at present just what the benefits will be to the City of Quebec when the bridge is completed and in use, but there is no doubt that they will

# HUN INT INVOLV AN

Head of Jap  
Says Both Co  
Kept

(Associated Press)  
WASHINGTON, Sept. 21.—The man intrigues and was applied in his efforts to prevent a full mission to the United States in an address before the National Press Club. Viscount Ishii, Japanese minister to Mexico, gave a clue to the work to part the Viscount said, but this diplomatic "b" gave a check only.

## CIPHER MESSAGE COPENHAGEN

(Associated Press)  
Shipping Gazette, Sweden, is informed foreign office that Telegrams no longer The paper says the Luxembourg affair co important commerce already is interrupt

## MAY ASK FOR SENATOR LE

(Associated Press)  
ST. PAUL, Minn., Sept. 21.—Governor Burnes last night that investigation of a statements made Collette at the ch the non-partisan cost of living c Tuesday night remarks were secnesota public ac of which the Re-

September 22  
1917  
Sherbrooke  
Record