

CANADIAN
PACIFIC
RAILWAY
SHERBROOKE
DIVISION
SHERBROOKE
DAILY
RECORD
1917.

AY, DECEMBER 13, 1916.

SUTTON VILLAGE HAPPENINGS

C.P.R. Will Build Coal Shute to Cost About Ten Thous- and Dollars.

Sutton, Dec. 13—(Special) — The pupils and staff of the Sutton Academy held a little sale and dance in the town hall in aid of the Serbian Relief Fund on Friday night. The chief attractions were a fish pond, a candy table and an assortment of fancy articles. During the evening a number of white-elephants were auctioned off to the highest bidder. A goodly number turned out to support the affair and enjoy the dancing. The music was furnished by Mr. and Miss Spencer, of Abercorn, and Mr. Ernest Jenne, of Sutton. The total proceeds amounted to \$57.20.

C. P. R. BUILDING COAL CHUTE AT SUTTON

The C.P.R. has broken ground, and has a force of men at work on the grounds preparatory to erecting a new coal chute a short distance north of the station here. The chute will be between the main line and Mr. J.T. Ralston's big feed store. The structure will be about 45 feet high and it will serve for coaling any trains needing its use, but passenger trains going north will, till the structure is finished be enabled to take coal while waiting for passengers to get off and on, and express work is being attended to. Foreman Geo. Norris, Newport, has been here for some days at work on the drainage connected with the erection of the coal chute and building the cost of which is estimated to be from \$10,000 to \$12,000.

NOTES

Mr. Harry Bennett the landscape

December 13
1916

QUE. FRIDAY, JANUARY 12, 1917

C.P.R. HAS CUT OUT WRONG TRAIN

Delegation of E. T. Business Men Wait on Authorities in Montreal

PROPOSED SCHEDULE WOULD CREATE AN IMPOSSIBLE SIT- UATION FOR A BUSINESS COMMUNITY

A delegation of business men from Sherbrooke and district waited upon the C.P.R. authorities in Montreal yesterday, and laid before them the situation which will be created in the district between Sherbrooke and Farnham if the proposed train reductions are made. The delegation pointed out that if a train between Sherbrooke and Montreal, west bound, and east bound, must be cancelled, the C.P.R., in making up its proposed schedule has struck a train which absolutely cannot be spared.

The company proposes to take off the only morning train east bound, and the only afternoon train west bound. Note the situation which will result. Any person from Montreal or any point this side wishing to visit Sherbrooke or any point east of their own town will have to pack their grip for a three day journey. For instance a Magog man has court business at Sherbrooke. He must come on one of the evening trains. There are no others. He stays overnight, does his business at 10 o'clock the next morning and then sits down to wait for the first train out for Magog. It will not go that day. He will sleep another night in Sherbrooke and return on one of the two morning trains the following morning. There will not be a train moving in or out of Sherbrooke over the C.P.R. west in business hours. The Halifax and the morning local will trail each other out in the morning, and trail each other in in the evening.

The C.P.R. in its proposed schedule has struck the wrong train. That is clear. They have cut off the only morning train east bound and the only afternoon train west bound and have left on two morning trains to Montreal travelling only a few hours apart and two evening trains from Montreal to Sherbrooke.

Great public inconvenience will be caused in any event if the C.P.R. must cut one of these trains and the delegation urged that they cut the one which would cost the most money.

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January 12
1917

PLAN TO WRECK C.P.R. BRIDGE

Alleged Germans Operating Against Line in Maine at Brownville Jct.

ARE ARRESTED AT MATTAWAM- KEAG JUNCTION DISGUISED AS TRAMPS

(Canadian Press Despatch.)

New Harbor, Me., Feb. 23.—Three men, said to be Germans, charged with having attempted to blow up the railroad station of the Canadian Pacific at Brownville, in the southern part of Piscataquis county, have been arrested at Mattawamkeag, about 35 miles east of Brownville, according to a letter received here last night from a citizen of Winn, a town adjacent to Mattawamkeag.

The trio, the letter said, were disguised as tramps, and a considerable quantity of dynamite and nitro-glycerine was found in their possession. The men were on their way eastward toward the New Brunswick line when arrested at Mattawamkeag.

February
23
1917

TELEPHONE WITH PERSONAL NAME.

RAILWAY TRAIN SERVICE **ON C.P.R.**

Min.
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Efforts to Secure Restoration of Sherbrooke-Montreal Local Not Yet Successful.

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Efforts to secure about a restoration of the local service on the C.P.R. made by the Associated Boards of Trade and not, thus, met with success.

An appeal was made both to the Railway Commission and the C.P.R. Railway.

were
speech

A report has been received from the Commission declining to take action.

E. C. Lacombe, of the Railway Commission's operating staff, was assigned to investigate the complaint. His report is embodied in a letter to the chief operating officer as follows:

FILE

Ottawa, Ont., March 16th, 1917

Gen. Spencer, Esq.

Chief Operating Officer

Building

misc
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Dear Sir:

Complaint from the Eastern Townships' Associated Boards of Trade re the reduction of passenger service on Canadian Pacific Railway between Sherbrooke and Montreal.

The above complaint has referred to passenger train No. 202 leaving Montreal 8.25 a.m. arriving at Sherbrooke 12 o'clock noon and No. 201 leaving Sherbrooke at 3.10, arriving at Montreal 1.10 p.m.

Prior to the cancellation of the above two passenger trains above mentioned, the train service was as follows:

From Montreal to Sherbrooke
 No. 202, leaving Montreal 8.25 a.m. arriving Sherbrooke 12 noon; No. 201, leaving Montreal 4.10 p.m., arriving Sherbrooke 7.35 p.m.; No. 11, leaving Montreal 10.00 p.m., arriving Sherbrooke 10.20 a.m.

From Sherbrooke to Montreal
 No. 15, leaving Sherbrooke 6.15 a.m., arriving Montreal 9.30 a.m.; No. 201, leaving Sherbrooke 8.10 a.m., arriving Montreal 12.30 a.m.; No. 202, leaving Sherbrooke 3.10 p.m., arriving Montreal 6.10 p.m.

January
1917

MARCH 23 1917

TRAIN SERVICE ON C. P. R.

(Continued from page 1.)

passenger train between Sherbrooke and Farnham, running in connection with the Boston train No. 212, which leaves Montreal at 9.10 a.m., arriving at Farnham 10.40 a.m., would mean calling only 43 miles out of 106 miles, returning to leave Sherbrooke at about 5 p.m., connecting at Foster with Drummondville-Sutton branch in both directions, and at Estrey with O. M. Ry. line north and arriving at Farnham about 7.15 p.m., connecting with train from Boston for Montreal. Such a substitute would be an entirely new service, not formerly covered by trains 202 and 203 taken off, and this suggested service would cost as much as the two trains taken off, if not more, and would not meet the object in helping to relieve the congestion, etc.

In my opinion, Sherbrooke and its district is as well served as any other community, if not better, as, apart from the Canadian Pacific Railway service, they have another very good service between Sherbrooke and Montreal over the Grand Trunk, which is as follows:

Sherbrooke to Montreal

No. 11, leaving Sherbrooke 8.04 a.m., arriving Montreal 11.34 a.m.

No. 13, leaving Sherbrooke 2.15 p.m., arriving Montreal 6.50 p.m.

Montreal to Sherbrooke

No. 16, leaving Montreal 8.00 a.m., arriving Sherbrooke 11.40 a.m.

No. 12, leaving Montreal 4.10 p.m., arriving Sherbrooke 8.25 p.m.

You will please note that G. T. train No. 13, leaving Sherbrooke at 2.15 p.m., is a good substitute for C. P. R. train No. 203 taken off, which was scheduled leaving Sherbrooke at 3.10 p.m. And that G. T. No. 12, leaving Montreal at 4.10 p.m., is also a very good substitute

BRAKEMAN WAS KILLED

Rod. McLeod Lost His Life at Lake Megantic Early Today.

LAKE MEGANTIC, March 23 — (Special)—Roderick McLeod, a brakeman on a westbound C. P. R. freight train, was killed in the yard, here, about five o'clock this morning.

No one saw the accident occur, but it is thought that while turning a switch to allow his train to enter the yard, he slipped and fell underneath the cars. When found the body was terribly mangled and cut in two.

The deceased was a young man of about 31 years of age, and was the fourth son of Mr. Donald D. McLeod, Spring Hill.

Coroner Bachand was notified and will hold an inquest tonight.

LETTERS TO THE EDITOR

(Continued from page 8.)

You do not exactly say in your above statement, but is it not a fact that these naked powers are entered upon the books of your company at \$510,000? If these undeveloped powers are worth that much to you, why can't the Two Miles Falls power, partly developed, be worth \$375,000 to the City of Sherbrooke? According to your statement, your two powers have a head of 38 and 22 feet respectively—in fact in the same

April 21/1917

THE DAILY RECORD, SATURDAY, APRIL 21, 1917.

C.P.R. LOCAL TO BE RESTORED

**Much Missed Train Will Re-
sume at End of the
Month.**

**WAS CANCELLED LAST FEBRU-
ARY WHEN GENERAL CUT
IN PASSENGER SER-
VICE WAS MADE**

FARNHAM, April 21.—(Special)—
It can be positively stated on the
authority of a high C.P.R. official
that the train known as the "flyer"
which used to reach Sherbrooke from
Montreal at noon, and leaving Sher-
brooke just after 3 o'clock p. m.,
which was cancelled early in the
winter will again be resumed on its
old schedule, beginning Sunday, April
29th., when a new time table takes
effect.

This will be most welcome news to
the travelling public in general, but
especially to all those living between
Farnham and Sherbrooke, who have
suffered great inconvenience by the
removal of this train.

CONFERENCE WILL BE OF WIDE SCOPE

**Great Britain Will Lay A
Cards on Table at Confer-
ence With U.S. Heads.**

WASHINGTON, April 21.—Great
Britain intends to lay all her
cards on the table when her war com-
missioners meet with American go-
vernment heads. She will present
fully and frankly all problems. The
will cover a wider scope than her-
etofore announced.

The general question of military
and financial co-operation will be the
foremost problem, but other subjects
to be considered are:

Diplomatic questions such as ul-
timate peace terms; munitions supply;
general transportation; blockade
of Germany; communications;
aviation and anti-submarine work.

On the first matter—diplomatic
questions—this government anticipates
that there will be little diffi-
culty in clearing up such controver-
sial matters as England's ship ton-

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ONE TRAIN HAS BEEN CUT OFF BY THE C.P.R.

**Montreal-Lennoxville Train
Operating Mondays, Wed-
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Will Be Discontinued.**

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The reductions and alterations in the passenger services of the Grand Trunk and Canadian Pacific Railways which were decided on by the Board of Commissioners a short time ago in an effort to save fuel, expense and cut down their staffs to enable men to join the colors, and which will go into force next Sunday, will not affect Sherbrooke and the surrounding district to any great extent.

In fact, as far as the reductions and changes are concerned, people residing in this district will hardly notice them, for the Grand Trunk have not made any changes in their Sherbrooke service, while only one train will be cut off the Canadian Pacific Railway service. This is the Montreal-Lennoxville train, which is operated on Mondays, Wednesdays and Saturdays. This train, No. 202, leaves Montreal three days a week at 8.25 a.m. and was due at Lennoxville at 12.30 noon; and on return leaves Lennoxville at 3 p.m. and was due in Montreal at 7.05

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June
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HILLHURST WANTS BETTER TRAIN SERVICE

Wants Noon Trains to Stop When Flagged. Appeal to Ry. Commission.

The residents of Hillhurst and the surrounding district are suffering much inconvenience from the lack of adequate train service. Since the "Scoot" was discontinued, only one train a day each way stops at Hillhurst. The municipal councils of Compton and Hatley have been endeavoring to have Hillhurst made a flag station for the noon trains east and west-bound.

A petition signed by a large number of names has now been forwarded to the Railway Commission in this connection.

The appeal is as follows:

Hillhurst, Que., June 20, 1917.

To the Board of Railway Commissioners, Ottawa, Ont.

Gentlemen:

We, the undersigned residents of the Townships of Hatley and Compton, and living in the vicinity of Hillhurst Station, on the Grand Trunk Railway, beg to petition as follows:

Whereas the passenger railway accommodation at Hillhurst Station is now limited to one train each way in twenty-four hours, it is necessary for those wishing to go to Coaticook, Sherbrooke, Richmond and other intermediate points to be absent from their homes a full day, thereby making it a great inconvenience in arranging their work to enable them to attend to business matters at outside points. Considering the difficulty of obtaining farm help at the present time, it is often impossible for farmers to be away for that length of time, consequently they are obliged to sacrifice business matters requiring their attention, or neglect their work at home.

Wherefore we respectfully request that you endeavor to have arrangements made whereby the two mid-day express trains will flag stop at Hillhurst Station and thereby enable the public living in that vicinity to have the advantage of train service whereby they can reach points from Coaticook to Richmond and return, without being absent from home more than half a day unless necessary reasons other than inadequate train service.

It is certain that the sale of tickets would be greatly increased if these two mid-day express trains would flag stop at Hillhurst Station.

(Signed) Amedie Boivin, Mayor of the Township of Compton, and many

June
1918

FATAL ACCIDENT AT FARNHAM

Mr. A. Collins, C.P.R. Engineer, Struck Down by Engine While on Way Home.

FARNHAM, Jan. 8— (Special) — A fatal accident occurred about 1.30 p.m., yesterday in the C. P. R. yard here. Mr. Arthur Collins, a C. P. R. engineer, had just come in from a trip, and was on his way home, when he was struck by a shunting engine and fatally injured.

Dr. Slack and Demers were called immediately, and did all possible. The injured man was taken to the Farnham Hospital, but expired before reaching that institution.

No person appears to have seen how the accident occurred. An inquest will be held.

The deceased leaves a wife and two small children.

January
8
1918

RAILWAY TIME TABLE CHANGES

POLICE GIVES FOR I

ont Winter Schedules Greatly Re- duces Passenger Train Ser- vice. In Effect Tomorrow.

The travelling public will do well to bear in mind the timetable changes which go into effect tomorrow. They may be summarized as follows:

Q. C. R.

Departure of Q.C.R. trains from Sherbrooke is not changed. The running time, however, is slightly lengthened.

8.08 a.m. train will arrive at Lévis at 1.23 p.m.

4 p.m. train will arrive at Lévis at 9.20

Boston & Maine

The only change affecting arrival and departure of trains at Sherbrooke is the cancelling of the Sunday trains.

Grand Trunk

Train No. 1 leaving Sherbrooke at 3.15 a.m. daily for Montreal and intermediate stations will be cancelled.

Train No. 11 leaving Sherbrooke at 8.04 a.m. for Montreal and intermediate stations, will run on present schedule daily (instead of daily except Sunday).

Train No. 13 leaving Sherbrooke at 3.00 p.m. daily arriving at Montreal 6.50 p.m., will be cancelled on Sundays.

Train No. 14 leaving Sherbrooke 12.05 a.m. (midnight) for Portland and intermediate stations, will be cancelled.

Train No. 16 leaving Sherbrooke 11.55 a.m. (noon) for Portland will be cancelled on Sundays.

Train No. 12 leaving Sherbrooke 8.40 p.m. for Island Pond and intermediate stations will run on present schedule daily (instead of daily except Sunday).

The Sherbrooke-Montreal Pullman leaving Sherbrooke 3.15 a.m. will be cancelled.

C. P. R.

No. 201 cancelled from Lennoxville to Sherbrooke, will leave Sherbrooke 8.16 a.m. daily except Sunday, and arrive Montreal (W.S.) at 12.25 p.m.

No. 202 will run Mondays, Wednesdays and Saturdays only, instead of daily, from Montreal (W.S.) 8.25 a.m., arrive Lennoxville 12.30 p.m.

No. 203 will run Mondays, Wednesdays and Saturdays only, instead of daily except Sunday, leaving Lennoxville 2.00 p.m., arriving Montreal (W.S.) 7.05 p.m.

No. 204 from Montreal (W.S.) 4.30 p.m. daily except Sunday will arrive Sherbrooke 8.50 p.m. Canceled on Sherbrooke to Lennoxville.

No. 205 from Sherbrooke 8.25 p.m. Sunday only due Montreal (W.S.) 11.00 p.m. cancelled.

Montreal to Sherbrooke

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Chief Couture report, for the :
To the chairman

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WILL CUT DOWN TRAIN SCHEDULES

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Changes Will Go Into Effect
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On Monday next throughout the country great curtailment in passenger train service will take place. The new schedules have been worked out under the general direction of the Railway Commission. The purpose is to save fuel and release engines and men for the movement of freight to ports of shipment.

The new timetables have not been issued, but it is known that the Eastern Townships will be affected to a considerable extent.

The Grand Trunk will discontinue its night train to and from Portland. This was taken off for several months last year.

The C.P.R. will run its afternoon local between Sherbrooke and Montreal, and its morning local between Montreal and Sherbrooke three days a week instead of daily, and the days selected are Monday, Wednesday and Saturday. This train was taken off entirely last year in response to urgent representations made, the company has arranged to give a three days' service this year instead of cutting this train out altogether. This will enable people from western points to visit Sherbrooke, transact business and return home the same day. It will also permit a three day a week afternoon service to Sherbrooke and Bedford district points.

The Boston & Maine, it is understood, is contemplating some reductions though it would appear as though its schedule was now about down to the minimum.

The Halifax express will not run east Saturday night nor west Monday morning.

The local in the morning will leave from Sherbrooke at 8:10, instead of from Lennoxville, and will stop at Sherbrooke instead of Lennoxville.

SHERBROOKE

January
3
1918

NARROW ESCAPE

C.P.R. Employee Injured in Falling Off Train at Little Lake.

A C. P. R. brakeman named Sturgeon, whose home is at Farnham, was taken to the Sherbrooke Hospital yesterday afternoon, suffering from a dislocated left shoulder and rather severe injuries to the back of his head, sustained at Little Lake.

Sturgeon was standing on the van when the train broke in two, and the sudden jerk from the disconnection of the air brakes, threw him to the ground. He was brought to Sherbrooke immediately and taken to the hospital in Lord's ambulance. He is under the care of Dr. Lambly, and expects to be able to leave the hospital in a few days.

REMEMBERS

CHILDREN

IN HOSPITAL

January
1918

FARNHAM MAN DIES OF INJURIES

J. Legasse Run Over By En-
gine While at Work in
C.P.R. Yard.

FARNHAM, Feb. 6— (Special) —
A section man, by the name of Le-
gasse, while shovelling snow in the
C. P. R. yard on Monday, had the
misfortune, to be run over by a
train, and fatally injured, one leg
being nearly severed from the body.
The injured man was immediately
rushed to Montreal, but he died of his
injuries before reaching the Hospital.

Feb
6
1918

SEVEN INJURED AND TWO SCORE BADLY SHAKEN UP WHEN HALIFAX EXPRESS IS WRECKED AT SHANK'S

It Was Nothing Short of a Miracle That No Fatalities Occurred When Train Left Rails and Rolled Down the Embankment Early Yesterday Afternoon. Eight of the Nine Cars Composing the Train Left the Tracks, Two of Them Crashing to the Foot of the Embankment. Passengers Were Brought here by Relief Train and Were Not Able to Get Away Until This Morning. Military Doctors on the Train Did What They Could to Relieve Suffering of the Injured.

Two men were quite seriously injured—Mr. J. Charpentier, a commercial traveller, and Conductor Fred Couture, both of Montreal—five other passengers were more or less badly injured, and two score suffered a bad shaking up, when the Halifax express, bound for Montreal, struck a broken rail early yesterday afternoon and crashed down the embankment near Shank's Siding, which is about half way between Little Lake and Magog, bringing about one of the most serious train wrecks that has been experienced in this district in many years.

That there were no fatalities as a result of the wreck is nothing short of miraculous. Passengers and train officials were greatly surprised on learning that no deaths resulted as a result of the smash-up, for of the nine cars composing the train, all but two turned over, and three of these were very badly shattered. In fact, the second class car, which was the fifth from the engine, rolled over and over down to the foot of the embankment and landed smashed almost to kindling wood upside down, while the first class car fell almost to the foot of the embankment and was also badly shattered. It was the passengers in these two cars that suffered the greatest injuries, but how they got off without the loss of a single life is something which nobody appears able to explain.

The list of the injured follows:

Mr. J. Charpentier, Montreal—fractured leg and internal injuries.

Conductor Fred Couture, Montreal—badly lacerated scalp.

Mrs. Lepierre, Montreal—fractured collar bone.

Mrs. J. E. Jones, St. John, deep gash on head.

Fireman John Dwyer, Montreal—badly cut face and hand.

Mr. William McBride, Montreal—head and hand badly lacerated.

Mr. Allen Egan, Iron Pond, N. B.—badly shaken up and dislocated shoulder.

car was only slightly off the tracks. Broken Rail Was Cause of Wreck.

It was the general opinion that the wreck was caused by a broken rail, could be accounted for owing to the extreme cold weather. All that they could possibly do to assist the injured was done by the officials of the train and other passengers. The crash came so suddenly that the passengers did not have time to think before it was all over. It was thought at first that several passengers must have been fatally injured, but on investigation it was found that there were no fatalities. The injured persons were carried to the dining car and made as comfortable as possible, the train crew lighting an emergency stove to keep the car warm.

Telegraph Wires Down

When all had been made as comfortable as was possible under the circumstances, Conductor Fred Couture and other trainmen set out to summon assistance. However, they soon discovered that the wreck had brought down all the telegraph wires, and it was necessary to run an engine to Magog to send in the S. O. S. call. The wreck occurred at about two o'clock, and shortly after five o'clock the relief train arrived, the passengers meantime making the dinner car their home. Light lunches were served and the passengers did not suffer to any great extent, notwithstanding the extreme cold weather. The relief train started for Sherbrooke as soon as possible, carrying all the passengers, and arrived here shortly after six o'clock. The train was met at the station with Lord's ambulances and the injured removed to the local hospitals or hotels.

Mrs. Frank Carvell on Train.

Three of the injured were taken to the Sherbrooke Hospital, one to the St. Vincent de Paul Hospital, while Conductor Couture went on the engine to Magog to have his injuries attended to, and the remainder of those in-

FOUR KILLED IN TRAIN AT CARIBOU

Snow Plough C
Passenger Train
Snow Dr

(Associated Press)

CARIBOU, Me., Feb. 8.—Four passengers and a trainman and twelve passengers in a double collision on the Bangor and Aroostook Railroad to-day. A passenger from Bangor to Vanhook was stalled by snow drifts when later another passenger train stalled behind it.

The dead have not been identified. The passengers—a man and a woman—were in the car which was telescoped. Most of the injured also were in the car.

The trainman killed was crew of the stalled train during the night had run over the single-track plough was sent out line. When it reached this town it struck a snow which brought it to a stop. A passenger train following close behind stopped quickly enough running into the plough. The snow on the ground and swirling gale so blinded the crew following plough that the train in time to stop.

(Continued on page 2)

BIG CLASH SOON

Artillery Activity
counters Only

February
8
1918

IS WRECKED AT

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Mrs. J. E. Jones, St. John, deep gash on head.

Fireman John Sturges, Montreal—badly cut face and hand.

Mr. William McBrat, Montreal—head and hand badly lacerated.

Mr. Allen Eden, Irwin Pond, N. B.—badly shaken up and dislocated shoulder.

The Halifax Express, with two cars,

car was only slightly off the tracks.

Broken Rail Was Cause of Wreck.

It was the general opinion that the wreck was caused by a broken rail, could be accounted for owing to the extreme cold weather. All that they could possibly do to assist the injured was done by the officials of the train and other passengers. The crash came so suddenly that the passengers did not have time to think before it was all over. It was thought at first that several passengers must have been fatally injured, but on investigation it was found that there were no fatalities. The injured persons were carried to the dining car and made as comfortable as possible, the train crew lighting an emergency stove to keep the car warm.

Telegraph Wires Down

When all had been made as comfortable as was possible under the circumstances, Conductor Fred Couture and other trainmen set out to summon assistance. However, they soon discovered that the wreck had brought down all the telegraph wires, and it was necessary to run an engine to Magog to send in the S. O. S. call. The wreck occurred at about two o'clock, and shortly after five o'clock the relief train arrived, the passengers meantime making the dinner car their home. Light lunches were served and the passengers did not suffer to any great extent, notwithstanding the extreme cold weather. The relief train started for Sherbrooke as soon as possible, carrying all the passengers, and arrived here shortly after six o'clock. The train was met at the station with Lord's ambulances and the injured removed to the local hospitals or hotels.

Mrs. Frank Carvell on Train.

Three of the injured were taken to the Sherbrooke Hospital, one to the St. Vincent de Paul Hospital, while Conductor Couture went on the engine to Magog to have his injuries attended to, and the remainder of those injured received medical attention at

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Montreal Mrs. Frank Carvell on Train.

Three of the injured were taken to the Sherbrooke Hospital, one to the St. Vincent de Paul Hospital, while Conductor Couture went on the engine to Magog to have his injuries attended to, and the remainder of those injured received medical attention at their hotel. There were over a hundred passengers on the train, and included in their number was Mrs. Frank Carvell, wife of the Hon. Mr. Frank Carvell, minister of public works. Mrs. Carvell was badly shaken up but escaped receiving injuries. The passengers had to remain over in Sherbrooke for the night, putting up at the Magog House and the New Sherbrooke Hotel until eight o'clock this morning when they were able to continue their journey into Montreal.

Doctors on Train Gave Assistance

The passengers were high in their praise of the work done by Drs. Hugh Porter, and C. R. Wilson, who are connected with the Military Hospital, and were just returning to their homes in Toronto. The two doctors set to work right after the wreck to relieve the pains of the injured and to dress the many wounds received by the passengers.

An interesting detail in connection with the wreck, is the fact that the second class coach, which was so badly smashed up, was the car that the C. P. R. sent to the World's Fair in Chicago several years ago as the best car of its kind manufactured in Canada.

Thought Bomb Had Struck Train

Messrs. C. E. Taylor and David McGee, both of St. John, N. B., stated that it was a miracle that no fatalities occurred as a result of the wreck. They explained that they were riding nicely about thirty miles an hour, when suddenly there came a crash, and when they recovered from the shock they found that practically the complete train had left the rails and tumbled down the embankment. Sgt. J. D. O'Neill, a returned soldier, on his way to Montreal, stated that when the crash came he thought that some German airplane had landed a shell on the train. However, he managed to come out of the wreck without suffering any further injuries to those that he is suffering from as a result of his battle with the Germans.

Amongst the passengers on the train were: Brig.-Gen. H. H. McLean, W. E. Golding, Dr. Jenkins, E. R. Machum, St. John; W. A. Coates, Dr. Philip Moss, Montreal.

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ONE TRAIN HAS BEEN CUT OFF BY THE C.P.R.

**Montreal-Lennoxville Train
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The reductions and alterations in the passenger services of the Grand Trunk and Canadian Pacific Railways which were decided on by the Board of Commissioners a short time ago in an effort to save fuel, expense and cut down their staffs to enable men to join the colors, and which will go into force next Sunday, will not affect Sherbrooke and the surrounding district to any great extent.

In fact, as far as the reductions and changes are concerned, people residing in this district will hardly notice them, for the Grand Trunk have not made any changes in their Sherbrooke service, while only one train will be cut off the Canadian Pacific Railway service. This is the Montreal-Lennoxville train, which is operated on Mondays, Wednesdays and Saturdays. This train, No. 202, leaves Montreal three days a week at 8.25 a.m. and was due at Lennoxville at 12.30 noon; and on return leaves Lennoxville at 3 p.m. and was due in Montreal at 7.05

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