

SHERBROOKE
DAILY
RECORD
1913-1916

QUEBEC
CENTRAL
RAILWAY

SHERBROOKE
DAILY
RECORD

The Quebec Central Railway has recently inaugurated a through parlor-cafe car service between Sherbrooke and Quebec on their afternoon train leaving here at 4.00 o'clock and on their morning train out of Quebec arriving here at 1.15 p.m. This improved service is very much appreciated by the patrons of the line, as it makes a most complete service on all trains, the Boston and New York expresses, as in the past, operating through Pullman cars with dining-car service.

MARCH 5
1913

Quebec Central
Parlour Cafe Car

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MAGNIFIC COUNTY NOTES.

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THE LEEDS MAIL SERVICE

Leeds Village has just awakened to the fact that a mistake has been made, and is doing a lot of talking to make up for it. Leeds has always had a mail service from the Grand Trunk Railway which is its natural outlet, and with all express parcels coming and going by way of Lyster the Leeds-Lyster mail route was not only considered the most convenient that could be selected, but the most satisfactory, for the reason that the Montreal evening paper would be at Lyster ready to leave for Leeds at 7 o'clock the next morning and ample time was provided for those in the village to attend to their correspondence and have replies go out by the evening train. But for once Leeds Village seemed to be ambitious and joined with others in asking for a daily mail service between Robertson and Leeds Village, and promptly the request was granted; but as there could be no object in having a daily service from two places, notice has been given that after April 1st the Leeds-Lyster service will be discontinued. Hence the uproar. The daily paper will then be at the railway station fifteen miles away instead of being at Leeds at about 11 a.m. and letters will get out in time to get off by train some time the next day. Some one has blundered, and the sooner the unfortunate conditions are brought before the notice of the Postmaster-General the easier it will be to have the old satisfactory conditions continued.

LEEDS STATION COMPLICATIONS

Leeds Village has always been a long way from a railway, but con-

ditions were not improved when the Quebec Central Railway changed the name of the Broughton Station to Leeds. The Quebec Central may have the right to name its stations whatever it wishes, but we think that if the convenience arising from the change of name were brought before the officials, a further change would readily be made. As it is, the stranger on his way to Leeds Village feels that he is not going very far astray if he takes a ticket for Leeds Station; but when he arrives there he finds himself in a different county from Leeds Village, and separated from it by a long road that goes over the hill-tops. He then calmly waits for the next train and goes on to Robertson if he follows the natural Q.C.R. route to Leeds Village. Express parcels and freight are still more troublesome as all kinds of complications have arisen. The shipper is instructed to send goods to Leeds by someone at Broughton, and the cautious shipper turns up a guide and finds that Leeds freight and express should be sent to Lyster on the G.T.R., and while the arrival of the goods is impatiently awaited, it is found that they are ready for their owner about forty miles away.

THE MOONEY BRIDGE.

The long discussed Mooney bridge by the County Council, when it was declared a county bridge, and as such it will be built, three-quarters of the cost being put on to the Municipality of Inverness, and the other quarter on to St. Pierre Baptiste. Conditions being considered the decision is satisfactory to the unprejudiced onlooker.

INVERNESS.

Miss Etta McKillop returned Wed-

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MARCH 15 1913

Quebec Central

Leeds Station Broughton Station

ONE KILLED; THREE INJURED

Premature Explosion of Dynamite in Pit at Black Lake

INJURED MEN WERE TAKEN TO
THE ST. VINCENT DE PAUL
HOSPITAL, SHERBROOKE.

Black Lake, April 9.—(Special) —
One man was killed and four injured,
three seriously, by a premature ex-
plosion in the asbestos pit belonging
to the Black Lake Asbestos & Chrome
Co., yesterday afternoon.

The five men were engaged in blast-
ing operations, and had just charged
a hole with dynamite when the ex-
plosion occurred. Just what caused
the explosion has not been ascer-
tained.

Their fellow workmen immediately
proceeded to render assistance, and
the injured men were removed to the
surface and medical aid summoned.

Dr. Laroche arrived shortly af-
terwards, but one of the men, a
Russian, was so seriously injured
that he died shortly afterwards.

Temporary aid was given to the
other injured men, and three of them
were taken to the Quebec Central
train, arriving here at 9 o'clock last
evening, and were taken to the St.
Vincent de Paul Hospital, where Dr.
Laroche, who accompanied them,
was assisted by Dr. Gordon Hume in
attending to the injuries.

The injuries received by the fifth
man were not serious, and he was
taken to his home.

The coroner of the district will hold
an inquest into the cause of death
to-day.

THE INJURED.

The Record learned from the hospi-
tal authorities this morning that the
three patients being treated there

April 9
1913

DAMAGE BY FOREST FIRES

6000 Cords of Pulpwood
Burned at St. Rose Sta-
tion on Q. C. R.

LARGE SECTION OF WOOD LANDS
SWEEPED BY FIRE IN DORCHES-
TER COUNTY.

Quebec, May 7.—(Special)— Forest fires have been raging in the County of Dorchester along the line of the Quebec Central and Chaudiere Valley branch.

On Monday fire broke out about one mile from Morissette Station and burned a strip of woods some half mile wide and over a mile in length.

Yesterday the fire caught in the woods near St. Rose Station and burned over quite a large strip. It got into the station yards and burned about six thousand cords of pulp wood, and several hundred railway ties, also one dwelling house.

The fire is now under control and further damage is not looked for.

A large gang of men have been fighting the fire for the past two days.

MAY 7
1913

for their experience.

MAIN LINE OF Q. C. R. FLOODED.

The Quebec Central Railway Company suffered considerable damage by high water. The Quebec Central Chaudiere Valley branch is still blocked with water and ice, and no trains are running between Beauce Junction and St. George de Beauce. The Chaudiere River has flooded the main line between Beauce Junction and St. Mary and no trains have been beyond Beauce Junction since Friday night, but are expected to go through to-day.

HIGHEST IN YEARS

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MARCH 22
1913

CHAUDIERE RIVER
ROSE FOUR FEET

About Six Miles of Track
Of Quebec Central
Covered by Water

TRAFFIC SUSPENDED BETWEEN
ST. GEORGE AND ST. JO-
SEPH DE BEAUCE.

The water in the Chaudiere River
rose again yesterday some three or
four feet.

The Quebec Central Railway is still
flooded for some six or eight miles
between St. George and St. Joseph
de Beauce.

There is also a large amount of ice
piled up on the track, and it will
probably be a week before trains are
running again.

The railway company has large
gangs of men at work clearing and
repairing the track, but owing to the
depth of water little progress is being
made.

MARCH
24
1913

**REGULAR TRAFFIC
STILL SUSPENDED**

**Q. C. R. Expects to Have
Chaudiere Branch Clear
in Day or So**

ICE HAS GONE OUT OF RIVER,
AND FURTHER DANGER FROM
FLOOD NOT ANTICIPATED

ED

The Chaudiere Valley branch of the Quebec Central Railway, between St. George and Beauville has not yet been cleared for regular traffic since the high water of ten days ago. It is expected, however, that the work of repairing the track will be finished in a day or two.

At present the passengers and mails are being transhipped across the section of the track which is damaged.

Large gangs of men have been engaged in removing the ice and repairing the track.

The ice went out of the Chaudiere River a couple of days ago and the danger of a further rise of water is not anticipated.

April 3
1913

QUEBEC CENTRAL R.L. IS EXEMPT

Dominion Railway Commission Has no Jurisdiction Over Road

SYSTEM IS A PROVINCIAL ONE,
BEING INCORPORATED UNDER
STATUTES OF QUEBEC

Ottawa, April 7.—The question as to whether the Quebec Central Railway Company is subject to the jurisdiction of the Railway Commission has been decided in the negative by that board, and in giving judgment the Chief Commissioner points out the anomaly of a Dominion company being subject to it in regard to major operations and exempt in regard to a small part of its line; which case he says requires legislation on the point.

Complaints were made to the Railway Commission as to the operation and practices of the Quebec Central Railway Company, and the question as to whether the railway was subject to the jurisdiction of the board, was heard at Ottawa on the 18th of March. The Quebec Central, the judgment sets forth, is a provincial company, incorporated under the statutes of the Province of Quebec. The railway has, however, been acquired by the Canadian Pacific Railway Company, under a lease dated 2nd

April
5, 1913

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All transactions and operations, it is pointed out in the judgment, are in the hands of the lessee, and the only matter left to the lessor to warrant separate corporate existence, are the issue of further stock, bonds and debentures and the receipt of rent.

Examining the lease in relation to section 361 of the Railway Act, which section deals with the sale or lease of the company's railway, either in part or whole, or for amalgamation, it is pointed out that ordinarily speaking, section 361 of the Act would have no application under the decision of the late Chief Commissioner (Mr. Justice Mabee) on the application of the Montreal Street Railway for approval of amalgamation agreements with the Montreal Terminal Railway and with the Montreal Terminal Railway and the Montreal Park & Island Railway Companies. In that instance, the local company—the Montreal Street Railway Company—absorbed two Dominion corporations—the Montreal Terminal and the Montreal Park & Island Railway companies. Mr. Justice Mabee held that section 361 deals only with federal companies and not with two provincial companies, nor with a federal and provincial company, and that therefore the section had no application to the sale of a

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1913

... federal railway and its assets and facilities to a provincially incorporated company.

BOARD HAS NO JURISDICTION

This judgment, says the commissioners, would apply to the present case if it were not for the act obtained by the Canadian Pacific Railway Company (2 Geo. V, Ch. 71, s. 14), which provides that, subject to the provision of sections 361, 362 and 363 of the Railway Act, the Company may, for any of the purposes specified in section 361, enter into an agreement with the Quebec Central Railway Company, and may lease the railway and undertaking of the latter Company. The board recommended the agreement in question for the sanction of the Governor-in-Council on the 28th of November, 1912, and that sanction was granted. The Quebec Central Railway is now a railway operated by the C. P. R. Company. Is it a railway within the definition of the Railway Act? After reference to the claim of counsel that operation by the C. P. R. is not under the Railway Act, but under the special Act of 1912, and the citation of the case of the Preston and Berlin Street Railway Co. vs Grand Trunk Railway the Commissioner states: Everything considered, I am of the view that this board has no jurisdiction. The line is still a provincial line. The judgments both of Killam, J., and Mabee, J., affirm the proposition that the railways subject to the provisions of the Railway Act are only those subject to the jurisdiction of the Dominion Parliament, with certain exceptions of no importance. I think it also apparent that the mere act of a Dominion company, such as the purchase of a provincial line, cannot of itselfoust provincial jurisdiction. This is not a case of a Dominion Company operating a provincial line under the Railway Act. The board is not to be understood as determining that under no circumstances can it have jurisdiction over a company as such, enabling it to regulate operation apart from any authority to compel the building of industrial branch lines or the enlargement of the track facilities of

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ADVISES LEGISLATION.

The case appears, concludes the judgment, to require legislation to deal properly with it. It seems contrary to public policy and the proper administration of the railway system that a Dominion Company is so far as its major operations are concerned, should be subject to the jurisdiction of the board, and be exempt from such jurisdiction, so far as this board is concerned, be entirely free from control of any kind—on a small part of the line operated—because of certain legal distinctions which cannot appeal to the shipper or passenger or in any way affect the exigencies of traffic. An undivided control

April 5
1913

ICE DAMAGE REPORTED IN EASTERN TOWNSHIPS BY HIGH WATER AND ICE

Several Rivers Went on the Rampage on Saturday. Fields Overflowed by Water, and Ice Left on Land as Flood Receded. Exciting Time in Rescue of Two Men Near Gould. Wrecks Carried off Sled Into Ice Cold Water. Stock Was Lost. Quebec Cookshire. Farmer Was Marooned For Whole Night. Stock Was Lost. Quebec Central Has Considerable Damage Done by Rise of Water in Chaudiere. Main Street of Richmond Flooded, and Much Damage Was Done to Merchandise and Other Goods.

Water in the St. Francis River several feet yesterday and to-day, owing to the colder temperature. On Friday the road on the east side of the river below Sherbrooke was covered to the depth of several feet, all traffic was suspended. Wrecks coming in from outlying parts of damage by the high water of Saturday, but so far no loss has been reported and the damage to property not quite so heavy as has been the case in past years. High water in the spring.

ALWAYS FEEL EFFECTS OF STORM.

Effect of the storm on Friday and high water of Saturday is being felt by the railways. A farmer named Mathieu and his family had an exciting experience. Water rose so rapidly that the part of the dwelling house was covered with several feet of water. Mr. Mathieu and his sons to the barn to rescue the live stock, but they were marooned there and had to remain in the barn building.

St. Mill went out on Saturday. Luckily the river below the mill was clear and as a result no damage was done here. The water was higher on Saturday than it has been for years. In one hour it rose four feet at the St. Francis Mill. All the machinery in the dam had to be closed down as a result of high water. G.T.R. train No. 2 was delayed here several hours owing to a washout near Bromptonville.

IN THE COOKSHIRE DISTRICT.

Cookshire, March 24.—(Special)—The north branch of the Eaton River rose very rapidly on Saturday and this carried away the ice, the whole making the river a raging torrent. The ice carried away the Seale bridge in New Mexico, and the iron bridge in Newport township was in danger during a portion of the day, being carried away. About 30 acres of meadow land is covered with great blocks of ice in "Slab City," near Cookshire, and the same condition prevails on the road, so that it is impossible to use a vehicle of any kind. The Canadian Telephone Company had about 1,000 feet of their wires carried away and communication with several districts is cut off.

SUPERAGETTE INCENDIARIES

Marauded South Eastern Suburb of London Early To-Day

SET FIRE TO DWELLING HOUSE THAT WAS IN COURSE OF CONSTRUCTION.

London, March 24.—(Special)—Superagette incendiaries marauded Beckingham, a southeastern suburb of London, before dawn to-day, setting fire to a house under construction. The women were disturbed during their work of destruction by a passing policeman. They fled, and all traces of them was lost. The flames were extinguished before great damage had been done. The championship golf links at Sandwich, Kent, were the scene of another paid by militant suffragettes, who damaged the greens considerably.

TERRIFIC STORM CAUSED DESTRUCTION

Central West And Middle States Storm Swept

MANY LIVES WERE LOST AND FIRE FOLLOWED WRECKAGE Chicago, March 24.—A terrific wind storm, causing widespread destruction and loss of life and practically

EASTER SUNDAY AT THE CHURCH

Impressive Services Largely Attended by Loyal Denominations

SPECIAL MUSIC WAS FURNISHED AND SPECIAL REFERENDUM MADE BY PRAEDICHER

The greatest festival of the year, Easter, was marked in all churches by impressive services, beautiful decorations, music and eloquent sermons. Churches of all denominations were unusually well attended at all the services. St. Peter's Church was well filled for the early celebration of Holy Communion, while at 10 o'clock, followed by the third service, which was fully choral, congregation attended. The church was simply adorned with tall Easter flowers, and on the walls were more lilies, white hyacinths and carnations. The flowers on the morning chapel were white tulips.

The professional hymn was "The Lord is Risen To-day," placed of the Venice the East them. "Christ, our Passover, redeemed for us" was chanted. The Deum was "Stanford," a Benedictus with the hymns, "Jerusalem" and "Ye Chords of Character." At the church Gurnett's services were rendered. The preacher was the Rev. Shreve, who dealt with the topic of the day, the Resurrection. In the afternoon a service of prayer was held in the church. The mission pyramids were set up and at 7 o'clock evening service was held at the church. Singing Easter hymns were the congregation joining heartily.

COUNCIL WILL

MARCH 24 1913