

CANADIAN
PACIFIC
RAILWAY.
SHERBROOKE
DIVISION
SHERBROOKE
DAILY RECORD.
RIFF

pieces of logs now located and were sent
them to the factory at Sutton.

LOOKING TO LAKE MEGANTIC FOR SITE.

Lake Megantic, March 23.—(Special)
—A resolution was passed at a meet-
ing of the Board of Trade to ask the
Council of Megantic to take into
consideration the application of a
manufacturing company at Buxton
 Junction, who have approached the
Council in the matter of the induc-
ments the corporation would be will-
ing to offer them if they located at
Lake Megantic under the name of the
Lake Megantic Manufacturing Com-
pany. Their line of products would
be brooms, cant hooks, axe handles,
clothes pins, etc.

RAID ON THE HEN HOUSE.

MARCH
23
1913

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GRANBY WILL HAVE ANOTHER RAILWAY

**C. P. R. Will Build an
Electric Line From
Farnham**

WILL REACH ALL THE INDUSTRIES IN THE TOWN. OTHER ITEMS OF INTEREST.

Granby, April 8.—(Special)—At the next meeting of the Provincial Legislature the Canadian Pacific Railway Co. will apply for a charter to build an electric railway line from Farnham to Granby. The line will be constructed so as to reach all the leading industries of the town.

It was hoped that the company would build a steam road, but a half load is better than none. If the M. & C. Railway ever gets past Richemouche there will be a fair prospect of two electric lines to Granby.

AWARDED LONG SERVICE MEDAL.

The Colonial Auxiliary Forces long service medal, for twenty years' service, has been awarded to Sergt. William H. Wetherbee, 13th Battery Canadian Field Artillery headquarters at Granby.

SOLED PROPERTY FOR \$1,200

Mr. Gordon Payne has sold his property adjoining the Arrowsmith Farm, comprising all the land between the Waterloo road and the railway line, to Mr. Jos. Soutier for the sum of \$1,200.

WORSHIPPERS WERE DISTURBED

The Sunday morning worshippers were disturbed when the service was about half through, by the clang of the fire bell. The firemen who were attending divine worship made a hasty exit and a few anxious followed. The fire was confined to a chimney in the residence on Drummond street formerly occupied by Mr.

April 8
1913

SCORES HAD MIRACULOUS ESCAPE FROM DEATH IN WRECK NEAR LENNOXVILLE

Immigrant Train Went Down Embankment

Four Coaches, Heavily Laden, Plunged Down Fifteen Foot Bank. Accident Occurred on C. P. R. at 7.35 This Morning, Two Miles East of Lennoxville. Although 717 Passengers Were on Board None Were Killed. Several Suffered Minor Injuries. Their Escape Was Most Miraculous.

That one of the most disastrous wrecks of recent years did not occur on the C.P.R. near Lennoxville, this morning, is a miracle. Six passenger coaches pecked with immigrants left the track at a point nearly opposite the E. T. Brick Company's plant, four of which rolled down a fifteen foot embankment. Although the four coaches contained about three hundred men, women and children not a soul was seriously injured. Several suffered minor injuries.

ACCIDENT OCCURRED AT 7.35.

The accident occurred at 7.35, as Engineer Joseph Timmins was driving his train along at a moderate rate, and when rounding the curve near the Brick Yard he felt a jar caused by the sudden application of the emergency brake, and an instant

BRAKEMAN WENT DOWN WITH THE FIRST COACH.

Brakeman Shimmer was standing at the front end of the first coach when the accident occurred. When the car stopped rolling he was facing an open window and standing beside him was a terrified mother and her child. Grabbing the child he shoved it through the window and then assisted the mother. These three were in the most dangerous part of the wreckage, yet escaped without a scratch.

CALL SENT FOR DOCTORS.

So sure were the train officials that scores would be either killed or injured that a call for medical assistance was immediately sent. Dr. Windsor of Lennoxville, was the first to reach the scene. Over wretched roads he managed to drive to the spot in about fifteen minutes. Dr. Robertson was the next to reach the wreck, being taken out from Lennoxville on a special train. About twelve passengers required medical assistance, and

gers, according to a statement given out by Conductor A. Couture. They were all foreigners, including many Italians, Russians and Austrians. As none of them could speak English the trainmen experienced great difficulty in handling them when the accident occurred.

ESCAPE WAS MIRACULOUS.

The one topic which occupied the attention of those who witnessed the wreck this morning was the wonder that dozens were not killed. The fact that the coaches were all steel framed no doubt saved many a life. Had they been ordinary wooden coaches they would have telescoped like paper boxes, and the loss of life would undoubtedly have been enormous, as the passengers would have had no possible chance of escape.

PASSENGERS WERE TRANSFERRED.

Fortunately a long train of empty coaches was on the siding at Lennoxville and their way was clear. These

April 18 1913

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near the Brick Yard he felt a jar caused by the sudden application of the emergency brake, and an instant later saw the rear end of his tender swing round. The jolt was the first intimation he had that anything was wrong. The instant he saw the rear of his engine leave the track he looked back, and ploughing down the embankment he saw with horror the heavily laden coaches ploughing their way through the soft earth. Although the jar was severe the engineer kept his seat.

FIREMAN JUMPED.

Fireman Joseph Jones had a miraculous escape. He was standing at the edge of the tender when the shock came, and when he saw the impending danger he just had time to step from the tender to the main part of the engine, and then jump. He was uninjured. Together with Engineer Timmins he then rushed back to see what had happened.

PASSENGERS BADLY SHAKEN UP.

Only those who have seen the position of the coaches can realize what a shaking up the passengers experienced. The coaches were crowded, and without a moment's notice the crash came. Those on the left side of the car came tumbling down on the unfortunates sitting on the right. Their shrieks could be heard for several minutes, as they struggled up to free themselves from the human avalanches. The windows on the upper side of the coaches were smashed, and out through the doors and windows crawled the passengers. The scene was one not to be forgotten. Mothers were separated from their children, and husbands from their wives. As they crowded out those who reached the track in safety watched in great anxiety for their relatives and friends.

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TWO TAKEN TO SHERBROOKE HOSPITAL.

It was thought wise to have two of the injured removed to the hospital at Sherbrooke. John Colombo, an Italian, had his left hand badly lacerated. Dr. Winder bandaged the wound up and placed him in the caboose of the special train.

The other injured man was Giuseppe Concenelli, another Italian. He was injured about the head, and was attended by Dr. Robertson. He, too, was brought to the hospital.

Both these men held tickets for Montreal, and these were returned to them so that they might continue their journey when able. It is thought that they will be able to leave for Montreal on the afternoon to-day.

BAGGAGE CAR TURNED TURTLE.

A box car, next to the engine, turned right over on its back. The car was used for carrying baggage, consequently there was no person in it.

MANY SAW THE ACCIDENT.

The accident was witnessed by a number of men and women, including several employees of the Brick Co. Mr. Fred Haake, manager of the company, saw the train round the curve and later the cars plunge down the embankment. He stated that the train was not going fast when the accident occurred.

Mrs. Watts was another who witnessed the wreck. She, too, was watching the train round the curve and was an eye witness of what happened.

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HAD TO DOUBLE UP.

Following the ill-fated train was another immigrant train. On board the second section there were four hundred and eighteen passengers, and these had to be transferred to the special, making a total of nearly twelve hundred people on the fifteen cars. In order to get all on board it was necessary to pack them in. With their terrible experience during the wreck fresh in their minds it was difficult to get them to climb into the berths, all preferring to remain on the floor of the cars.

TRAFFIC TIED UP.

As a result of the wreck traffic will be tied up all day. The morning train from Sherbrooke to Megantic, leaving here at 7 o'clock, had orders to cross the immigrant train at Lennoxville, and as a result of the wreck is held up. It is likely that the passengers from this train will be transferred to the morning train from Megantic to Sherbrooke, due here at 10.30 this morning.

CAUSE OF WRECK UNKNOWN.

The cause of the wreck is a mystery. The front wheels of the engine never left the rails. It is thought that something must have gone wrong with the wheels of one of the coaches. The track appears to be in good condition.

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April 18 1913

tenements and about an acre of land.
WRECKING CREW HAD HARD WORK.
 Farnham, April 22.—(Special)—On Saturday morning the wrecking train in command of Mr. William Surgeon returned to town after five days hard work at the wreck which occurred to an immigrant train near Lennorville on Tuesday last. A most marvelous credit to the builders of the C. P. Ry. Company's tourist cars, that no lone passenger in some seven hundred odd was seriously injured although the crowded cars were driven a long distance from the track. These cars are now in the Farnham yard, apart from broken windows and scratches, showing very little affect of the hard usage to which they had been subjected.
HORSE COLLIDED WITH ENGINE.

April 22
 1913

BUDGET OF NEWS FROM MAGOG TOWN

Fire Did Considerable Damage to Ice Building Near Station

STEAMER ANTHEMIS WENT
ASHORE, BUT GOT OFF
WITHOUT MUCH DAM-
AGE.

Magog, May 22.—(Special)—The
Magog Fire Brigade was called out
on Monday in answer to an alarm
sent in from the C. P. R. Station.
The chemical engine was soon on the
scene and put to work but the fire
which was in the ice house, not far
from the water tank, had gained
such headway before it was discover-
ed, it was seen that it would require
the use of the fire engine which al-
though it was fifteen minutes later
than the other apparatus in start-
ing had a good stream of water in
fifteen minutes after its arrival and
soon had a hose pressure of 340
lbs., which certainly supplied all the
water that could be handled. The fire
was practically all out in an hour,
but not until the roof and part of
the building had been consumed. Part
of the walls are standing, but will
have to be propped to a certain ex-
tent. The ice was not destroyed to
any great extent, but otherwise the
loss will be quite a serious one for
the owners. How the fire originated
is a mystery but it is thought that
possibly it caught from a spark
blown through the opening and ignit-
ing the hay covering the ice

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MAY 22
1913
CPR Ice house
fire Magog

NEW SHOVEL IN SUTTON PIT.
Sutton, May 30.—(Special)— The
new steam shovel ordered for the Sut-
ton ballast pit by the C. P. R. reach-
ed here on Wednesday and commenced
work on Thursday morning. Work
will be pushed in the pit here from
this date.

MAY 30, 1913