

BOSTON
AND
MAINE
RAILWAY
IN CANADA.

SHERBROOKE
DAILY
RECORD

Established 1897

WASHOUTS ON BOSTON AND MAINE AND GRAND TRUNK

Engineer Eastman and Express Messenger Seriously Injured When Engine and Car Went into River at West Burke, Vt. Traffic on Line Held up For Many Hours. Washout on G. T. R. Near Island Pond, Vt., Delayed Arrival of Morning Trains

The high water of yesterday had the effect of causing washouts on the Boston & Maine and Grand Trunk Railways, seriously impeding traffic.

The B. & M. train which left here last evening at 9.25 ran into a bad washout at West Burke, Vt. The engine and express car went into the river.

It was at first reported that Engineer Eastman and the express messenger were drowned, but this was later contradicted. Both men were found seriously injured, and they were removed with all haste to receive medical attendance.

The fireman, although seriously injured, cleared himself as the engine went down, and he swam ashore.

Full details of the accident had not been received at this station, but it was stated that none of the passengers were injured.

Traffic is badly blocked on the road and the line will not be in operation for probably forty-eight hours.

The train due here at 7.25 this morning is still on the other side of the washout.

MONTREAL EXPRESS HELD.

There were two washouts reported on the G. T. R. this forenoon. One is about two miles below Bromptonville and another farther on. The express due at 11.15 from Montreal, was held up as a result.

TRAFFIC DELAYED ON THE

night, and as a consequence traffic on the road has been held up. The train due in Sherbrooke from Portland, Me., at 2.35 this morning had not arrived up to 11 o'clock.

RIVER HIGH AT SHERBROOKE.

The thaw of yesterday and the heavy rains of last night caused the St. Francis River at East Sherbrooke to rise a little higher than last week. One or two cellars were flooded but no damage was done, the occupiers having removed the contents in expectation of a flood.

WATER VERY HIGH AT RICHMOND.

Richmond, March 22.—(Special)—The ice started to move last evening, and this morning water in the river rose very rapidly. The main street was flooded at about 10 o'clock this forenoon, and many cellars are flooded. People had to remove their goods from the lower parts of the houses along this street.

BANKS WERE OVERFLOWN.

Melbourne, March 22.—(Special)—The water in the St. Francis River is very high and has overflowed the banks in some places. The ice still remains firm it being broken a little at the sides.

THUNDERSTORM AT RICHMOND.

Richmond, March 22.—(Special)—A very heavy storm of rain accompanied by thunder and lightning was

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PASSENGERS ARE TRANSFERRED.

The washout on the B. & M. near West Burke, Vt., on Friday evening, and which was reported in Saturday's Record, has not yet been repaired. The passengers are being transferred, and this is a source of great inconvenience to the travelling public.

ENGINE MEN HAD CLOSE CALL.

From further particulars received as to the accident at West Burke, Vt., it would appear that but for the promptitude of Engineer Eastman, who is well-known in Sherbrooke, a serious railway disaster would have occurred. It would seem that the water in the Passumpsic River had risen rapidly on Friday and Engineer Eastman, who was on the train which left here at 9.25 that evening felt his way cautiously when he came to the flooded district, keeping a sharp eye on river crossings. As he approached the bridge near West Burke, Vt., station he saw that the abutment had been weakened, and, reversing his engine, clapped on the airbrakes. The train came to a halt within its own length, but not until the locomotive had added its weight to the weakened pier, causing it to collapse. The coupling between the engine and the dead cars snapped and Eastman and his fireman took a forty-foot drop, clinging to the sides of the cab.

The 125 passengers who scrambled out of the cars to learn the cause of their sudden shaking up received a second shock when trainmen reported that another bridge over the Passumpsic River, a mile back, had been swept away a moment after their train had cleared it.

The engineer and fireman, by a lucky chance, dropped in open water and swam ashore not much the worse for their experience.

MAIN LINE OF Q. C. R. FLOODED.

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HEAD-ON COLLISION ON BOSTON & MAINE

Accident Occurred at Or- leans, Vt., Through Mis- take in Orders

BRAKEMAN SO SERIOUSLY IN- JURED THAT HE IS NOT EX- PECTED TO LIVE.

A head-on collision occurred on the Boston & Maine Railway at Orleans, Vt., yesterday, between two freight trains.

The accident occurred through the misunderstanding of train orders.

One brakeman was so seriously injured that very little hope is entertained of his recovery, while one of the engineers sustained a broken arm.

The injured brakeman was hurried to the hospital at St. Johnsbury.

The rolling stock was badly broken up and considerable delay to traffic resulted.

The main line was badly blocked and passenger trains had to carry by.

The 8.45 p. m. train was three hours and a half late arriving here last night.

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The House adjourned at 1.32. and there are no more night sittings before the Easter adjournment.

GH B. & M. INVESTORS U. ARE LIQUIDATING

Low Record Reached in Connection With Com- pany's Securities

EVEN THE PREFERRED STOCK SHOWS A VERY BIG DECLINE ON MARKET.

Boston, Mass., March 15.—Investors in Boston & Maine securities became almost desperate yesterday in their decision to dispose of holdings of common stock. They let it go at \$65.50 per share, which is the lowest mark ever touched. Numerous small sales were registered on the Stock Exchange. Even preferred stock was offered at a sacrifice.

Fitchburg preferred fell nine points to 101, and Boston & Maine preferred dropped ten points to 110. Boston & Lowell common sold at 195, which was eight points lower than the previous quotation. New Haven securities also touched a new low record, being down to 115.

No attempt was made to strengthen the stock, though it is said among railroad officials that there is absolutely no need of this scare. Seventy-two new engines have been delivered to the Boston & Maine Railroad this year, the last of them arriving last week. This is the largest amount of new engines ever ordered by the railroad.

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