

DOMINION
ATLANTIC
RAILWAY
DIARY

II

DIGBY COURIER

C. H. RIFF

White House Bride on D. A. R. Steamer.

Mr. and Mrs. Nicholas Longworth, who are now in Cuba, engaged passage on the Southern Pacific steamer Prince Arthur, which left Havana Sunday arrived in New Orleans Monday in time to participate in the carnival festivities. The D. A. R. steamer Prince Arthur is running this winter on this route, having been chartered by the Southern Pacific company. Wm. Blight, of Halifax, is purser of the Prince Arthur, and it devolved on him to see to all the arrangements on board for the distinguished couple. Mr. George Haines, of Freeport, is chief officer.

MARCH 2, 1906.

Mrs Longworth was the daughter of
Theodore Roosevelt.

A Runaway Engine

Engine No. 10, with driver Chas. Ritchie and fireman Wm. Ritchie and conductor Alfred Fritzel who had with him brakeman Arthur Taylor and another assistant, left Annapolis about five o'clock last night with snow plow attached to clear the road to Yarmouth.

About 6.10 last night No. 10 went through the Digby yard at full speed, leaving part of her cab in the street near the Columbia House.

A few minutes afterwards driver Ritchie walked into the station asking the railway men if they had seen his engine go by.

In the meantime fireman Ritchie crawled forward and amidst escaping steam and hot water managed to bring the big locomotive to a standstill quarter of a mile west of the Digby station. He had with him in the tender brakeman Taylor, both of which narrowly escaped death.

It appears that the snow plow left the track near Gilpin's crossing and turned around on its side enabling the engine to proceed without leaving the rails, at the same time throwing Driver Ritchie out the cab window and, having his hand on the throttle at the time, probably caught the same with his clothes and pulled it wide open, this giving extra speed. His feet were caught in the debris and he was dragged several car lengths.

Finally he got clear and crawled through a snow bank to the fence with an injured foot, and anxious to give warning about his runaway engine, managed to walk half a mile to the Digby station.

When the fireman returned another engine was sent out to tow back No. 10, the right side of which was badly damaged.

The chief train dispatcher then cancelled everything for the night and the passengers on the west-bound express were sent to the hotels.

Four engines and their crews, and three complete train crews are in the Digby yard this morning.

Conductor Williams' freight train is stalled at North Range.

Last night's wreck caused a big excitement at the railway station and the railway men were kept busy answering questions.

A. R. management and the employees are working faithfully to get the trains through.

The weather this morning will assist them in their hard day's work.

The trains have already commenced.

Trains from Boston did not wait for the runaway train but tailed from Yarmouth for Boston at 1.15 yesterday afternoon.

Digby

JANUARY 27 1905

MORE SNOW DRIFTS.

The Dominion Atlantic Trains Running with Difficulty

ROADS CLEARED LATE FRIDAY NIGHT
--DRAINED ENGINES TOWED TO
KENTVILLE -- EASTERN DIVISION
AGAIN FILLED WITH SNOW TUES-
DAY AND WEDNESDAY--TRAINS DE-
LAYED.

Although last Friday's edition of the *Courier* was mailed at the usual hour there were no mails out of Digby until late that night and for some sections until Saturday afternoon.

The first regular train to arrive in Digby after last week's storm was Conductor Geo. Williams' freight which had been at North Range since Wednesday afternoon. It came in about 11 o'clock Friday night and proceeded to Annapolis. A special engine and hanger returned from the west about 10:30 p. m. the same evening. The west bound express then known as Margeson's special left here at 2:40 Saturday morning with a clear track to Yarmouth making an excellent run.

The Boston boat arrived in Yarmouth about nine o'clock Saturday morning having made a round trip between Yarmouth and Boston while her Wednesday's passengers were snow-bound at Digby.

All trains were running on time over the D. A. R. Saturday.

The disabled engines at Digby were towed to Kentville.

Sunday the wrecked snow plow near Gilpin's crossing was placed on the track and towed to Kentville, the work being in charge of Mr. Archibald, foreman of the D. A. R. car shops.

Monday the trains were kept nearly on time, but Tuesday and Wednesday were two more days long to be remembered by D. A. R. management and employees.

Conductor Williams' freight, which arrived in Digby at her usual time Tuesday morning with two engines in charge of drivers B. Ritchie and Corey, stuck in a snow drift at Keen's cut, two miles west of Digby, where she remained until noon. She then returned to Digby with head locomotive damaged, head light, etc., being completely carried away by the big drifts.

The east bound express from Yarmouth, however, managed to get through the cut and arrived at Digby nearly on time.

The express from Halifax was having troubles of its own, having encountered drifts near Bedford, and in fact all along the line. It arrived here at 6:25 p. m.

Wednesday a special engine and hanger preceded the express from Yarmouth. This train was only a few minutes late at Digby, but encountered severe drifts on the eastern division and did not arrive in Halifax until yesterday afternoon.

Wednesday's express from Halifax was struck near Windsor. Two locomotives were for some time derailed between Montserrat and Kentville. On the western division of the road she made good time and left Digby for Yarmouth at two o'clock yesterday morning.

The S. S. Yarmouth did not wait for this train. She sailed from Digby for St. John, at four o'clock Wednesday afternoon.

No mail or passenger trains arrived from the east yesterday until ten o'clock last night.

Conductor Williams' freight and the eastbound express were on time.

In New Brunswick both C. P. R. and I. O. R. trains have been delayed during the past week and it is almost impossible to get freight from the upper provinces.

The Digby neck mails have been somewhat delayed but are making fairly good time.

THE STORM IN HALIFAX.

Wednesday's *Chronicle* says: The Storm King held full sway in this City all yesterday, and another heavy fall of snow coming so soon after the big storm of last week, has almost completely paralyzed traffic in all directions. The old timers are now wondering if the good old storms of years ago were worse than those of the present day. They are beginning to shake their heads in doubt.

It is estimated that there is more snow in the street at the present time than at any time since the great storm of 1873 when it is stated that there were drifts in parts of the City over 15 feet in height.

Early in the evening the snow ceased falling, but the wind increased in force, and as there is reached a velocity of forty miles an hour, which with the low temperature made it most unpleasant for those who had to be on the streets. The mercury also dropped to five above, the indications then being that it would go still lower.

Digby

February 3
1905

SNOW BLOCKADE

Hundreds of Citizens Assisting the
D. A. R. in Clearing the Line

GENERAL MANAGER GIPKINS SPEAKS OF
THE PROSPECTS OF OPENING THE
D. A. R. AND OF THE TREMENDOUS
DIFFICULTIES THAT ARE BEING
OVERCOME.

(Tue-day's Halifax Herald.)

The ice and snow blockade on the railways of Nova Scotia is apparently as tight and firm as ever, the Intercolonial keeping its main line only open. There has been no communication on the I. C. R. for days with Pictou or Cape Breton. On the Dominion Atlantic, in response to appeals from the mayors of the towns, many hundreds of citizens along the line have been at work assisting the company to open up the road. General Manager Gipkins is hopeful that, in the absence of further storms, the blockade will soon be raised. A wind storm raged yesterday which retarded the work. Fuel and the necessities of life are running short in some places, and meetings of town boards of trade are being summoned to devise means of mitigating any distress that may be discovered. No such conditions were ever before known in Nova Scotia—the railways of the province tied up almost completely, and not only that but the public highways impassible.

LETTER FROM MR. GIPKINS.

To the Editor of the Halifax Herald:

KENTVILLE, February 20.—The prospects of clearing the road between Yarmouth and Windsor by to-morrow night are exceedingly encouraging, provided we are freed from a further snow storm or gales. Strenuous efforts are being made to raise the blockade from Windsor to Windsor Junction. We are laboring under serious difficulties, as our coal is exhausted, and until we reach Windsor Junction or Annapolis, where we have about thirty tons, we cannot utilize our power effectively. Mails are being forwarded by teams from Windsor to Halifax, and from Halifax to Windsor to-morrow. Mails from Annapolis to Digby have been sent by water and the steamer Yarmouth left Digby to-day for Yarmouth with the accumulated mails for that town and points beyond. Valuable aid is being rendered by the several towns along the line the citizens turning out in great numbers and doing excellent and effective work. Acadia college and Acadia Villa school were well represented and always to the fore. Mention must be made of the ladies of Wolfville and Berwick, who helped on the work by ministering to the laborers' need.

P. GIPKINS.

SCARCITY OF SUPPLIES.

WOLFVILLE, February 20.—The snow blockade in Kings county and all along the line of the D. A. R. is unprecedented. We are completely cut off by the outside world except by wire, and fuel and provisions are very scarce. Kentville is hauling flour from Wolfville, and Wolfville is sending teams to Kentville for oil. The farmers on the North and South mountains can scarcely get water for their stock or wood enough for their own use. Coal is about exhausted and neighbors are borrowing it by the barrel from those fortunate enough to have a supply. The laundry and schools are closed and the churches

Sunday appears were sent to the pulpits for volunteers to shovel snow and clear the tracks. To-day a large force was at work including the students, and the track was cleared to Kentville at five this afternoon, and an engine came down and carried the shovellers on to Grand Pre. If the road could be opened to the Junction, where passengers have been waiting for a week, fuel could be obtained, and communication with the world again established. Hundreds of volunteers are working all along the line. Students returned at 9 p. m., leaving some miles yet closed this side of Hantsport.

CLEARED SEVERAL MILES ON SUNDAY.

KENTVILLE, February 20.—The terrible storm of Friday and Saturday completely blocked all railway connections between the nearest towns here. On Sunday the citizens of Kentville, New Minas, etc., turned out and worked manfully to extricate the three engines which were only able to get within three miles of Kentville Saturday night. Early Sunday morning the engines were able to make their way through and reached the town. This morning about two hundred men composed of citizens and employees of the carriage factory, volunteered for work in clearing the track and yard. About 10.30 a. m., one engine with about one hundred men, went west and fought the big drifts all through the day. At dark nearly five miles had been cleared and the crew approached Coldbrook. About 11 o'clock another train with a large force of men left to clear the track eastward. They met many heavy drifts filled in from the day previous. The volunteer band of citizens fought well with the piles of snow in the cuttings. In the afternoon the company cut through to the opening made westward from Port Williams by the citizens of Greenwich and Port Williams, and before six o'clock had reached Wolfville.

Every cutting in the track west of Kentville is filled with snow and will have to be shovelled through. The Kentville board of trade meets to-night to discuss the situation and take steps to alleviate the suffering, if any, from lack of fuel and food.

RAILS CLEAR AT BRIDGETOWN.

BRIDGETOWN, February 20.—Bridgetown is snowed up and completely isolated from the rest of the world, but the rails are clear here and waiting for the welcome return of the iron horse. The oldest inhabitants say they never saw so much snow. We have had no mails since Wednesday and that brought only a portion of three days' arrears.

BUSINESS AT A STANDSTILL.

ANNAPOLIS ROYAL, February 20.—Business is at a standstill on account of the block of mails. The situation on the D. A. R. is almost unchanged and the prospects of getting traffic along are still quite slim. This morning large gangs were put on the various points to clear the road. Two gangs are working from Annapolis, one west with an engine and one east. An effort was made to reach Digby with the suburban, but was not successful, the train returning tonight, only being able to get one mile.

IN THE CLUTCH OF SNOW.

The Digby correspondent says: Western Nova Scotia is still in the clutch of the snow monarch, for despite the energetic efforts being put forth by the Dominion Atlantic railway, the line is still impassable. No wheels have turned for several days and the cuttings are so deep that much difficulty is experienced in opening up the line.

Digby.

February 24, 1905

D. A. R. Trains.

MURPHY'S SPECIAL AND THREE ENGINES IN PARADISE.

The Eastern division of the D. A. R. has been cleared and trains are now running between Kentville and Halifax.

This has enabled the management to obtain a new supply of coal for their engines which will greatly assist in clearing the road to Annapolis, where there is a fairly good supply in the coal sheds.

An I. C. R. snow plow was at Cambridge, seven miles west of Kentville yesterday, working this way.

Murphy's special with three engines and a flanger was at Paradise also working towards Annapolis. Last night this train was west of Bridgetown.

Herbert's special has been endeavoring for several days to make the run from Annapolis to Digby and Wednesday had covered about five miles. Yesterday it was sent east of Annapolis and during the afternoon arrived at Tupperville.

The weather has been very pleasant this week with the exception of Monday. The sun melts the snow during the day causing ice over the rails at night making progress for the locomotives only possible by being preceded with a gang of men with pickaxes.

A large crowd of laborers with shovels almost cleared this section Sunday, but Monday's storm soon filled in the cuts which necessitated Sunday's programme being repeated Tuesday and Wednesday.

Mails are being forwarded as regularly as possible by teams. This, to a certain extent, overcomes the inconvenience of no trains, but freight is tied up everywhere.

On the government wharf Digby, over twenty car loads of freight await shipment east and west. The warehouse and sheds are well filled.

If the good weather continues trains may be running on this division Saturday or Sunday, but it will probably be Monday or Tuesday before the regular trains are despatched between Halifax and Yarmouth.

S. S. Yarmouth left here yesterday afternoon with mails, passengers and freight for Yarmouth and St. John.

MARCH 3 1905

SNOW BLOCKADE LIFTED

D. A. R. Tracks Clear from Halifax to Yarmouth.

A NUMBER OF PEOPLE AT DIGBY STATION TO MEET WEDNESDAY'S EXPRESS, THE FIRST REGULAR TRAIN IN DIGBY FOR THREE WEEKS.

Murphy's special in charge of Conductor Conrad, with drivers S. Ritchie and Charlie Churchill, it being "a double header," arrived here at 8:25 Tuesday night, having been two days on the road from Annapolis and a whole day from Bear River station, a distance usually covered in fifteen or twenty minutes. It was the first train of any description that had been in Digby since Friday, Feb. 17th.

Mr. Murphy had with him a crew of sixty men which preceded the locomotives with pick axes when necessary.

Section Foreman Robinson and his crew of snow shovellers had cleared the Digby section in such a manner that no unnecessary time was lost here for any "picking" required.

The train left here at 8:05 p. m. for the west and made good time to Weymouth, but did not reach Meteghan that evening.

Wednesday afternoon she was at Hecanoga and late in the evening reached Hebron. She arrived in Yarmouth yesterday.

Wednesday's regular express in charge of Conductor John Ritchie arrived here from Halifax at 2:30 p. m. She did not proceed west of Digby but after exchanging mails, express stuff, passengers, etc., left for Halifax at 4 p. m.

The regular Suburban train in charge of Conductor "Al" Herbert and Driver S. Riley, arrived here at 11:30 Wednesday morning and immediately commenced getting freight started from the wharf to the main line.

At 5:10 this train left for Weymouth with passengers, mail, express and freight, the mails being in charge of Mr. Chas. P. Dunn, of the Digby Post Office.

Herbert's special returned to Annapolis during the evening, arriving here again as the regular "Suburban" yesterday morning.

The first regular express train from Yarmouth since the blockade arrived here early yesterday afternoon, preceded by Conrad's special.

A large number of people were at the station Wednesday to meet the first west bound express and the same thing occurred yesterday when the train arrived from Yarmouth.

On board yesterday's train were a number of passengers from Boston for the Annapolis Valley, who had been in Yarmouth at the expense of the D. A. R. three weeks waiting for a train.

Digby,

MARCH 10 1905

The Largest Train for Yarmouth.

The largest and heaviest freight train to arrive over the D. A. R. in Yarmouth came in at 4.45 p. m. on Thursday afternoon last, and was in charge of Conductor W. H. Conrad. It consisted of 32 loaded cars, made up as follows: 4 cars of hay, 1 car apples, 1 car machinery, 1 car pig iron, 4 cars mixed way freight, 11 cars lumber for barkt. Lakeside, 8 cars lumber for barkt. F. B. Lovitt, 2 cars wood. This train was hauled by two engines, Nos. 10 and 15, in charge of drivers S. Ritchie and C. Corey, and was handled without the slightest accident, not even the breaking of a link or pin. Much praise is due to the men in charge of this train.
—Yarmouth Herald.

Digby.

April 14, 1905

Oct

6 1905

A Big Train.

Wolfville *Orchardist*: On Friday two D. A. R. engines, with 23 Intercolonial and Midland passenger cars and van, went to Kentville in charge of Conductor Nichols. It was said to be the longest train that ever entered Kentville, being over a third of a mile in length. The two engines were unable to crawl up the Falmouth grade with the complete train, and were obliged to break it into sections. The cars were for the soldiers returning to the eastern part of the province and were made up into three trains.

Digby

October 6 1905

D. A. Ry. in Excellent Condition.

The past ten years have seen many and great improvements in the railway systems of Canada, and in none, perhaps, has the change been more marked than in the D. A. R., under its present able management.

One of the most important, if not the most important, of these has been in the betterment of the permanent way of the road. This department is under the personal supervision of Mr. D. J. Murphy, so well and favorably known from end to end of the line.

In conversation with the genial supervisor of permanent way recently, the COURIER learned that since the taking of the W. C. Ry., by the D. A. R., every bridge on the line has been rebuilt, and within five years all bridges between Digby and Annapolis have been refloored with Southern pine. Concrete culverts have taken the place of many of the smaller bridges, heavy steel rails have, very largely, replaced those formerly laid, while the grading and draining of the roadbed have been carefully looked to, until now it compares favorably with the best in Canada.

No less than forty-one regular section gangs are kept constantly employed, besides the carpenters and concrete-workers, and all of the larger bridges are inspected from end to end before and after the passage of every train.

It is no small thing for a railway to be able to point to a record such as that of the D. A. R. that no accident has ever been occasioned, and none of its many thousands of patrons has ever received the slightest shaking up, owing to a defect in the permanent way. To eternal vigilance on the part of Supervisor Murphy, and the liberal sums expended annually by the management in improvements on the road, is due this happy condition of affairs.

Digby

February 23, 1906

KENTVILLE HIT BY ANOTHER FIRE

The D. A. R. Round House and
Engine Sheds Burned and
Two Engines Are
Destroyed.

KENTVILLE, July 8. - This town had its third fire to-night, when the Dominion Atlantic railway round house and engine sheds were burned. With the round house, two engines, Nos. 12 and 22, were destroyed. The others were removed in time.

Good work by the firemen saved the western wing, containing the machine shops. The burned buildings were wooden and the fire made a big blaze. Everybody in town seemed to be at the scene. There is no theory as to the origin of this fire nor of the two which preceded it.

Digby

July 9 1915

The First O. P. R. Engine.

Kentville Advertiser: The large O. P. R. engine Gaspereau made its first trip over the Dominion Atlantic Railway on Tuesday, being attached to the eastbound freight. It is a fine large black engine, with its name in gold lettering.

December 16 1910

Digby

Engine Crossed New O. P. R. Bridge.

The Hants *Journal* of Windsor says: On Friday night an engine went over the new O. P. R. Bridge for the first time. A 100 ton derrick to be used by the Hamilton Bridge Co., at Weymouth was found to be too high for the old bridge. Accordingly Engine No. 22 was used to convey it over the new one to Falmouth, when it was then attached to a freight to be taken to its destination. The train crew in charge of the engine and derrick, were engineer, Lewis Curry; fireman, Harry Walsh; brakeman, Frank Reynold; with yardmaster Alex. Matheson as conductor.

Digby

February 12, 1915

P. Gifkins Retires As D. A. R. Manager.

GEORGE GRAHAM, OF VANCOUVER, HIS SUCCESSOR.

A circular from the office of Vice-President George Bury, of the C. P. R., Montreal, states that P. Gifkins, who has with so much zeal occupied the position of general manager of the Dominion Atlantic Railway for the past fifteen years and who has been associated with the service of that company for a full period of forty-four years, having expressed a desire to relinquish the arduous duties connected with the important position held by him, the company has yielded to his expressed wish. This went into effect last Monday, November 1st, and he was placed on the retired list in order that he may secure well-merited leisure.

Mr. Gifkins entered railway service in 1871 as audit clerk and paymaster of the Windsor and Annapolis Railway—now incorporated in the Dominion Atlantic—since which he has been consecutively station master at Annapolis and Halifax, auditor, general manager agent, passenger traffic superintendent, and general manager.

A recent writer says that when Mr. Gifkins, as a young man, first came to this country it was his intention to engage in farming, but as the outcome of friendly suggestions he entered service on the new railway, and the Annapolis Valley, without doubt, lost a wide-awake horticulturist but gained a manager of its railway system. Through sheer ability and industry Mr. Gifkins pushed his way to the head of the railway, which now, instead of being bounded by the towns of Annapolis Royal and Windsor, is a recognized trunk line for the flow of traffic between New England and the maritime provinces. Mr. Gifkins had to do with shaping the policy of this company in the days of its transition. He controlled affairs in the stirring days when the Dominion Atlantic Company operated a fleet of passenger steamships over water routes aggregating a thousand miles.

Mr. Gifkins was a good railway man and he put the best that was in him into his work. He found time for reading and is a very intelligent man, well posted on current affairs and with a broad outlook. In retiring he takes with him the heartiest best wishes of hosts of friends throughout the maritime provinces who will hope that he will have many years to enjoy the leisure to which active and useful years of service give him a first-rate claim.

George Graham, former general superintendent of the C. P. R. at Vancouver, has been appointed general manager of the Dominion Atlantic Railway of Nova Scotia in succession to Mr. Gifkins. A Winnipeg Mr. Graham was superintendent at Fort William, superintendent of the terminal in 1904, later superintendent at Brandon, and recently at Vancouver.

November 12
1915

Trains Delayed.

Digby had not missed a daily mail by train for 11 years until Thursday afternoon of last week. The Yarmouth mail arrived during the afternoon but there was no mail from the east until about 9 o'clock Saturday night, and no mail from the west until Monday morning. The first passenger train from Yarmouth arrived at 2 o'clock Sunday afternoon. This delay, of course, was caused by the immense snow drifts along the line. The country roads were also completely blocked for several days, preventing the arrival and departure of the Digby Neck and Island mails. We had daily mails, however, to and from St. John via the S. S. Yarmouth, and was in this respect much better off than our sister towns. The snow blockade of February and March, 1905, continued for three weeks, the mail being sent to Yarmouth via S. S. Yarmouth from Digby.

A Worthy Act.

MR. H. T. WARNE, OF DIGBY, ASSISTED THE
D. A. R. IN CLEARING THE TRACKS.

During last week's snow blockade, which was as severe on the Midland division of the D. A. R. as any other part of the line, it was impossible to obtain a sufficient number of men to keep the trains running. Mr. H. T. Warne, of Digby, who has a saw mill at Five Mile River, Hants Co., sent thirty-five of his crew free of charge to the D. A. R.'s assistance. They proved themselves very adept in the use of the snow shovel and their good work was much appreciated by General Manager Graham and his staff, who are always anxious to give the general public the best possible service in all kinds of weather.

Better Railway Facilities for Digby

At a meeting of the Council of the Digby Board of Trade held yesterday afternoon, a resolution was passed to be forwarded to the Dominion Atlantic Railway favoring the cancellation of the suburban train between Digby and Annapolis and the additional service of through accommodation trains daily between Yarmouth and Middleton. This will prove a benefit to Digby and will help to increase travel to and from our town. Commencing next Monday the morning accommodation train from Middleton will arrive here about 9.30 and the afternoon accommodation train from Yarmouth about 4 o'clock. This will necessitate the railway company keeping a shunting engine and crew at Digby.

Digby.
MARCH 31
1916

The New Train Service.

The new east and west bound freights between Middleton and Yarmouth are making good time in charge of conductors George Williams and "Al" Herberts. The west bound is due at Digby from Middleton at 9.50 a. m. and leaves for Yarmouth at 10.10. The east bound is due at Digby from Yarmouth at 3.35 p. m., and leaves at 3.50.

The shunting is done in the Digby yard by engine No. 20 in charge of Mr. Sime Riley, the yard master being Mr. Bernard Ritchie. Since the commencement of the new service on Monday last, the shunting train has been running to Digby as a special in the morning, returning to Annapolis the same evening.

Digby.

April 20 1916

RAILWAY ACCIDENTS.

Woman Killed At Kentville—Trainmen Hurt At Weymouth.

WEYMOUTH—MIDDLETON ACCOMMODATION TRAIN DERAILED AT WEYMOUTH BRIDGE WEDNESDAY AFTERNOON—PASSENGERS UNINJURED.

One of the most serious accidents which ever occurred on the Dominion Atlantic Railway took place on the West end of the Weymouth Bridge, about four o'clock Wednesday afternoon. The eastbound Yarmouth—Middleton accommodation train in charge of Conductor George Williams and Driver Charles Churchill had just taken water at the tank, and as it got under way for the Weymouth station, two cars, one loaded with lumber and another with scrap iron, left the rails, going over an embankment many feet below, partially derailing the locomotive which fortunately did not leave the bridge.

The passengers, all of whom were in the rear coach, were uninjured. Conductor Geo. Williams and driver Charles Churchill, who remained at their post, also escaped being hurt. Fireman Leslie Pitman jumped from the locomotive and was seriously injured. Baggage-master Melvie Woodman, of Cambridge, King's Co., who was on top of one of the cars which went over the embankment, also jumped, falling about fifty feet among granite boulders. He is still living but has slight chances for recovery. Brakeman Stanley Burrill, of Brazil Lake, went over the embankment with the other car. He is also quite badly hurt but it is thought will recover.

The management of the D. A. R. at Kentville did everything possible for the injured men. A special train from Yarmouth conveyed Pitman and Burrill to that town. Another special arrived at Weymouth from Yarmouth at 1.45 yesterday morning bringing Woodman's wife, who is the daughter of Mr. and Mrs. Herbert Woodman, of Smith's Cove, but who was visiting friends in Yarmouth when she received the sad news. In the meantime two special trains were rushed from Kentville, one in charge of Conductor Dan McIvers, who had with him Mr. Brown, Mr. Youlds and an auxiliary crew of eighteen men, who despite the difficult situation, had the road clear for all of yesterday's regular trains. The other in charge of Conductor Win Conrad arrived in Weymouth about 11 p. m. to convey Woodman to the Halifax hospital. On this train was Roadmaster Murphy, but no blame for the accident could be attached to the road bed which was in perfect condition. Conrad's special remained at

the Weymouth station until Mrs. Woodman arrived on the special from Yarmouth. She and Dr. T. R. MacDonald, of Meteghan, accompanied the injured man to the hospital in Halifax, leaving Weymouth at 3 a. m. and arriving at Halifax at 9 o'clock yesterday morning.

The locomotive derailed at Weymouth, is the same one which ran away through the Digby yard during the snow blockade of February 1906, throwing driver Ritchie out of the cab and coming to grief in a snow drift at the Western semaphore.

The record of the D. A. R. of having never killed a passenger is still unbroken.

KILLED AT KENTVILLE

Mrs. Frank McCaul, aged 26 years, was killed by a shunting train in the Kentville yard Wednesday afternoon. An inquest attached no blame to the railway. She is survived by one child and three step children. Her husband, Pte. Frank McCaul, is at the front with the first Canadian contingent.

Digby.

July 28, 1916

EXCURSION TO YARMOUTH EXHIBITION.

Although Thursday morning opened up dark and lowering with a few October showers, it did not deter quite a large number of Digby people from boarding the D. A. R. excursion train which pulled into the depot at 9 o'clock on its way to the Yarmouth Exhibition.

The train consisted of eleven coaches, partially filled by excursionists picked up along the line from Annapolis to Digby, and pulled by the big locomotive Gloucester. The smiling faces of all on board was an indication that all were out for a big day at the fair.

Digby
October 5
1917

TRAIN WRECK IN DIGBY YARD.

The D. A. R. freight from Middleton on Wednesday afternoon, when near the Digby depot skipped the points at Sydney St. crossing, the locomotive and one car, keeping to the main line and the other section taking the grade track to the wharf. Two box cars and one coal car, heavily loaded, were derailed, one of the box cars being thrown down the heavy grade between the two tracks, and the other car struck the front of the suburban locomotive which was standing on the siding. Freight traffic, both East and West was tied up for some time. A wrecking train and crew arrived from Kentville, Thursday morning, and had the main line cleared for traffic by eleven o'clock.

INJURED IN WRECK ON MIDLAND.

Tuesday night, between 8 and 9 o'clock, the Maitland train, from Windsor to Truro, met with an accident when in the neighborhood of South Maitland, as the result of which some passengers narrowly escaped serious injury.

As the result, it is stated, of a broken flange, one of the coaches left the track, turning completely over. The scene of the accident was about a quarter of a mile from the old Shubenacadie big bridge, on the Hants county side. The coach, as stated, turned completely over, falling into the creek, which is, however, very shallow at this point.

There were about 40 or 50 passengers on the car among whom were some 15 students coming to enter the Nova Scotia Normal College. Most of the passengers were more or less shaken up and generally scratched or cut from broken glass. The most serious injured were a half dozen of the Normal College students, who were taken to the Ainslie hospital with head and face wounds. Their names are as follows:

Marie Estelle LeBlanc, Little Brook, Digby county.

Marie Elizabeth Comeau, Comeauville, Digby county.

Marie Francoise Comeau, Little Brook, Digby county.

Grace Ellen Stevens, Freeport, Digby county.

The other Digby Co., Normal College students on the train, were the following, with slight injuries mentioned. Eunice A. Melanson, Weymouth, bruised; Annie Mae Thurber, Freeport, slightly bruised.

Dr. Arthur Gill, V. S., of Truro, happened to be a passenger on the train and was well supplied with bandages. He rendered first aid.

A relief train was sent out from Truro, carrying with it Miss Danwoodie, Victorian Nurse, and Mrs. Long, C. G. R. matron, and Drs. H. V. Kent, S. A. Eulton, T. F. Eaton and Prof. Benoit, of the Normal College. All passengers were well taken care of and immediately brought to Truro, and are doing well to-day.

Supt. H. E. Hsanel, of the D. A. R., was also on the train and saw to it that everything that was possible to do was done for the injured. Among the passengers was Miss North of Hantsport, on her way to Florida. After the accident in getting from the car she walked off the platform into the mill pond and received serious shock.

To add to the agony of the accident the passengers, after being transferred into another car, proceeded to Glifton, where the train was stuck in the snow. The relief train from Truro met the incoming train at Glifton and the passengers were transferred there.

February 8 1918

Digby.

D. A. R. TRAIN WRECKED.

The D. A. R. express from Halifax on Saturday was wrecked near Hantsport. The first rumors which reached Digby were of a serious nature. It was said she had gone off a bridge and a large number of people had been killed and injured. Later, when the real facts arrived, there was a great relief. There was no loss of life and only two were injured. Cecil Pentz, baggage master, had one leg broken and Harley Taylor, another train hand had one or two ribs broken. There was a doctor on the train at the time who attended to the injured men.

Manager Graham was on his way to Halifax on his private car attached to the morning train from Kentville when the accident occurred. He learned the news at Mt. Uniacke and at once returned to Windsor and then to the scene of the accident.

The train was running at the usual speed about a mile before reaching Hantsport station where the engine left the rails and plunged along a down grade. The driver applied the emergency brakes and prevented any mishap to the engine which skidded along about thirty feet carrying with it a string of cars all of which left the track except the rear passenger coach. One car completely overturned, but beyond a shaking up, none of the passengers were injured. They were conveyed to Hantsport and later on to Kentville where the D. A. R. manager personally looked after their comfort including lunch, until there could be a train made up to carry them on their journey to Yarmouth.

There is a general feeling of thankfulness that the accident had not developed at the Aborton where a drop of fifteen feet would have made things more serious for the trainmen and postal clerks on the mail car.

Digby
April 11, 1919

A handsome new sleeper attached to the D. A. R. last night freight passed through Digby Monday morning and it is to be used on that popular train for some weeks, while the one which inaugurated the service is returned to Montreal for cleaning, remodelling and painting. The new car is named "Overton." 11/26/20

Digby

November 26 1920

The D. A. R. has commenced work on a spur track running from their main line this side of the Weymouth station into the pulp mills back of Weymouth, and which are controlled by the Sissiboo Pulp & Paper Co. The spur will be about two and a half miles in length and William Cook, of Sydney, formerly with the Cook Construction Co., has been awarded the contract to build the line.

Digby

November 12, 1920

THE NIGHT SERVICE.

A night service between Yarmouth and Halifax—three times a week each way—has just been inaugurated by the Dominion Atlantic Railway, the first train passing through here at mid-night Wednesday. When it left Yarmouth it had six through passengers and here it took one—Miss Frances Young—for Halifax. It picked up a number further along and arrived in Halifax with a good list. The train will leave Yarmouth every Monday, Wednesday and Saturday, stopping at Weymouth, Digby, Middleton, Kentville, Wolfville, and Windsor, arriving in Halifax next morning; returning she will leave Halifax on Sunday, Tuesday and Friday. She is due in Digby, east bound at 12 30, and west bound at 4.50.

October 17, 1919

Digby

Large quantities of wood pulp have been going forward this week from Weymouth by the Sissiboo Pulp & Power Co. to Halifax for shipment by one of the C. M. M. liners now loading at that port for England. Several long trains of about seventeen cars each were used for the shipments and were run to Annapolis Royal, where they were made into one train, double headed by two of the D. A. R.'s largest locomotives and taken direct to the loading terminals at Halifax.

Disby.

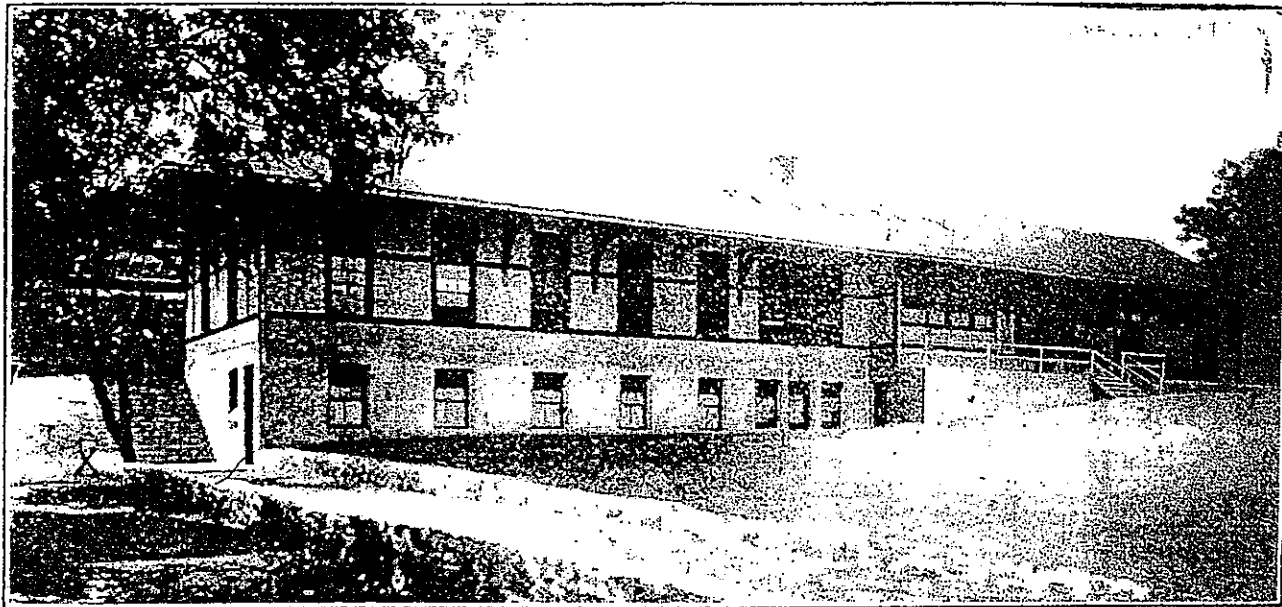
April 15, 1921



The new D. A. R. Station at Digby, Nova Scotia, —By courtesy C.P.R.

November 25, 1921

The New Station at Digby



Digby's new station, which was opened last week, is a well-completed structure, and a fine example of modern architecture. As will be seen from the picture, it is a pretty building, and situated as it is, right in the centre of the town, it is a valuable addition. It is thoughtfully equipped with modern equipment, and is a very fine example of the station architect's art. The building is a long, two-story structure, with a wide overhanging eave, and about twelve feet at either end. It is a standard C. P. R. divisional station, constructed of stucco and cement, finished throughout in hard wood and Douglas fir.

Denton & Condon, of Digby, were the contractors, and through their efficient organization the work was rushed so rapidly, that a Yarmouth gentleman, who travels considerably, made the remark that stations in Digby are like mushrooms—they grow overnight.

Glancing at the picture again you will notice the door in the base-

ment at the end of the building, which is the entrance to the station. The building is a long, two-story structure, with a wide overhanging eave, and about twelve feet at either end. It is a standard C. P. R. divisional station, constructed of stucco and cement, finished throughout in hard wood and Douglas fir.

The next room is the kitchen, equipped with a hotel range, and a large sink, and ample space for the preparation of food. The kitchen is a very large room, and is a very fine example of modern architecture.

On the main floor, right next to the dining room, is the restaurant, equipped with hard wood paneling, and built in the form of a very extended letter S, at which a hundred people can be seated at one time.

Next to that, the section in the picture in which the triple window appears is the ladies' waiting room. This is connected by a wide passage back of the ticket office with the gentlemen's waiting room.

The rooms are large and light, and the outside entry, and well-lighted platform, in connection with them are equipped with the most modern sanitary plumbing, and the best obtainable.

The ticket office is of good size, and is a very fine example of modern architecture. It is a very large room, and is a very fine example of modern architecture.

The building has a profession of electric lights, both inside and out, in fact, in this respect very few city stations are ahead of it. It is built well back from the track, allowing for a concrete platform twenty feet wide in front of it. This platform which will be 600 feet long when completed, is twelve feet wide on the wings. It is built almost entirely around the building and will give approximate-

ly 1,000 square feet of space, the largest platform for a small town in Eastern Canada.

As stated before the interior finish is all hard wood and Douglas fir, natural finish. The floors are all of hardwood, except the baggage and express rooms which are of concrete. The roof is covered with a heavy Douglas, in gray and red.

Denton & Condon were the contractors and the work was under the immediate charge of Levy Hildner, of Stewiacke, who has been with the firm for a number of years. The sub-contractors were W. L. Holdsworth, of Digby, who installed the extensive heating plant with its large furnace and 20 radiators; the kitchen plant, water supply, terra cotta pipe, guttering, hand rails and ventilating system; Rhodes, Curry, Limited, Amherst, who supplied all the interior finish, settees, desks and tables; H. T. Warne, Digby, from whose mill the frame and lumber were obtained; Canada Cement Company, Montreal, cement;

Sydney Dakin, Digby, painting; Baird Electric Company, Kentville, the electric system.

The new freight shed will be completed this week. It is a building 70 x 20 feet, built in stucco to match the station. In the southern end is the freight clerk's office, and in the north end a bonding room and store room. A through siding is being put down which will be used by the freight trains exclusively. The shed is so situated that freight may be received or delivered on First Avenue.

Denton & Condon, the contractors, have built over fifty railway stations, but the Digby station is the largest and most expensive. They have also erected many public works, including log alarm stations, life saving stations, public wharves, and now have a contract for the Annapolis Royal post office.

Digby
September 3
1920

YARMOUTH EXPRESS LEAVES RAILS AFTER PASSING MIDDLETON DEPOT

Passengers Have a Miraculous
Escape When Rails Spread
and Three Cars Leave
Tracks.

MIDDLETON, March 28.—Pas-
sengers on the westbound ex-
press from Halifax to Yarmouth
today had a miraculous escape,
when three miles east of Middle-
ton, the engine and three of the
first class passenger coaches left
the rails. A spread rail is given
out as the cause of the wreck.

The train was travelling at a
fairly good speed, when the acci-
dent occurred, and reports are that
two of the passenger cars crashed
over on their sides when they left
the track.

While several passengers in
these coaches received a shaking
up and a bad fright, they crawled
from the wreckage unhurt. It is
nothing short of miraculous that
heavy casualties did not result.

The third passenger car bump-
ed along the ties for a considerable
distance, but remained in an up-
right position. The engine and

baggage car also remained stand-
ing.

PREPARATIONS to save the
passengers of the wrecked ex-
press to Yarmouth, their destina-
tion, were immediately commenced.
The east bound train from Yar-
mouth transferred the passengers
and mails, and that train return-
ed to Yarmouth, although about
two hours behind schedule.

A wrecking train arrived on the
scene from Kentville, and it was
expected the line would be clear
within a few hours. The express
is to be made up again for Hal-
fax.

Passengers by the east bound
train from Yarmouth were trans-
ferred from the other side of the
wreck to a train made up of the
remaining cars of the express, and
a Kentville engine, and taken to
Halifax.

Information from railroad offi-
cials is that Conductor Williams
was in charge of the train, and
engineer Ward was at the throttle.

The train left Halifax at 7
o'clock this morning, making the
schedule as regular until the mis-
hap, three miles from here. She
was carrying an extra passenger
car. The express was made up of
three passenger cars, a parlor,
baggage, express and mail cars.

Mails Delayed By Train Wreck

OWING to the wreck on the
Dominion Atlantic Railway
of the express bound for Yar-
mouth yesterday afternoon near
Middleton, it was not possible
for the Annapolis, Bridgetown
or Middleton mail to reach
Halifax last night.

The news from these towns
will appear in The Herald to-
morrow.

Halifax Herald

MARCH 29, 1922

A bad railway accident occurred Tuesday morning, when the D. A. R. express from Halifax to Yarmouth jumped the tracks east of Middleton. Almost all the cars were off the track and traffic was completely tied up on this section of the railway. None of the passengers were injured. It was several hours before the tracks were cleared, as a wrecking crew had to be sent from Halifax. The passengers from Yarmouth were transferred at the wreck.

Digby

MARCH 31, 1922

Handsome Chair Cars For D. A. R. Now Used Daily

The New Annapolis Royal
And Grand Pre Are Now
In Command

The two handsome new chair cars, Annapolis Royal and Grand Pre, which are to form a part of the last Bluenose trains which the D. A. R. will operate between Yarmouth and Halifax during the tourist season have been put in commission on the daily express trains on that line. The former, in charge of Conductor Charles Clarke, was attached to the incoming express on Tuesday afternoon, and the latter, with Conductor William Hall caring for the partons, requirements formed a part of Wednesday's express to Yarmouth.

The chair cars Haligonian and Mayflower which have so faithfully served the patrons of the D. A. R. for the past thirty years, have been taken off and are now in the shops at Kentville, where they will be thoroughly renovated, refurnished, redecorated and modernly equipped to be used as additional cars for the accommodation of the tourist travel.

The Annapolis Royal and Grand Pre, although they have been at Kentville for some weeks, have never been used on the line until this week and all who have seen them readily exclaim over their great value in modernizing the D. A. R. plant. They are practically the last word in the car builders, art, and contain all the modern conveniences to be found in any first-class chair car on a Maritime road. They are large, with ample room and movable chairs. They are prettily upholstered in green plush, while the floor is covered with a beautiful Axminster carpet of shade to correspond with that of the furniture. The interior finish is of handsome design and is all done in solid mahogany and satin wood, all of which completes a car of rare richness. At the rear end is the large observation platform surrounded by a heavy guard rail. It has room for eight chairs and is canopied with a large electric dome light in the centre.

At the front end of the cars is the smoking compartment and immediately at the rear is the kitchen or commissary department. Here again, to the minutest detail, is modernity. It is replete with all the necessities required by any first-class chef to prepare a dinner for the most fastidious of the traveling public. Its equipment consists of a large gas range and all cooking utensils, electric coffee percolators, toasters, hot water boilers and a refrigerator sufficiently large to take care of enough supplies for a several day's journey. The D. A. R. is furnishing the cars with its own silverware and the individual tea pots, spoons, knives, forks, etc., all bear the company's monogram.

The electric lighting system of the Annapolis Royal and Grand Pre is also done on an elaborate scale. It consists of a handsome arrangement of several bracket lights over each chair and all of an indirect character. The outfit is a credit to any road and the management is to be congratulated on the success of their efforts in giving the patrons of the D. A. R. an improved service of such a high order.

By the placing of these two cars in the service strongly evidences the fact that the D. A. R. is doing all possible to attract the tourists to Nova Scotia during the coming summer, and while in the Province give them all the transportation comforts that a Maritime road can afford while at the same time its equipment will place it on a par with any other road.

Diddy

MAY 16, 1924

D.A.R. Beautifies Queen Of The Basin

The D. A. R. has recently beautified the grounds around its new up-to-date station at Clementsport. Behind the station is a bank rising ten to fifteen ft. in height with a frontage of about 350 ft. Back from the edge of this bank runs a wire fence, the boundary of the D. A. R. property. Along this fence they planted a barberry hedge of over 500 plants; between the hedge and the edge of the bank are set out ornamental shrubs of extra size and quality, consisting of a number of the best variety, such as Spireas, Syringas, and Weigilas; between the hedge and the shrubs are ornamental trees, elms, shrubs and sycamores. Further to the south the banks sweep towards the platform, and on the face of this section of the bank are planted four rows of flowers extending the whole length.

Beginning at the bottom of a row of honey-suckle, then a row of roses. When these trees and shrubs and flowers attain their growth, this entrance to the "Queen of the Basin" will be a vision of beauty. This work was laid out by the company's engineer, John B. Younge. George E. Graham and the D.A.R. are being congratulated on their faith in this bungalow land and for their contribution to Nova Scotia's greatest asset, The Tourist business.

Digby

MAY 23 1924

Dominion Atlantic Railway To Boston

When planning your annual Autumn visit to Boston, Mass., and points in the United States, the ideal way to travel is via Dominion Atlantic Railway through the Land of Evangeline - the quickest, cheapest and most scenic route. The Annapolis Valley is especially attractive at this time of the year, when an excellent opportunity is afforded the traveler to view this famous orchard country at the time of harvest.

After September 27th the "Bluenose" trains will be discontinued for this season; but regular Express train No. 95, leaving Halifax at 7.15 A. M. daily, except Sunday, will make connections for Boston on Tuesdays, Wednesdays, Fridays, and Saturdays.

The new buffet-observation cars "Annapolis Royal" and "Grand Pre" are operated on Bluenose trains; but after the withdrawal of this service these cars will be attached to D. A. R. Express trains Nos. 95 and 98.

For rates and further particulars apply to D. A. R. Ticket Agent.

Digby

October 3

1924

Dominion Atlantic to Improve Line

At the close of the annual meeting of the Dominion Atlantic Railway Company, held at Montreal last Thursday, it was announced by Mr. Grant Hall, President, that Mr. George E. Graham, General Manager of the line, had been elected Vice-President of the Company, and that hereafter his title would be Vice-President and General Manager.

This action, Mr. Hall, explained, had been taken in recognition of the efforts of Mr. Graham and his associates, on the building up of an efficient and smoothly working transportation machine, under somewhat unusual and trying conditions, and also to strengthen his hand in the handling of the various matters coming up from day to day in operating a property somewhat isolated from general headquarters.

Mr. Hall further stated that it was the intention of the management to continue to extend and improve railway facilities, and that this year it was hoped to lay thirty miles of heavy rail and do considerable ballasting, also erect a new paint shop at Kentville, as well as a number of new stations. At Grand Pre the Cote House was to be enlarged and accommodation provided for tea and rest rooms. The interior of the Memorial Chapel will also be completed and arrangements made for the display of Acadian relics. A new station is also to be erected at that point.

The contract for the erection of the new hotel at Digby will be let shortly, and the work of the construction pushed forward vigorously during the season, in order that it may be ready for the reception of guests for the summer season of 1929.

The action of the Company, said Mr. Hall, in conclusion provides further evidence of its continued faith in the future of the Maritimes.

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April 20
1928

Train Whistle Problem Settled in Wolfville

WOLFVILLE, June 7 —The shrill whistle of the D.A.R. fast freight bound from Halifax to Yarmouth, and which passes through Wolfville, at Midoight, blowing at two crossings in the heart of the town will continue to disturb the gentle slumbers of many. On the other hand, people about to travel over the said level crossings, either on foot, or in teams or motor cars, will receive due warning that the crossings are soon to be occupied by a D.A.R. locomotive, with freight and passenger cars, and that all who pass on it at that period are in danger of their lives,

This question was definitely decided upon at the monthly meeting of the Wolfville Town Council, Wednesday evening, when a motion introduced by Councillor P. W. Davidson, went down to defeat. The meeting was presided over by Mayor Balcom, with all Councillors present as follows; Freeman Leslie, R. W. DeWolfe, C. A. Brown, P. W. Davidson, W. C. B. Harris, and C. A. Spinney.

Councillor Davidson, in introducing the subject of railway whistles, said that last year, a resolution had been passed, prohibiting the blowing of whistles during the night hours. A copy of the by-law had been forwarded to the Board of Railway Commissioners and they, after due consideration, had replied suggesting that the proposed by-law be amended, so that it would read that the whistle would only be blown in case of danger, and also that the railway would not be liable if anything occurred on account of the omission. Councillor Davidson moved an amendment embodying these terms. This was seconded by Councillor DeWolfe.

Councillor Harris objected, stating that one of the crossings was particularly dangerous, and that it was better to have the whistles blowing than to take a chance of an accident.

Councillors Spinney and Leslie

spoke against the by-law and after considerable discussion the amendment was defeated, and the subject of prohibiting train whistles thereby automatically ceased.

—oOo—

Digby

June 15, 1928

Restoration of Bluenose Fast Passenger Train Service

The Dominion Atlantic Railway announces the Bluenose Fast Passenger Train Service between Halifax and Yarmouth, through the Land of Evangeline will be inaugurated on Monday, July 2nd and continue up to and including Sept. 15th.

The "Bluenose" leaving Halifax at 9.05 a. m. Atlantic Standard Time, daily except Sunday, will maintain connections at Yarmouth for Boston with Boston & Yarmouth steamers and at Digby with S.S. "Empress" to Saint John, N.B., for Saint John, N.B., for Montreal and Western points.

Passengers leaving Boston at 2.30 p.m. Daylight Saving Time, will connect at Yarmouth with the Bluenose Train and arrive at Halifax at 4.25 p.m. Atlantic Standard Time the next day.

Leaving Montreal at 12.30 p.m. via Canadian Pacific, passengers will connect at Saint John with S.S. "Empress" next morning, and reach Halifax via Dominion Atlantic Railway at 4.25 p.m. Atlantic Standard Time.

Observation Parlor and Cafe cars will be carried on each Bluenose Train between Halifax and Yarmouth, and the popular parlor car service will be maintained between Yarmouth and Truro again this season.

The daily Express Trains, known as 95 from Halifax and 98 from Yarmouth, will continue on present schedule, i.e.,—daily except Sundays.

No checked baggage will be handled on Bluenose trains Nos. 123 and 124 between Halifax and Yarmouth. Baggage will be handled on regular express trains Nos. 95 and 98.

Digby.

July 6, 1928

THE DIGBY WEEKLY CO

—\$2.00 per year in Advance Single Copies 4 cents.

DIGBY, NOVA SCOTIA, FRIDAY, October 26, 1928

ident of C. P. R. Inspected New Pines H

C. P. R. President In Digby on Inspection Tour of R'y Systems

Visitors Inspect Wharf and Work on New Pines and are Pleased With Progress Made

E. W. Beatty, President of the Canadian Pacific Railway, accompanied by Mr. Hobbs, Vice President of the company, and Mr. George Graham, Vice President and General Manager of the Dominion Atlantic Railway, visited Digby on Wednesday afternoon and again on Thursday morning, to inspect the C. P. R. terminals at the wharf and the new C.P.R.—D.A.R. Summer Hotel now under construction to replace the Pines. They were met on arrival on Wednesday by a number of business men, and welcomed by Acting Mayor Wightman, Mr. H. B. Short, M. P., Mr. W. H. Farnham, Mr. H. T. Warne, Town Clerk, Boden, Mr. O. C. Jones, Manager of the Pines.

After a few minutes conversation at the station the party went to inspect the wharf and Pines. It was Mr. Beatty's first visit to Digby, and he learned at first hand under what difficulties the system is under as far as the Saint John—Digby service is under. One look at the wharf was enough, and he shrugged his shoulders and walked away. Then he had another look and a result of his visit will probably be action to get a proper dock for the C. P. R. ferry service.

Following this the party went over to the Pines where the prospect was more encouraging.

The officials travelled in a special train consisting of President Beatty's private car and Mr. Graham's car, the Nova Scotia. Engineer Harry Ward was on the front end and conductor Rae Crosby, Mayor of Kentville in charge of the train.

Returning yesterday the party arrived in Digby about 8.30 and spent two hours making a more detailed examination of the railway properties. They proceeded over the system to Truro, via the Midland division and Mr. Beatty returned to Montreal.

Opening of the Lord Nelson Will Boost Tourist Travel

Situated in the heart of Halifax and fronting the Public Gardens which have made Halifax famous, the new Lord Nelson Hotel was officially opened on Monday night with a dinner and ball, at which hundreds of prominent people from all over the province attended. On Tuesday the Board of Trade were hosts at a dinner in honor of E. W. Beatty, President of the Canadian Pacific Railway.

Finishing touches were given to the hotel's two hundred bedrooms on Saturday and all was in readiness for the big event.

Within and without the appearance of the hotel reflects great credit on its architects and builders. In building and in decoration it is Georgian in character, and throughout the hotel and particularly in the public rooms, a most successful effort has been made to express the period recalled by the historic name associated with it. Immediately inside the front doors is a handsome and spacious lobby which at once gives the impression of the Georgian style. The hotel offices are here as also are other public services, such as elevator lobby, telephone room, cigar shop, etc. The ceiling is a notable treatment of old ivory with bosses of antique gold. The mezzanine floor and ladies' waiting room leads up from this, and on one side of the lobby is a short flight of steps leading up to the assembly lounge. In this room and in the adjacent assembly hall the attempt to recapture the atmosphere of two hundred years ago has been particularly successful. The walls and ceiling of the lounge are of old ivory and the general color scheme is low in tone centering in candle and lamp shades of deep rose. The central feature is a fine fireplace over which is an excellent copy in oils of the full length portrait of Lord Nelson that was painted shortly before his death. In one corner stands a fine copy of the well known bust of this hero, and on a center table is a splendid model of his ship "The Victory".

Continued on page five

Cape Island Grows Only

President Beatty The Guest at Banquet Halifax Board of Trade

Digby Will Benefit by Any Development of Canadian Pacific Railway Services in Nova Scotia

The announcement by President Beatty, at the Board of Trade Banquet at Halifax on Tuesday night, that any development of the Canadian Pacific Railway in Nova Scotia would be improvement and development of its existing avenues of entry and traffic, the Saint John—Digby ferry service and the Dominion Atlantic Railway to the ocean port of Halifax, is the outstanding and most gratifying announcement that has been made to the people of western Nova Scotia by any public man, politician or business man, in a great many years.

Mr. Beatty was discussing the transportation problems of Canada, and particularly of Nova Scotia, from the view point of a railway executive and a Canadian with the best interests of Canada at heart. "Destructive competition," he said, "such as would follow the using by both the Canadian National and Canadian Pacific the railway lines of the Canadian National system from Saint John to Halifax, could not be any gain to either railway and no real benefit to the province. The Dominion Atlantic—Digby—Saint John—Montreal route, received his full endorsement and whatever development his railway may undertake will be taken along that line of route.

This is of utmost importance to Digby. It means that ultimately Digby will be the western divisional point of the Dominion Atlantic Railway in place of Annapolis and will become a railway center of some magnitude, considering the territory it will serve. It will mean in the not too far distant future, the inauguration of freight and passenger car ferry services between the Bay Ports of Digby and Saint John, and in all probability the establishment of a direct Digby to Boston or New York service.

President Beatty came to Nova Scotia as the guest of the Halifax Board of Trade to be present at the official opening of the new Lord Nelson hotel. His address at the

TALE OF THE TOWN

October 28, 1928

Arrival of the "Western" Forty Years Ago

An old friend of the Courier's came into the office Wednesday morning (July 24th) and remarked that it was just 40 years ago that morning that the locomotive "Western" arrived at the pier for the Western Counties Railway—now the D.A.R. The line was only in operation from Digby to Yarmouth at that time and the engine had arrived at Annapolis over the rails of the Windsor & Annapolis Railway. At Annapolis it was loaded on two scows, the engine on one the tender on the other, and towed to Digby by the Evangeline. The scows were taken to the north side of the pier and a temporary track laid to get the engine off. The "Western" was considered the very latest in locomotives—a product of the Baldwin works if we remember aright. She was taken to Yarmouth "dead-head" and fitted up in the shops there. The W. C. R. then only had four engines, the Pioneer, Geo. P. ... and Weaver

Digby

July 26, 1929.

KILLED IN TRAIN-TRUCK CRASH

Albert Melanson, well known Meteghan Centre resident, formerly of Weymouth, died in the Yarmouth Hospital on Tuesday afternoon, as a result of injuries received in a train-truck crash, at Maxwellton, Digby Co., shortly after nine o'clock, on Tuesday morning. Melanson was riding in the cab of a truck driven by his brother-in-law, Arthur Saulnier, which was reduced to debris, when struck nearly side on by the Halifax-bound D. A. R. express train.

Saulnier miraculously escaped with a slight concussion of the brain and a severe shaking up. His condition is reported as good. The heavy two-ton truck was owned by Melanson and was carrying a full load of cordwood. The cordwood was scattered along the right of way.

The two men were proceeding to Meteghan from Maxwellton. The road runs parallel with the railroad at that point and turns sharply to the right to make the crossing. The truck was proceeding in the same direction as the train.

It is thought likely that the driver's rear vision was cut off by the load of cordwood and that the two men did not hear the train's whistle above the noise of the engine. The train struck the truck on the right front fender, ripping the engine completely away from the chassis. Melanson was on the right side. He was pinned in the cab when his feet and legs were crushed by the impact. Saulnier was rendered unconscious and could not be revived for about fifteen minutes.

Melanson, however, retained consciousness until he was admitted to the Yarmouth Hospital, around 11.30 Tuesday morning. His death was attributed to shock resulting from severe injuries about the legs.

The train was brought to an abrupt stop following the crash and train crew members released the men from the truck cab and administered

Fine Weather Is Help to Farmers

The fine weather of the past week has enabled the farmers of Acadiaville and Hill Grove to complete the harvesting of their root crops, which are turning out better than was expected earlier in the season. Turnips particularly, made a good come-back after being heavily infested with plant lice during the hot dry weather of late August.

Garden vegetables such as beets, carrots, and parsnips, are an average crop, with the old stand-by potatoes on the light side.

More fall ploughing is being done than usual as the farmers plan to do their bit in helping to beat Hitler by increasing food production to the limit.

Digby.

November 7, 1940

George E. Graham Has Notable Career In Railroading

July 4 1940

George E. Graham, Vice-President and General Manager of the Dominion Atlantic Railway Company, at Kentville, long a prominent figure in Canadian railway circles, has just completed over fifty years in the service of the Canadian Pacific Railway and its subsidiary, the Dominion Atlantic, and retired from active service on Monday.

Shortly after the acquisition of the Dominion Atlantic Railway from the English owners, by the Canadian Pacific, Mr. Graham, then located in Vancouver, was selected for the position of General Manager of the D. A. R., taking up his new duties in Kentville on November 1st, 1915. This was a particularly fortunate move for the railway, and also for Nova Scotia, as a whole, as Mr. Graham possessed the necessary qualities of optimistic courage and constructive vision to develop the property to a high state of efficiency, and at the same time interest himself in many outside activities, resulting in undoubted benefit to the province.

Mr. Graham was born in Uxbridge, Ontario, in 1870, and after attending public and high schools, took up the study of telegraphy at Agincourt, Ontario, in 1887, commencing his actual service with the railway on July 4th, 1888, at Locust Hill, Ontario.

After acting as agent at various stations he was promoted to the position of operator and ticket clerk, in Toronto.

While in this position, he studied shorthand at night, and on the completion of this course, he became secretary to the general freight agent in Toronto.

The real opportunity in this respect, however, came in June 1897, at the time the Canadian Pacific was entering into arrangements for the building of the Crow's Nest Pass line. The manager of construction asked the company for a secretary who was both a telegraph operator and shorthand writer—an unusual combination—there being only two men on the whole system who possessed the required qualifications—Mr. Graham securing the position, with headquarters at MacLeod, Alberta.

Returning East at the end of 1898 Mr. Graham was engaged in special work in the Vice-President's office in Montreal, latterly going to Winnipeg as Chief Clerk to the Central Superintendent there.

In 1900 Mr. Graham spent six months as agent at Fernie, B. C., then returned to Winnipeg as Superintendent of Weighing and Refrigeration for Western lines. On November 1st, 1901, he was given jurisdiction in that capacity over the entire system, with headquarters at Montreal. Effective February 1st, 1905, he was promoted to the post of Superintendent of Terminals at Winnipeg, and in August, 1906, was appointed Superintendent at Souris, where a

in view feeder possibilities, and appreciating the historic and educational importance of perpetuating our National shrines, arranged for the Dominion Atlantic to acquire that piece of land made famous by Longfellow's "Evangeline", and now known as Grand Pre Memorial Park. The grounds have been landscaped and planted with beautiful gardens, a Normandy gatehouse stands at the entrance, and on the site of the ancient French Church, is a Memorial Chapel dedicated to the exiled Acadians. Mr. Graham has carefully guarded the sentiment, surrounding the Park, and has steadfastly maintained the property free from commercialism.

Having the long-range view in mind, it was apparent to Mr. Graham that the railway must go further afield in its scheme of development. The exploitation of places of interest and tourist resorts along the line called for better and more modern hotel facilities.

In 1917 Mr. Graham arranged for the purchase of the old "Pines" Hotel, at Digby, which was renovated and newly equipped, with new cottages built around it, and in the summer of 1918 re-opened its doors to visitors. The operation of the hotel exceeded all expectations, and became very popular with tourists.

Mr. Graham next turned his attention to Kentville, and on December 20th, 1919, acquired the all-year-round "Aberdeen" Hotel. The structure was repaired, new equipment installed, a highly-organized and efficient service inaugurated, and the hotel rechristened "The Cornwallis Inn". This property was not long in justifying Mr. Graham's efforts.

The business at these hotels rapidly outgrew the accommodation offered. In 1929 the new 100-room fireproof "Pines"

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When Mr. Graham took charge of the Dominion Atlantic he had never previously visited the province and knew nothing of its people, or local conditions. Realizing the importance of such factors in the successful operation of the railway, he immediately set about making himself familiar with the history of the province, its traditions, etc., to study the wishes of the people served by the railway, with the result that he is today, in many respects, a more ardent Nova Scotian than many of the native born.

Surrounding himself with an efficient staff, without which no real success in such a position is possible, he proceeded slowly but surely in the development of the property to its present high standard of excellence, and one commensurate with the importance of the traffic offering.

On April 1st, 1928, in recognition of his initiative, as above referred to, Mr. Graham was made Vice-President and General Manager of the Company.

In addition to the actual operation and development of the line, Mr. Graham having

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The business at these hotels rapidly outgrew the accommodation offered. In 1929 the new 100-room fireproof "Pines" was opened, equipped with charming and modern cottages, and a large salt-water, glass-screened swimming pool. Shortly afterwards an 18-hole golf course was constructed, which is now recognized as one of the finest East of the Rockies.

No sooner were the plans for the new "Pines" and the golf course under way when Mr. Graham began to advocate the building of a larger and more modern hotel at Kentville. In 1930 the railway purchased, as the site for the new hotel, a fine property near the centre of the town. When the new "Cornwallis Inn" was opened on December 9th, 1930, Kentville found that it possessed a fire-proof building of Tudoresque design, containing 100 rooms with bath, luxuriously furnished and decorated, offering service and comfort equal to the best hotels on the continent.

The development of Grand Pre Park, the "Pines" and the "Cornwallis Inn", under Mr. Graham's guidance and foresight, was the beginning of a new phase of the tourist industry within the province, which has continued to steadily increase to the present day, and confirms his unbounded faith in the future of Nova Scotia.

Esteemed by Employees

Mr. Graham, a profound student of human nature, is

(Continued on Last Page)

Digby

July 4 1940

Geo. E. Graham....

(Continued From Page 1)
held in high esteem by his officers and employees alike. His operation of the Dominion Atlantic has been marked by the absence of any serious labor dispute—a tribute indeed.

Varied Activities in His Life

There have been many and varied activities crowded into the life work of Mr. Graham. His qualities of leadership, his initiative and courage, his quick grasp of essentials and his farsightedness have made him a public figure prominent in all activities of a constructive nature.

In community affairs, as in Provincial and Dominion-wide, he has given unstintingly, of his energy and abilities. Possessed of a vigorous driving force, he has the faculty of infecting his associates with his own enthusiasm and optimism, and thus giving more than an ordinary impetus to all progressive movements.

Mr. Graham is Vice-President for Nova Scotia of the Canadian Chamber of Commerce, a Director of the "Lord Nelson Hotel", Halifax; Nova Scotia Trust Company, Halifax; Maritime Board of Trade; Kentville Hospital Association; Ken-Wo Country Club; Annapolis Valley Apple Blossom Festival; Victorian Order of Nurses; and Kentville Board of Trade (of which he was for some years president). In addition, Mr. Graham is a Governor of the Dominion Drama Festival, President of the Theatre Arts Guild of Kentville, a Past District Governor of Rotary International, Chairman of the Nova Scotia Drama Festival, member of the Provincial Executive and Canadian General Council of the Boy Scouts' Association, member of the Vestry of St. James' Anglican Church, of Kentville, and Chairman of the Nova Scotia section of the Canadian Forestry Association.

Membership in Many Clubs

Mr. Graham was a charter

member of many organizations, and in addition to those enumerated in the preceding paragraph, holds membership in the following:

Nova Scotia Historical Society.

St. John Ambulance Association.

Commercial Club of Halifax.

Halifax Club.

Canadian Club of Halifax.

Canadian Club of Boston.

Vancouver Club.

Halifax Golf & Country Club.

Hilldale Golf Club, Annapolis Royal.

Canadian Railway Club.

New England Railroad Club.

Kings County Fish & Game Protective Association.

Halifax Board of Trade.

Glooscap Curling Club, Kentville.

Mr. Graham has long been interested in public health questions, particularly among children. During 1933 and 1934 he headed a special committee of the V. O. N., which had as its purpose a complete health survey of the 750 children of the Kentville schools.

The necessary funds were raised by double subscription, the services of local doctors and dentists obtained gratis, and the government placed the facilities of the Nova Scotia Sanatorium at the disposal of the committee. Due to the hearty co-operation received, it was possible to have a chest X-ray taken of every pupil. The records of these examinations were turned over to the Chairman of the Medical Association, who arranged with the V. O. nurse and the family physicians for any necessary treatment. This health survey was the first of its kind undertaken in Eastern Canada and created wide-spread interest. The medical examinations were supplemented by the furnishing of milk to the undernourished pupils.

Digby.

July 4, 1940

Laurie Ells New Manager D. A. R.

Laurie Ells has been appointed manager of the Dominion Atlantic Railway, with headquarters at Kentville, according to an announcement made in Toronto, Tuesday, by H. J. Humphrey, Vice President and General Manager, Eastern Lines, Canadian Pacific Railway, and Vice President Dominion Atlantic Railway. Mr. Ells, who has been Superintendent of the Dominion Atlantic Railway, will, in his new position, have immediate jurisdiction over all matters pertaining to the operation of that Railway.

Mr. Ells' promotion marks another forward step in a life devoted entirely to Railway Service in the Province of Nova Scotia. He entered the service of the Dominion Atlantic Railway on December 19, 1910, as Clerk, in the passenger department at Kentville, and was promoted through successive stages to the post of Chief Clerk in that department, which position he attained on December 1, 1915. Mr. Ells joined the operating department as a train-master on January 15, 1919, and became Superintendent in the operating department at Kentville, on May 1, 1924. A Kentville boy, educated in Kings County Academy, Mr. Ells has been particularly prominent in civic and community work and has been President of Rotary in Kentville, President of the Curling Club and has served on many committees engaged in works for the betterment of the Annapolis Valley in Nova Scotia.

Digby.
July 25, 1940