

DOMINION
ATLANTIC
RAILWAY
DIARY

V

HALIFAX HERALD

1900-1925

C. H. RIFF

"Land of Evangeline" Route.

We understand a new drawing-room buffet car, built in accordance with the very latest ideas by the Pullman palace car company, will commence running on the Windsor & Annapolis railway with the opening of the tourist season. It will be a sister car of the favorite "Haligonian," and in luxurious equipment, will be second to none now running in the Dominion.

Halifax

*June 2
1892*

**The Magnificent W. & A. Train that Now
Runs Four Times a Week Each Way
Between Halifax and Annapolis.**

There is not a finer train in Canada than the Windsor & Annapolis railway's "Flying Bluenose," which left North street station for Annapolis yesterday morning at 9.15 o'clock, and which, on Tuesday, Wednesday, Friday and Saturday, during the season, will continue to run each way between those points. From locomotive to parlor car the train is the pink of perfection in appearance and luxuriousness; in the facilities for the convenience and comfort of travellers, and in speed. That was the conclusion arrived at by a HERALD reporter who yesterday went to Kentville and return on the initial trip for this season of the "Flying Bluenose." Including the locomotive, the train is painted in maroon—the standard outside color of the road.

The "Flying Bluenose" went out in charge of as good a "ticket puncher" as ever performed his duty—Conductor Herbert. Groups gathered at Richmond and at each station to watch the train rush past. It speeded on, reaching station after station on the tick of its schedule time, so accurate, a passenger remarked, that one might set his watch by it. The journey from Halifax to Kentville—71 miles—was made in 2 hours and 17 minutes.

The Atalanta, the latest addition to the motive power of the road, is a magnificent machine and it pulled the train through exactly on time. The parlor cars and the coaches have been already described in the HERALD and there is nothing specially new to note regarding them. "The Mayflower," sister car of the "Haligonian," is new this season, and both are models of beauty. They have polished mahogany finish, richly upholstered chairs, electric bells, buffet, etc. The buffet arrangement is most complete and a meal daintily served can be promptly provided, suited to the contents of any purse. For the outlay that would be made at a dining station equal value can be obtained on the parlor cars, with the advantage of ample leisure to enjoy the repast. James Daine is in charge of the "Haligonian" and its buffet; M. J. Bauers in charge of the "Mayflower," and both are the right men in the right place.

The other cars in the outgoing train were the saloon coach "Flower-de-Luce," the combined smoker and first-class coach "Jocosa" and the express baggage car. The native maple finish in the "Jocosa" is particularly fine and reflects credit on the company's workmen at Kentville, who built the car.

The "Flying Bluenose," coming this way, in charge of Conductor Corbett, was made up of the same locomotive, an express baggage car; combined smoker and first-class car "Preciosa," similar in design to those on the west bound train; the saloon coach "Pomona," and the parlor car "Mayflower."

The Windsor and Annapolis well de-

serves the great success its enterprise is securing. The management of the road is popular over its entire length; its traffic is increasing, and it is bound to grow yet more. General Passenger Agent Giffkins, who was on the "Flying Bluenose" yesterday, told the HERALD representative that the passenger traffic for June was better than for the same month last year, and the outlook, he said, is bright for a good summer's business. The "Land of Evangeline route" is every day becoming better known in the United States, and more enquiries are coming in for information than ever before. The Saturday excursion tickets at one fare, good to return on Monday, should create a large travel from the city to points along the line, and they have already been liberally taken advantage of. Now that the upper provinces mail on the Intercolonial does not arrive here till after the departure of the W. & A. morning express, would it not be well to despatch the Western counties mail by the "Flying Bluenose" at 9.15, and thus save a day in time?

HALIFAX HERALD

JULY 6, 1892.

A SCARE AT ANNAPOLIS.

(Special correspondence Halifax Herald.)

ANNAPOLIS, July 13.—Our quiet town had a scare last night from supposed burglars. Between ten and eleven last evening Arthur Miller, who is employed in the W. & A. R. engine shed, situate a quarter of mile up the track from the town, came running down, very much frightened, saying he had been shot at, and an attempt had been made to murder him. He said, while at work under the locomotive, some one fired a shot through the window at him. Being very much alarmed, he ran, and, on coming out of the door, some one struck him on the side of the head. Some of our citizens at once concluded that Troop and Sabeans, two burglars which have been running at large in the western end of the province lately, and for whose capture a reward has been offered by the sheriff, had come to town to pay us a visit, and at once hied home to nail down their window sashes and hunt up their shooting irons to prepare for the midnight attack. A gang at once started for the engine shed to capture the thieves and would be murderers. On investigation they found that no shot could have been fired through the windows, as the glass was not broken, and Miller said he had heard the glass break, but the guage glass on the locomotive was smashed. The conclusion therefore come to is that while Miller was under the engine the guage glass exploded, the loud noise sounded like a revolver; and together with the rattle of glass was sufficient to give the alarm. The town once more breathes easily after its hair-breath escape. What great events depend on such small circumstances.

HALIFAX Herald

June 14 1892

CRASHED THROUGH A BRIDGE.

FATAL ACCIDENT ON THE W. & A. RAILWAY.

**A Snow Plough and Locomotive Left
the Rails on Gibbon's Bridge,
When the Structure Collapsed
— The Engineer and Fire-
man Killed—A C. P.
R. Accident.**

(Special despatch to the Halifax Herald.)

ANNAPOLIS, N. S., January 14. — A special train running a snow plough and flanger, which left this place to-day at 1.45 p.m., for Kentville, met with disaster at Gibbon's bridge, about one mile west of Wilmot station. When within 200 yards of the bridge the snow plough left the rails and forced its way over the sleepers until reaching the bridge, when

THE STRUCTURE COLLAPSED, carrying with it the snow plough and engine. The engine now lies at the bottom of the brook. O. B. Pudsey, engineer, and Frank Smith, fireman, were killed, it is supposed instantly. Their bodies are buried in the debris and cannot be recovered until the tender is removed, which rests in a perpendicular position on top of the engine. Edward Brooks, roadmaster, who was in charge of the train, and Muir, the foreman, were the only occupants of the flanger at the time of the accident. The car which was attached to the rear did not share the fate of the engine, but remained on the track, and the two men escaped with a severe shaking up. The accident occurred about 3.30 p. m., and immediately upon learning of the affair, special trains were despatched from Kentville and Annapolis to the scene.

THIS IS PROBABLY THE WORST ACCIDENT that has ever occurred in the history of the Windsor and Annapolis railway. No cause can be assigned for the snow plow leaving the rails. Much sympathy is expressed here towards the families of the dead engineer and fireman, who are both well known in this town. Pudsey is a son of Track Foreman John Pudsey, and leaves a widow and one child at Kentville. Smith was unmarried. His parents reside in Kentville.

LATER—A report from the scene of the wreck at Gibbon's bridge states the bodies of the dead engineer and fireman have been recovered. An inquest will be held to-morrow.

FATAL C. P. R. SNOW PLOW.

(Special despatch to the Halifax Herald.)

ST. JOHN, January 14. — Last night the Canadian Pacific train coming this way from Montreal was derailed at Harvey Lake. A snow plough and engine went off on the ice, and Fireman Henry, a native of Woodstock, was killed.

January 15, 1894

THE W. & A. R. ACCIDENT.

The Coroner's Jury Return a Verdict of Accidental Death.

(Special despatch to the Halifax Herald.)

KENTVILLE, January 15.—It is difficult to contrast the scene at Gibbons bridge to-day with that of Sunday morning, previous to the fatal accident to the snow plough special. At that time all was serene and tranquil, to-day many busy men are at work endeavoring to extricate piece by piece what remains of the terrible smash up. The bridge where the accident occurred is probably 45 feet wide and 20 or 25 feet deep. It is the general conclusion that the collapse of the bridge was caused through the heavy weight of the snowplough which careened over one side of the gulch and displaced the timbers. The locomotive is literally demolished, in fact every part of the machine that could be broken has been destroyed. The snow plough rests at the bottom of the brook on the north side of the track and hardly a plank has been damaged. The flange car which remained with one set of wheels on the rails the other resting on the tender, had to be overturned before anything could be done to dislodge the tender, in order to secure the dead bodies of the engineer and fireman. This car now lies at the bottom of the embankment, wheels in the air. In the meantime and until a new track can be laid the transfer of mails and baggage will be carried on by teams, while passengers can cross on foot. An inquest was held to-day at Wilmot by Coroner Dr. Miller. Several witnesses were examined. A verdict of accidental death in accordance with the facts adduced was returned. The bodies of the ~~engineer and fireman~~ were conveyed to Kentville by special train this evening. The funerals will be held here on Wednesday afternoon.

Halifax
Herald.

JANUARY 16, 1894

TWO TRAINS COLLIDE AT WINDSOR JUNCTION.

BAD SMASH-UP OF D. A. R. AND
C. P. R. TRAINS.

A Dominion Atlantic Freight train from Wolf-
ville crashed into an Intercolonial
Freight train. The semaphore was
out 15 m. Too late
for the D. A. R. Driver
to stop his train.

A collision between Dominion Atlantic
and Intercolonial freight trains
occurred at Windsor Junction at 11 o'clock.
The Dominion Atlantic train was a locomotive,
tender and three box cars, and the Inter-
colonial train was a locomotive and three box
cars. William Muir, of the Dominion
Atlantic train, is badly wounded, how
seriously is not known. When taken to
the Victoria general hospital this morn-
ing he was unconscious, suffering from a
wound on the back of his head. Fireman
George Butcher, of the same train, has his
arm broken. Driver, K. H. Hinchey, was hurt. The
Intercolonial train man escaped without
injury.

HOW THE ACCIDENT OCCURRED.
The Intercolonial train was in charge of
conductor Innes, and was bound
for Halifax from Truro. It had arrived at
the Junction a few minutes before and had
taken off two or three box cars to be left
there on the siding. The semaphore was
in position to close the track to all other
trains.

Conductor Muir left Halifax at 11
o'clock with a D. A. R. special owned for
Knoxville. The air was heavy, laden
with fog and rain. The driver on the Dominion Atlantic
train, it would appear, did not
see the semaphore signal in time
to stop his train. When he did see it,
brakes were put on, but it was too late.
The momentum was too great and on the
train went.

CRASHING INTO THE LOCOMOTIVE OF THE
INTERCOLONIAL.

standing on the main line. The forer-
eighth driver saw the approaching train
and opened the throttle with reversed
machinery to send his train backwards.
Then he and his fireman jumped for
their lives. The train travelled back-
wards 800 feet after it was struck by the
colliding engine. Conductor Muir
was on top of one of his box cars,
holding his hat with his brakemen to put
on brakes. This was partially accom-
plished, but when the semaphore was seen
the distance was so short that it was im-
possible to stop their advance. It is not
known whether Conductor Muir jumped, or
whether the shock of the collision hurled
him to the ground. After the smash-up
he was found

LYING AT THE BOTTOM OF THE BANK,
20 feet below, not far from the water
rack, where the accident took place.
He was semi-conscious and became
more sensible later on. He had a
wound in the back of his head upon which
his hand was pressed.

Fireman Butcher jumped and in doing
so struck his face against the cars standing
on the siding.

Conductor Kelly, of the C. P. R. train
from St. John, was near Elmfield
when the collision occurred. When
he arrived Muir was placed in
the postal car and Alfred Brown, of
the post office department, did everything
that was possible to minister to the
wounded conductor. His head was batted
with water constantly between the Junc-
tion and Halifax.

THE MAIN LINE WAS BLOCKED BY THE
WRECK,

but the C. P. R. lost comparatively little
time by taking the siding and getting
round. An engine used for construction
on the Dartmouth branch was utilized to
shove the cars off the siding and thus clear
the track for the Halifax bound express,
which reached its destination 45 minutes
late.

The ambulance was telephoned for
from North street, to receipt of
the news of the disaster. It
came, but strange to say left North street
station before the arrival of the train.
The consequence was that it had to be sent
for a second time and poor Muir had
to lie in the postal car awaiting it, while
passengers and most of the train men
hurried away to the hotels or their homes.
Mr. Brown stayed by the sufferer, watching
by his side till the ambulance arrived.

At 2:15 this morning Conductor Muir
was given a stupor. Doctors Murphy and
Gogswell were examining him.

At 4 o'clock the Victoria hospital re-
ported Muir had regained consciousness
and the doctors thought he would recover.

Halifax Herald.

November 7
1894

LOCOMOTIVES IN A HEAP

The Maritime Express Train at Richmond Ran Into a D. A. R. Engine Backing Down Track

Both Engines Were Badly Damaged and Fireman Flavin, of the I. C. R., Had Leg Broken

Fortunately No One Else Was Hurt and Passengers Escaped Without Injury Beyond Shaking Up

A serious railway collision occurred yesterday afternoon near the Richmond sugar refinery, resulting in the wrecking of two engines and the injury to Michael Flavin, a fireman on the Intercolonial. Fortunately no other persons were hurt.

The accident was due to the presence on the main line of a Dominion Atlantic engine, which was backing up towards Richmond. The maritime express, fifty minutes late, came down at a good rate of speed, carrying a large number of passengers. She rounded a curve and came right on the Dominion Atlantic engine in a most unexpected manner. The driver put on the air brakes without a moment's delay, and sounded a warning, but it was too late to avert the catastrophe, and the express struck the locomotive hard.

The violent impact almost threw the passengers from their seats, and for a moment there was considerable excitement. Those on the cars rushed out and a most appalling spectacle greeted them. The D. A. R. engine was underneath the big Intercolonial engine, the big wheels of the latter resting on the small wheels of the former. The tender of the Dominion Atlantic locomotive was smashed into pieces and furnished ample evidence of the force with which the big machines came together.

It was expected by those who rushed to the spot that the drivers and firemen on both engines were killed or injured. Driver Flavin was the only one injured, however. He was removed to one of the buildings nearby and medical attendance was summoned. An examination showed that his leg was broken, but otherwise he escaped without a scratch.

Among the passengers on the express was Dr. E. Russell, M. P., who was returning from a trip to Montreal and Ottawa. The engine which hauled the express was one of the large new ones specially constructed for the fast passenger trains. Its weight simply overwhelmed the smaller engine owned by the D. A. R., which was badly damaged. An investigation into the cause of the disaster will be held.

Halifax Herald.

August 27, 1901

WINDSOR NEWS NOTES

The Energetic College Town Has Arranged for Another Midland Railway Excursion.

WINDSOR, December 18.—The old adage that competition is the life of trade is amply justified in the case of Windsor and Truro at the present time. Windsor had a big excursion on December 5th, and Truro followed on the 11th. Truro had a big crowd but Windsor seemed to catch the buying public, all the merchants of the town rejoicing in phenomenal sales. The Windsor board of trade once more has an excursion advertized on the Midland for December 24th, from which great results are anticipated.

The smallpox case was removed at once out of town and the patient is now convalescent. No new cases have developed and the town can once more consider itself free from the disease as it is over a fortnight since the quarantining of the patient.

Much sympathy is felt with the family of Dr. J. C. Moody in the serious indisposition of the genial doctor.

A petition, signed by all the leading men of the town, has been sent to the minister of railways, praying for a new station. The old one was unfortunately not destroyed in the fire of 1897, and in the words of the petition is "inconvenient, dilapidated and utterly unfit for the present needs of the town, and the passenger station is not even provided with proper heating, lighting or sanitary arrangements." If a new station house for Windsor appears among next winter's estimates there wont be a kicker in the county.

December 19, 1901.

SMASHUP ON THE MIDLAND

An Accommodation Train Collided With a Lumber Car West of Kennetcook and Left the Track---Fireman Blois on the Locomotive Had a Leg Broken.

TRURO, May 4.—The Midland railway has had a fortunate record from the date of its opening in 1902 until the present. The first serious accident to occur since construction, except that which resulted in the death of Peter Kelly, of Windsor, took place today, when a mixed freight train in charge of Conductor Goodwin collided with a lumber car at a siding west of Kennetcook. The whole train left the track. Driver Jotham Hennessy, and his fireman, George Blois, were on the engine. They left Windsor about one o'clock, and were making up time, being one hour late. They approached Higgs' siding without slackening speed and the engine was overturned by the lumber car. Hennessy escaped, but Blois had one leg broken. A doctor

was despatched from Windsor. He gave the necessary surgical attention to Blois. Considerable damage was done to rolling stock by the accident. The engine is badly broken and the track damaged. An auxiliary car, manned by I. C. R. employees, went to the scene of the accident attached to the afternoon express out of Truro. They succeeded in clearing the track. The day express from Windsor was delayed several hours.

Blois was brought to his father's home on Young street, Truro. The collision was caused by the car of lumber on the siding projecting over the main track, having been moved too near the points. The fault apparently lies with those engaged in loading at the siding.

HALIFAX Herald-
MAY 5 1904

The Railway Herald.

ALL THE NEWS.

WEDNESDAY, OCTOBER 12

1904

ALL THE TIME.

Could Not Get Locomotive Out of the Round House

AN EXAMPLE OF HOW TERMINAL
FACILITIES AT HALIFAX
HAVE BEEN LOOKED
AFTER BY SO-CALLED

LIBERAL GOV-
ERNMENT.

There has been a great deal of talk of late in reference to what the Dominion government has done by way of providing proper terminal facilities at this place, but yesterday an incident occurred which furnished a practical example. It happened at Richmond, inside of that old pile of stones, brick and mortar made to do duty as an I. C. R. locomotive shelter. Time and again this paper has called attention

to the dangerous and altogether incompetent condition of the old building and urged that one suited to the requirements of the place be erected in its stead, but like lots of other good advice tendered the government by The Herald it passed unnoticed by that august body of "to-morrow" rulers. Yesterday the turn-table went wrong—gave out in some way, and as a result the locomotive of the Kentville local train could not be got out, therefore that train which is due to leave here at 4.20 in the afternoon, did not get away until 5 o'clock. The cars filled with passengers were attached to the Truro local as far as Windsor Junction, where a locomotive sent out from Kentville met the train and pulled it to its destination. Fortunately for the I. C. R. trains the

locomotives are too large to be taken into the old rookery. They stalled outside, winter and summer in all kinds of winds and weather for a year or more there has been lying at Richmond, rusting away large new up-to-date turn-tables awaiting some place to set it up but to date, as already stated, there is no sign of any such building being provided. According to the government papers appropriations for this were made over a year ago. Why it that the building has not been erected and equipped? In the meantime all the consolation a suffering public has in connection with the matter is that a liberal-conservative government will soon be in power, Ottawa, and that then the long-neglected round-house at Richmond and other things needed by Halifax is a way will be provided.

TO CURE A COLIC IN OUR DAY
Take Laxative Bromo Quinine Tablets
All druggists refund the money if it fails to cure. E. W. Grove's signs is on each box. 11c.

OCTOBER 12 1904

ENGINE WRECKED ON D.A.R. AND THREE HURT

Engineer William Hiltz Jumped
But Fractured His Skull and
Shoulder, and is Still
Unconscious.

OTHERS MINOR INJURIES

The Cause of the Disaster Was
the Breaking of the Axle of
the Driving Wheel Near
Canning.

KENTVILLE, November 10.—
Three men injured, one of them per-
haps fatally, is the toll of an acci-
dent on the Cornwallis valley rail-
way last evening when the train from
Kentville, was about half a mile this
side of Canning.

The accident was caused by the
breaking of the axle of the driving
wheel, which sent engine No. 10 into
the ditch and derailed the baggage
car and badly shook up the pas-
sengers in the first class coach. The
injured are:—

William Hiltz, engineer, skull and
shoulder fractured.

Clifford Webb, fireman, scalded
with steam.

A. W. Dickie, conductor, right
arm broken.

THE TRAIN WAS MOVING AT ORDINARY SPEED

The engine was proceeding at the
ordinary speed when suddenly the
driving wheel axle broke, the engine
went down and crashed along on the
roadbed, tearing up the rails and ties
and making a great furrow.

Seeing what was coming the fire-
man and engineer both jumped.
Fireman Webb hardly got clear of the
engine as it tipped over and at first
it was thought he was killed, but he
was able to crawl out with compara-
tively minor injuries.

Engineer Hiltz was less fortunate.
When picked up he was unconscious
and it was found afterwards that his
skull was fractured and also his
shoulder. He is 33 years old.

THE CONDUCTOR IN THE BAGGAGE CAR

Conductor Dickie was in the bag-
gage car and remained there, that
car tilting over a little, but not
capsizing as did the engine, but Dic-
kie had an arm broken.

A special was rushed from Kent-
ville and when it was seen how ser-
ious Hiltz's injuries were, he was
brought back to Kentville and then
the train was sent with him to Hal-
ifax. General Manager Giffins ar-
ranging for him to be sent to the
Victoria General hospital, where last
night he was still unconscious and
where the surgeons say his recovery
is doubtful. He is married and re-
sides in Kingsport.

DICKIE BROKE A LEG TWO MONTHS AGO

Conductor Dickie who has a
broken arm, had only been on duty
for a week, having broken a leg two
months ago, while assisting to put
a piano on a car.

The work of clearing the track was
at once begun. The engine is still
in the ditch, 25 feet from the place
where the axle broke.

None of the passengers were hurt
beyond a shaking up.

HALIFAX

November 11 1912.

THRILLING ESCAPE OF MEN ON MILITARY TRAIN FOR ALDERSHOT



COLONEL R. W. RUTHERFORD, Officer Commanding the Aldershot Military Camp.

The Special With the 78th Pictou Highlanders Had a Close Call Near Kentville.

NO SERIOUS HURT.

Rain in the Camp Yesterday Afternoon, Made Drill Impracticable and Writing Possible.

HEADQUARTERS STAFF

The Routine of Camp Life is Broken by Evangelistic Meeting at Night in Y. M. C. A.

ALDERSHOT CAMP, September 10.—As a special train from Pictou with the 78th regiment, bound for the camp, was leaving Kentville this forenoon, an accident happened which might have been a very serious matter, but which, fortunately, resulted only in a shaking up for a number of the men and a few bruises, but none were seriously hurt. The train was heavy and the engine and baggage got along safely, but near the middle of the long train, five cars buckled up, and, leaving the rails, plowed along for some distance. About 600 men were aboard.

The cause of the mishap is unknown, but it is said to have been due to a switch or that the rails on the Cornwallis Valley line, by which the camp is reached, were too light to bear the strain.

THE BUSY FIRST DAY IN CAMP.

The first day in camp is always a busy one. The several units are marched into quarters led by their band in the order of arrival. Leaving home at an early hour, many of the officers having been up all night collecting their men, they came into camp good and tired and hungry. Medical inspection comes first, then tents are put into shape, blankets are distributed, and the camp machinery set going. This includes the whole scheme of military life of between three or four thousand men.

The following units are now in the field:

- 69th Annapolis regiment,
- 75th Lunenburg regiment,
- 76th Colchester and Hants' rifles,
- 78th Pictou regiment, Highlanders,
- 93rd Cumberland regiment,
- 94th Victoria regiment, Argyll Highlanders,
- 14th King's county Canadian Hussars,

Army Service and Ambulance companies.

THE ADVANTAGE OF GOOD ORGANIZATION.

Thanks to their organization every one finds his place, and the complicated machinery is running smoothly in short order.

That this large body of men, some of them coming thru an accident which might have resulted in a terrible tragedy, marched into their place so quietly and settled down to military life without any untoward incident, speaks favorably of

HANFAX
September 11, 1913

Aylesford Water Tank To Be Up to Date

MAY 12 1917



A week ago an Aylesford correspondent called attention to the water tank at the D. A. R. railway station which was not considered creditable to that progressive company. The complaint was accompanied by the above picture. The Halifax Herald has since been informed by a representative of the Dominion Atlantic railway that the tank is to be made thoroly up to date and will be nicely painted.

Halifax

MAY 17, 1917

Dec 7 1917 DECEMBER

First Relief Train to Reach the City

The first relief train to reach the city on Thursday was from Windsor, Wolfville and Kentville, bringing about fifty doctors, nurses and Mrs. Fielding, president of the Windsor Red Cross Society with Surgical supplies. This emergency train had been sent out by Manager Graham of the D. A. R., who sent a message to Mrs. Fielding at Windsor to "get" all doctors, nurses and medical supplies possible and a train would rush to the scene of the explosion. That was all the news received along the D. A. R. until the emergency train reached Windsor Junction at 2.30 p. m. There they encountered a train load of about

two hundred injured, men, women and children, all cut, bruised in the most ghastly manner, little children separated from their parents, women with husbands and children blown into eternity, and babies crying for milk, none of which was at hand.

The major cases had been rushed to the hospitals down town and there were no available doctors or nurses to give relief to the cases placed in cars and en route to Truro. While the Windsor train was held for a few moments at the Junction the doctors took a hurried look at the helpless creatures and put two nurses and a medical man on board to give what relief they could until the train reached Truro. All the food taken by Mrs. Fielding to feed doctors and nurses, was hurriedly given to the children.

December

11

1917

- 12/11/1917 25

Normal College Girls Injured in Wreck on Mid-land Railway Near South Maitland

TUESDAY night, between 8 and 9 o'clock, the Midland 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.

But for the presence of mind of a soldier on board, who promptly extinguished the lights, fire would probably have broken out and caused a worse disaster.

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.
Grance Ellen Stevens, Freeport, Digby county.
Sarah Ruben Lyons, Forbes Point, Shelburne county.
Elizabeth Ellen Laffin, Hennigar's, Hants county.

THE other Normal College students on the train were the following with slight injuries mentioned, these went directly to their boarding houses: Hazel Hanscom Dodge, Spa Springs, Annapolis county, bruised; Georgie L. Dimock, Urbania, Hants county, quite uninjured; Budah Muriel VanAmburg, Pubnico, ear and scalp; Mary Hazel Armstrong, Lakeville Kings county, uninjured; Helen Greta Bowlby, Aylesford, uninjured; Mabel Rebecca Tomlinson, Minasville, bruised; Eunice A. Melanson, Weymouth, bruised; Annie Mae Thurber, Freeport, slightly bruised; Doris G. McNeill, Brazil Lake, face and scalp wounds.

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 Dunwoodie, Victorian Nurse, and Mrs. Long, C. G. R. matron, and Drs. H. V. Kent, S. A. Fulton, F. P. Eaton and Prof. Benoit, of the Normal College. All passengers were well taken care of and immediately brought to Truro and are doing well today.

SUPERINTENDENT H. E. HAANEL, 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.

Among the Truro people on the train was W. P. King, insurance adjustor.

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

J. M. O'BRIEN, of the railway dining room, provided blankets and all necessary comforts for passengers on arrival.

E. G. Moxon, druggist, also having heard of the accident, was at the station on arrival of the train with bandages and other medical requirements.

HANIFAX HERALD

FEBRUARY 7 1918

Incendiary Fire At Annapolis Royal

Nov 13

1918

**Someone Set a Match to the Old
Station House Which Was
Burned Down.**

ANNAPOLIS, November 12—Before the bonfire on Queen Anne Fort grounds had ceased burning last night a bonfire not on the program ~~was~~ kindled by some miscreant in the old down town station house of the D.A.R., which soon became a mass of flames and was totally consumed. The other houses across the street were in imminent danger from flying sparks and cinders by the wind blowing in that direction, but fortunately they were extinguished by the firemen. Had they caught fire there would have been an extensive conflagration as there were many houses close to each other including the Masonic temple. The fire was evidently of incendiary origin as the station house has been unoccupied for many months and it stood all alone.

NOTE: DAR Last two stations
on the night of the Armistice -
Bridgewater and Annapolis

NOVEMBER 13, 1918



From left to right front row:—
 Conductor E. K. O'Brien, Colonel Thomas Cantley, Brakeman McDonald, in charge of train. In back row left to right are C.G.R.
 John A. McDonald, Brakeman D. A. Hay, Driver L. McNell, Fireman Master Mechanic, W. N. Ingraham and C.G.R. Superintendent R. H.
 Tom Galbraith, The Halifax Herald's correspondent Dr. J. D. Logan, Martin.

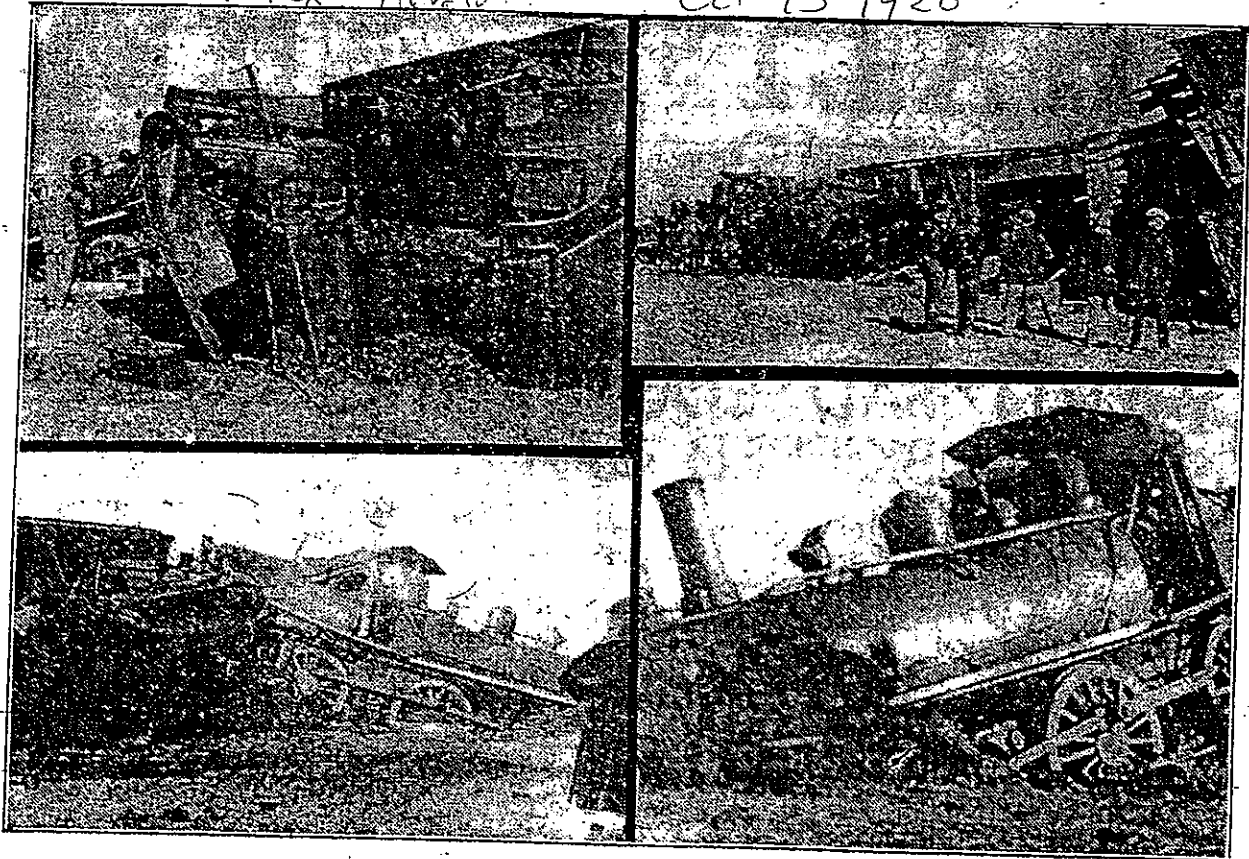
HALIFAX
 NOVEMBER 12 1918

PROSPERITY. seems inclined to again smile on the old town. When the divisional point for the freight trains was moved to Middleton, Annapolis felt it very keenly. Evidently the railway management has learned that it was an unwise change, for the freight trains are again starting out from Annapolis. When the proposed suburban passenger train from Annapolis to Yarmouth comes, on the fifth of July, there will be four trains stopping at Annapolis over night. This will bring more people into the town, and increase its prosperity. With two passenger trains starting from Annapolis in the early morning and returning at night, every day, this will be a very convenient and desirable town for commercial men to reside in.

HALIFAX
June 28
1920

ONE MAN KILLED AND THREE BADLY INJURED WHEN DOUBLE-HEADER PLUNGES FROM RAILS NEAR TRURO

The Halifax Herald Oct 13 1920



Photos By Fred S. Layton, Truro.

SCENES at the train-wreck, on the D.A.R. near Truro, yesterday, in which Fireman Fred Youlds, of Kentville, was killed, and Thomas

Walsh, engineer, of Kentville, and Clarence McCann, Windsor, fireman, were badly scalded. William H. Rawding, brakeman, of Kentville, was also very badly injured.

TRURO, Oct. 12.—An inquest train and Arthur Landry, a brakeman, was held at Olive's undertaking parlors this afternoon on the remains of the late Fred Youlds, of Kentville, fireman, who was killed in the train wreck on the Dominion Atlantic Railway near here this morning. Dr. W. R. Dunbar, coroner, presided, and Wilfrid Roebuck was foreman of the jury.

Evidence was given by Harry Walsh, driver in the first engine, where Youlds met death, Conductor Melver, who had charge of the

Engineer Walsh said the weather was very foggy at the time of the accident. The fog was in patches with clear spaces between. Suddenly a cow rose up in front of the train. He immediately applied the brakes, but it was impossible not to hit the animal. The engine left the rails and plunged head foremost into the ground, while the second engine smashed into the cab of the first.

Before rendering a verdict the jurymen visited the scene of the disaster.

Following is the verdict: "The cause of the death of Fred Youlds was that he was caught between the buffer beam of the rear engine and the boiler head of the foremost engine. The accident was the direct result of the derailment of the engine, due to the obstruction of progress by the presence of a cow on the track. The jury would

recommend that the railway company see to it that the proper cattle guards and fences be installed and subsequently kept up. This recommendation is the result of a close investigation of the grounds of the accident by the jury in person. This investigation showed the absence of any cattle guards and proper fences near the accident."

The remains of the unfortunate young man will be taken to Kentville tomorrow for interment.

OCTOBER 13, 1920

GOVERNOR WELCOMED IN VALLEY

Duke of Devonshire Gets
a Splendid Reception at
Several Towns Along the
D. A. R.

MAKES AN IMPRESSIVE SPEECH AT ANNAPOLIS

Yarmouth Turns out in
Force to Pay its Respects
To King's Representa-
tive.

Special.

YARMOUTH, Dec. 17.—The Duke of Devonshire and party arrived in Yarmouth by special train from Truro this afternoon, an hour behind schedule. The delay was due to stops after leaving Digby.

The first stop was at Church Point. This stop was not included in his excellency's itinerary but as the train reached that point it was met by a large delegation from St. Anne's college. His excellency was presented with an address by Rev. Father Mary, to which the duke made reply.

As the train reached Meteghan it was met by another large gathering. Here an impromptu address was delivered by George B. Morecroft, of Syracuse, N. Y., but for the past few years manager at Meteghan for the Howes Construction Co.

At Yarmouth the vice-regal party was met at the D. A. R. station by Mayor Walker, town councillors and other officials, Hon. E. K. Spinney, M. P., and a guard of honor composed of returned men under the command of Major Harding, C. E. F. As his excellency stepped from the train the general salute was given. After inspection of the guard, he was escorted to the Central school grounds, where he inspected the academy and common school cadets, under command of Major Geo. D. Blackadar and Capt. A. W. Horner. The scholars of all the schools were also assembled there and under the direction of A. Roy Williams rendered several patriotic songs, after which the duke addressed the scholars.

The duke and party, in company with the mayor and others, visited Yarmouth hospital. He walked thru the institution, visiting every ward and shaking hands with every patient in the building. He congratulated the superintendent, Miss Watson, upon the splendid efficiency of the institution and the excellent equipment.

The party then left for Grand hotel, where many citizens met his excellency.

(CONTINUED ON PAGE TWO)

KENTVILLE IS ^{12/17} DECORATED IN ¹⁹²⁰ HONOR OF DUKE

Governor General Pleased With
Reception Given to Him
and Staff.

KENTVILLE, Dec. 16.—Kentville was honored by a visit today from the Duke of Devonshire, governor-general of Canada. The royal train arrived at two o'clock. The Duke was accompanied by Captain Canard, A. D. C., and Captain Balfour, military secretary. Crowds awaited the arrival of His Excellency, the town was gay with bunting and flags, especially "Cornwallis Inn," which was most artistically decorated. The Dominion Atlantic Railway station with its streamers of flags and a large welcome sign. Lined up at the station was the Cadet corps under the direction of Captain Wood and the Kentville Citizens' band under the leadership of B. R. Bishop.

His Excellency complimented Captain Wood on the fine showing of the Cadet corps. A guard of honor was formed, thru which the Duke and staff, accompanied by Mayor W. S. Blair, members of the town council, Warden Campbell and citizens marched to Cornwallis Inn, where the address of welcome was presented.

The scholars and teaching staff of Kentville Academy was lined up in front of the Inn. Mayor Blair read the address of welcome. His Excellency replied and stated that as a representative of His Majesty The King, he keenly appreciated the expressions of loyalty. He spoke on national life and the conference at Geneva for the promotion of the world's peace. Canada's vast resources were also emphasized. "But this great country of ours was not alone known for its acreage and products, but in the lives of the people who inherit it—a people whose patriotism and noble character has made history. Nova Scotia is renowned for its traditions. We should be proud to hand them down with added honor and distinction to those who follow us," the Duke said.

His Excellency expressed regret that the Duchess was unable to accompany him, but hoped that before his tenure of office ceased, he would return with his family to visit the famous Annapolis Valley.

After many citizens had been presented, the governor-general and staff was conveyed by auto the Experimental Farm and the Nova Scotia Sanatorium.

A large basket of fruit, artistically arranged, was presented to His Excellency by the Olympic Chapter, I. O. D. E. The basket was designed by Private Gaskill, Nova Scotia Sanatorium, and contained the finest of "Wagners," from the farm of Joseph Kinsman, Lakeville.

Halifax

December 17

1920

CARS LEAVE RAILS NEAR ANNAPOLIS

JAN 26 1921

The Dominion Atlantic Express
Train Going to Yarmouth
Meets With Accident.

PASSENGERS and crew of train No. 95 of the Dominion Atlantic Railway, which left here yesterday morning for Yarmouth, miraculously escaped death or serious injury about 12.30 noon, when the whole train went off the rails and actually went over a bridge off the rails near Mochelle, a small station about two miles this side of Annapolis.

Passengers who arrived in Halifax on the inbound train, which reached here at 3 o'clock this morning, said that they never saw such a marvelous escape. The

(CONTINUED ON PAGE TWO.)

CARS LEAVE

JAN 26 1921

(CONTINUED FROM PAGE ONE.)
only two men hurt, however, were Conductor George Williams, who made a run for the air brake when he saw what was happening, and a passenger from Kentville. They sustained cuts but are said to be not seriously injured.

The engine and mail car stayed on the grade, tho they left the rails with the rest of the train. The smoker and baggage cars were badly smashed and were hurled into the ditch, which, happily, is only about five feet deep at this point.

The most phenomenal part of the whole accident, however, was that the first class coach and the parlor car remained on the bank. One stayed up on one side of the track and the other on the opposite side. They were at the rear of the train, hence, were nearer the bridge and the grade was deeper. Had they gone down like the two cars ahead, passengers believe that very few if any of their occupants would have remained alive.

The little bridge was in bad shape after the wreck, the wheels of the engine and heavy cars cutting up the wood like a great knife might have cut up kindling wood.

Traffic was held up for about seven hours, but was running normally again last evening.

Halifax

JANUARY 26, 1921

Train Wreck Near Annapolis

JAN 28 1921



THIS remarkable photograph, which was taken by A. F. Mason, manager of the Opera House, Wolfville, shows the D. A. R. express which was wrecked after it had passed a bridge near Annapolis, Tuesday. Mr. Mason was a passenger on the train. As will be seen by the photograph the train had just passed the bridge before the cars were derailed, many of which, as will be seen by the photographs on page two were ditched and completely turned over on their sides.

Halifax

JANUARY 21, 1921

THE RAILWAY HERALD

NOTES AND COMMENT

By Links and Pins.

TRURO to Kentville, and Kentville to Truro. That was the way a ticket I was in possession of last Wednesday morning read, and Conductor Duncan Goodwin was the first to set his official teeth in it. There are three cars on that Midland Express, but "Dunk" continues to act the double barrel conductor, that is he is conductor and brakeman, and he does it well, there are no complaints in respect to lack of attention coming from travellers, and believe me they carry a good many on that train.

Say "Dunk" is getting to be a veteran in fact, and yet he is but a young man—he began the same as a boy of sixteen. He commenced on the D. A. R. then did some on New England roads. He went to the D. A. R. service with the Midland, that is he followed his hand as conductor when the Midland was taken over by the D.

A. R. If I mistake not, he was the first conductor on the Midland. It is between him and Geo. McCully, both think Dunk is absolutely in lead for first place. George McCully retired a few years ago and is enjoying his well earned rest in his home town, Windsor.

However, to get back to the trip from Truro to Kentville. "Billy" Young, the genial "Bill" was sitting on the right in the engine cab, and my friend the genial Barnaby was on hand to see to it that there was no lack of gas, while veteran Walter McDowell, ever on the duty spot, was in the baggage car. Goodwin, Young, Barnaby and McDowell comprised the entire train crew. We got away from Truro sharp on time, and the first stop was at Clifton. Here some milk was taken on for Halifax, and at many other stations the same thing was done.

A splendid view of the Cobequid Bay can be had from the car windows, Onslow and Cobequid mountains as well. Soon we reached the Shubenacadie Bridge, one of the largest railway bridges in the maritime provinces with a draw in it. Immediately the bridge is crossed, South Midland Station is in sight, the first telegraph station on the line out from Truro. There are three other such stations—Kennetcook, Clarksville and Brooklyn. This recalls New York, for Brooklyn is across the river Windsor, the St. Croix river, a tributary of the Avon river, but I must get back to South Midland for that is where I was when I began to run ahead of the train with this story.

SOUTH Midland is a picturesque place, a mere hamlet, but pretty. Varied scenery, fine water, small streams, farms, lands, forest, mountain, and valley. It is a busy place. Here the Atlantic Lumber Company operates a large steam saw mill, and there are thousands of logs in the river. South Midland is the first and the last. It all depends in which direction you are travelling, on the Midland in Hants county, there are numerous stops on the road, and there is something doing by way of lumbering at all of them, and then too there is farming, and it looks like successful farming.

The next important stop is Kennetcook, or the next largest place. A large settlement with a hotel and stores. My old friend John Urquhart, formerly of the D. A. R. is the efficient station master. There is an apple warehouse here, for there are some fine orchards in Kennetcook and surrounding country. The warehouse is the property of the Apple King of Nova Scotia, W. H. Chase, of Port Williams. There is another apple warehouse on the line west of Kennetcook, at just what place I cannot recall. It too is the property of Mr. Chase. Filled near the track at various places are large quantities of pulp wood for the American market, and I understand it is all sold.

The Rhodes Curry Company's mill at Brooklyn is a large one and there is a great quantity of sawn lumber stacked there. I also noticed several fish mills in operation along the line, and saw a number of the small, or industry aside from farming along the Midland. But here we are at Dimmock, three miles from Windsor, where the J. B. King plaster quarries are. There is a narrow gauge road over which "Dinky" locomotives haul plaster to the loading grounds. This plaster is shipped to the United States by water, but that the D. A. R. does not get much traffic as a result of the quarries.

WINDSOR is next, and here the train from Kentville, and the train from Halifax arrive at the same time, and I change for Kent-

village. Conductor "Mandy" "Mandy" was looking fine. He is fast putting on the appearance of a veteran. I do not mean that he was looking old, not at all, for he is not. Cecil Fentz came for the baggage car to see me for a minute, for we have a car full of more than 100,000 lbs. of apples. There was a good crop of rabbits at Brasby Hill last winter. Brakeman Walter Reading, of Truro, joined the train at Windsor. He makes the round trip every day between Windsor and Roundhill, extra man. But here we are at Kentville, and the veteran conductor "Billy" Herbert is taking the train over for the run to Yarmouth. I shall reserve some descriptive remarks about Kentville for another writing in respect to this trip.

IMMEDIATELY on arriving I met Mr. Ellis, the popular, energetic train master of the road, the man next to General Manager George E. Graham, also D. L. Derron, the mechanic of the road, for whom all the boys, especially the engine men, have a good word, and can well understand why. I spent a few minutes in Mr. Ellis' office, chatting with him on railway matters, referring to the railway strike in the United States. Mr. Ellis said they never had a problem of their road, but what was amicably settled by the representatives of the men and the management getting together and discussing the matter in a friendly way, in the spirit of give and take.

In this respect I may say that in regard to the proposed cut, many of the employees expressed the opinion to me that they believed the management would do what was right by them. Indeed it is but a fact to state, and but just that the employees express nothing but kindly sentiment toward the management. There is a good deal of the industrial family spirit along the line, the employees like to have the road well spoken of and the management reciprocate in respect to the men in that way.

MR. Ellis was optimistic in respect to traffic in the near future. He said there would be 1,500,000 barrels in the apple zone this year, 35 per cent for export. Last year's crop turned out to be 2,000,000. The season's shipping over their road had been commenced in a small way, he said. A car had been shipped to Halifax and one to Sydney. Mr. Wadon, Mr. Tompkins and others of the C. N. freight department were in the valley seeking to have the exporters ship their western export by that route in preference to the C. P. R. I presume, but no matter who carries them, with the Dominion Atlantic will take them, but of the apple zone, for the through line and I think it a pretty good guess that the bulk of what they have out will be shipped over the C. P. R. Passenger traffic said Mr. Ellis was fairly brisk, and the through trains looked well, and the local as well.

The train of Conductor Gus Pickens, on the Cornwallis Valley branch, Kentville to Kingsport, is busy as a beaver, and the Central Valley branch train to the three day a week it runs. Of course the Anna Polla-Halifax train is always well patronized. I hear the D. A. R. management contemplate great improvement in rolling stock, passenger cars, and locomotives. This improvement would have been made long ago, only for the war. Halifax trains are at work improving the speed. However this chit chat is quite full enough for this writing.

SCENES OF THE NEWS

CONDUCTOR W. W. Clark was in charge of this week's attending the C. P. R. meeting. Conductor Curby was relieving him on the local run between Kentville and Halifax.

D. A. R. Conductors and express trainmen are looking neat and attractive in their new summer uniforms. Why don't the I. C. R. management take a leaf out of the D. A. R. book in that respect?

I had a most enjoyable spin in Billy Young's fine Gray Dorr car while in Windsor, Thursday. That car can climb hills like a bird, and Billy is justly proud of the machine.

Passenger traffic was no triak on the Midland Thursday morning last, that a car had to be obtained from

Halifax
August 11
1922

THE RAILWAY HERALD

NOTES AND COMMENT

By Links and Pins.

THE question of an eastern unit of government railways remains as silent as the graveyard. If the government intends to form one why was not announcement made when the new manager and Board of Directors was announced? The Grand Trunk and Canadian Northern were named as jobs, and managers appointed for them. Why was the Intercolonial given the go-by in that respect? Evidently there is a fly in the ointment, or an African in the lumber.

In 1893 I. C. R. Enginemen were paid as follows:—

Drivers

First year, \$2.10 a day.
Second year, \$2.30 a day.
Third year, \$2.50 a day.
Fourth and subsequent, \$2.75 a day.
Shunting, 12 hours, \$2.40 a day.
Detention rates 20 cents an hour.

Firemen

First year, \$1.30 a day.
Second year, \$1.40 a day.
Third year, \$1.50 a day.
Fourth and subsequent, \$1.60 a day.
Detention rate 15 cents an hour.

NOTES OF THE NEWS

A pin in the Midland freight engine became loose Tuesday, and as

a result both sides of the locomotive were stripped, putting the machine out of commission.

Traffic continues very brisk on the D. A. R. The Midland freight made two round trips between Truro and Windsor Wednesday.

It is reported that a large number of I. C. R. trackmen are joining up with the Canadian Brotherhood of Railway Employees.

Two locomotives for the Dominion Atlantic arrived at Kentville this week from Montreal: freight engines.

DAR

October 28, 1922

THE RAILWAY HERALD

(By Links and Pins)

ONE does not hear as much about the high rate of wages of railway workers as one did some time ago. It was charged that they were paid at too high a rate. Railway wages were reduced along with the wages of other workers some time ago. That hushed the critics, and now we find them complaining that money is tight and scarce. Sure it is. Time and time again I have pointed out that the less money work people got the less there would be in circulation. That is true. Those who charged that railway and other wage earners were being paid too high a rate, know now that what I stated was true. They are feeling the pinch of wage reduction. Just why they thought cutting work peoples wages would benefit them, —the critics, is hard to understand. However, they are eating the low wage pudding now and are getting the truth.

The reduction of wages withdrew a lot of money from circulation and placed it in the vault at bank interest. The work people are getting less money, and as a consequence every person is getting less, and those, many of them who wanted work people to get less don't like it, now that they have had their way.

I was mighty glad to see the face of my old friend, James F. Fisher, the "genial Jim," in The Herald, last Saturday, and read his splendid record with the C. P. R. in the West; his forty years service with the big railway corporation. Jim and I were comrades of the rail, when he was away back in the early eighties of the last century a fireman on the I. C. R. Many a hard trip we had, I as brakeman and he as fireman, especially that wild run down Bedford grade one winter night, with the frost so intense that the iron brake shoes on the coal hoppers would not grip. "Jim" is a Truro boy, a son of the late Charles Fisher, for many years a very efficient track fireman on the I. C. R. Conductor John R. Fisher and H. C. Fisher, of the shop staff, I. C. R., Truro, are brothers. Here is wishing that Jim may long be spared to enjoy his well earned rest. There is a report that he and Mrs. Fisher may return to their old home town to reside. I hope that report will prove to be true.

Blue prints have been made for a new station building at Springhill Junction, an important turnaround point on the I. C. R. It is to be a modern brick building. It will be situated on the opposite side of the track to the present structure, a little further West. I hope provision for a rest is in the plans.

The I. C. R. "Y" at Springhill Junction will not accommodate the Mikado locomotives. The point is not long enough and it cannot be enlarged till more land is acquired. Meantime it is said

the Cumberland Coal Railway "Y" will be used, but in order to utilize its 80 pound rails will have to be laid.

The other much needed shunting engine at Stellarton has not yet been put into commission. Local officials everywhere are these days said to be scared blue if they have a spare engine on hand. If such a thing happens the engine is sent to some other division or terminal as quickly as possible. This is to make as good showing as possible for available power, that is as good showing as possible at the headquarters in Toronto. I hear the higher up officials insist on this, therefore local officials cannot be blamed if there is not a spare engine on hand.

The private car of George E. Graham, Manager of the D. A. R. was in Truro yard Sunday morning. It came over by special train Saturday night or Sunday morning. I understand Mr. Graham was aboard, and was a passenger Sunday morning by the Limited en route to Montreal. Mr. Graham is not strong on private cars. He does not use his every time he has to travel a few miles. Frequently, I am told, he travels from Kentville to Halifax or Yarmouth in the ordinary way, on one of the passenger cars. When railway work slumped after the war, because of falling off in traffic, when so many men were laid off I think I am correct in saying, Mr. Graham ordered his car out of commission. By the way, at that time did any person hear of any such thing happening on the government railway system?

Another government railway official put in an appearance this way last week. His credentials designated him a supervisor of apprentices, and his home in Winnipeg. The last mentioned is pretty good evidence he is a Canadian Northerner. Wonder which of the high muck-a-muck officials he is related to? A supervisor of apprentices! My, but that sound, or reads, funny. Are the shop superintendents not capable of supervising the apprentices? Can it be that the shop superintendents are not capable of supervising their apprentices?

The railway men scored again when last Sunday they participated in the G. W. V. A. memorial service at Truro. The representatives of the various brotherhoods made a splendid appearance in the great procession, and a fine impression.

NOTES OF THE NEWS

EXTRA men are being laid off the I. C. R. Pretty soon all repair work will be closed down.

General Superintendent Pratt of the C. N. R. Pullman service, visited the I. C. R. in his private car last week.

Bears, that is, ale and porter, are to be served in the dining cars of the government railways in the province of Quebec. The Temperance law of that province permits of it, but the Dominion government can prevent it, if it sees fit. There will probably be a great increase in travel on the government railway in that province.

It is believed that when the completion of coordination of government railways is made the Halifax and South Western will be a part of the Truro division.

L. S. Brown, assistant superintendent of eastern government lines spent Sunday in New Glas-

Halifax
November 15, 1922

Mishap Holds Up Western Traffic

(Special To The Herald)

BRIDGETOWN, Nov. 15.— The engine drawing No. 100, the night train from Yarmouth, went bad at Bear River, and a light engine was despatched from Kentville. The tender of this engine left the rails at Upper Clements, about four o'clock this morning, making work for an auxiliary all day. Passengers and baggage were transferred from east-bound and west-bound expresses at the point of the accident.

Halifax

November 16, 1922

Windsor

WINDSOR, Dec. 1.—The funeral service of the late ex-Conductor George W. McCully, D. A. R., was held here this morning at 8 a.m., Welsford Masonic Lodge was in attendance also a large number of citizens. General Manager G. B. Graham, of the D. A. R. came to Windsor this morning in his private car, "Nova Scotia," to attend the funeral. He was accompanied by Despatcher Max De Long.

After the service at the home of the deceased Mr. Graham placed at the disposal of the family, his private car to convey the remains of the deceased ex-conductor to Truro, where interment took place today.

This mark of respect by the manager was the highest testimony that could be paid to an employee whose reputation for faithfulness to the best interests of the public as well as to his employees had always been his strong point through life.

Mr. and Mrs. E. E. Armstrong with their two daughters, Doris and Lenora, and G. H. Burns, motored to Halifax today in their high powered car, "The Jewett." They were less than two hours making the 46 miles and found the new highway between Lakelands and Halifax in good condition despite the weather. Coming through Mt. Uniacke, where the altitude is over 600 feet, they found ice bound roads quite a change from Windsor, where the atmosphere is warmer. Mr. and Mrs. Armstrong were accompanied to the city as their guest by Mrs. Fielding, editor of the Windsor Tribune, while in the city Mr. Armstrong was at Pier No. 3 on the arrival of the "Regina" in the interests of his apple business.

Last night a most enjoyable student's dance was held at King's College Convocation Hall. Mrs. T. Stannage Boyte and other ladies chaperoned the party which has been voted the best of the season.

Mrs. Reuben Carpenter has just received from the Militia Dept., Ottawa, two medals on account of her husband, who had been killed overseas during the war.

Mrs. J. H. Pullen, Falmouth with two daughters, Miss Lawrence and Miss Clara Pullen, have moved into Windsor for the winter. They have apartments at the private hotel of Mr. and Mrs. David Gibson. Mr. Pullen will spend some weeks with his daughter Mrs. Mack Geldert, Ottawa, and later visit friends in the United States.

WINDSOR, Dec. 1.—The funeral

WHAT is the situation now? The North Mountain Branch of the D. A. R. runs along the foot of the mountain from Centerville to Weston, practically all the way through orchards, and every last one of those orchards contains waste land enough to grow vegetables and small fruits without hurting the apple crop one tiny mite.

That North Mountain Branch runs two trains a day, each way, and anyone anxious to reach the Halifax, Kentville, Wolfville or Windsor markets, can ship their stuff on the afternoon train, either by express or freight, and reach Kentville that evening, intermediate towns on the early morning train, and be in Halifax by noon next day. Or, if in a particular hurry, they can ship for Halifax on the same train, and via the night fast train between Yarmouth and Halifax, reach the Halifax market early in the morning every Monday, Wednesday and Friday. Even better facilities are provided by the railway on the main line.

Naturally, market gardening means work, lots of it, but we have become so enthusiastic in the raising of apples that almost our entire energies in this Valley of ours are used up in watching the apple blossoms when they appear, counting the buds, when they show up, and then with the exception of a few waiting for the apples to get big enough so we can rush them to market.

An Apple exporter, in explaining to me why our early fruit brought such poor prices this season, said it was because they were separated from the parent tree before they were weaned, with the result that when they reached their destination, they were in very poor shape for human use. Naturally, the apple industry of the Valley is one of Nova Scotia's greatest assets. So far this season the D. A. R. has moved to Halifax for export, over HALF A MILLION OF BARRELS, and the story is not yet finished. What I am getting at is this: If we paid as much attention to the waste pieces of land on our farms as we do to our orchards, we would without doubt, create another enormous asset for our Valley and Province.

I HAVE always advocated the bringing in of English, Scotch and Irish immigrants, also Swedes, Norwegians, Belgians and others, who are brought up to use every inch of ground there is. Then provide lands in say ten or twenty acre lots, with as good shipping facilities as may be available, and turn them loose to do market gardening. That's the kind of settlers we want. They won't know a darn thing about commercial fertilizers, but will get along with the fertilizer the Almighty provided, Autumn leaves and Barn Manure.

I know of farmers in this section of our glorious province, who will raise an enormous crop of potatoes, and then have to use every cent they get for them to pay their fertilizer bill, while at the same time, tons of perfectly good barn manure are going to waste. If any of your readers doubt this statement I am ready to back it up, by showing the goods.

The section of the North Mountain before mentioned would take care of several hundred good settlers like the ones mentioned, and their holdings would be within easy reach of the railway, and the very best market in Nova Scotia. Our apple industry is a great asset, and it brings us immigrants into the Valley, but what kind? Has it occurred to your readers, that practically all the burglaries, arson and other crimes, (outside of violations of the N. S. T. A.) that have been committed in this section for several years have been the work of men, who came here to assist for the time being in the apple industry?

The records of our courts, our

Halifax

December 4
1922

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are railwaymen's views! The RAILWAY HERALD is the railwaymen's side of the case.

(By Links and Pins)

TRAFFIC is very brisk, freight on the Dominion Atlantic Railway and the power of the road is overtaken, so much so that the shunting engine in Koutville yard was used last week as a pusher to the top of the mount grade. Great quantities of apples are being moved to Halifax for export to Great Britain.

I had it wrong in respect to those 30 locomotives for the government railway. I stated they were to be Malott's. That is not right. They are to be of the Minardo type, some larger than those now in use on the I. C. R.

A friend in the west writes that Jim McLeod is still pulling the throttle between Winnipeg and Dauphin. Jim is a Nova Scotian who began his career on the Nova Scotia Railway, and was an engineer on the I. C. R., and a good one too. My friend also writes that Dick Smith, a former I. C. R. driver is quite ill at his home in Medicine Hat. He runs on the C. P. R., east of the Hat. His brother George runs out of Edmonton. Mrs. Cross, widow of I. C. R. locomotive engineer, Warren Cross, Moncton, is spending the winter with her daughter in Vancouver and may return to her home in Moncton in the spring. Some of the I. C. R. engines sent west to the Canadian Northern were 448, 450, 453, and 454.

A few weeks ago I mentioned in this department of The Halifax Herald a rank partizan or what looked like it on the Northern Division of the I. C. R., how a man competent to fill a certain position was passed over and the position given to a son of a member of parliament, a supporter of the government.

I am told that when Sir Henry Thornton read my statement, he became indignant and set inquiries on foot, and of course found my statement to be correct. It may be that he got after certain officials having to do with the matter, and I hear they are anxious to learn where I got my information. Well, I don't mind telling them, but first let me tell them that I did not get it from any employee on the road. There was no difficulty in getting the information for the incident was common talk all up and down the line, so much so, that he who can read.

Little wonder in view of his "no politics" declaration that there is a report that Sir Henry is indignant over the affair for the incident was simply a case of setting his declara-

tion at defiance. I am afraid that "no politics" declaration will be more or less of a joke before many more moons.

However we shall see, what we shall see.

THE conductors and trainmen who run in and out of Halifax, and whose homes are not there, are very grateful for the new rest house, a very comfortable place in one of the government houses just around the corner from the south station on Barrington street. The furnishings have been greatly improved as well.

Friends and they are many, regret the health of T. W. Lester, Truro ex-I. C. R. trainman, who recently underwent an operation in hospital at Halifax, is far from satisfactory. Mr. Lester retired from the service about two years ago on superannuation.

J. E. Digney, Truro, who was forced to retire from the train postal service a few years ago because of failing eyesight, recently underwent an optical operation in the Victoria General Hospital at Halifax. Every person who knows him, is Joe's friend, and the earnest wishes is, that the operation will prove eminently successful.

This has been the hardest winter on railway rolling stock since 1906. It has taxed the wits of the management to keep the wheels turning.

Here is the discontent of Moncton with the western-trotting of the Eastern unit of the government railway, expressed by resolution of the Board of Trade of that city.

"Press reports state Eastern Division Canadian National Railway commences at Riverview Du Loup. This is retrograde movement and not only robs maritime provinces of the large mileage, but increases staff of central division at the expense of the Maritimes. We protest emphatically and demand eastern division extended east from Montreal and Cochrane. We rely on immediate protest from every maritime member of parliament, Board of Trade and respectfully ask vigorous co-operation from you. Reply." Copies of this resolution were forwarded to the Board of Trade, Sydney, Halifax, Amherst, Truro, New Glasgow, Pictou, Bridgewater, Lunenburg, Digby, N. S., St. John, Fredericton, Bathurst, Newcastle, Chatham, Campbellton, St. Stephen, Edmundston, Woodstock, Sackville, N. B., Charlottetown, P. E. I., Summerside, P. E. I., and to every New Brunswick, Nova Scotia and Prince Edward Island representatives of the Federal Government.

FEBRUARY 16 1923

THE RAILWAY HERALD

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(By Links and Pins)

ACCORDING to Hon. George F. Graham, acting minister of railways, or rather to a statement brought down in the House the other day respecting the finances of the government railways, The Intercolonial and branch lines was the way the statement put it, had another big deficit in connection with last year's operations. It would be interesting, and instructive as well, to know just what portion of the deficit is chargeable to the branch lines. It may be not far wrong to say that it is the major portion. I venture the statement that the main lines made a fairly good showing. It is but stating fact to say that the branches are leeches on the trunk lines of the Intercolonial. As suggested in this department of The Herald a few days ago, the government has got to find a cheaper way to produce power to operate branch lines, and as also suggested, water power to generate electricity to operate them should be sought. I believe it can be had.

The Dominion Atlantic Railway were up against it again last week. The road was blocked between Kentville and Annapolis for several days, but trains were moving between Kentville and Halifax and Annapolis and Yarmouth. The D. A. R., like most other roads, have this winter because of the long drawn out severe weather, been up against power shortage. The end of a severe season finds locomotives aptly taking suddenly ill on the road.

THE Grand Trunk Railway used 2,665,723 tons of coal at an average cost of \$6.60 a ton, or a total of \$16,813,003 in 1922. The details of the purchases follow: 2,157,134 tons of American coal at

an average price of \$6.50 a ton; 343,696 tons Canadian coal at \$5.31 a ton, 59,893 tons of English and Scotch at \$8.69 a ton.

The amount of American coal was 2,217,027 tons greater than Canadian, though the latter was 75 cents cheaper per ton than the American. It seems that the Grand Trunk takes up and lays down Canadian freight at Portland in preference to Halifax or St. John, and gives preference to United States coal. Turning to the purchases of the government for the same period, in 1922, there was purchased for the Intercolonial and Canadian Northern and branch lines coal to the amount of 3,063,829 tons at an average price of \$5.47 a ton, and a total cost of \$16,711,356.22, of this 2,198,939 tons was Canadian at an average price of \$4.83 or \$10,621,037.57; 795,380 tons of American at an average price of \$7.13 a ton, or \$5,693,783.90; and 67,464 tons of British, at an average cost of \$6.50 a ton, or \$439,443.76. It will be noted that the Canadian coal was \$2.30 a ton cheaper than the American, and \$2.07 a ton cheaper than the British. The difference in price should enable the government to use Nova Scotia coal on the National lines as far west at least as Toronto.

DAVID Ferguson, retired I. C. R. trackman, died at his home at Wentworth Station last week end. He grew up in the track service and entered it on the Pictou Branch, where his father was a track foreman. If I mistake not, deceased was for many years track foreman between Pictou and Wentworth.

In the autumn of 1902 he ran more than a mile and flagged the maritime express thus saving it from plunging into a washout. It was nearly dark when Mr. Ferguson discovered the break, and had

he not acted promptly, nothing would have saved the train. He never fully recovered from the ordeal, contracted rheumatism and became quite crippled. Strange to say the government never recognized what he did on that occasion.

He was one of the pioneers in the organization of the Brotherhood of I. C. R. trackmen. He was a splendid man in every way, much liked and respected by all who knew him. He is survived by his wife, a brother and two or three sisters. One of the sisters is Mrs. Hyde, of Boston, widow of Hiram Hyde, and another sister, Mrs. Mulligan, resides at Dobert.

NOTES

Mr. McIsaac, superintendent of the Sydney and Louisburg Railway, was in Halifax Friday enroute home from Montreal. Mr. McIsaac was formerly in the telegraph service of the I. C. R. eastern division.

I hear the new management of

the government railway to supply the charcoal soap.

Mrs. McCarthy, of the station staff, Truro, was visitor in Halifax, guest home of her son.

It is reported James Truro, District Car Port shortly retire with 48 years of service to his credit, the good old boys, the drop out one by one.

Retired Engineman, Da and Edward Wall, Truro, week decorated by superintending with the Imperial Service Medal. The wis many friends is that they be spared to wear them.

I notice my good friend, Dugan, Halifax, is still at duty. Harry is a vote prince among men, and of his many friends is the be long spared to the which he has always faithful part.

Halifax

April 6 1923

THE RAILWAY HERALD

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(By Links and Pins)

I saw some of the I. C. R. pensioners get their monthly allowance checks the other day. I was surprised that some of the amounts were so small. Some brakemen received less than fifty dollars. None of the cheques I saw were above that, and some pensioned drivers pulled fifty dollars, and if I am not mistaken some less.

The minimum used to be \$20, but it was raised to \$30 in 1920. The allowance is based on the average wage for eight years before retiring, and as the wages were not much up to 1918 the men low paid do not get a large retiring allowance.

Some people think the government pays the entire pension. That is not correct.

The basic agreement was 50-50 up, I understand to \$100,000 annually. It is understood a readjustment will be made, now that co-ordination of government railways has been carried out, and too, pensioners expect annual passes same as the C. P. R. provide their pensioners with. It is hoped that the thing is not far distant when the government will provide general old age pensions.

Maritime people are growing a bit impatient over the delay in readjusting freight rates on the government railway.

CONDUCTOR "Tommy" Holmes of the Dominion Atlantic, who runs between Truro and Windsor was stepping about a bit crossly Monday night after his arrival at the first named place, and there was a reason. His van, '96, had just returned from the shop at Kentville, looking like a palace on wheels after passing through the hands of Mr. Harvey, superintendent of the car shop, and Mr. Baraby, foreman painter, and possibly Mr. VanBlarcom, foreman of the machine shop had a hand in it too.

Believe me those bosses and their staffs are some mechanics, some skilled workmen and in Mr. Durrant, the mechanical superintendent of the road they have an able director.

But to get back to "Tommy's" van. It is above the average of the kind of cars. Manager Graham certainly sees to it that the freight crews when out on the road are comfortable. The car has passenger car trucks and springs. The interior is fitted with a heater, cook stove, iron couch frames, mattresses and bedding, and there is a bedding locker, a table on hinges on the wall, a desk, pantry and clothes locker.

The "Hurricane Deck" as the boys

call it, the look out is fitted with plush upholstered tip seats, with iron frames.

The exterior of the car is painted a light red, and the interior is a darker color.

This car was in the first place built in Kentville shop, and they say they do some great locomotive and car work in that "burg." I am told all the D. A. R. vans are uniformly fitted, and comfortable. Over that way the bosses practically consider the best welfare of those under them, and they find it pays. You never hear a D. A. R. employee knocking the road, or the bosses. They have practical cooperation on that "long, long, trail a winding."

Manager Graham and his boys have been up against it this winter, snow blockades, and washouts, but they came back smiling every trip.

That's the kind of grit that wins every time.

After this winter's experience in respect to snow storms and blockades, I would suggest that railway managements supply trainmen with snow shoes, that at least two pairs in every outfit, they come in handy for trainmen going out to protect or repair stalled trains, though regarding the latter there are the train telephones.

NOTES OF THE NEWS

GEORGE I. DICKSON, electrical and signal engineer, Atlantic Region C. N. R. was in Halifax last week returning to his home in Moncton Sunday.

The automatic stoker has made its appearance on the eastern division, on one of the big Santa Fees that

pull the fast freights. Fireman Bliss Brownell says they are great machines. Well there is not anything too good for the firemen. Keeping the gas on any engine is hard work. On the big ones hauling full tonnage it is slavish.

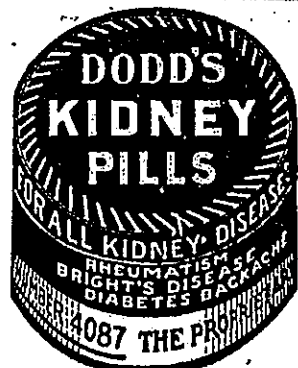
The D. A. R. conductors, baggage masters, brakemen and other uniformed officials are being measured for their summer uniforms.

A corn-cob pipe on a trip over the Canadian National Railway from Prince Rupert, B. C. to Halifax and Sydney was in this city for over Sunday, and left for Truro Monday morning by No. 5 train remaining at that place till Monday evening when it left for Sydney by the night train. Some person at Prince Rupert started it out, and the train and station masters have kept it going. Many cards were attached, bearing poetry and prose descriptive of the pipe and its trip. One card stated that it filled up with booze in Quebec, but if so it got nicely over it before reaching prohibition Maritime Provinces. It was so dry when here, that it could not raise a spit.

The last visitor we had of that kind, and we had one about twenty years ago, was a straw hat from Chicago on a trip around the world, if I mistake not.

Needless to say the pipe was empty when it reached Halifax.

DAR Vans



April 13 1923

KENTVILLE EXTENDS HEARTY WELCOME TO GOVERNOR COX

Motor Drives and Social Functions Featured the Program Prepared For His Excellency and Party.

KENTVILLE, July 19.—Kentville was in gala attire today and gave a royal welcome to His Excellency Channing H. Cox, Governor of the Commonwealth of Massachusetts and Mrs. Cox and party, which included Mr. and Mrs. Paul R. Choe, Judge Louis Cox, Fred Cole, the governor's aide-de-camp, John F. Master, secretary of the Canadian Club, Boston, and J. S. Kerr, historian of the Canadian Club. The distinguished visitors arrived from Halifax at 11:45 a. m. by special train. The train included the private car (Nova Scotian) and the private car (N. E. Co.). Accompanying the party was George E. Graham, F. G. J. McDonald and Laurie Ellis, and others. An hour was spent at Grand Pre en route, looking over the historic and beautiful memorial spot. On arriving at Kentville His Worship Mayor A. L. H. Chesley and members of the town council, President McMahon and members of the board of trade and many other citizens, were on hand to welcome the party and were received into the private car and introduced to the Governor and Mrs. Cox and party. A pleasing bit of homage was the presentation to Mrs. Cox and Mrs. Choe of beautiful bouquets of flowers by Miss Catherine Chesley which were graciously received. Mayor Chesley, who has been an enthusiastic in arranging for a real "Kentville" welcome to the visitors, in a brief but very gracious address, expressed the town's pleasure in having with us these distinguished visitors, and hoped their stay in the Valley would be one of entire enjoyment. Governor Cox replied with natural eloquence and sincerity, telling of the kindly welcome he had received throughout his visit. He was very glad to be here in this province which had been peopled formerly by those coming from New England and here was to be found the purest of New England stock. He was glad to have with him John F. Masters, a native of this town now a prominent resident of Boston. We should be a happy people here, situated in this beautiful country with prosperity in evidence on every hand. In his pleasing and gracious way, he extended an invitation to visit his State, where a welcome would be given, thus cementing the strong bond of true friendship which now exists.

AFTER luncheon, the party were guests of the town on a drive thru the apple orchards and beauty spots of the Valley, including the famous look-off. They returned at 4:30 to the Nova Scotia Experimental Station, where they were received on the splendid veranda of the residence and a garden party was given by the town, the picturesque grounds being placed at their disposal by Prof. W. S. Blair, who with Mrs. Blair and Miss Helen, assisted in making this part of the visit a very happy one. Refreshments were served, young ladies of the Olympic chapter, I. O. D. E., Misses Eleanor Wickwire, Sally Wickwire, Helen Blair, Myrtle Walsh and Janet Blanchard, assisting.

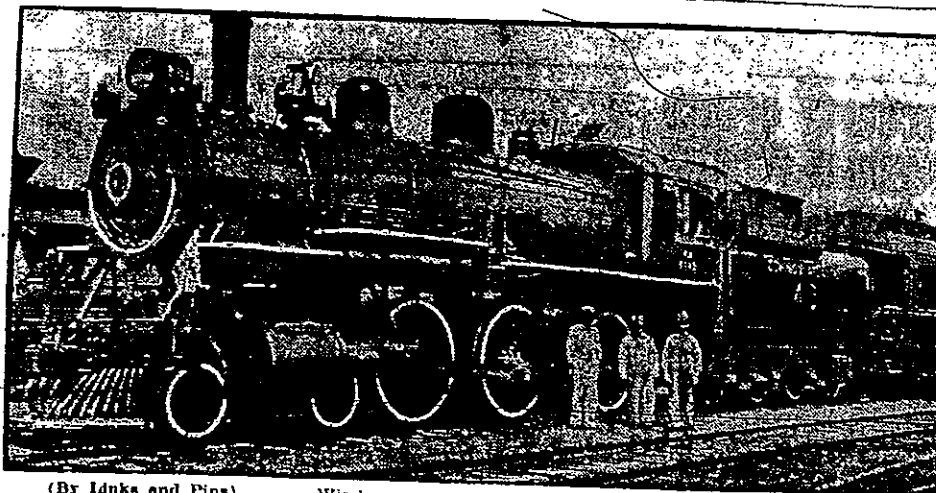
The visitors and large numbers of guests spent a very enjoyable hour after which they were photographed and a drive taken around the experimental grounds. Enroute to Kentville a drive was taken thru Master's Park, where the owner, John F. Masters, had the name of Kent Ave. changed to Governor's Avenue in honor of Governor Cox's visit.

At 8 o'clock a complimentary dinner was tendered to His Excellency and party at the County Inn, which was tastefully decorated for the occasion. The guest table was especially attractive with its decoration of American and Canadian flags. Toasts were proposed to the King and President Harding. A speech of welcome was made by George E. Graham and Governor Cox delivered an address from the veranda of the Inn, which was greatly enjoyed by hundreds of the town's folk who gathered outside.

Halifax

July 20 1923

ENGINE WHICH DREW VICE-REGAL PARTY



(By Idnks and Pins)

THIS is a picture of locomotive No. 43, Dominion Atlantic Railway, that was renamed "Byng", in honor of Lord Byng, Governor General of Canada. This locomotive hauled the Vice-Regal train over the Dominion Atlantic, in connection with the recent tour of Nova Scotia by His Excellency and Lady Byng.

The pictures by the side of the engine are those reading from left to right of: W. Lockhart, traveling fireman; Hugh Copeland, engineer; and Ira Ritchie, fireman.

Naming of locomotives in honor of persons of note and objects came with the first railway, the Stockton and Darlington, of England, which was opened September 27th, 1825, with George Stephenson's first locomotive the "Rocket", hauling the cars, which were built after the style of the Concord stage coach.

In 1839 the first real railroad in British North America, the Albion, was completed. This road was from the Albion Mines, now Stellarton, to the loading ground at Abercrombie, near New Glasgow. Much of this coal road is still in use. The locomotives used on this road were built in England by Timothy Hackworth, who competed with Stephenson in the first trial of a workable locomotive in England. They were three in number, and were named the "Sampson", "Hercules", and the "John Biddercombe". They were powerful machines.

Locomotives on the Nova Scotia government railways, Halifax to Truro and Windsor, opened up for traffic December 15th, 1858, were all named. They were the "Mayflower", the first; the "Mary Ann", "La Tour", "Sir Gaspard", and the "Joe Howe".

When the Windsor and Annapolis was opened up between

Windsor and Annapolis in 1869, the engines were also named. I cannot recall them all, but I remember the "Millicote", the "Minnehaha", the "Erangeline", "Grand Pre". The "Joe Howe" went to the Windsor and Annapolis, was renamed the "Sir Gaspard", and hauled the first train between Annapolis and Kentville.

There were many others, the names of which I cannot recall. The Windsor and Annapolis is now that part of the Dominion Atlantic between Windsor and Annapolis, and the latter road continues the at present interestingly unique custom of naming locomotives.

The Western Counties Railway, now that part of the Dominion Atlantic between Yarmouth and Digby, was opened for traffic September 25th, 1879.

The locomotives of that road

were also named. They were the "Pioneer", "George B. Doane", and the "W. H. Moody".

The first locomotives of the European and North American Railway, now that part of the C. N. R. between St. John and Point DuChene, also were named. They were the "Hercules", "Scadouc", "Samson", "St. John", "Petilcodiac", "Kennebecasis", "Anagnance", "Onsekang", "Loostauk", "Apobagui", "Sussex", "Prince of Wales", "Norton", and the "Prince Alfred". The heaviest of those locomotives was 66,666 pounds, and the lightest 42,660 pounds. Mere pigmies in comparison with the smallest type of locomotive on the government railways today, as are those in use on the D. A. R. today monsters in comparison with the pioneer wood burners.

ENGINE 43

HALIFAX

AUGUST 7 1923

THE RAILWAY HERALD

views are Railwaymen's views: old-time railwayman for the railwaymen of the Maritimes. The RAILWAY HERALD is the Railwaymen's side of the case.

By Links And Pins

I HEAR the \$1 class express engines are to be transferred from the eastern division of the C. N. R., to the Grand Trunk Pacific, and be replaced by 52 class, on the ground that the \$1 class are not powerful enough to haul the big express trains between Truro, and Sydney. Those trains as a rule run crowded, and it maybe that more cars will be added to them. The big engines are alright if the road bed can stand the strain, and the engines can successfully negotiate the sharp curves.

Last week the big Santafees were again operated between Truro, and Halifax, and attempt made to move creation on wheels, with the result that there was some breaking away. One of the trains, the big one hauled out of Truro, to Halifax, was made up of 57 loaded cars, and had seventy on the return trip, half of them loaded. Five men handled the train, engine crew included. Thirty years ago, or less that train would make four or five, in connection with which twenty or twenty-five men were employed. It is quite true that the large train saves in respect to wages, but do not curtail in respect to salaries, and they certainly do not make quick dispatch of freight for they operate at a loss if they are run short of their tonnage.

For instance I heard of a crew being ordered at a certain point a few days ago to go out on an extra freight to be hauled by a Santafee, but the order was cancelled because there were two cars short of the tonnage, in other words the train was held up indefinitely till two cars arrived from some place, and as a result patrons of the road were inconvenienced in respect to freight overdue. If the road was in competition with a road running smaller train there would be loss of revenue by loss of traffic.

There is a story to the effect that the Dominion Atlantic Railway management ran up against a bit of a problem a few days ago, but as usual proved equal to the occasion. It was a matter that involved national etiquette, and perhaps international, too, for that

matter, and no doubt had the affair been foreseen another way round would have been provided.

THE little story might well be named "What's in a name?" The tale as it came to me is that when the big viceregal train was ready to leave Windsor the other day, it was feared the locomotive "Byng" might not be able to make successful negotiation of Falmouth grade with it, and it was decided to add a pilot engine to the power, and as no other was available it was necessary to use the "Governor Cox," the locomotive named in honor of the Massachusetts, representative of the President of the United States in connection with his recent visit to the Land of Evangeline, and it was just there the question of national etiquette came up and was disposed of. It was hardly in keeping with national dignity to have the railway tour of the representative of George V. through British territory, headed by a locomotive bearing the name of a foreign potentate, no matter how friendly the relations between the two countries, especially in view of the fact that the rear locomotive of the train was named "Byng". To have the "Governor Cox" pilot the Vice Regal train through British territory would be on a par with setting the Stars and Stripes above the Union Jack on British possession.

However the D. A. R., management was equal to the occasion, and had the name Governor Cox, removed from the locomotive, and immediately replaced as soon as the grade stunt had been performed. It might be suggested that the act might be displeasing to the United States, but certainly not in official circles where national etiquette is understood. By naming a locomotive in honor of Governor Cox, the Dominion Atlantic management bestowed honor on the visiting governor from across the line, even if the name remained on the locomotive but a day.

Then, too, depend upon it a locomotive bearing the name of a foreign potentate could not take precedence, or part in a presidential train, or a train of government official class in the United States.

By the way Governor Grant, of Nova Scotia, visited the United States not long since, but no person heard of a locomotive being named in his honor, and as far as most people know there was not municipal, state, or national recognition of him.

The incident referred to does not in any way detract from the honor bestowed on Governor Cox, by the Dominion Atlantic Railway management, it is all to the credit of the

management as the instigators, and to Canada a participant in the thoughtfully pretty act. However, in our bestowing of international courtesy, and honor let us not forget our national dignity, and from that standpoint the incident referred to was quite proper.

NOTES BY THE WAY

THE veteran C. N. R. police officer, Barney Dunn, Halifax, Mrs. Dunn, and their two daughters are away on a vacation trip to the upper provinces.

Edward Ryan, of the staff of the C. N. R., car ferry Mulgrave, was a recent visitor in Moncton.

W. U. Appleton, general superintendent Atlantic District, C. N. R.,

was a recent visitor in Halifax, on official business.

The C. N. R. police who accompanied the harvest excursion train as far as Quebec, returned to their home stations Sunday night.

Ballast for the Short Line, is being hauled from the Westchester pit via Oxford Junction.

The various superintendents of the Atlantic Region of the C. N. R. were in Moncton, this week conferring with the general manager in respect to the autumn time table.

Passenger traffic over the Midland Division, of the D. A. R., is quite brisk.

Owing to placing of ballast train another special crew was recently set up at Truro.

*Locomotives Governor Cox
Byng.*

*Halifax
August 8, 1923*

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(By Links and Pins)

RECENTLY I called attention to some complaints respecting Midland Division, of the Dominion Atlantic Railway connections at Truro, and Windsor. In doing so I stated that I had no doubt the management of the D. A. R. was up against difficulty in connection with the matter, and some investigations I have made show that I was right in my surmise. I believe now that the management is doing the best possible under the circumstances.

The connection at Windsor in the morning with the main line train of the company, west bound is, because of the boat connections at Digby, every day to St. John, and the Boston boat two or three times a week, important.

Regarding the connection at Truro, there is a margin of 25 minutes between the night train from Sydney, and the departure of the D. A. R. train, and a 10 minutes margin between the arrival of the night train from St. John, and the same D. A. R. train. In addition to this the conductor of the D. A. R. train has authority, when there is sufficient exchange traffic to warrant it, to hold his train beyond the scheduled time to make connection. In case the C. N. R. night trains are running late, and on a recent occasion waited 25 minutes on the train from Sydney. That makes it appear that the D. A. R. was doing its part to accommodate exchange traffic from the C. N. R.

Regarding the east bound D. A. R. train connection at Windsor, I find that it is only on rare occasions that the Midland train does not wait, some times for hours. When it cannot be made convenient to hold that train, every effort is made to connect at Windsor Junction, with the C. N. R., and this is done without extra cost to the transfer passengers, that is the D. A. R. pays the cost of the extra mileage between Windsor Junction and Truro, as compared with the mileage Windsor to Truro.

I RODE one hundred miles or so on the Ocean Limited a few days ago. If I am not mistaken it was a fourteen steel car train, and was hauled by one of the big new locomotives, and notwithstanding that I am accused of not knowing anything about a locomotive, especially one of the "biguns", I am nevertheless going to express an opinion as to how 6008 performed on that occasion.

In the first place I am going to say it ran as smooth as oil, and as steady as a clock. They do occasionally, at least, take the slack in getting away, but rapidly gather speed, and hold it in a satisfactory way in respect to ordinary grades. It did the first part of Londonderry grade in jig time, but by the time the curve, south of Londonderry, was negotiated, believe me, the speed was not 35 miles an hour, or twenty, nor was it twenty when the top of the mountain grade was reached at the south end of Folley Lake.

That grade and its curves can make the best locomotive ever built short of wind. Dorchester grade was made in more than record time, that is in comparison to the way other classes of locomotives can make it. Between Painsac and Moncton, 'Bob' Lindon hit her up to a mile a minute for a few, as we were a bit late, but there was no unpleasant sensation, the train was running as steady as a grandfather's clock. No doubt, about it a 295 ton engine is a great train stealer. I repeat what I have previously stated in respect to

eer, who has widely traveled on the American continent, stated the other day that they were the finest appearing locomotives he ever saw, and that he had no doubt they were as good as they appeared to be.

The fact however that they are superior machines, does not alter my opinion that big locomotives, and big cars, and trains are not profitable, and in respect to freight not capable of quick despatch.

NOTES BY THE WAY

CONDUCTOR James McKenzie, of the D. A. R., recently visited friends in eastern Nova Scotia. Shubenacadie station on the C. N. R. has been newly painted. What is needed at that place is a new station building, and there should be new ones at Brookfield, Stew-

lacks, and Elmsdale, as well. The locomotive of the inbound New Glasgow, struck and killed a fine cow near Stewlacks, Saturday, the property of Mr. McLeod, of that place. When Engineer Luther Starratt saw the cow, he began to sound the whistle, and slowed down, and the animal walked off the track, but when the pilot of the engine was near the spot the cow suddenly turned back onto the rails. The buffer caught it on the hinder part and hurled it into the ditch, apparently breaking its neck.

The railway people are very much pleased with the quality of ballast being taken from the Westchester pit.

Those railway employees who were transferred from Moncton, to the headquarters of the C. N. R. in Montreal, and who owned, or partly owned property in the first named place, did not lose anything by the transfer. Sir Henry Thornton, and his board dealt very decently with them in respect to the matter, took all the properties over at actual cost. It is said the transaction amounted to about \$100,000, and it is understood the board has already disposed of a good many of them at cost, and no doubt that in due course they will fully recoupe the outlay.

Suitable cars for grain shipping are being sent west from the Atlantic region.

THE RAILWAY WARD

TRURO, Aug. 13--The town council was prompt in acting on the suggestion of this department of The Halifax Herald, that a light be placed at the junction of Brunswick and Cottage streets. It put in a

welcome appearance last Friday night, much to the satisfaction of the residents of that part of the Railway Ward.

Perhaps if we asked the council for reasonable things in its gifts we would have less cause for grumbling. It is scarcely reasonable to expect the council to anticipate all our civic needs. It is but natural that we ask for some things, because we know more of the need in our particular locality.

John Chisholm, Western Union Telegraph lineman, is about completing a rather fine looking residence on Burnyeat street.

Miss Irene Robbins, of the Royal Bank of Canada staff, Halifax, spent the week-end with her parents, Mr. and Mrs. Alexander Robbins, Burnyeat street.

Mrs. Fisher, wife of George Fisher, the well-known C. N. R. trainman, and family, are spending a vacation in Cumberland county.

August 16, 1923

RAILWAY HERALD

is conducted by an
wayman (for the
the Maritimes. The
railwayman's views
is the
side of the case.

aks and Pins)

grateful if each of
it railway organiza-
send me details of
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way people permit
to go unchallenged
the vast majority of
I be inclined to be-
are true.

Hallifax Board of
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e much headway in
sping the idea that

God helps those who help them-
selves.

In respect to port situation,
Providence did much more for
Halifax than for St. John, but evi-
dently appreciative of what they
had in that respect, the people of
the latter place got busy and
helped themselves, with the result
that they now have a satisfactory
port business built up, and taxed
themselves for much of the cost,
while Halifax apparently, like
Micawber, has been waiting for
something to turn up, with the
result that they have about lost all
they did have.

If the railway people agreed to
work for nothing it would avail
Halifax little in respect to getting
more port-business, for it would not
overcome the mileage advantage
Portland has over that place. In-
stead of passing resolution calling
for reduction of pay of railway
wage employees, the Halifax Board
of Trade should suggest a way to
the government to overcome the
mileage handicap against their port
in favor of the United States port,
Portland. They might consider
suggesting, based on Maritime
rights in the Intercolonial Railway,
the making of a free zone between
Montreal and the Restigouche
River, thus placing Halifax, St.
John and Portland on equal mileage
in respect to Canadian export and
import traffic. Surely Halifax and
St. John are at least entitled to
equal privilege with Portland in re-
spect to handling Canadian import
and export traffic. If Portland were
in the same position regarding
United States import and export
traffic as Halifax and St. John is

respecting Canadian imports and
exports, depend upon it the Can-
adian ports would be shut out at
any cost, it would be seen to that
Portland got it all.

Halifax has a good case, all that
is necessary to win out is to appeal
to the government along lines that
all Nova Scotians are united on,
and Maritime people generally, too,
for that matter.

Picking a quarrel with work peo-
ple over wages is not the way for
Halifax to get that united support
so necessary in the struggle for
greater port business.

NOTES BY THE WAY

GENERAL Superintendent L. S.
Brown, Atlantic Region, C. N.
R., visited the eastern division last
week, going as far as Sydney.

The Ocean Limited leaving
Truro last Saturday for the west-
ward, was composed of fifteen cars.
Those that were passenger were
crowded to capacity. The train
was hauled by one of the new loco-
motives, 6007, and it was a test
load for the big one. General Su-
perintendent Brown was aboard, en-
route to Moncton.

C. N. R. Trackman Joseph Mc-
Lean, Truro, is off duty, suffering
from an injury to his back he re-
ceived while about his duty track
inspecting last Sunday.

Another locomotive for the D.
A. R. from the C. P. R. Montreal
shops arrived at Kentville Satur-
day evening in charge of Engine-
man Currie, who took it over at
St. John. It is a fine looking freight
service machine.

What is this report going the
rounds to the effect that an in-
spector of conductors has made ap-
pearance at Moncton?

Parts of the Midland Division of
the D. A. R. are being newly bal-
lasted.

C. N. R. station master T. B.

(Advertisement)

Change of Water Change of Diet Change of Climate Cause DIARRHOEA

Mr. Fred Palmer, 217 Dalhousie
St., Brantford, Ont., writes:—"When
I first went out to the North-West
the water played havoc with my
bowels, and being in a remote spot
I could not get anything to give me
relief for any length of time.

I wrote and told my wife about
the time I was having and she sent
me a bottle of Dr. Fowler's Extract
of Wild Strawberry, and I cannot
speak too highly of it for what it
did for me.

Whenever the children have any
bowel trouble from eating fruit or
drinking strange water, which they
have done for the past five years,
living in the country, the only reme-
dy we use is 'Dr. Fowler's', and
nobody should be without it as it
cannot be beat for instant relief."

Dr. Fowler's Extract of Wild
Strawberry has been on the market
for the past 78 years, you don't ex-
periment with new and untried
remedies when you buy it, but be
sure and get 'Dr. Fowler's' when
you ask for it as a substitute may be
dangerous to your health.

Price 50c. a bottle, put up only
by The T. Milburn Co., Limited,
Toronto, Ont.

September 4
1923

RAILWAY HERALD

columns is conducted by an
is railwayman. For the
from of the Maritime. The
the railwayman's views.
ALLWAY HERALD is the
yman's side of the case.

By Links and Pins.)

VILLE, Sept. 14—Kentville
regular railway town with
agricultural backing and re-
the latter why should it
tuated as it is in the garden,
of the garden of Nova Sco-
Cornwallis Valley.

50 years, or will be next
since it appeared on the
a railway center, and then
a small way as the head-
of a system extending only
ndor to Annapolis, but now
center of a system extend-
length of Western Nova Sco-
Halifax to Yarmouth, with
branch line, one of those
connecting Truro and Wind-

years under modern man-
it has become a modern
d is still travelling abreast
lway times, but it was not
ad in particular I set out
about, but rather briefly
ile as a railway town, true
y large town, but neverthe-
p-to-date town.

members of the town coun-
employees of the Dominion
Railway, the Mayor, A. H.
er, is chief accountant of
l, and one of the Council-
L. Hoop, is a locomotive
and another Daniel Mc-
a conductor, and each is
r important committees.
hoop is one of the School

chestly, gives to the town
that careful attention and
at has made him a success-
lway office. He is a clop-
f civic economics, of mun-
ernment generally and I
um said in saying that the
generally appreciate his ser-

He like all, or most other
centers in the Maritime
never had what is com-
lled a boom, but it has had
ll having what is better—
perous growth.

years ago the population
How it is heading in the
of the four thousand mark,
third of the population is
of railway men and their

ages and some supplies
are the Dominion Atlantic
pays out annually, that is
went rate \$400,000 if in-
more, and as a result to-
th the trade that comes
surrounding prosperous
riots there is a large vol-
usiness done in the town.
ment one steps from the
he station one is impressed
optimism of the people.
an air of get up and go
get it abroad. It is more
it is solid hustle.
rets are broad and laid off
right angles. There is a
half of paved roadway,
al miles of concrete side-

walk. The thoroughfares are kept
in good order, clean and tidy
white wings being employed for that
purpose. The stores are well
housed, and present a bright and
attractive appearance.

There are a few small industries,
and the fruit warehouses furnish
a great deal of employment. The
sanatorium is also a good business
asset.

Regarding attractions from the
tourist standpoint Kentville cannot
be excelled, but I have no data to
write from that standpoint at this
time. My object is to briefly refer
in the limited time at my disposal
to the place as a railway centre, the
home terminal of some of the cleve-
rest rail workers in Canada.

Here, as in Truro, Moncton and
other railway centres, many of the
railway men own the most com-
fortable homes; finest residences in
the town, which, here as elsewhere,
goes to show that if in recent years
the employees received fairly de-
cent wages they made good use of
them. I know for a fact that at all
railway centres of late years the
railway people helped to build them
up; that is, there home towns, but
enough along that line for the pres-
ent.

I saw more evidence today of the
good feeling between the D. A. R.
management and the ordinary em-
ployees of the road, and to me it
looked like a case of "say it with
flowers." D. L. Deerom, the gen-
eral master mechanic of the system in-
vited me to go up to the round-
house, and the shops, and as I
drew near to them I noticed culti-
vated flowers growing in profusion.
Imagine if you can, the men at
work in the machine shop only
having to look through the open
door of the building to gaze on a
very large bed of flowering plants
reflecting all the colors of the rain-

bow, and there too were beautiful
flowers right by the roundhouse
door, and by the side of the turn-
table in the open. It was a case of
men working amid beautiful flow-
ers. Mr. Deerom said it was an
experiment that had turned out a
success. He said that when the
flowers, or the plants were first
set out by a florist he was told they
would not grow under such circum-
stances, but they did, and to such
proportions, and so beautiful as to
surprise every person, even himself.
It was said the coal gas would kill
the plants, but it had not, on the
contrary they thrived in it. Mr.
Deerom said the only thing he had
to protect them from was escaping
steam from the cylinder cocks of
passing locomotives. He said the
men employed about the shops, and
the roundhouse appreciated them,
indeed were proud of them.

It is certainly something new in
respect to treatment of employees
by employers for it is seldom the
latter hand the former a bouquet.
Yes, to me it was a case of "Say it
with flowers."

Mr. Deerom, also took a good
deal of pleasure in showing me a
car he recently had fitted up for
the purpose of giving practical les-
sons in conservation of coal. The
car is fitted among other things
with a first class picture machine
that throws answers to questions
asked on a screen, along with dia-
grams illustrating the answers, dif-
ferent kinds of coal are on exhibi-
tion and the heat capacity of each
brand is explained. Engineer
Grover Cleveland, is in charge of
the car and goes over the system
in it giving the boys instructions in
fuel conservation. At Kentville,
the sessions are held at stated
times, and occasionally an expert
happens along and gives a talk on
the subject. Mr. Cleveland has full
authority to order changes that he
thinks will result in the saving of
fuel.

NOTES OF THE NEWS

CONDUCTOR Addie Nichols, who
was off duty for some time

here recently resumed, but is now,
along with Mrs. Nichols, about to
leave on a two months' vacation
trip during which time they will
visit California and other points in
the United States and British Col-
umbia and other parts of Canada.
There many friends with them a
pleasant journey, and safe return to
the home land.

The D. A. R. expect to take
2,000,000 barrels of apples out of the
Valley the next six months. Ship-
ments have already been begun.
There was a double header train
went to Halifax this week.

A large shunting engine for Kent-
ville yard, is enroute from Mon-
cton.

General Manager Graham, and
Train Master Ely, went over the
Midland Division this week on a
motor trolley inspection trip.

TWENTY YEARS IN PRISON

MEXICO CITY, Sept. 14—Jesus
Salas, the confessed leader of
the band which ambushed and killed
Francisco Villa and four of his
companions in the outskirts of Pasa-
ral last July, has been sentenced to
twenty years' imprisonment.

Kentville yard
engine arriving

SEPTEMBER 15, 1923

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen and mariners. The views are his own and do not necessarily represent the Railway Herald or the Railwaymen's Association.

(By Links and Pins)

THE following seems to indicate that instead of submitting to a reduction of wages some railway men at least are figuring on an increase. I quote as follows:—

"CHICAGO, Sept. 11.—At a joint meeting of the four associations of general committees of the Brotherhood of Locomotive Firemen and Engineers, held here last week, two days were devoted to a careful study of the wage question as it affects the men under the jurisdiction of the brotherhood.

As a result of these deliberations a decision was reached that upon expiration of present contracts, the general committee on each railroad will be authorized to negotiate with their respective managements for a wage increase which would restore the rates of pay in effect under Decision No. 2 of the Railroad Labor Board.

This in substance would restore to the men the wages taken away by the board's decision (No. 147) in July, 1921, which all railroad organizations at that time contended was unjustifiable in view of the fact that railroad wages during the war had not kept pace either with the cost of living or with wage advances in all industries other than railroads.

This movement agreed upon by the B. of L. F. and E. embraces all railroads in the United States and Canada, as the men on every railroad were represented at the meeting.

In addition to handling the wage question each of the four associations of general committees—the western, the southeastern, the eastern, and the Dominion of Canada—elected officers for the coming year.

President D. B. Robertson came from Cleveland to attend the sessions.

The Switchmen's Union of North America, at the request of President T. C. Caschen, held a similar meeting and decided on a program very much the same as that of the B. of L. F. and E. It will affect all men in yard service who are represented by the Switchmen's Union.

Inasmuch as the agreements held by these two organizations with the railroads do not all expire at the same time, the wage movement will not be conducted on all railroads concurrently but will be taken up with each management as the agreement expires on that particular railroad.

It seems mighty strange that because one contends for full recognition of the terms of Confederation as they apply to the Maritime Provinces in respect to the Intercolonial Railway, there are those who accuse one of propaganda to the effect that that road be handed over to a private corporation, the Canadian Pacific Railway Company. I think it is the concern that is accused of wanting it.

Those who level a charge of that kind against this department of The Railway Herald are either ignorant of the facts or they do so wilfully for the purpose of premeditated misrepresentation. In the first place so far as I am concerned I have no knowledge that the C. P. R. want the I. C. R. and in the second place I am for the present at least, and I think for all time opposed to handing that road over to any private corporation.

I am not one of those that believe that government ownership and operation of railways in Canada has proved a failure. It seems to me that handing the C. P. R., the government-owned and operated railway, the Intercolonial, operated successfully than company roads that go up to 1918, or 1919. Up to that time the government road did not have very large deficits, often made ends meet and sometimes there were surpluses, but since then, since it was hitched up to next to defunct company roads, the financial showing has not been as satisfactory, and particularly since it was robbed of a part of its mileage from River

by a general manager solely responsible to the minister of railways, and of course to the government, and finally to parliament, in short under the original plan of management, and that its entire management be centered in Moncton.

I do not think that can be twisted into propaganda for corporation control of the Intercolonial.

NOTES BY THE WAY

MRS. McDONALD, wife of Conductor Murdoch McDonald, of the C. N. R., was in Truro for Boston, to visit her mother Mrs. Macdonald, and other relatives.

Another locomotive from the Angus Shops, Montreal, for the D. A. R., arrived at Kentville, this week.

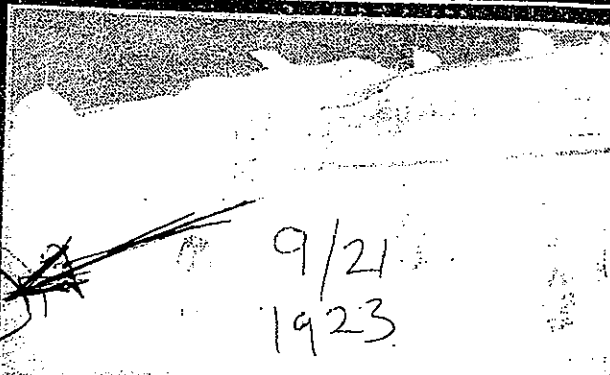
As a result of Conductor G. I. Kennedy, Truro, leaving from the C. N. R. service, because of ill health, there are some changes in the yard staff at that place. Mr. Kennedy, who was day yard master is succeeded by Conductor Harry Baker, who was night yard master, and Conductor George Logan, succeeds Mr. Baker.

Mr. Stevens, C. N. R. track carpenter, was seriously injured at Windsor Junction, one day recently. He was cutting limbs from a tree on the platform that were interfering with the semaphore, when one of them broke under pressure of his weight and he fell head first to the ground breaking his nose, and beside a fence picket pierced the fleshy part of one of his legs. Dr. Morton of Bedford, was called in attendance.

The annual elections in connection with the Intercolonial Railway Employees' Insurance Association, are on. The Truro district candidates are: For secretary—William Byers, and Joseph Gasper, both of Truro.

For Board Members: I. L. Barnhill, R. N. McDougall, A. A. Fisher, R. H. Phinney, and Arnold Mc-

HIS PET ENGINE



"Bully" Gunning and one of the new engines, No. 6007. "Bully" is proud of the engine, especially since he recently made up 15 minutes right in the boss of the Iron Stoker, Fireman James Wilson. Both men live in Moncton. The locomotive could not be photographed in full, as a box car stood in the way.

Lellan, Truro, and W. A. Langille, Valley. Messrs. Byers, Barnhill, McDougall, and Fisher, are offering for re-election. Engineer Archie Phinney, and Mrs. Phinney, Truro, were visitors at St. Margaret's Bay, the last issue of the Railroad Trainman's Journal. This week.

September 21, 1923

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwaymen's views. THE RAILWAY HERALD is the Railwaymen's side of the case.

(By Links and Pins)

THE opinions of politicians published in The Halifax Herald, respecting Maritime Rights were interesting and would have been more appreciated if it could have been recalled that they flashed in the house of commons on the question as brilliantly and independently as they do in the press, and on the hustings when seeking votes. It is recalled these day that in respect to Maritime Rights our representatives at Ottawa, of all shades of politics are strong for it till it effects the interest of their party, when they become a bit weak in the knees. If they stood for the peoples' interest as against party interest they might accomplish something. If Maritime representatives stood shoulder to shoulder and demanded justice for the Maritime Provinces, irrespective of party, or party interest they could accomplish something.

There is a report that James Bain, Superintendent of the Halifax and Southwestern Division of the C. N. R., will take six months vacation, after which he will retire from the service. He has been a long time railroading, and has made a success of it. It is presumed that J. T. Hallissey will take charge of the amalgamated districts.

The rumor is again current that as soon as the large new locomotives can be turned at Halifax, they will run between that place and Newcasle, with one crew. The distance is 445 miles.

The through expresses on the main line of the Dominion Atlantic Railway these days are very large. Some days as many as fourteen cars are run. The express-business is very heavy between St. John and Halifax. The spur-track at Digby has been extended out onto the wharf, and the express goods are unloaded direct from the steamer now into the cars.

ANOTHER of the old guard of Nova Scotia railwaymen peacefully passed over the great divide into the haven of rest, Wednesday night, William McLean, for many years locomotive foreman at Truro. He was a son of the late Mr. and Mrs. James McLean, and was born in Truro. When in his teens he entered the service of the Nova Scotia Railway as engine-cleaner in his home town. In due course became a fireman, and was promoted to driver. About the time the I. C. R. was opened up he was appointed night foreman of the roundhouse at Truro, a position he held to the satisfaction of all concerned for about twenty years, when he was promoted to day foreman and continued in that position till he retired on superannuation quite a few years ago. Two years ago he met with an accident from which he never fully recovered. He was a man of splendid parts, liked and respected by all who knew him. Had he lived to the 30th of this month he would have been 73. He is survived by his wife and four children, three daughters and a son. The daughters are: Mrs. J. W. Swan, Wentworth, Mrs. A. Swallow, New Annan, and Greta McLean, V. O. N. nurse, Truro. The son is John W. McLean, C. N. R. locomotive engineer, Truro.

The funeral will take place Sunday at 2:30 p. m. from his late residence Brunswick street, Truro. Mr. and Mrs. James R. Fisher, of Medicine Hat, are visiting their old home town, Truro. Mr. Fisher was a former I. C. R. engine man who went west and joined the C. P. R., at the Hat in 1883, and last year retired on superannuation, with a splendid 40 years service record. Con-

ductor J. R. Fisher, and H. C. Fisher, of the C. N. R., Truro, are brothers. Mrs. Fisher, is a sister of Mrs. John Philney, Truro.

The Boston Post of a recent date carried a picture of two huge tomatoes, grown in the garden of Mr. and Mrs. J. E. Wiles, 124 Vessel street, Wallaston, Mass. The two tomatoes weighed four pounds. Mr. and Mrs. Wiles, who are 83 and 81 years old respectively, are natives of Bridgewater, Nova Scotia. James E. Wiles, locomotive engineer C. N. R. Truro, is a son of the grand old couple.

Deep regret is expressed along the C. N. R. where ever he was known in respect to the very sudden death of Fireman Donald Gordon, of the New Glasgow local between Truro and New Glasgow, at his home in Stellarton, Thursday. He went with his engine from Stellarton, to New Glasgow to go out on his train Thursday morning. Waiting for the time to leave he went out onto the running board to wipe off the boiler, returned to the cab and complained to the engineer "Billy" McLean, that he had a severe pain in the top part of his chest. He accompanied the train to Stellarton, and was relieved from duty, and a doctor was called, who expressed the opinion that he would soon be better, but in less than two hours he was dead. He was a native of Glenegarry, Pictou county, and was well liked by all who knew him.

William A. Buchanan, a prominent cable operator, and manager who has served many years in South America, and whose headquarters are at present in Brazil, is visiting his father, ex-C. N. R. track foreman, Samuel Buchanan, his mother, and his sister, Mrs. William Orr, in Halifax. Mr. Buchanan, is a graduate of the W. U. T. office Truro. Many old friends this way were glad to meet him again.

Sixty employees of the car shops Moncton, have received notice that

Halifax

SEPTEMBER 22
1923

THE RAILWAY HERALD

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(By Links and Pins)

A PROMINENT brotherhood man writes me to pay no attention to the 8 by 10's that are heaping coarse abuse on me. He states that they cannot answer my arguments, and are therefore resorting to billingsgate. "The boys," he concluded, believe the crowd are the tools of certain higher up officials, who would silence you or any person else that has a good word to say in behalf of the working class, at any cost.

Another leading brotherhood man writes:—"Don't lose any sleep over the unfair attacks of a certain newspaper on you. The boys are with you all along the line."

Yet another brotherhood man said to me: "Stand to your guns. We will see to it that you are not put out of action. Your shots are well timed and are locating the Africans in the wood pile."

I may in reply say to my good friends everywhere, that I have not the least intention of retreating. There are some who think that I should go back at my assailants without gloves. They, that is those who are attacking me are merely indulging in coarse personal abuse, to which I do not have to reply in kind, because I am conducting my campaign from a higher plane, a plane that I intend to maintain. Those who at present are criminally attacking me, and I use the word criminally advisedly, for I am told I have good cause for legal action against them, are accusing me of being a mischief-maker. Let me right here challenge them to name one case of mischief committed by railwaymen as a result of any thing I have written, or orally stated, or as the result of any thing any person else has written, or orally stated. No greater insult could be offered the intelligence of Maritime railwaymen than to declare, or even imply, that any person can incite them to commit unreasonable acts, illegal acts. Never in the history of Maritime railways have employees of those roads engaged in a strike, or even threatened to strike. It is true that for thirty-six years I have written in my humble way along lines calculated to improve the working, home, and social conditions of Maritime railway people. I have worked with them to that end as best I could. I did so because, as a crippled railwayman, my heart went out to them and theirs in sympathy, and I am will-

ing to leave it to them to say if I ever in print or otherwise even infer that they engage in any unreasonable, unlawful act with a view to gaining what they sought by way of betterments. My writings—and again I use the words humble writings—have always been with a view to placing, as best I could, railwaymen's legitimate grievances before the public in the hope that their efforts might be better understood by the people as a whole and it is some satisfaction to be able to say that there is abundant evidence that my mite has counted for something in bringing about betterments that have come to railway workers and their families. I think railwaymen will give me some credit in that connection.

I DID not, thirty-five years ago, take up the work I have referred to for the sake of gain, and the proof that I did not is the fact that I am as poor now as I was then, and poorer for I am great many years older, but I have no regrets in that respect, for, after all, there is much reward in the knowledge that one has unselfishly done something to help better the conditions of fellow beings, especially those who, because of life-long circumstances are nearest, and dearest to one. I was born, so to speak, on the railway; I was brought up on the railway; I have been about railways all my life; therefore railway people are my people, and I shall spend the remainder of my days, as I have most of those that are gone, in the

humble effort to help them make their living and working conditions, still better, no matter to what extent or in what way I may be attacked for doing so.

Many times in the thirty-six years have I been told I was wasting my life helping to fight the battles of railway people, and work people generally. Often, too, of late, I have been taunted with the gibe that I would now be better off in this world's good had I directed my talents, such as I have, and my efforts in another direction—that is, if I had become a worshipper of the golden calf. However, I chose otherwise, and I have no regrets for having done so.

THIRTY-SIX years ago, railway workers were a poorly paid lot, and their homes and other conditions of living were in keeping with their humble wage. At that time boards of trade, and other forms of society took little notice of them.

However, the railway people did not despair. They organized and gave a part of their scant earnings toward carrying on work in the direction of betterments in wages, and other working conditions, and in due course succeeded in getting decent wages and other betterments, with the result that today they have comfortable, well-furnished homes, and a few luxuries. It would seem that some people are not pleased with the progress they have made in that respect, and would force them into the old conditions again by way of wage-cuts, and because I dare to say they are not overly paid, taking all things into consideration, I am made the target for a lot of coarse criminal abuse.

I am also abused in the same way because I enter objection to the wage employees being made to hear

the entire burden of economizing in connection with the C. N. R., and The Halifax Herald is also abused because it gives space for railway and other work people to present their case to the public.

But, "let the heathen rage." Who cares? I have faith to believe that right will triumph in the end.

THERE was considerable rush over the C. N. R. Sunday, of immigrant trains out of Halifax. One train was made up of ten pullmans, a diner and baggage car. Those aboard were well to do Irish people bound for New York. Conductor Duncan Gordon, of the Midland Division, of the C. N. R., who has been ill for some weeks at his home in Truro, resumed duty again Monday.

Another rebuilt locomotive for the D. A. R. from the Angus Shops, Montreal, arrived in Kentville, Monday. It is a fine-looking machine and was built in Glasgow, Scotland, in 1903.

OCTOBER 9, 1923

THE RAILWAY HERALD

10/15/1923

MONDAY, OCT

This column is conducted by an old-time railwayman, and the views are his own. The Railway Herald is the Railwayman's side of the case.

By Lines and Pins

IN railway circles at this time, all over the continent of America, interest centers in the wage increase that is being asked for. Regarding it, a despatch from Cleveland, the headquarters of at least two of the "Big Four" brotherhoods, says:

"The referendum taken by the Order of Railway Conductors and the Brotherhood of Railway Trainmen on the question of a national wage increase movement has resulted in large majorities on all railroad lines in favor of demanding the increase, report executives of the two train service organizations, who, with the officers of their regional associations, have just completed the canvass of the nation-wide membership poll. The announcement came at the conclusion of a three-day joint session of the conductors' and trainmen's executive conference presided over by President L. E. Sheppard, of the O. R. C., and Senior Vice-President W. N. Donk of the B. R. T.

"The wage increase asked for will be from 32 1/2 per cent on all railways in the country, which will bring wages for train service employees back to where they were before the famous wage slash ordered by the Railroad Labor Board on July 1, 1921.

The executives of the two organizations are immediately issuing orders to their general chairmen on all lines to endeavor to adjust the matter of more pay with the executive without the necessity of appearing before the Railroad Labor Board.

"THE Trainmen and Conductors feel that the rising cost of living and the present low level of their compensation in comparison with other branches of the service make their case so strong that they should secure the increased pay demanded without delay. The present movement is wholly confined to wages, and contemplates no changes in working rules.

"In addition to Senior Vice-President W. N. Donk of the Brotherhood of Railway Trainmen, and President L. E. Sheppard of the Order of Railway Conductors, the following regional association executives attended the three-day conference just concluded: M. S. Bogart, Order of Railway Conductors, chairman of the western association, and C. Bogue, Brotherhood of Railway Conductors, chairman of the eastern association, and J. J. Madden, Brotherhood of Railway Trainmen, vice-chairman; C. C. Horn, Order of Railway Conductors, chairman of the southern association, and H. M. Cousins, Brotherhood of Railway Trainmen, vice-chairman.

"The Engineers, Firemen, and Switchmen are also proceeding with similar wage movements, in accordance with the method outlined at the Chicago conference.

"Grand Chief Warren S. Stone of the B. of L. E., and President David B. Robertson of the Brotherhood of Firemen and Enginemen, have both issued instructions to the chairmen of general committees of adjustment on all railway systems to proceed with negotiations for increased pay schedules upon the expiration of existing contracts. Since most of the important agreements of the engine service employees with the railway companies expires from October 1 to December 1, immediate action will doubtless be taken by the general chairmen of both Brotherhoods. In the majority of cases they will act jointly, under the terms of the Chicago joint agreement.

"In accordance with the United States Railroad Labor Board's interpretation of Title III of the Transportation act, it is necessary for the union executives and the railway managers to endeavor to reach an agreement on individual points before carrying the matter to a regional conference or to the Labor Board. Hence both the railway executives and the officers of the transportation brotherhoods are active in carrying their differences before the Railroad Labor Board, they will doubtless exhaust every possible effort to reach an agreement by local or regional conference."

NOTICE BY THE WAY

It was dealing with the budget, not a new, thin table that the district support, "several" "Washington Post" week, though it is noted that good authority there will be another budget table issued the end of the present month.

A pathetic feature in connection with the death of locomotive engineer Ben Yould, of the Dominion Atlantic Railway, Kentville, is that his funeral took place on the third anniversary, October, 12th, of the death of his only son who was killed in the wreck on the Midland railway

In 1920, the day of the month mentioned. The train was a double header bound to Windsor, and the young man was fireman of one of the locomotives. The accident was caused by the encountering of a cow lying on the track. The father never fully recovered from the shock caused by the death of his splendid, and only son. Ben Yould, whom I knew from the time he was a child was possessed of those attributes that go to make a fine man. In connection with the death of Mr. Yould, General Manager Graham again exhibited that touch of humanity that makes the staff of the Dominion Atlantic akin. Mr. Yould died in the infirmary, and Mr. Graham placed his private car at the disposal of the bereaved to convey themselves and their beloved dead to the home town, Kentville.

Eleven men were laid off from the

shop staff of the C. N. R., at Bridge-water last week-end, about fifteen at Truro, and the first of the month more than fifty were laid off at Moncton. It is understood the cut was general all over the region.

Traffic is very brisk on the Musquodoboit Railway. They say it is an almost every day occurrence to have a full train of passengers and freight to arrive at each terminal, picked up by the way. There can be but little doubt but that that road is more than paying its way.

T. W. Hennaway, assistant master mechanic C. M. E., Truro, and Bridge-water divisions, made his first official trip over the Musquodoboit railway last week, and was well pleased with conditions in his department as he found them.

M. A. McLeod, Point Tupper, who recently retired as C. N. R. round-house foreman at that place, was a visitor in Halifax last week. Old friends all along the line were glad to see him.

H. W. Greenough, Dartmouth, ex-

C. N. R. car inspector good old guard, was welcomed visitor at the annual a few days ago.

Work in connection with the new division Halifax is still going on to indicate that the project is not definitely off.

Halifax

OCTOBER 15, 1923

THE RAILWAY HERALD

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(By Links and Pins).

THE officials of the Dominion Atlantic Railway are not arm-chair railway generals. They are members of the rank and file of the staff when there is work to be done. For instance, last Saturday morning Lauris Ella, the train master, and two assistants, left Kentville at 4.30 for Truro, on a track cycle, to meet General Manager Graham, who went up on the first C. N. R. train from Halifax, and together they went back over the Middleton Branch on an inspection trip.

Mr. Graham has an official car and could have used it for the purpose of making the inspection, but that is not their way of doing business. He went along in a way that he could make an inspection—a thorough inspection.

The C. N. R. system is to have officials, other than managers, or superintendents, do that sort of work; you see the C. N. R. has officials galore—and then some. That road is as highly officiated now as it was in war-time when the working staff was not more than sixty percent, as great as it is at this time. Many people are old-fashioned enough to believe that if the operating staff is not more than sixty percent, as great as it was in war-time, the official staff should at least be some less; and they cannot understand why it is not, especially in view of its financial standing when even the lowest paid of the working staff have been compelled to contribute something toward reducing operating expenses.

MONCTON train dispatchers were riding freight trains between that place and Truro last week, familiarizing themselves with road conditions. It is a good idea. They learn just where the passing tracks are located, and conditions, such as grades and curves, surrounding them. As a result of such knowledge they should be in position to move trains with more confidence, therefore more expeditiously. It certainly is a good idea, putting as it will engine and train men and themselves in possession of knowledge, necessary to all of them in the performance of their joint duty.

It is sincerely hoped that the prediction of high-up C. N. R. officials that there will be a great deal of port business at Halifax this winter will materialize, but the disappointing thing about the predictions is that the anticipated traffic is subject to the will of the shippers, chiefly western and upper provinces people. Experience has taught us to believe that is not encouraging, but let us hope that those people are undergoing a change of heart in respect to the Maritime Provinces becoming more kindly disposed toward us.

Well we shall see.

THE Railway Association of Canada was to have given an answer last Saturday to their employees' request for an increase in wages. I am fearing, judging from the reply the trackmen got to their request that the answer will not be just encouraging to the employees. But one thing is certain, and that is that there must either be wage increases or reduction in the cost of living. There is a somewhat peculiar

situation respecting the running of trains on the Halifax and South Western. When the present time schedule of the C. N. R. was made, the daily train between Halifax and Yarmouth, was put on to run three days a week express, and two days mixed. That arrangement was not satisfactory to the South Shore people and William Duff, M. P. for Lunenburg, was appealed to. Mr. Duff, took the matter up with the management, and succeeded in having the train run daily as an express, which naturally left the train two days without a timetable, but the difficulty was overcome by the dispatcher, probably the chief, being instructed to make a schedule for the two days, entailing a lot of extra work because every employee, those at least having to do with the running of trains on that road, must be provided with a copy of the improvised schedule. This sort of thing will have to go on till a new general time table for the district is issued.

The arrangement is scarcely efficiency of the kind Sir Henry Thornton gave as a reason for the removal of the headquarters of districts from Truro and Bridgewater to Halifax. It looks as though the present time table had been shot full of holes, become like the Indian's gun, in need of a "new lock, stock and barrel."

NOTES BY THE WAY

C. N. R. Locomotive Engineer Geo. Miles continues very ill at his home in Truro.

The many friends of Conductor John V. McDonald regret that he is confined to his home in Truro, Ill., and hope for a speedy recovery.

Superintendent J. T. Halliway, who has just made an inspection of the Halifax and South Western, ex-

presses himself quite well with the condition of that line. Andrew McGrath, locomotive engineer on the Dartmouth and C. N. R., was in Truro last evening. Mr. McGrath accompanied his daughter, Grath, who is attending the College, home for the Thanksgiving holidays.

Mrs. Fields, wife of an C. N. R. engineer, Truro,

Halifax

NOVEMBER 6, 1923

THE RAILWAY HERALD

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(By Links and Pins.)

WE may as well take the medicine and look pleasant. In a way, we consented to it being prepared, so what's the use of making wry faces over the dose?

I refer to the present system of managing the old Intercolonial Railway. We can change it by and by if we find it is not doing us good, and try something else, but if on the other hand we find it is doing good of course we will continue it.

Personally, I do not think it will cure our railway ills, that is the railway ills of the Maritime Provinces. Just at present "Who'll be Canadian railway king but Henry?"

History does repeat itself, there have been other King Henry's. The patent medicine fraternity went back to "Grandmother's Mustard Plasters," as an effective cure for certain ills, and I believe the time will come when the people of the Maritime Provinces will go back to grandfather's system of managing the Intercolonial. History says grandfather did not make a bad lot of managing the old road. The Maritime people were better satisfied with the road then than they are today.

THE winterport season is on. Have you seen a list of the sailings to and from Halifax? Do you recall how busy the good old port was during the late fall, the winter, and the early spring months, when the Intercolonial was operated without corporation road entanglements, operated under grandfather's system? It was a busy place those days, always something doing night and day. There were 21 special crews running out of Truro, at that time, engine, and train, and they were always busy. Traffic got quick despatch. Loaded cars were not held up 12, 24 and 48 hours waiting for engine tonnage at makoup points. It didn't require two days for a consignment of freight to get from Truro, to Londonderry, or Stewiacke, a distance of 17 miles each way. Grandfather was more active than that, if he wasn't the politicians got after him and then there was something doing. You see grandfather was not a railway king, he was just a plain capable railway manager, capable and willing to serve the people, who at that time not only owned, but controlled the Intercolonial Railway.

The English mails, so called those days used to come, and go via Halifax and they got mighty quick despatch over the old Intercolonial. Oh, my, no, grandfather didn't do too badly at managing the old road, did he now?

THE Dominion Atlantic Railway, management have a new way or running double header trains over the Midland Division, Truro to Windsor, as a result of the large new locomotives that have come to that road. Double header is a train drawn by two locomotives, or a two locomotive train. Practising safety first one of the locomotives is placed in the middle of the train, this to avoid the weight of two locomotives being on a bridge at the same time. Some of the boys transferred to

Halifax from Truro, as a result of the amalgamation of the Truro, and Bridgewater division offices, are somewhat up against it. The fact is staring them in the face that it will cost them more to live in Halifax than it did in Truro, and as it took all of their salaries to enable them to get by barely clear in the latter place, they are at a loss to know how on the same salary they are going to get by in Halifax. A house that rents for thirty dollars a month in Truro, will cost them sixty dollars a month in the city, that is the same kind of a house but of course the management does not take that into consideration, and judging from what we have read the Halifax Board of Trade, and some others as well want the management of the C. N. R., to cut the wages of the employees.

I hear some employees of the C. N. R., who have been transferred from Truro and other places to other points, employees who own their residences at the points they have been shifted from are moving in the matter of having the management treat them the same as they treated those transferred from Moncton to Montreal, who were similarly situated respecting property, that is take the properties over at what they cost.

Well that seems fair. What is sauce for the goose in that respect should be sauce for the gander, so to speak.

They say hot boxes in respect to freight cars are quite common along the C. N. R., these days, and nights, too. I heard of a train developing nine between Truro and Halifax, recently, no doubt due to reductions in the car inspection staff. Hot boxes retard dispatch of traffic, because as soon as discovered the train must be stopped, and the blaze extinguished, and the box and journal cooled and re-packed, else there might be a serious accident, or wreck.

NOTES BY THE WAY

THE accounting department of the C. N. R., at Truro, is to be moved to Halifax, next Saturday. As a result of moving the divisional offices from Truro to Halifax, some clerks have been indefinitely laid off.

Owing to the change on the P. E. I. R., being off the track, the one at Halifax, was started out Sunday to go over and replace it. The one at Moncton, was too large to take across the strait.

Some of the boys employed in the superintendents office at Halifax, spent Sunday at their homes in Truro.

The people between Truro, and Sackville, better be alert, as the experts are still figuring on discontinuing No's. 17 and 18, the way

side expresses between the points.

The Ladies Auxiliary Brotherhood of Locomotive Engineers of Truro, are giving a b. Tuesday night, the 6th.

George Feetham, Sr., Truro locomotive engineer, retired superannuation, and Mrs. Fe

Double headers

NOVEMBER 6, 1923

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Mrs. Fields, wife of A. C. N. R. engineman, Truro.

Halifax
November 12, 1923

12/20/1923

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THE Toronto Globe recently stated that if the demand of the Maritime Provinces that all Canadian exports be routed by Maritime ports in winter were carried out the Grand Trunk section of the Canadian National in the United States would lose the hauling of much of the traffic that road now enjoys. Therefore, the people of the Maritime Provinces should not press their claim—which means that the people of these provinces should be content with the winter port business as it is.

I wonder if the Globe was speaking for the government? The Globe also points out that geography is against Maritime ports. I suppose if the geographical condition applies in respect to exporting, and importing too, for that matter, by way of Maritime ports, it also applies in respect to inter-provincial trade west of the Restigouche River; that we are too far from these markets to enter into

ductors stoutly contend that they are innocent of the charges on which they were dismissed from the service.

The view the public seem to be taking of the matter is that the whole affair should be aired in a constitutional court.

NOTES BY THE WAY

TRAFFIC continues very quiet. Harold Putnam, M.P., for Gloucester, informed me the other day that Truro station is to have a "red cap" messenger service, and that Isaac Willis, a bright young colored boy, son of Mr. and Mrs. Isaac Willis of that town, would be appointed to the position. Some such service was required at that place, but I think there is traffic enough there to warrant the appointment of two "red caps."

Ex-C. N. R. conductor John McLeod, Moncton, was in Truro, Monday night on business.

A danger from the Montreal shops of the C. P. R. has just arrived at Kentville for the D. A. R. It is a made-over baggage car, and is large, well-lighted and airy. The car is set up on passenger trucks

which makes it ride easy. Most if not all of the D. A. R. freight vans are also set up on passenger car trucks.

C. N. R. Police Officer Floyd, of Newcastle, was in Truro, Monday, returning from a visit to his home in eastern Nova Scotia.

A number of lads were convicted in the police court at Truro, Monday, on a charge of breaking into a freight car in the C. N. R. yard at that place, and taking goods therefrom. They were let off owing to their extreme youth, on six months' suspended sentence.

Halifax

December 20 1923

WAY HERALD

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the work is arduous and exceedingly dangerous, therefore I think it is sound to say they are entitled to some consideration at the hands of the public.

My friend says railway men, after certain years of service, and at a certain age are retired on pension at the expense of the public. He is quite correct in saying that after certain years of service, and at a certain age C. N. R. employees can retire on pension, but he is wrong when he states that the fund is entirely contributed by the public.

The facts of that case are these: In 1907 when The Intercolonial Railway Provident Fund came into existence the government agreed to pay fifty percent. of the upkeep, but not to exceed \$100,000 in any one year. In due course the claims exceeded \$200,000 a year, till last year it was at least \$250,000, so that the employees paid \$50,000 more than the people, as "Deep Sea Fishermen," puts it. This case is but another misunderstanding abroad in respect to working and other conditions of rail workers. When in due course "Deep Sea Fisherman," learns more about the working conditions and wages of railway employees he will understand they are not the favored class he and those he writes in behalf of seem to think they are. He says all roads do not lead to Ottawa for the fishermen. Sure not, for the reason that they unlike the railworkers are not the employees of the government and whom else would the rail people deal with in respect to wages and other working conditions but their employers? My friend tries to dodge my reference to the high price railway people are compelled to pay for fresh fish, by saying the deep sea fishermen salt their catch. It makes no difference, fresh or salt, the consumers pay the stiff price, and I am not blaming the fishermen, because I am sure they do not profit to the full in the high prices, but there are those who do, and it is with those people the fishermen should quarrel, not the railway people who pay the price asked. Regarding shipping to foreign markets, why not since by organization the fishermen own the fishing outfits, also by organization they deal direct with the foreign markets thus cutting out the middle men, and themselves profit by their, the middlemen's profits? Regarding the hardships and outlying expenses of the fishermen, my friend refers to I accept every word as fact, but railwaymen's wages have nothing to do with them. I repeat that if rail workers got less for their labor, fishermen would not get more for theirs. I think I am safe in saying that rail

workers would gladly co-operate with the fishermen, to the end that they the fishermen might be better paid. I am sure, as I have already stated, I would. Railwaymen are not to blame for fish being scarce some years, nor do they take credit for them being plentiful other years. Rail workers do not set the cost of living, consequently they do not set the price of fish.

It is true fishermen some times toll night and day and take no fish, but that does not mean that rail workers toll night and day without result. Because of the nature of their work they get results for their employers, therefore surely they should be paid for it. A fishing vessel leaves, say Lunenburg, goes to the fishing grounds, the crew toll all night and take nothing, and consequently get no reward because they are co-operative toilers.

A train and engine crew leave Bridgewater the same night and delivers a train in Halifax, return another train at the home terminal. They get results and being wage employees are paid for what they do.

That is the difference in the working conditions of railway people and fishermen.

Now "Deep Sea Fisherman," and myself, by writing in The Herald will gain no benefit, for either fishermen or rail workers, unless we advance ideas that if backed by public sentiment and put into practice will make two blades of grass grow where only one grew. Suppose I make a suggestion, or two, or rather ask my friend a question or two.

First, then, is he in favor of a bonus for fishermen? Does he think a pension scheme could be worked out for fishermen? Is he in favor of co-operative selling, as well as co-operative catching of fish? Now suppose we agree on the above, or some suggestions my friend might make and jointly seek public support for them so that they might be put into practice. It seems to me we could do more for fishermen in that way than by discussing comparisons of the remuneration of rail workers, and fishermen.

I am game to put up a fight for betterments of fishermen. What say you friend "Deep Sea Fisherman?"

The large new locomotives that came to the Atlantic Region, of the C. N. R., a few months ago, and that thus far have proved satisfactory in all tests, are about to experience a new one, and perhaps the most severe of all, that of snow fighting, or fighting snow. It is believed by engineers that while they can be kept going at a good rate of speed they will plow through stiff drifts, but because of being so large,

and haying so much under gear, if they once become stalled it will be hard to get them out.

The change of time did not bring restoration of the old milk train, between Truro and Halifax. The farmers these winter evenings, indeed nights, are plowing about the station digging their milk cans out of the snow, getting them home washed and filled again for the morning, the job in some cases lasting well on to midnight. No person need be surprised if the milk is conveyed to the city in auto trucks, commencing with the opening up of spring, if the road looses the whole business, which is said to be worth thirty thousand dollars a year.

NOTES BY THE WAY

Laurie Ellis, trainmaster, and Mr. Doerom, master mechanic D. A. R., are visiting New York and other parts of the United States.

That night service of the Dominion Atlantic Railway, between Halifax and Yarmouth, with sleeping car attachment, is very much appreciated, therefore well patronized.

Windsor is a busy junction of the Dominion Atlantic Railway. A noticeable thing at that place is the splendid service Stationmaster McDonald and his assistants give. The station-rooms are always clean, and otherwise comfortable.

One of the new flangers that recently came to the D. A. R., was in Halifax a few days ago, at the South Terminal, and was well spoken of by railwaymen who inspected it.

Gordon Berry, is now acting ticket agent in the C. N. R., office at Truro. Mr. Berry, is a first rate operator, and all-round station man.

Flangers

JANUARY 14
1924

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwaymen's views. The Railway HERALD is the Railwaymen's side of the case.

(By Links and Plus)
THE D. A. R.

KENTVILLE. Feb. 5.—A new time-table will go into effect on the Dominion Atlantic Railway Sunday next, the 10th, and will carry with it passenger and freight train reductions. The old Kentville-Halifax local, it is understood, will be run three days a week instead of six as now. The Cornwallis Valley and the Centerville branch line services are to be cut to three days a week. Freight train services on some sections of the system will be reduced to one-way a day, instead of a trip a day each way.

The Truro-Windsor express will leave Windsor at 4.30 p. m. each week day, instead of 5.45 p. m., as now and will arrive in Truro at 5.45 p. m. instead of at 8 p. m., as now. This it would seem means that this train will not connect at Windsor with the train from Halifax, as it does at present.

LAST autumn a new heating plant was put in at this place to heat the railway station and the general offices, the passenger cars in the yard and the Cornwallis Inn, and is giving splendid satisfaction. The company has introduced an innovation in that respect that spells real efficiency. To date for this heating not a pound of coal has been used, and the heating has been by wood, and that fuel consists of discarded sleepers, old fencing, and other wood refuse gathered from out along the line. I understand Manager Graham one day went out with a crowd of men to gather refuse wood, and returned at night with twenty carloads. This wood is cut the right size by an electric power saw, and bound into handy faggots for speedy feeding into the furnace. Next summer the discarded sleepers will be conveniently piled a few inches from the ground so that they may dry, and also be easier loaded by means of a stung chain, a whole pile to be taken aboard at one time.

That's the right kind of economy. On the government road refuse of that kind is destroyed. The management won't use it, nor permit any person to have it for personal use. Even if the management did not want to use it, or could not, it could be gathered, prepared and sold for fuel. Thousands would be glad to buy it at a reasonable price.

NOTES OF THE NEWS

MANAGER G. E. GRAHAM is in Montreal.

Mr. Deerom, master mechanic of the system, who along with Trainmaster Laurie Ellis, visited some United States roads recently, is making a change in some locomotives with a view to saving fuel.

Mr. Barnaby, foreman painter in the car shop, is putting some extra touches, assisted by his staff, in connection with the parlor cars that will be used next summer as part of the "Flying Bluenose."

William Young, locomotive engineer, who retired from the road service about a year ago, because of defect in one ear, is now round-house foreman and hostler at Windsor.

As a result of cutting the train service, quite a number will be set back and others laid off, but it is not for long, as it is expected spring business will be brisk and will set in early.

The Midland way-freight has been reduced to one trip a day. It is said this train will run every day one way. If so, it means a night lay-over at Windsor, instead of a turn round as now.

THE C. N. R.

Comment and News Notes

WHEN the divisional office was removed to Halifax, one of the two women who kept the station

Sydney, was in the immediate future at least to have but one brakeman.

I wonder how that coincides with the Standard Rules, in respect to train hold-ups for one accidental reason and another? As I understand it, in case of a stall, the Standard Rules stipulate that a man shall be sent out each direction—that is a trainman—and another remain with the train, in all probability the conductor. But how can this be done, if there is but a conductor and one trainman on duty? If the rules call for three men, then, that number must be necessary for "Safety First." If the practice of running but two men to a train is dangerous, I wonder if they are justified in taking the risk; for, depend upon it, if anything happens, the blame will be put on them, not on the person who ordered the reduction. "Safety First" applies many ways, and should also apply in respect to protecting the job.

What says the "Safety First" Engineer respecting the matter? A ruling from him in that respect would be both interesting, and in order.

Skeletonizing section crews—that is track crews—to the least possible minimum, is another matter, that should engage the attention of the "Safety First" Engineer.

NOTES BY THE WAY

TRAINMAN John Barbour, Halifax, has my thanks for a copy of the last issue of the Railroad Trainmen's Journal, a splendid production.

It is not difficult to find one or more officials on C. N. R. trains these days. Like "Topsy," of Uncle Tom's Cabin, they just seem to have "grown" in the positions they hold.

Some person has dubbed of late the Canadian National Railway Employees Magazine, "The Oxo," whatever that may mean.

The Reunion of the veterans of the Canadian Railway Corp., that served with distinction in the Great War, will be held in Montreal in April, not March, as previously stated. If you want further particulars, communicate with Harry Sargent, C. N. R., Truro, N. S.

Employees connected with Truro station are to be congratulated on waiting rooms and offices these days.

H. C. Fulton, chief clerk in the C. N. R. district office, Halifax, was a visitor in his home town, Truro, for a few hours Monday.

Judson Wall, ex-C. N. R. locomotive engineer, Truro, who was visiting for two months at the home of his son in Toronto, has returned home.

Halifax

FEBRUARY 6, 1924

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwaymen's views! The RAILWAY HERALD is the Railwaymen's side of the case.

(By Links and Pins)

BRIDGEWATER, Feb. 9.—In Sir

Henry Thornton's statement for year ending 1923, wherein he shows a C. N. R. net revenue of twenty millions, one hundred and twenty-seven thousand dollars for the past twelve months, he closed with these words: "This board especially desires to acknowledge the fine and alert service rendered by officers and employees alike, which has greatly contributed to the favorable results of the year."

One finds no weeping and wailing there about the amount of wages paid the employees. Sir Henry is big enough to see that he cannot get efficient service from underpaid and under-fed helpers in the service. To be successful in any big undertaking, a good general always tends to the comforts of his soldiers, he understands that to have them fit for what he must of necessity ask of them, it is important to keep the march up.

So it is with Sir Henry. He understands human nature enough to know that to get the best out of men under him, he must do what he can to make their living conditions as comfortable as possible. And while the temptation at times must be great to follow out the suggestions of at least some of the demands made in some of the press for further reductions of employees wages, he knows that the limits of such expectations have already been reached, if not exceeded, in the several wage cuts already put into effect.

We have a good sample of what unsatisfactory conditions bring about right here in our coal fields of the province. Would our low-wage propagandists wish for such conditions on the transportation lines in Canada? Yet, if their wishes were followed, the results would be infinitely worse. Instead of looking for a silver lining in the clouds, we could only expect confusion and strife.

The railway mileage of Canada today is sufficient for forty millions of people; and as our country grows, the Canadian National Railways will be its greatest national asset.

As noticed, our friend, F. K. Ormiston, has been elected councillor for this town with a majority over all others. The railway people know a good man when he comes forward. Also Mr. Brignell carried the mayor's chair home with

him at the close of the polls, and if he is as close on the pennies as he was when he was auditor for the C. N. R., then we can look forward to keeping our taxation within reasonable bounds, and still provide for the many improvements anticipated

NOTE AND COMMENT

ACTING on the motto of The Halifax Herald, of "being first in the news while it is news," I, in this department, published some advance information concerning some reported contemplated changes on the Dominion Atlantic Railway, that is in respect to train service, and it may be I unwittingly forestalled the management in that respect—that is announced the contemplated changes before the management had actually decided on them. Be that it may, what I stated was interesting news in the Valley as elsewhere, for it came up at joint meetings of the Valley boards of trade in Kentville on Thursday last. Mr. Graham, general manager of the D. A. R., was present, and met the matter in his usual straightforward way. He stated the matter of train reduction was under consideration, but decision had not been reached, but that as soon as it was the boards would be advised. He gave as reason for the contemplated change in respect to the Kentville local train that that train was being run at a heavy loss, a condition that most railways are up against these days. It is expected changes in connection with D. A. R. trains may be made any day.

The announcement of the reports of changes on the D. A. R. in this department of The Herald, recalls that one day one of a bunch of C. N. R. officials reading The Herald, remarked: "Where does 'Links and Pins' get all his information? Whereupon another official remarked, "I don't know, but he usually has it right."

Well gentlemen, it is this way: Some people get news by air waves. I get mine by earth tremors. You have all heard the advice, "Keep your ear to the ground." That is what I do. It is simple when you know how and recognize news without some person knocking your block off to wake you up when it is about. Calling in the multiplication table helps out too. You see if you add two to two you have four, and then, too, it is said a wink is as good as a nod.

After all, the effort of some people to keep information from live news-gathers is on a par with the ostrich when he thinks he is hiding. But be thankful that newspaper people do not publish all they know.

THE Eastern Chronicle says that the 10 years the Conservatives were last in power at Ottawa, The

Halifax Herald was as mute as a clam on Maritime Rights.

Not correct, respected friend. The Herald, as a matter of fact, was the first Maritime newspaper to open its columns to demands for Maritime Rights. The demand was first made in this department of The Herald in November, 1920, and a little later The Herald took it up editorially, more than a year before the Conservative government went out of power. It criticized that government till it went out of power for sacrificing Maritime Rights in the Intercolonial Railway, so all through the elections of 1921, and as a result Conservatives were displeased with it and Liberals were pleased. But now since The Herald continues to pursue a consistent course in respect to the matter, that staunch, able Liberal paper the Eastern Chronicle, and other Liberal newspapers and leading men of the Liberal party as well, do not seem to like it.

Why? Were they only using the cry Maritime Rights in 1921 to "get in on"? The cold, hard, stern facts all go to show that The Herald has been and is consistently non-partisan in its demands for Maritime Rights. A vast majority of Maritime Province people give The Herald credit in that respect. They believe it is independently consistent in its advocacy of the rights of the Maritime Provinces.

NOTES BY THE WAY

J. W. Manners, one of the caretakers of Truro station, who has been quite ill, suffering from a severe cold, is able to be about again.

It was 14 below zero at Springhill Junction Saturday morning, and 18 at Oxford Junction. It is said the mercury registers lower at the latter place than at any other on the C. N. R. in Nova Scotia.

Frank Jeffry, C. N. R. locomotive engineer, Truro, has returned from a trip to Montreal.

Respecting changes in the D. A. R. train services as foreshadowed in The Herald of last week, exclusively, and referred to elsewhere in this correspondence, it is now announced that the management has decided to make the changes as outlined in this department. That means that the old Kentville local will run but three days a week between that place and Halifax, said to be the first break it will

HALIFAX

FEBRUARY 12

1924

D. A. R. SHOWS HOW FUEL CAN BE CONSERVED

Demonstration at Kentville
Of Value Not Only to
Railway, But Also
To the Public.

KENTVILLE, March 1.—It isn't the individual, nor the army as a whole
"But the everlasting team work of every bloomin' soul."

This quotation aptly expresses the purpose of the Dominion Atlantic Railway in calling together its employees for a fuel conservation convention in Kentville on February 28, 29 and March 1. By throwing the meetings open to the public and extending the discussions to cover the domestic uses of fuel as well as the immediate interests of the railway itself, the point is driven home that "Fuel Conservation Begins at Home." By obtaining the friendly co-operation of the members of the immediate families and friends of those in the employ of the Dominion Atlantic Railway, the advantages which the railway is obtaining from the successful results of its experiments in the more economical use of its fuel are being passed along for the common benefit of every one.

Because the convention meetings were open to all, and every gathering contained citizens of the surrounding district who were in no wise connected with the operation of the railway, but who have fuel problems of their own to solve, the resulting benefit of this convention will be widespread. All in all the convention is serving a needed purpose in a province containing such an abundance of fuel that people do not realize that its wasteful use is a national dishonor.

In giving to the public its store of information on the economical use of coal, the Dominion Atlantic Railway is providing another proof of its desire to promote the welfare of the territory through which it maintains its service.

During the last year a demonstration car has been moved from place to place on the railroad in charge of qualified officials. It contains such models and appliances as are necessary to demonstrate the proper and adequate use of the parts of a locomotive and their relation to the quantity of coal which it will consume. Diagrams and a projection lantern and slides are at hand to assist the lecturer to show the results of more careful operation. As this car is painted black on the outside, except for white lettering, it has been named by the men on the road the "Black Maria."

From the work accomplished in this car the idea of this convention was conceived, in order that the men might be more fully informed as to the problems confronting the company, and so that the facts could be placed before them in a more vivid manner than would be possible by mere letters or circulars. It was a natural sequence to expand the convention so as to include the general public, for fuel conservation tends to general prosperity and the more prosperous the district the more prosperous will be the rail-

MARCH 3, 1924

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The convention is housed in what used to be the Methodist church, a building now used for lectures and as a gymnasium. Exhibits of domestic fuel burning appliances are carried by two hardware firms of Kentville, Rockwell Limited, and T. P. Calkin Ltd. occupied two sides of the hall. Above were placards and diagrams illustrating the purpose of the convention. Models to illustrate the use of steam and apparatus to demonstrate the processes for the production of steam from water by means of heat derived from the combustion of coal have their positions in the building. Among these might be mentioned a model of the front end of a locomotive, a full sized locomotive fire box, models of valve gears, mechanism, etc., while actual demonstration is going on all the time of cutting steel and welding by means of the oxy-acetylene method.

On the fourth wall is a huge diagram of a modern locomotive showing "Coal and heat distribution in a modern locomotive in good average condition burning 7,000 lbs. coal per hour." Below it, is arranged a row of piles of coal from the Allan shaft of the Acadia Coal Company, each pile containing a quantity which represents the energy used up or lost at various points in the locomotive, these points on the chart being connected with the coal piles by means of black ribbons. This locomotive consuming 7000 pounds of coal per hour makes use of the energy from 420 lbs. only. The energy from the balance is lost as follows: 560 lbs. lost in sparks and cinders; 980 lbs. lost in heat and carried off by the stack gases; 280 lbs. lost in the escape of unburned gases; 350 lbs. lost through radiation; 6 lbs. lost in locomotive friction; 420 lbs. used by air compressors and other auxiliaries; 280 lbs. lost as unburned coal in the ash pan; 3640 lbs. lost as heat in the exhaust steam.

At the Cornwallis Inn, at Kentville, and in the stations along the line, the company is now burning its old ties instead of coal, at a saving of about \$1,000 a month. An exhibit showed a cord of old ties and 1760 lbs. of coal which were equivalent in heat value. This coming summer the stationary plant at the machine shop will be operated with the same kind of fuel.

Then there was the exhibit of 45 lbs. of coal. This represents the quantity of coal lost by an engine's pump blowing off for three minutes. An exhibit of analysis of 100 lbs. of soft coal gives: 10.9 lbs. ash; 3.7

MARCH 3 1924

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visitor by Mrs. Steves, president of the local lodge. Mrs. Martin Langille, on behalf of the members, presented to her a beautiful bouquet and a box of chocolates. Mrs. Bradley has the attributes of a leader. About middle age, and possess a pleasing personality, she is also a charming conversationalist. Thoroughly conversant with everything pertaining to both organizations, her conversation was as interesting to the brothers as to the sisters. When one of the two remaining charter members of Peninsula Lodge, James G. Blair—Conductor T. W. Johnson, being the other—was introduced to her, she was quick to notice that he wore the long service brotherhood membership badge. When Mrs. Bradley boarded the train again it was felt by all who had met her that the visit was all too short, and the wish was expressed that she would soon come again.

NOTES OF THE NEWS

J. S. ROSS, C. N. R. telegraph operator, Mulgrave, Mrs. Ross, and their little daughter, arrived in Truro on Saturday night and left Sunday for Montreal, New York, Boston and other points. Mr. Ross is a son of the late Conductor Finley Ross of the eastern division of the C. N. R. He was one of the pioneer conductors of that section of the government railway.

Mrs. Carrie McKinnon, of the C. N. R. station staff, Truro, was recently called to Murray Harbor,

P. E. Island, owing to the serious illness of her father, William Henry Lunn, a retired pilot. She went by the capes and was all night in the Northumberland Strait, owing to the car ferry becoming fast in the ice. As a result, Mrs. McKinnon arrived too late to see her father alive. Returning home, the boat again became fast in the ice, and she was forced to spend another night aboard in the Strait.

The D. A. R. freight, en route on Saturday from Windsor to Truro, came to grief on Clifton grade. Two cars left the rails, and one of them was badly wrecked, seriously blocking traffic. The passengers of the Truro bound express were transferred and reached Truro about 11 p. m. The express, after transferring the passengers, returned to South Maitland and remained there until the track was cleared, arriving in Truro at 9.40 Sunday morning. A wrecking train and crew were sent from Kentville to the scene of the accident.

DAR

APRIL 29, 1924

KENTVILLE. May 1—A wind-storm of great velocity swept the town today and caused considerable damage. A portion of the roof of the D. A. R. roundhouse and some of the skylights on the railway depot were blown away.

MAY 1 1924 Halifax

abroad to other towns and to Halifax to shop.

I am glad to be able to state that there is not a word of truth, as far as I can learn, in the report.

It is true that railway people and many others residing in Truro go elsewhere a great deal to do shopping, but there is a reason; and I am going to assume the position of the candid friend and point out to Truro merchants just what that reason is.

Railway people, very many of them, take the Labor Gazette and study the cost of foodstuffs as reported in it from all over Canada. And according to those reports prices in Truro, with but few exceptions, are very much higher than in any other place in the Dominion reported in the Gazette. And naturally, there is a feeling among Truro people conversant with those reports that they are being overcharged by the home merchants.

Now that is the situation as I understand it; and if I am correct, it is a pity it is so.

May I, in all fairness, make a suggestion, with a view to helping remove the impression referred to? First, I would advise Truro merchants to get the Labor Gazette and study the market prices in it; and then make explanation why so many things are higher in that town than in other places, even in nearby places such as Amherst, New Glasgow, Halifax and other towns and cities. If satisfactory explanation can be made, well and good. Merchants and townfolk will then be on the way to a better understanding. If satisfactory explanation cannot be made, then it is up to the Truro merchants to make their prices meet those of other places.

I believe that all things being equal, Truro people would rather buy at home than abroad. It is best for the town in every way that they should. But they cannot be expected to readily pay more for articles at home than they can get them, for in other nearby places. I think I have in a nut-shell, fairly and without bias, stated the situation; and I am leaving the matter including my suggestion, with the merchants of Truro, believing that they will accept it in the spirit it is given.

NOTES BY THE WAY

It is understood the C. N. R. timetable to go into effect next

Sunday is being distributed.

The D. A. R. ballast pit at Kenilville is being opened up. After a quantity of gravel for the main line has been taken out and distributed, the shovel will be taken to the Dickie pit, near Truro, to get out material for the Midland Branch.

A sure sign of Spring is the fact that John McInnis, of Truro, is at work putting the station lawns and flower plots of the C. N. R. stations between Halifax and Truro in shape.

Choosing positions under the new time-table is engaging the attention of C. N. R. engine and train men.

J. R. Fisher, Truro, inspector of stations and trains, C. N. R., was on an official trip east this week.

C. N. R. trainman, Thomas Donkin continues very ill of inflammatory rheumatism at his home in Truro.

The people along the Salisbury-Albert branch of the C. N. R., successfully protested the cutting out of the Wednesday train on that road, as was proposed under the new time-table. The people of Chatham also entered a successful protest in connection with proposed changes on the Loggieville-Newcastle branch. How about Nova Scotia changes? It is said Sydney people are red hot after the management to run the night train between that place and Truro every night in the week, instead of six nights, as proposed.

DAR
Ballast
Pit

HERALD

indhouse must pass over five public crossings, and the one stoppage rest for public crossings to get the ash pit. The engine that is farthest away must run tender to the roundhouse, thus placing engineer at a disadvantage in respect to seeing the track. The us seek to overcome this—rule. I think, by ordering that a man be placed in a conspicuous place on the back end of the tender warn people that might get in the way, and the engineer, of possible get.

is this rule carried out to the letter?

My information is that it is. And yet we hear a great deal about "Safety First." To my knowledge, at least one person has been killed on the crossings referred to and several have been injured, at least maimed for life. I think an engineer would be quite tired in refusing to run his engine first, through yards unless 102 was complied with. Engineers may rest assured that if an accident occurred when this rule was being complied with, they would be charged with violation of the rule and demerited accordingly.

RUMOR has been going the rounds in Truro to the effect when W. L. Appleton, general agent of the C. N. R., visited that a week or so ago he was waited on by a delegation from the Chamber of Trade and asked to withdraw his pass privilege from railroads and their wives—in fact, all persons generally—on the ground they were being used to go

MAY 17 1924

RAISING STANDARD OF THE D.A. RAILWAY

Improvements to Road and Rolling Stock to Meet Tourist Requirements.

WITH the view of meeting the increasing tourist travel this year, the management of the Dominion Atlantic Railway has been active in bringing the road up to the standard of efficiency. Several miles of heavy steel have been laid each year, and with an additional quota this summer the line will be in excellent condition. Renewals in station buildings and improvements generally have been noticeable in many directions. There is also considerable activity in the way of increased storage accommodation for the increasing apple crops, indicating that the Annapolis Valley and territory from Yarmouth to Halifax and Truro, through which the D. A. Railway operates, is in a prosperous condition.

To take care of the summer travel, the fast "Bluenose" trains operated in connection with the steamers of the Boston and Yarmouth Steamship Company will go into commission on July 7, from Halifax and Yarmouth respectively. New equipment, including the splendidly appointed parlor cars "Annapolis Royal" and "Grand Pre", will be practically the last word in up-to-date train service.

These new parlor-buffet-observation cars are of the movable chair type. They are prettily upholstered in green plush, and a beautiful Ax-

minster carpet of a shade corresponding with the furniture covers the floor. The interior finish is of a handsome design, being all done in solid mahogany and satin-wood, all of which gives the car an appearance of rare richness. At the rear end is a 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. The cars are electric-lighted and modern in every way. The commissary department is equipped with all late devices and will fully meet the demands of the travelling public.

The laying of 25 miles of heavy rails this season, giving heavy rails all the way from Halifax to West of Berwick, the heart of the apple district enabling the railway to give the handling of the continuously increasing apple crop over this section better despatch than heretofore, the building of a new passing track at Fenerty's Sliding on the Windsor branch, and the laying of heavy rails over all important sections of the line west of Berwick, will mean much for the further development of the Annapolis Valley. Everything that can be reasonably expected by the Dominion Atlantic Railway is being done this year to put the road up to the standard in the matter of equipment, road bed, etc. The increasing travel will therefore be handled with the best of comfort and despatch during the coming year.

MAY 23, 1924

HALIFAX

Parlor Cars
Annapolis Royal
Grand Pre

THE RAILWAY HERALD

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By LINKS AND PINS

THE following from a contemporary applies to Canada as well as to the United States, that is in proportion to railway population:

"A total of 202,216 railroad workers joined the ranks of the unemployed between August, 1923 and February, 1924, according to the monthly wage statistics of the interstate commerce commission. The number on railroad payrolls is now 30,256 below that of February, 1923. This means that tens of thousands of railroad employees are without an opportunity to earn a living for their families because the profits of absentee owners get first shot at the revenues of the industry. Children may go hungry but these profits must not fall short of a billion."

"Shop forces have suffered the heaviest casualties since a year ago. The number on the payrolls in February was 34,313 below February, 1923. Since August the railroads have laid off 55,936 shopmen including 21,424 car repair men, 4,200 blacksmiths, about 1,000 each of machinists and boiler-makers, 17,437 mechanics' helpers and 8,430 shop laborers. The executive talk of saving \$100,000,000 for the stockholders this year at the expense of equipment repair work."

"As a result the proportion of cars and locomotives in bad order is steadily increasing. The report for April 15 shows 176,695 freight cars and 12,144 locomotives on the sick list. This means 7.3 per cent of the cars and 18.3 per cent of the locomotives out of commission for lack of repairs. But the rail executives appear to welcome the traffic recession as an excuse for this condition."

"The slump in employment makes the railroad wages which average \$136 for the month of February insecure. The average represents a gain of \$5 or approximately 4 per cent as compared with February, 1923, but this gain is probably almost wholly due to the extra day added to leap year. And rail executives are already quoted in financial papers as quite satisfied with a moderate traffic recession at this time hinting broadly that it affords an opportunity to push down costs, particularly labor costs."

AS stated, the above applies to Canada with equal force in proportion to railway population with that of the United States. The railway mileage of Canada is about 6 per cent of that of the United States. Figuring on that basis, one gets an idea of the number sent into idleness from Canadian roads in order that dividends may be forthcoming and in order that the Canadian National might have a surplus. Basing Canadian dismissals on the United States figures, about 40,000 were laid off from Canadian roads last year. Those figures may be disputed, but it is quite safe to say that a great many in excess of those figures have been sent from Canadian railways into idleness since 1920. It is quite natural that there should be laying off because it is unreasonable to contend that the war-time staff should be continued. Yet it is hard to understand why at the same time the official staff should get by untouched, and harder to understand why it should be increased, as it has been since the war and in respect to some salaries as well.

TRURO NOTES

TRURO, May 27.—Mr. Dalrymple, a Truro boy, who for some time was night foreman of the C. N. R. roundhouse at Halifax, passed through Tuesday en route to New-

foundland, where he has an important position with a construction company. Later on Mr. Dalrymple will have something to say regarding retiring from the C. N. R.

J. A. Bain, the veteran railway man of Bridgewater for many years general manager of the Halifax and South Western Railway, was in town today en route to his home place, Stellarton, to visit his brother, Alexander, former C. N. R. station master at Riversdale, who has been very ill, but who is now recovering.

H. V. Musgrave, assistant superintendent of the Halifax Division of the C. N. R., was in town today.

Fred Weatherbee, the veteran C. N. R. baggage-master at Halifax, was here for a few hours today.

Traffic is very quiet on the Eastern Division of the C. N. R. Some of the board men are getting but two and three days a week.

Alex Fraser, track foreman at Hopewell, was here today attending the funeral of Mrs. Thomas Chambers. Mrs. Chambers, who was formerly Miss Williams, of Antigonish, was a long time sufferer, but she bore up with splendid fortitude. She was a kindly hearted lady, respected and beloved by a wide circle of friends. She is survived by her husband, who is a retired C. N. R. trackman. Linton Williams, C. N. R. inspector at this place, is a brother.

Andrew Ormiston, of Hopewell, retired C. N. R. trackman, past 80, but well and active, was in town today attending the funeral of Mrs. Chambers.

D. A. R. NOTES

KENTVILLE, May 27.—Locomotive Engineer A. Palmeter has just returned from a trip to New York. He reports having had a fine vacation.

G. Coombs, agent at Wolfville, is away on his vacation. Relieving Agent J. Snail is holding down the job during Mr. Coombs' absence.

John McDonald, agent at Windsor, is having a well-earned vacation. He has a fine farm at Horton Landing. In his absence, Roy Chisholm, ticket agent, is acting station master, and George Robinson, of Mount Uniacke, is acting ticket agent. That means that the business of the station will be conducted as Mr. McDonald would have it.

A wide circle of friends will be pleased to learn that Spurgeon Ritchie, who has been very ill, is on the mend, and will hope to soon see him about again. Also that Walter Glassie, Windsor, is improving in health.

Conductor William Herbert is having a well-earned vacation, and is at his farm at Waterville. Conductor John Mennie is on 95 and 96 west; and Conductor Manning Nichols is on 95 and 98, east.

Hotel accommodation for Apple Blossom Sunday, June 7th, is being booked by a large number; also parlor car seats. It looks as though we will have a great many visitors that week.

Conductor James Simmons, who is on the sick list, is improving, and his many friends hope to soon see him about again.

The many friends of Al Pelton will be glad to hear that he is much better.

"Sammy" Hicks, agent at Antigonish, and Mrs. Hicks, who have been visiting friends in California, are expected home in a few days.

Another fine new locomotive, number 32, has arrived. E. Armstrong, former station-master at Falmouth, is looking fine; "Ned," as he is familiarly called, was in Windsor the other day and had a fine new car.

Work trains are out and all spare crews are getting full time. Fenerty's siding has been extended, and is now a through track. Ral-lasting is being done on both the main line and the Midland Branch. Some fine trout were taken at

Stillwater and Mount Uniacke on the 24th. Frank Asho was high-liner with 113. Rog McGill and son, made a splendid haul from Stumpy Lake, and Engineer Frank Andrews got a fine string at Stillwater.

The management is being complimented in connection with the two new parlor cars that are being put in commission. They are up-to-date in every particular, comparing favorably with the best in the country. The idea is, that the best to be had in equipment is none too good for the patrons of the system.

Miss Mary Eaton, a daughter of a veteran railway man, William Eaton, former railway mail clerk, has opened up a nice little summer hotel at picturesque Grand Pre.

E. V. Neville, of the general accountant department, was in Halifax over the week-end, visiting Mrs. Neville, who is a patient in Victoria General Hospital and who is recovering in a most satisfactory way.

John McCollum, of the general office staff, is spending his vacation in Pictou county.

ENGINE 32
Arrives

Halifax

MAY 29, 1924

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritime Provinces. The views are Railwaymen's views. The RAILWAY HERALD is the Railwaymen's side of the case.

(By Links and Pins)

TRAVELLING on C. N. R. trains, or being about important stations of that road these days, one never knows when one is rubbing elbows with an official of the system of one kind or another. They are becoming as thick as flies around a molasses puncheon in August. Inspectors of all kinds seem to be quite numerous, and in that respect there are inspectors of inspectors. One day last week a number of useful inspectors went over the road in the discharge of their duty, promptly and carefully attending to it. Following them were what is termed regional, or district inspectors, covering the same work, apparently seeking flaws in the work of the other inspectors, and it is quite possible they may find some that occurred after the other inspection had been made. These are reported, and it is then up to the first, the useful inspectors, to explain.

I suppose I shall be roundly abused for referring to the matter, as it seems to be a pastime with some officials to indulge themselves in that way. Coming along, for instance, on a train the other day were a number of inspectors, and a gentleman sitting near-by overheard one of them inquire of another if he knew that fellow "Links and Pins." The person addressed said he did, and that he was not a bad sort of a fellow, whereupon the other said: "He should be hung." Very amusing. But, after all, why should I be put to death on the scaffold for giving the public some information in respect to their property? I know some people want to put me in jail for telling the truth as I see it; but I did not dream that the "shadow of the gallows" was looming up. It would seem the "Kaisers" are not all interned in Holland; but perhaps those that are about are merely "Crown Princes." Let it go at that. If the people are satisfied to pay officials of that calibre, I am sure I can stand the abuse, that is, if patience does not cease to be a virtue.

I AM glad the Dominion Atlantic Railway took action in respect to one of their locomotives striking a motor truck on a crossing on its line. Some railway should have taken action of a similar nature long ago, if for no other reason than to protect the engineers. At this time of the year with motors flying about the highways in all directions, engineers are frequently subject to nerve shock owing to some fool auto driver taking a chance with death by trying to dash over a crossing a few feet in advance of a locomotive running at a high rate of speed. I have seen locomotive engineers come through an ordeal of that kind trembling like a leaf, and as pale as death.

The D. A. R. management is certainly to be congratulated for taking action on the ground of carelessness on the part of the driver of the auto that was struck by one of their locomotives.

HON. R. M. MacGregor arrived home last evening, and we were sorry to see him using a cane this morning. But he tells us it is nothing serious, he was the victim of a bad lurch off the train on the way home and it left him with a painful back. Mrs. MacGregor remained in Montreal for a few days longer.

I clipped the above from the New Glasgow Eastern Chronicle, because I want to extend my sympathy to Hon. Mr. MacGregor, whom I have always, since I first knew him, liked, and admired. I also reproduce it because I am curious to know if he travelled by one of those

freight trains by courtesy called, or advertised by the C. N. R. management, as "fast" expresses,—that some times when being set to take on freight produce an awful kick, "backfire" as it were. The night express from St. John for instance, I heard of an official whose private car was attached to that train complaining because of a heavy jolt at a certain station where a set had to be made to take on a lot of milk. The engineer was not to blame, because you cannot make a freight train set on an express train stop glide. When the proper place to stop is reached in setting for the freight, action by the man at the throttle and air brake must be quick—and a jolt is bound to follow.

DANIEL Sullivan, Moncton, C. N. R., conductor, and member of the Provident Fund Board, was in Truro Saturday evening on business.

connected with the fund. He said everything in connection with the organization was going on satisfactorily, that the central committee was functioning and that there would be no interference with the fund this year at least. He also stated that he had every reason to believe that this year the railroad would live up to the 50-50 agreement, it not having done so before since 1914. Mr. Sullivan said that recently he sat at the first meeting of the board held since he was elected and that it was very satisfactory. General Manager Appleton had presided for the first time, and acquitted himself in a manner pleasing to every member of the board.

JOHN Campbell, rate clerk in the C. N. R. freight house, Truro, Mrs. Campbell, and their little son left Saturday for Boston; on a vacation.

S. M. Grass, of the department of the C. N. R. comptroller, Montreal, was in Halifax and Bridgewater last week on official business.

Leonard Kennedy, Moncton, C. N. R. inspector of boilers, was in his old home town, Truro, for a few hours Friday night.

DAR

HALIFAX
JUNE 17, 1924

NIGHT TRAIN ON D. A. R. IS DERAILED

July 1 1924

Mixed Train In Smash-up at
Pemberton's—Passengers
Escape Injury.

THE Dominion "Atlantic" fast freight, composed of freight and passenger cars, from Halifax to Yarmouth, which left the city last evening at 8.30 o'clock, daylight saving time, was derailed at 11.45 o'clock at Pemberton's Crossing, three miles this side of Windsor.

The engine tender was thrown completely over, and about sixty feet of track was torn up before the train came to a stop.

That none of the passengers were hurt beyond a few slight bruises and a shaking up, was due to the fact that the train, with engineer Roop at the throttle, was travelling at a slow rate of speed at the time of the accident. About half a mile back of where the mishap occurred, there is a bridge, and had the accident occurred at that point the result would have been of a far more serious nature. As it is, traffic on this portion of the line will be delayed several hours until a new section of track is laid.

The wrecking train and crew from Kentville was called and arriving on the scene shortly after twelve o'clock, commenced work on the track and overturned cars. All the cars were off the track including the engine.

The accident was caused by a spread rail, it is understood.

The passengers were taken to Windsor to await a further means of transportation, either by the original train getting through this morning or by another train made up at that station. A number of passengers walked the three miles to Windsor, while others accepted the invitations extended by several drivers of cars that arrived on the scene. Some of the more hardy ones remained in the coaches.

Halifax

July 1 1924

TRAFFIC BLOCKED BY D. A. R. WRECK

7/2 — 1924
Morning Train Makes De-
tour to Truro—Night
Train 4 Hours Late.

All traffic on the Dominion At-
lantic Railway between Wind-
sor and Halifax was practically sus-
pended all day yesterday, as a re-
sult of the wreck of the fast freight
on Monday night at Pemberton's
Crossing, three miles this side of
Windsor.

The morning train from Kent-
ville, due to arrive in the city at
11.45 a.m. standard time, was forced
to detour via Truro and arrived
here at 2.50 p.m., more than two
and on half-hours late. The eve-
ning train from Yarmouth, sche-
duled to arrive at 6.15 p.m., did not
pull into the station until shortly
after 10 o'clock, nearly four hours
late. This train came on the main
line, but was held up in Windsor
pending the removal of the wreck-
age at Pemberton's and the laying
of a new section of track, the work
being completed at 6 o'clock.

There was practically no delay on
account of the fruit shipments, the
train from Yarmouth arriving in
Windsor almost on time. It was
thought by the railroad officials that
at no point of the line were ship-
ments of fruit and other goods seri-
ously delayed by the blocking of
the line for approximately 18 hours.

The excursion train to Windsor,
scheduled to leave the city at 9
o'clock yesterday morning, did not
get away before 11 a.m., arriving
at Pemberton's Crossing at 2 o'clock,
where the passengers were trans-
ferred to another train and conveyed
over the remaining three miles of
the trip.

June 2, 1924

D. A. R. TRAIN JUMPS RAIL AT CLEMENTS

7/2/1924

Four Cars of Halifax Ex-
press Ditched—Passengers
Escape Injury.

(Special To The Herald)

ANNAPOLIS ROYAL, July 1.—

Leaving here four hours late, after being delayed by the wreck of the D. A. R. fast freight which occurred late Monday night just outside Windsor, the express from Halifax jumped the rails at Upper Clements, three miles from Annapolis, six cars of the train being derailed. Although two of the passenger coaches were among the ditched cars, none of the occupants of the train were injured.

The accident occurred at 4:27 o'clock and is understood to have been due to a spread rail. The cars which left the track were the refrigerator, mail, express and baggage cars and two coaches. All were quite badly damaged and the track was torn up for about five hundred feet. The engine remained on the track and in it Conductor Ray Crosby and Driver Harry Ward proceeded to Clementsport to call for assistance.

The suburban engine from Annapolis went to the scene of the wreck bringing back the four rear cars of the train which were not derailed and about one hundred passengers. The remaining passengers were motored to Digby or points further down the line.

The wrecking train arrived from Kentville at 7:30 o'clock and the work of clearing the line was commenced.

Halifax

July 2, 1924

GOVERNOR COX GETS WARM WELCOME

July 28 1924
Enjoys Afternoon of Golf
At Ashburn—Banquet
Given in Evening.

REMINISCENCES of his happy visit to Halifax last year were recalled by Hon. Channing H. Cox, Governor of Massachusetts, who arrived here on Saturday morning on board the Boston steam yacht Una, owned by Arthur Childs, of Boston, who also accompanied the Governor's party. As on his previous visit to this city, Governor Cox and his party were recipients of an especially warm welcome by his many Halifax friends and they were given an exceptionally busy day, as nothing was left undone for their entertainment. Following disembarkation from the Una, the party was taken to the Carleton hotel, where they made their headquarters while in Halifax.

After calling on Mayor Murphy and Peter R. Jack, on Saturday morning, Governor Cox was joined by G. Fred Pearson and motored to the Ashburn Golf and Country Club at the North West Arm for luncheon. The afternoon was spent in playing golf, after which the party returned to the Carleton hotel, where an informal banquet was held during the evening. Among those present were Mayor Murphy, G. Fred Pearson, Peter R. Jack, George E. Graham, general manager of the D. A. R., and the captain of the Una.

Through the absence from the city of Lieutenant Governor Grant, Governor Cox was unable to make an official visit to Government House. He had also planned to visit the Hydrostone district, but on account of the late termination of the banquet, cancellation of the trip was made necessary.

The party departed from the city at eight o'clock yesterday morning for Grand Pre on board a special train provided by Mr. Graham. Incidentally, the locomotive attached to the special was the same one as used when Governor Cox left Halifax last summer and which was christened the "Governor Cox" on that occasion. After making a brief visit to Evangeline Park, Grand Pre, Governor Cox and party proceeded to the Ken-Wo Golf Club, near Kentville. From there they went to the Cornwallis Inn for luncheon.

A visit to Annapolis and the ruins of old Fort Anne took up the greater part of yesterday afternoon. Following which, the governor and his party proceeded to the Pines hotel, Digby, to spend the night. Besides Governor Cox, the other members of the party to view the ruins of historic Fort Anne included: Arthur E. Childs, past president of the Canadian Club of Boston and president of the Columbia National Life of Boston; his son, Philip M. Childs; Guy W. Cox, brother of Governor Cox and prominent Boston attorney; George U. Crocker, well-known lawyer and real-estate operator, and Dr. George S. Hill, of Boston.

The party was received at the Fort by the honorary superintendent, L. M. Fortier, who conducted the tour of inspection of the museum and new library. Governor Cox expressed great interest in the many improvements since his last visit in July, 1923 and complimented Mr. Fortier on his work.

This morning Governor Cox will leave Digby for Yarmouth where he will embark on the steamer from here on a cruise to the Bras Northland for Boston. The other d'Or-Lake

members of the party returned to Halifax by special train last evening and will re-join the Una sailing from here on a cruise to the Bras Northland for Boston. The other d'Or-Lake

JULY 28
1924

BRICK AND TILE INDUSTRY HAS BEEN FOR FIFTY YEARS AT AVONPORT

Today This Modern Plant Are Makers of the Famous Interlocking Tile of Which So Many Public Buildings Have Been Constructed.

THAT Nova Scotia is particularly fitted to produce bricks, building tile, drainage tile and kindred products is evident from half a century of successful manufacture at Avonport.

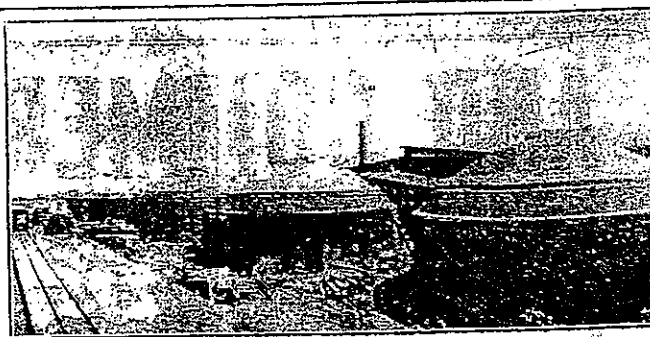
About fifty years ago Jacob Walton then known as the "Potato King of the Valley" took over a plant from Albert Reid and operated it for a great number of years.

About 40 years ago Robert Shaw, who was then making bricks at Hantsport, attracted to the town the plant from Hantsport and located it just west of the Walton plant. Mr. Shaw operated practically with the machinery until the year of the big Windsor fire. Steam power was then added and the plant greatly enlarged. This plant was sold in 1911 and closed down. Then for the first time in fifty years Avonport was deprived of this industry. Mr. Walton having also retired from the business. In the spring of 1913 J. E. Shaw secured a property on the opposite side of the B. A. R. line and erected a small plant. The industry grew very fast and was enlarged from time to time until the spring of 1920 when J. A. Macpherson came in and formed a company. Operations were carried on under the name of J. E. Shaw and Co. for two years. With the discovery of large deposits of shale about this time in this vicinity a much larger plant was conceived and one particularly designed for the manufacture of hollow ware products. This of course meant more capital and a new company was then formed known as L. E. Shaw, Limited, with H. W. Phinney as the money man of the firm. Preparations were at once made for the construction of a new and modern plant, capable of turning out either brick or hollow ware in large quantities. Mr. Shaw and Mr. Macpherson visited several large plants in the State of Ohio getting ideas and purchasing the necessary machinery. The plant now consists of 3 Round Down Draft Kilns of the Minter System, 12 cubic feet Waste Heat Dryer with 12 tracks on the upper floor which is heated by the exhaust steam from the 125 H. P. Corliss Engine which drives the machinery. A 25 H. P. Diesel Engine drives the two fans in connection with the kilns and covers. Machinery consists of a Press Brick and Hollow ware machine, an American Double Shaft Clay Feeder as well as a disc feeder for ground shale and an American 5 foot Dry Pan. Power is furnished by a Robb Boiler 150 H. P. In addition to manufacturing brick this firm secured the patent rights to manufacture and distribute interlocking tile for the Maritime Provinces and Newfoundland. From the very beginning two years ago when the first tiles were manufactured and put on the market, this well known building material began to be popular with the builders and architects. Since then practically every large building built in N. S. and N. B. has been constructed more or less of interlocking tile.

Interlocking Tile is a Large Hollow Brick so designed as to permit of the brick mason placing it in the wall with one hand on horizontal mortar beds, as is his customary practice with brick. It is manufactured from shale, burned with vitrification, and is used for leaving walls to replace common brick. The tile is made with deeply grooved keys to hold interior plaster or exterior stucco, or with smooth faces for exposed work. No furniture is required. One shape and size builds all desirable thicknesses of walls. The wonderful stability of the interlocking tile wall is due to the fact that each mortar bed and its patented interlocking system. No mortar joints extend through the wall. This feature, together with the horizontal dead-air pockets, renders the interlocking tile wall impervious to the penetration of moisture, heat, cold, sound, etc. The weight of the wall and laying-up cost is about one-half that of solid brick walls. No other tile combines these important features.

Weight of wall, inclusive of mortar

The Brick And Tile Works



THE above picture shows but a part of the large plant at Avonport that is in operation for over a half century. They manufacture the famous interlocking tile.

AALIFAX

July 30, 1924

MIDLAND TRAIN WRECKED; NO ONE INJURED

A BAD SPILL BETWEEN
WINDSOR AND TRURO.

Passenger Cars Fortunately
Remained on Rails—
Engine Driven Into
Mud-Bank.

WINDSOR, Sept. 4.—This morning's Midland express from Truro jumped the track the other side of Kennetcook, at about eight o'clock, derailing the engine and two cars. Fortunately the passenger coaches remained on the rails, and although the passengers were shaken up somewhat, no one was hurt. The two passenger cars were filled, a lumber being on their way to Boston. Driver Roderick was thrown through the window, landing on his feet unhurt. The fireman, also unhurt, stayed with the engine which buried itself with terrific force half way into a mud-bank. The driver crawled out through the side of the engine, and apart from a severe shock, seems all right.

A carload of fish for the Valley was thrown completely over on the side of the track, also a car containing the merry-go-round and other apparatus belonging to Mr. Rogers, from New Glasgow, to open the hospital fair here on Saturday. Mr. Fraser, traveling with the equipment, also escaped injury.

The cause of the accident is thought to have been a broken rail. The accident occurred near the station at Kennetcook, where there is a curve in the track, and instead of the train rounding the curve it drove straight ahead into the ditch.

The "Bluenose" train from Halifax remained here until the Midland passengers could be transferred and brought here so that they might proceed to Yarmouth and meet the boat to Boston.

The accident happened about half-way between Windsor and Truro.

Halifax Herald

SEPTEMBER 5
1924

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwayman's views. The RAILWAY HERALD is the Railwayman's side of the case.

By Links and Plus

THE aftermath of the railway accident at McKay last Saturday is revealing that it was a somewhat serious affair. Experienced men say that had it happened when the ground was frozen, it would have been much more serious. It was fortunate that the engine and train men and passengers escaped unhurt. In fact, it was, in view of the way the truck was torn up and some of the cars broken, a miracle that all escaped injury.

The men in the baggage car had a narrow escape. The trucks were swept from beneath that car, and it was buried in the ground up to the bottom of it.

An infant a few months old was thrown from its mother's lap in a passenger car, and by the force of the impact rolled along the aisle of the car, to beneath a seat, but escaped uninjured.

Considering the way the road bed was torn up—not a sleeper escaping—the auxiliary crews did wonders in clearing the track as quickly as they did.

It is complained that there seemed to be some indifference in respect to transferring and getting passengers on to their destinations. Another complaint was a dearth of necessary material, particularly rails, at points where they should be for quick use in connection with such accidents. As a matter of fact a car with spare rails on it should be a part of the equipment of every auxiliary outfit. It used to be that way previous to the days of the coming of economizing. 9/12/24

WAS THRILLING

THE accident on the Midland Division, of the D. A. R. last week was much more thrilling, too, than reported in the press. It was a most serious affair, so much so that it was the scene of another miracle. When the locomotive went over the embankment, engineer Stanley Roddick was thrown out and to a distance of thirty feet ahead of the locomotive, landing on his feet, and receiving a severe shaking up, from which he did not lay off. Fireman Marshall went over with the locomotive, and it is lucky that he was not thrown out, for had he been he would have gone beneath the engine and been killed. It seems a foot caught in something which prevented him from being thrown out, but it became free in time to enable him to get out of the cab before the steam began to escape. A person who saw the place he came out of, wondered how he ever succeeded in escaping death, let alone being injured.

Conductor "Tom" Holmes and Baggage Master Walter McDowell were in the baggage car when the crash came, with trunks piled to the roof of the car each side of them. When it was all over, Conductor Holmes was pinned across the breast by luggage and Baggage Master McDowell was on the car floor beneath trunks. Both escaped, however, without serious injury, as did the passengers and the brakeman who was at his post on the rear car.

The first thought of Conductor Holmes when he extricated himself from the pile of baggage was for the passengers. Finding that no person had been injured, he and the other trainmen set out to learn the fate of the men in the engine, and rejoiced to find them both living, and not seriously injured.

RECALLS HISTORY

THE accident at McKay occurred about four miles east of where the first head-on in connection with the Intercolonial occurred, April 3,

terminal at the last named place, will, as stated in this department two weeks ago, terminate at Oxford Junction. This train will leave that place at about 6 a.m. as 18 run to Truro and return to Sackville as 17, returning from that place to Oxford Junction for the night as 15.

The arrangement looks as though the Halifax division was in to lose two or three engine and train crews. However, that cannot be determined till the changes are worked out. The night train from Sydney is to run right through to Halifax and carry the milk, market stuff and local passengers. Passengers arriving by No. 18 from the north at 2.30 a.m. will have to wait at Truro three hours and a half for the Sydney train to Halifax.

People out along the North line, who want to go to Halifax by the early morning train, will have to start in the middle of the night, and as stated, wait over at Truro three hours and a half for the train from Sydney.

It is worth while noting that the Moncton Transcript thinks it a splendid arrangement.

Is it not about time that the Maritime boards of trade moved in asking the Railway Commission for a hearing in respect to Maritime train service?

NOTES BY THE WAY

MRS. FIELDS, wife of Angus Fields, C. N. R. engineman, Truro, and their little daughter are visiting friends in Waterville, Kings county.

R. H. McKay, New Glasgow, a director of the Canadian National Railway, passed through Truro Wednesday, en route to Montreal.

C. D. Phillips, former C. N. R. conductor, Truro, has returned from a visit at the home of his daughter in Charlottetown.

Nathan Burris, retired C. N. R. locomotive engineer, Truro, left Wednesday to visit at the home of his daughter, in the state of Maine.

J. B. Chipman, former locomotive engineer, I. C. R., Truro, and Mrs. Champion left Thursday for Newfoundland to visit their friends Mr. and Mrs. Peter Parks.

T. W. Hennessey, assistant master mechanic C. N. R., Halifax

division, and Mrs. Hennessey have returned to their homes in Truro from a vacation trip to P.E. Island, New Glasgow and Montreal.

Mr. and Mrs. Finlay Chisholm, Yarmouth, were in Truro Monday night en route to Montreal and shortly Chapleau. A. Chisholm is the veteran trackmaster of the Western section of the Halifax and South Western Railway. He has been off duty ill for some time, but is now there to set

getting better way career New Glasgow trackman in became a from the go and shortly H. and S. train despa at Chapleau ince, and there to set

DAR.

Halifax Herald

SEPTEMBER 12
1924

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwaymen's views. The RAILWAY WRECKED is the Railwaymen's side of the case.

BY LINKS AND PINS

JACK PROST, who has been flitting along spring blues to a more or less extent up to Friday evening, threw off the "Sunny Jim" smile and appeared as his real self along the lines of the C.N.R. in the Maritime Provinces. He went about accompanied by a northwest gale and forced the mercury down to low points. At Truro there were registrations of 18 and 20, the former in the L.C.R. yard. It was by far, because of the high wind, and the swirling snow, the coldest night of the winter.

The fast freight north that leaves Truro at about 2 a.m. was cancelled. No. 20 the night train from Saint John that is due at Truro at 2.35 a.m., was two hours late arriving, but got away on time equipped for snow fighting. The Diesel car that operates between Oxford Junction, Truro, and Sackville, did not get away from the latter place. A train was made up at Truro, consisting of locomotive and two cars to take its place. The high wind blocked the straits again with ice, with the result that the night train from Sydney was held up for a good many hours, and traffic across the strait was generally disrupted. Trains between Halifax and Truro ran on time, but the Maritime from the north was delayed north of Moncton a good many hours. It was really the first real touch of winter the railways and railway people have experienced this winter.

ENGINE SHORTAGE

THERE is a seemingly well founded report that there is a shortage of maximum power locomotives at Truro, and that as a result there is delay in despatch of freight, and when foreign rates are held over this is a hill of expenses because of the holding fee. Another reason it is said for delay in moving freight out of Truro, that is north of that place, is because Moncton is not always just in a position to arrange crews to move it. You see the line between Truro and Saint John is in the Moncton division, therefore operated from that place. It may be further stated that all the main line controlled by the Halifax division is the 65 miles between the South Terminals, in that city, and Truro.

Some day the question of provincial divisions will loom large, and demand attention.

RAILWAY POLICE

TRURO continues to have but two railway police, while every other important point on the C. N. R. has three, some of them not having the railway territory that Truro has. Like other employees, the railway police are subject to the eight hours duty, and they divide it up, that is the sixteen hours so as to be about mostly at night, or very early morning. This means that there are eight hours sometime in the twenty-four when there is no police protection. Were there three men there would be continuous patrolling of the railway property. One of the lapses is in the middle of the day. Just why the third policeman is not provided at Truro would be interesting to know. It seems quite out of keeping with the otherwise well-kept station premises.

26

AN ACCIDENT 1926

IN a somewhat bad accident on the Midland Division of the D. A. R. Saturday morning, just west of South Mountain, engineer Stanley Roddick, of Truro, was badly injured about the back, his second experience of that kind in about a year, both accidents occurring within a comparatively short distance of each other. In each case the locomotive went over an embankment onto its side, and the wonder is that in both cases Mr. Roddick escaped with his life. In the Saturday morning accident the locomotive was upside down when it was all over. The fireman escaped unhurt, the locomotive turning over on the driver's side. Two

cars, passenger, were off the rails, too, but no person in them was injured.

D. A. R. VETS

KENTVILLE, January 23.—John Lynch, 34 years old, died at his home in Kentville on the 21st. "Captain," as he was familiarly called by his hosts of friends, was one of the "old guards" of the western Nova Scotia Railway system. He began under the Windsor and Annapolis Railway, and went over to the D. A. R. when that corporation took that road over. His combined service on both roads exceeded fifty years when he took superannuation five years ago. He was a good workman, and a fine specimen of man. The sympathy of the D. A. R. employees, and that of a host of other friends as well, go out to his family.

William Gould, retired mechanical superintendent, W. A. R. and D. A. R., who makes his home here, is enjoying good health, and gets around occasionally to see his old comrades at the rail, who are always glad to greet him.

Daniel Ash, another of the old guard, one of the old time engine men, now mechanical foreman for the D. A. R. at Yarmouth, is well and active. He was one of the first engineers on the Western Counties Railway, now that part of the D. A. R. between Yarmouth and Digby.

Another old timer is Andy Pearson, agent at Port Williams. He has just returned from a trip west, and says that Nova Scotia is good enough for him.

Glad to see Robert Sharman, on the platform at Windsor occasionally. He is a pensioner, and one of those who served as car inspector on the Windsor and Annapolis Railway. Still another old "guardsman" at Windsor, a pensioner, but yet bright and active, is David Taylor, one of the old time section men of the Windsor Branch. Also well and active and a pensioner too, is James Coon, retired section foreman, one of the first on the W. A. R., and who helped to build that road. Saw ex-conductor Al. Herbert, of Annapolis, a few days ago. He is well and active.

It is certainly good to see the old boys about.

JOTTINGS BY THE WAY

MISS BROOKS, the popular agent at Avonport, is away on a trip to Boston, and New York. Relieving agent John Hopkins, is looking after her station during her absence.

The new station at Newport, has just been fitted throughout with electric lighting. Ellershouse is being fitted, and Brooklyn, has been. The work was, and is being done by H. Charlton, the road's electrician.

Mrs. O'Donnell, Weaver Bank, has returned from a trip to the west where she spent several weeks with her husband who is a C. N. R. agent out there.

Robert Dow, for many years the efficient freight agent at Kentville, is now superintending traffic on the North Mountain Branch.

HALIFAX

JANUARY 26, 1926

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritime. The views are the Railwayman's views: The RAILWAY HERALD is the Railwayman's side of the case.

(Being The Views of Links and Pins).

I WONDER if the managers of the Intercolonial Railway have yet got onto winter conditions in the pass of the Cobequid mountain. The fact that No. 10 the night express from St. John, became stalled in a snow bank there December 23rd, would seem to indicate that the lesson they got last winter had not been profited by.

Last winter, it will be recalled, in the midst of a snow storm, a slow special, east bound, was side-tracked near Springhill Junction and heavy trains were sent into the mountain pass, freights and expresses, to fight their way through, which they were unable to do, and as a result there was a serious tie-up of traffic. One engineer sustained a fractured arm. Under "homespun" management, road conditions in the Cobequids were kept tab on as soon as snow storms set in, and during its duration, with the result that trains were sent out equipped to fight their way through.

MOUNTAIN section men and telegraph operators, ever on the alert, are always in a position day and night to furnish reliable information in respect to track conditions, especially when a snow storm is on. They know all about it, and officials at the different headquarters should be guided by their reports. If these men right on the spot do not know the conditions, who does? The storm that hung up No. 10 express near Folley Saturday, Dec. 23rd, and blocked the main line for ten hours, began Friday before midnight, and it was quite possible to have obtained information as to the condition of the road on the mountain by Friday morning. There should have been information that would warrant the sending out of the plows from Truro to clear the mountain section before No. 10 reached it, but it seems it wasn't that way. If I am rightly informed the plow was sent out on receipt of news that No. 10 was stalled.

I feel pretty safe in saying that if the 59 miles between Truro and Springhill Junction were operated as they should be from Truro, the road would have been cleared. No. 10 would not have become stalled and the main line tied-up for ten hours on the Cobequid. The stall was 27 miles from Truro and 97 miles from Moncton the point the 59 miles between Truro and Springhill Junction is operated from.

Surely Sir Henry Thornton will see that the mountain section should be operated from the nearest divisional point, by officials who are used to conducting winter traffic on that section of the road.

SOME people think that the jury who sat on the two fatal accidents or the accident with two fatalities at Truro on the 27th of December should have made recommendation in respect to the deadly level crossings the two men were killed on.

What's the use. I venture the

statement that there are hundreds of jury recommendations regarding level crossings pigeon-holed in the railway department at Ottawa. It would cost a lot of money to change level crossings on the I. C. R. from dangerous to safe, and when the cost is put in the scale against human life, the balance is in favor of cost. They have a monthly Journal on the I. C. R. edited by a safety-first engineer. Since the public pay for the publication of that Journal why not the editor of it write and publish an article on Level Crossings—and safety first?

SINCE the reference to trains stalling in the mountains was written, as above, another severe snowstorm came, and it would seem that at long last the lesson has been learned, for, during the storm, plows were kept running in the mountains with the result that trains were not stalled.

I have been about the I. C. R. and the old Nova Scotia railways, ever since I first knew anything about railways and trains, but I saw Friday what I never witnessed before—a passenger train made to clear sidings. The train was the Truro local. It left Halifax on schedule time and arrived in Truro two hours late. At Windsor Junction the engineer and conductor got orders to clear all sidings from that point to Truro, and this was done. There was a flanger in the train make-up. This was more evidence of economy. It was done to save sending out a plow and flanger special. It does seem that in respect to economy wonders will never cease, and it is the wage employees that bear the brunt every time; a wage cut, a time cut, a lay-off, and putting double burdens on passenger trains to save sending out another train. In the delaying of passenger trains it would seem the passengers are not taken into consideration. It is a sort of "the travelling public be 'd—d.'"

Well, they seem to get by with it, so why should I worry.

TRURO, Dec. 31.—The D. A. R. management established a new record today in serving the travelling public. The train from Yarmouth yesterday was hung up at Windsor owing to the seriousness of the wreck of a plow-special at Beaver Bank on the Windsor Branch. As the road could not be cleared for some time, perhaps not till some time tonight, Manager Graham entered into successful negotiation with the I. C. R. management to have the train reach Halifax over the I. C. R., from Truro. The train, in charge of Conductor Mansfield Nichols and Engineer Andrews, arrived in Truro over the Midland Division of the D. A. R., at 6 this morning, and left for Halifax at 7.10 I. C. R. locomotive engineer McIsaac acted as pilot from here to Halifax. The passengers had breakfast at the railway dining hall here.

WILLIAM TOUT, of the I. C. R., mechanical department, Moncton, is spending the New Year's holidays at his home in Halifax.

John Stevens, of the despatching staff, Truro, who spent Xmas at his home in Campbellton, has returned to duty.

Another spare crew was set up at Truro last week, with Murray Crockett as conductor.

Halifax

JANUARY 1

1925

WRECK WAS ONE OF THE WORST ON D.A. RAILWAY

ENGINE CREW HAVE RE-
MARKABLE ESCAPES

4/15/1925

Fireman Severely Injured,
But Engineer Escapes
When Locomotive is
Broken in Two.

THOMAS WALSH, of Yarmouth, locomotive fireman, sustained a compound fracture of the left leg and severe abrasions, and Clarence Corey, engineer, also of that town, had a remarkable escape from death, when the D. A. R. express from Halifax for Yarmouth, left the rails a quarter of a mile this side of Lawrencetown, Annapolis County, at noon yesterday. None of the 300 or more passengers travelling on the train were injured. The train was in charge of Conductor William Herbert.

The wreck is regarded as the worst that has taken place on the D. A. R. in recent years. Following an inspection of the mass of wreckage yesterday afternoon, officials of the railroad estimated that the damage would probably total between \$10,000 and \$15,000.

Leaving the rails, the locomotive skidded along for a distance of about twenty-five yards, finally plunging many feet into a bank on the left side of the tracks. The sudden impact caused the coupling of the tender to snap, leaving that portion of the engine at right angles with the rails.

The mail car, which immediately followed the locomotive, piled up to the right of the rails and the next car, containing the baggage, fell off to the left side. Only the forward trucks of the express car left the tracks.

The engine, Avon 37, one of the new D. A. R. locomotives which have been in operation on the D. A. R. for only a couple of years, was very badly damaged. The road bed was also badly torn up but it is expected that temporary repairs will be effected in time for today's trains to pass over the wreck area without delay.

Following the accident, a special train was despatched from Kentville and, with the arrival of the express from Yarmouth, the passengers, baggage, mail and express matter were transferred around the scene of wreckage. George E. Graham, general manager; Laurie Ellis, assistant superintendent, and F. Young, mechanical superintendent of the D. A. R., arrived by automobile, and superintended the transfer of passengers and the salvage operations.

The accident occurred within the yard limits of Lawrencetown, about a quarter of a mile from the business district of the town. Workmen employed by the Highways Board have been engaged in repaving the road in the vicinity, and it is believed that road scrapers, in passing over a level crossing, had pushed the planks between the rails in flush with the track, leaving no space for the large of the locomotive wheels. Hitting the planks, the engine careened off the tracks, skidded down the side of the road bed and plunged into the bank.

With the arrival of the special train at Kentville bound for Halifax, the passengers were provided with a lunch free of charge. The train arrived in the city at 10.40 o'clock last evening.

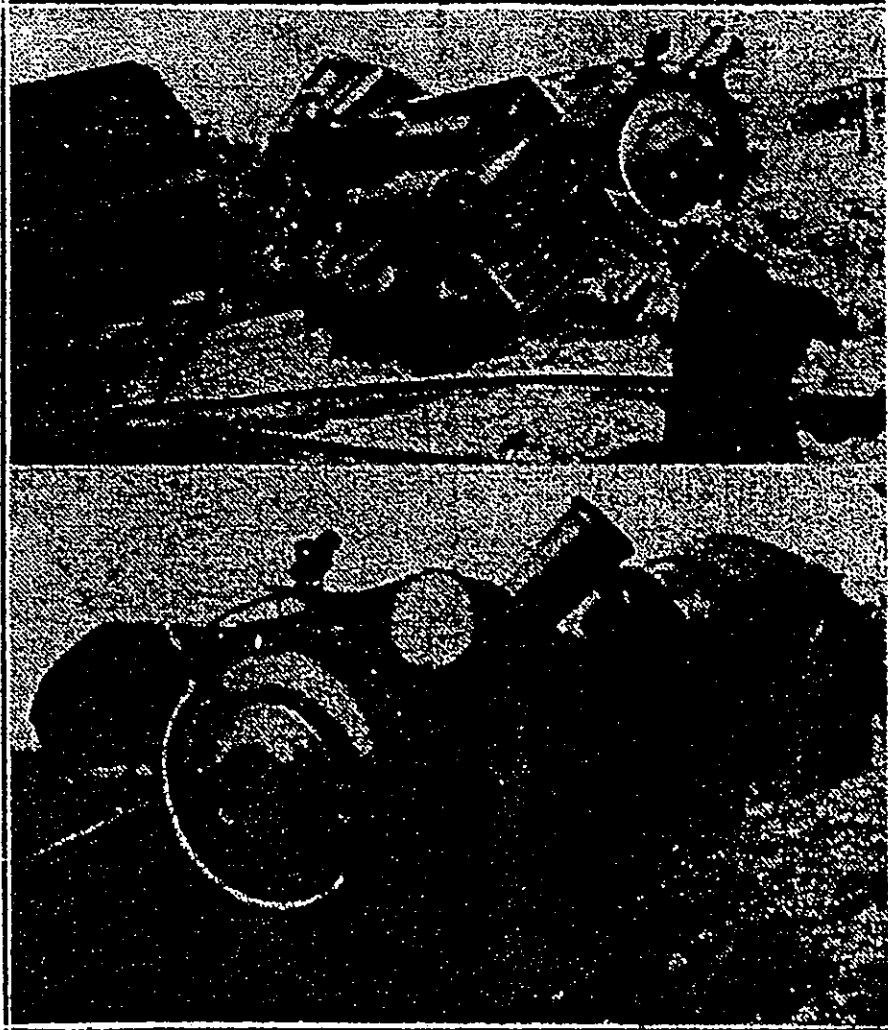
Walsh formerly resided in Kentville and was at one time employed on the Truro-Midland road. A few years ago he was badly scalded in a wreck on that line.

ENGINE No 37
AVON

HALIFAX

April 15 1925

Wrecked On The D. A. Railway



THE remarkable good luck which attends the Dominion Atlantic Railway, which is able to boast that no passenger ever has lost his life on that line, again was in evidence on Tuesday when the express train was wrecked near Lawrence town, with the results depicted above. In spite of the nature of the smash, only one person was injured, the fireman, Thomas Walsh, who suffered a broken leg and was severely bruised.

No 37 Avon

ENGINE No 37 Avon

HALIFAX

APRIL 16, 1925

THE RAILWAY HERALD

This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are his own and do not represent The Railway Herald or the Railwaymen's side of the case.

By LINKS AND PINS

SINCE coming into office Premier Rhodes, and his government have made a satisfactory showing but of all the things that he has done, I like best his attitude in respect to freight rates as they affect the Maritime Provinces, and for the reason that it reflects his attitude in respect to Maritime Rights. Judging from what he has said in respect to rail rates he will stand four square for the Maritime question.

Reliable press report told us the other day that Hon. Mr. Rhodes had heard disquieting reports regarding intention in proposed dealing with the rates by the Board of Railway Commissioners, and that he promptly got in touch with the board regarding the matter.

Perhaps the honourable gentleman and his government will not agree with me, but to my mind there is only one way that the people of these provinces can be relieved of their rail rates burden, and that is to return The Intercolonial Railway to its confederation status, manage it from Moncton, under direct control of the Minister of Railways, the government, and parliament. When it was that way, that is, from the time it was built up to its amalgamation in 1919 with the company 'take over' in financial distress, there was no grievance in respect to freight rates. Everything in that regard was satisfactory to the Maritime people. Up to that time the Board of Railway Commissioners had not control over the rates on the government road. It was not till the I. C. R. was amalgamated with the corporation 'take over' that the Railway Board got power over it, and it was brought about by placing the control of the Canadian National, including The Intercolonial, in the hands of a Board of Directors. That was the only way that the Intercolonial could be brought under corporation railways freight rates. When the government and parliament controlled The Intercolonial, the Board of Railway Commissioners did not have power to set its rates, because the board was not greater than the government, but the Board of Commissioners now control it because it has been placed on a private corporation road footing under a Board of Directors of the Canadian National. The moment the Intercolonial came under the Board of Railway Commissioners—the people lost control of it in respect to rates, and it will be that way until the road, that is the Intercolonial, is again placed under full control of the government. Think it over.

BIG TRAINS

BIG locomotives, big cars and big trains are the enemies of the Railway Brotherhoods, whether use of them is intentional on the part of the operators to that end I am not saying. The big machines, cars and trains throw a lot of rail workers, especially train and engine men, out of employment, glut the market in respect to that sort of labor, and idle people tend to cut wages by way of bidding for employment.

However, the time has

come, are the last of the old guard of Nova Scotia track workers, men who helped to build the Nova Scotia Railway, between Halifax and Truro. Mr. Ormiston is past 80, and Mr. Mowatt will be 80 in January next, yet both are as smart and active as many men much younger.

Two locomotives, 521 and 545, from the C. P. R. shops, Montreal, were in Truro yard Tuesday en route to Kentville, for the D. A. R. They are good looking machines, freight engines, and just the right size for quick dispatch of traffic.

My good friend, the popular veteran editor of the Truro News, has my thanks for a fine mess of trout. In company with his nephew Eugene Cummings, electrical engineer, he has done a good deal of successful trout fishing this season, and true to form has given most of them away.

Mr. Dimock's splendid garden, known as the West Prince Street Experimental Farm, is a fine sight just now. He does wonders at experimenting along many lines. Not long since he gave me a leaf of tobacco plucked from one of the plants in his garden. He grows, and experiments with vegetables, grain, fruit and flowers, and in respect to potatoes has produced an excellent variety from seed grown in his garden.

I may add that I expect to get most of his crop of pumpkins as the result of an election bet, and I may further add that "W. D." does not farm to sell. He gives most of what he raises away. The government farm at Bible Hill, has nothing on Friend Dimock's garden from the experimenting standpoint.

SERIOUS ACCIDENT

AUBREY STEEVES, C. N. R. switchman, Moncton, met with an accident last Monday morning by which he lost his right foot.

When the fast freight was pulling out of the yard, Mr. Steeves attempted to board the pilot to ride a distance, but in some way slipped and the foot went beneath a wheel, and was terribly crushed. The engine men did not see him try to get on, and knew nothing of what happened till they were well on their way to Truro.

Meantime the injured man crawled to the switchman's shack, where later he was found by a fellow employee, who called a doctor.

Extra pathos is lent the unfortunate affair from the fact that some years ago Mr. Steeves lost an arm in a railway accident.

NOTES BY THE WAY

TRAFFIC continues to pick up.

M. C. Lockhart, Moncton, special organizer of the Canadian Brotherhood of Railway Employees, was recently in Truro, on railway business.

Mrs. Betts, wife of A. B. Betts, C. N. R. locomotive engineer, daughter Miss Maimie, and niece Miss Jennie Blois, recently returned from a visit with friends in the New England States.

William Byers, of the C. N. R. station baggage staff, Truro, and Mrs. Byers, recently returned from a trip to the Canadian west, including Saskatoon, where they visited Mrs. Byers' brother, J. W. Forrester, who conducts a tailoring business in that town, but whose health as a result of the war, old home friends will regret to learn, is not satisfactory.

Mr. and Mrs. Byers, met Rod Hansen, another Truro boy, who is manager of one of the leading banks

ENGINES 521, 545
arrive

SEPTEMBER 4, 1925

gully, to crawl from beneath the wreckage. The train crew arranged with despatch to bring the injured parties to Windsor. Dr. Zwicker and Mr. Halliburton being placed in the caboose, and the freight cars shunted along the track.

Dr. Zwicker sustained a fractured skull, while both his legs and arms were broken and his body terribly bruised. He lived but a short time after reaching the hospital. Mr. Halliburton was reported to be resting comfortably at the hospital tonight, although his condition is still serious. Mrs. Halliburton and the injured man's brother arrived here this afternoon, having left Halifax on being informed of the accident.

WELL KNOWN HERE

DR. ZWICKER is one of the best known residents in the Annapolis Valley, and his tragic death came as a great shock to his host of friends. He formerly resided in Halifax, and was at one time secretary-treasurer of Royal Nova Scotia Yacht Squadron, being a most enthusiastic yachtsman. He formerly owned the yacht Arab and was very actively associated with the yacht squadron's affairs.

During his residence in Halifax Dr. Zwicker resided on Young Avenue, although he did not engage in the practice of dentistry while in that city. His wife was formerly Miss Mahon, daughter of J. C. Mahon, of Halifax, and one of the founders of Mahon's Limited.

Besides his wife, Dr. Zwicker is survived by one son, Jack, and one daughter, Miss Edith. He was 48 years of age.

JURY'S VERDICT

THAT Dr. F. G. Zwicker while motoring to Halifax with his son and Mr. Halliburton, of Halifax, in an open car but with the sides on, failed to see the freight train coming from Halifax, while nearing the crossing known as DeWolfe's, in time to stop the car before the crossing was reached. The car was struck by the engine while on the crossing and such injuries were inflicted and the result of the collision upon the deceased, that death ensued in a couple of hours.

While we know it was accidental, we are surprised that the car was not seen by the train hands before the collision took place, as there is nothing to obstruct the view of the road from the left side of the train.

This verdict was reached by the jury at the coroner's inquest held tonight to determine the cause of the accident, which resulted in Dr. Zwicker's death. The inquest, with Dr. J. W. Reid, as coroner, opened this afternoon, but was adjourned until 10:30 tonight to enable the members of the train crew on the freight which struck Dr. Zwicker's car, to arrive here from Kentville.

TRAINMEN TESTIFY

AT the afternoon session Dr. Bissett, who attended Dr. Zwicker and Mr. Halliburton, gave evidence as to the extent of the injuries describing in detail the injuries sustained by Mr. Zwicker.

The members of the train crew were heard tonight. Conductor McIvor, of the D. A. R. freight 387 being the first witness. He said the train was composed of 15 freight cars and the first intimation he had of the accident was the sudden stopping of the train. With other members of the crew he aided in the rescue work, having rushed to the ditch which had been hurled into a ditch some distance from the crossing. Conductor McIvor said the freight had been brought to a standstill about six car lengths from the crossing and he characterized this as an indication that the air brake equipment was working perfectly. The car had caught fire after being thrown along the embankment, said Conductor McIvor, and the flames were extinguished with water from the engine. He told of taking Dr. Zwicker and Mr. Halliburton back to Windsor in a caboose, the freight engine being taken from the train to make the run.

DID NOT SEE CAR

ENGINEER Lewis Currie, of Halifax, said that he did not see the car approaching and the first intimation he had of the collision was the air which followed the crash of the engine against the automobile. He at once applied the brakes to the engine and stopped the train within six car lengths of the crossing. Engineer Currie said the train was going 20 miles an hour at the time it reached the

ENGINE 537

September 26, 1925

THE DOMINION ATLANTIC RAILWAY

WHEN Hon. Joseph Howe was back in the fifties, or earlier perhaps, advocated the building of a railway to connect Windsor with Halifax, he did not intend that the railway would end for good and all in the town of "Sam Slick" fame. He saw farther than that in the matter. Howe had in mind a western Nova Scotia trunk line, such as the Dominion Atlantic Railway is at this time.

The trouble in promoting and carrying out such schemes in the old days was money. All such schemes were financed in the Old Country and just at the time the Windsor Railway was being agitated for, the Crimean war had but ended and financing in the Old Country was rather difficult. However, money was found to build the road as far as Windsor and there the matter ended for a time, but soon the slogan, "On To Annapolis," was heard throughout the Valley and it bore fruit, for in 1866 the surveying of a route for a railway from Windsor to Annapolis was begun. The engineers were Kinnell and Brunell.

However, Mr. Howe was not premier when the building of the road was commenced. Sir Charles Tupper was.

The Herald is indebted to Conductor W. W. Clark, of the D.A.R., a son of a pioneer conductor of the Windsor and Annapolis railway, for the following interesting facts and figures.

MURDOCH'S History of Nova Scotia inform us that in February, 1846, Isaiah Smith, stage driver, notified the travelling public that they could travel from Halifax to Windsor and from Windsor to Halifax for six dollars. His stage-coach, which would accommodate six inside passengers, made two trips each week. Considering the enormous amount of railway traffic between Halifax and Windsor today, this scrap of ancient history appeals to the traveller with a degree of absurdity.

The Windsor and Annapolis had its beginning in 1866. On July 6th, the following letter was sent to the Hon. Charles Tupper, premier and Provincial Secretary, Nova Scotia, at Halifax:—

"Sir:—We the undersigned, hereby propose to construct, equip and operate the proposed Windsor and Annapolis Railway, upon the following conditions:

1st.—The time for the completion of the railway to be three years.

2nd.—The government to give us the right of fixing the location of the road.

first four years, amounting to £120,000.

4th.—To be paid £10,000 for the bridge over the River Avon at Windsor.

5th.—About the end of the second year from the commencement of the work the sum of £150,000 to be provided by the Government by capitalizing the annual subscription, which in about thirteen years will pay the interest from a sinking fund, to pay off the sum.

6th.—Payments to be made to us monthly as the work advances, upon actual work done and materials delivered, such payments to be arrived at by means of a schedule of prices to be hereafter agreed upon.

7th.—To enjoy all the privileges conferred by present act of incorporation of the Windsor and Annapolis Railway Co.

Signed, John Wardrope & Co.,
Brownville,
Canada West."

PRECEDING this movement the Nova Scotia Government had tried to get some English gentlemen interested in starting the Railway between Windsor and Annapolis.

In the latter part of 1865 all arrangements were perfected and the

survey for the Windsor and Annapolis Railway started at Windsor engineers, Kinnell & Brunell. Among the members of the staff was Joe Edwards, afterwards conductor for several years and later officiating as station agent at Annapolis. John Carroll was also a member of the staff, later serving as conductor, and in 1880 being promoted to Traffic Supt., and now acting as town clerk of Kentville.

The track was laid with iron rails—40 pounds to the yard, 3 ft. 6 in. gauge.

In the spring of 1869 the first engine on the W. & A. R. was landed at Elderkin Creek, one mile east of Kentville—Joseph McLellan, Driver, Nick Whalen, Fireman. The second engine, "Joe Howe" landed at Bridgetown, Fred Journey, Driver of this engine. These engines were purchased from the Nova Scotia Government. Tanks were under the engines, four wheelers.

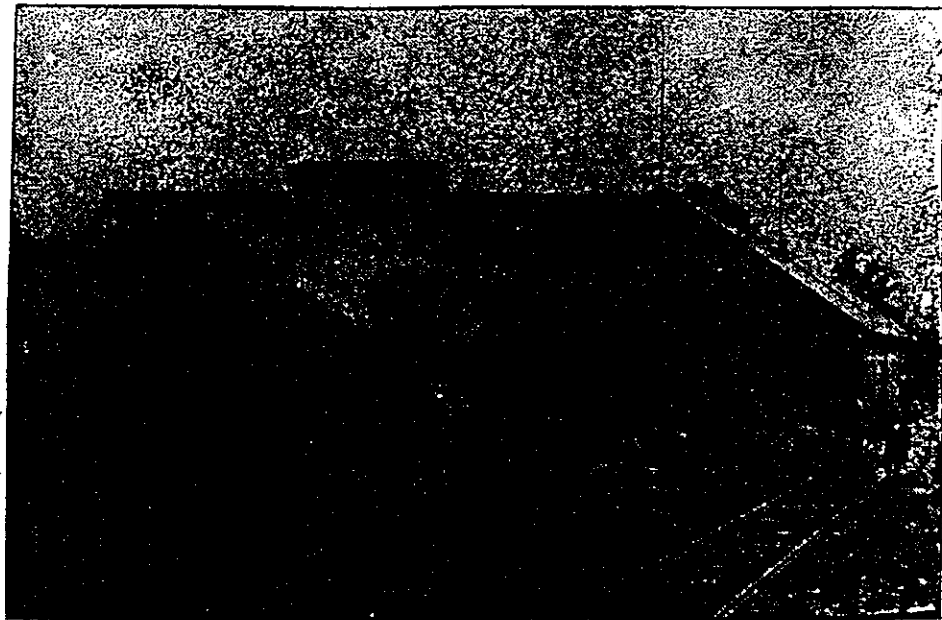
1860 Engine "St. Lawrence" landed at Annapolis on the south side of the present railway wharf from a steamer called "The Prince of Wales." This was a second hand engine (Portland) 6 cylinder 12x 21, Wm. Boyd, Driver.

At this time Wolfville was the headquarters of the W. & A. R. from Annapolis to Horton Landing. During the year Engine No. 1, "Evangeline" and No. 2 "Gabriel"

16 x 21 cylinders, were landed at Wolfville. These engines were built at Bristol, Eng., by Fox and Walker & Co. and exhibited wonderful power in ploughing through snow. Later in the year four more engines were added to the service. Thomas Legge came from England with these engines and later became Locomotive Supt. Two machinists also came with the engines, Joe Jepson and Wm. Waugh. The latter died in 1870, but Jepson remained in the service for several years.

THE opening of the road between Annapolis and Horton Landing was Aug. 18th., 1869. The first passenger train left Annapolis about 9 a.m. Conductor James Keys; Driver, Billie Boyd; Fireman, John Phelps; Engine, "St. Lawrence." The train arrived at Kentville about 3 p.m. and a big banquet was held in the present machine shop; then proceeded to Horton Landing. Thomas Legge drove the engine from Kentville to Horton Landing; George Bonkin then Traffic Supt. acting as conductor.

Daily trains were run following the opening of the railway, from Annapolis to Horton Landing and Horton Landing to Annapolis.



The "Sir Gaspard" standing in Kentville V.M.

Halifax

September 26, 1925

IC RAILWAY SYSTEM

police passengers being driven by stage from Windsor to Horton Landing. Mr. Pratt, brother of the late H. A. Pratt, Kentville, was the first agent at Middleton and would travel on the trains both ways, sell tickets and collect freight charges. Mr. Ruggles was the first agent at Annapolis.

The general offices for the W. and A. R. were built at Kentville in 1868 on the ground where W. Herbert's house now stands. George Brown, father of R. Brown, train despatcher, Kentville, being the first auditor with his office in this building. The building long and narrow, was later converted into a dwelling house.

(Copy of letter received from the Engineers' office, Halifax, in 1866).

Nova Scotia Railway
Engineers' Office
Halifax, 21st Dec. 1866

HON. JAMES McDONALD,
Financial Secretary.

Sir:—Having heard indirectly that it is the intention of the contractors for the construction of the Annapolis Railway to "break

ground" in the course of a few days, I beg respectfully to state that unless such is being done with the knowledge and approval of the Government, the proceeding seems irregular and premature for up to the present time no official communication has been had with the commissioners of this department. Moreover the Government, so far as I am aware, have accepted no definite location of the Railway and unless there exists some special reason for the performance of the ceremony at this particular time, I would suggest that it be postponed until the surveys are properly completed and the line of location finally determined upon and appointed by the Governor-in-Council as required by contract. I have the honor to be, Sir,

Your obedient servant,
ALEX. MacNAB,
Chief Eng.

At this time the shunting of cars at Annapolis was done by a white horse, driven by the late Anthony Riordan.

On the fourth of Oct. 1869 the tracks were badly damaged by the Sixby Gale. The dykes at Grand Pre were broken and the tide swept

away the road bed. At this point trestle work had to be put in to allow the water to pass through and save more of the road from washing away.

On Dec. 18th, 1869 the first train of the Annapolis and Windsor Railway arrived in Windsor.

On June 1870 Wm. Youd came

to Kentville as a machinist and put new machinery shops in shape.

In June 1870 Jas. Litch came to Kentville as a machinist and was afterwards made locomotive foreman at Halifax.

On Jan. 1st, 1872 the first train

(Continued On Page 31, Col. 1.)



September 26, 1925



Dominion Atlantic Railway

The Celebration of the Fiftieth Anniversary of the Opening of the Intercolonial Railway

Reminds us of the immense progress made in transportation in the **MARITIME PROVINCES**, in this half century, and also of the immense **AGRICULTURE** and **HORTICULTURAL DEVELOPMENT** in

THE ANNAPOLIS VALLEY

OPPORTUNITIES FOR:—

INCREASED ACREAGE
INCREASED DEVELOPMENTS
INCREASED POPULATION

are more inviting today in the light of Nova Scotia's proximity to the **WORLD'S GREAT EST MARKETS** than ever before.

THE HEART'S DESIRE of man is best satisfied by the possession of .

A COMFORTABLE HOME
A FULL-BEARING ORCHARD
A PRODUCTIVE FARM

Beautiful **ANNAPOLIS VALLEY**, than which none offers greater opportunities, more inviting surroundings and greater scenic beauty, extends the call to all who wish to go "**BACK TO THE FARM**," and enjoy the serenity of **COUNTRY HOME LIFE**.

ENQUIRIES SOLICITED.

George E. Graham,
General Manager,
Kentville, Nova Scotia.

**LAND OF
EVANGELINE**

F. G. J. Comeau,
Gen'l. Freight and Pass. Agent,
Halifax, Nova Scotia.

Halifax
September 26, 1925

H AUTO THIEVES

Thrills Mark Two-Day Pursuit Which Ends With Capture

Two U. S. Men Now Held
For Theft of Kentville
Auto

POLICE WORK FAST

Kentville Officer's Car Beats
D. A. R. Train to
Bedford Station 1925

KENTVILLE, Oct. 16—A thrilling race through a portion of the Annapolis Valley, in which the speed of a small auto was pitted against that of the Dominion Atlantic Railway passenger express; a wild night auto ride along the roads along the roads of Kings County, which ended in disaster for the pursued car, and the temporary escape of James Burgess and a companion, both said to hail from the United States, were the high lights of a spectacular two day's chase of two alleged auto thieves, which ended yesterday evening at Bedford Station. When the express slowed to a stop, the Kentville police, winning their race with the train, placed the two men under arrest, returned them to Kentville and lodged in jail to await their preliminary trial which will be held this morning.

They will have to answer to a charge of stealing an auto and stripping it of its gear.

The capture was all the more exciting and remarkable for the fact that had they been given another twenty minutes they would have been in Halifax where their apprehension by the authorities might have been more difficult and possibly might have resulted in their complete getaway. But the pursuing party, included in which was Jailer Hall, of Kentville, after racing against time from Port Will-

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OCTOBER 17 1925

HALIFAX