

DOMINION  
ATLANTIC  
RAILWAY  
DIARY

VI

HALIFAX HERALD

1925-1930

C. H. RIFF

# THE RAILWAY HERALD

This column is constructed 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

IT is quite reasonable to believe that there will be accidents on railways in the future as in the past, but the provision of needed equipment in that respect is to reduce them to the least possible minimum, and it must be admitted that wonderful progress has been made in that regard during the last twenty-five years, and the government railway of Canada has not been an exception in the rule. The auto is crippling more and killing more people these days than the locomotive, because the locomotive in the first place is more carefully handled, by men trained to handle it, and in addition, its equipment, and the equipment of the cars it handles is vastly superior to the equipment of a quarter of a century ago. Steel cars, and consolidated trains make passenger travelling more safe than the equipment of twenty-five years ago permitted, and the increased weight of locomotives make it more difficult for them to get off the rails than when they were less than half the weight they are now. Take for instance the accidents that befell recently two big C.N.R. passenger trains between Truro and Moncton. Both were hauled by the largest type of locomotive in use on the system, the "Six Thousand Class," weighing each nearly two hundred tons. In both cases they remained on the rails intact, while the cars they hauled left the rails, most of them going into the ditch, but in no case were they broken up. It would have been a different and more horrifying case had the locomotives been of the lighter tonnage and the cars of the old wooden type, for in neither of the accidents referred to were any persons killed, and but a very few seriously injured.

## FOR GREATER SAFETY

THEN, too, besides improvement in engine and car equipment, that make for greater safety, there is also improvement in the system of running trains, and in the track by reason of the larger rails. Some of the improved equipment make for greater safety of employees, such as the automatic couplers, replacing the old "links and pins" that emptied so many sleeves, caused permanent injury, and frequently death.

Speaking of the man in the engine, it is interesting to note that now he drives by aid of air, and steam appliances do a large percentage of the work formerly performed by the train men, in the days of the old-fashioned equipment. He does the braking and hants and fights the cars, but after all is said, the trainmen, by reason of the greatly increased tonnage of trains, have plenty to do.

## THE ONLY FAULT

YES, in the last twenty-five or thirty years there have been many improvements in railway equipment that make for greater safety, and the only fly in the ointment in that respect is the tendency of managements to underman in the name of economy, especially to underman in regard to train and track service, particularly the latter. Skeletonizing track service crews is not a case of "safety first," especially in view of the increase in engine and car tonnage, which certainly means greater strain on the track, calls for greater effort to keep it up to the required standard necessary to safely carry the increased tonnage. Track crews are little if indeed any greater now than they were when the tonnage of locomotives, cars, and trains was but fifty per cent. of what it is at this time.

I think there is also another matter that should be given attention in view of the increase in engine, car and train tonnage and that is, to go so far as to say as the main line

money for the purpose was not easy to obtain, and what could be had was made to go as far as possible by avoiding difficult cuttings, heavy cuttings, and besides there was much political pull in connection with the locating of the line, hence the tremendous curves and grades at the points mentioned.

The matter of making the changes suggested is worth looking into from the standpoint of the best interests of Maritime ports.

## JOTTINGS BY THE WAY

ENGINEER Stanley Roddick, of the Midland Division of the D.A.R., who went over with his locomotive when it was ditched and upset near South Maitland last Saturday morning, was not, to the delight of his many friends, as badly injured as it was first thought he was. The accident was caused by ice beneath snow covered rails. The rails were covered to such an extent that Engineer Roddick could not see them.

Running five hours late Saturday the inbound Maritime Express got away from Folley Lake about 7 p.m., and should have reached Truro before 8 o'clock, but she became lost and when next picked up was stalled at DeBert, owing to a breakdown in the locomotive. The engine to take the train to Halifax was standing at Truro station, and when the news of the breakdown reached there this locomotive was sent out and brought the train in, arriving at Truro about 1 a.m.

Jack Frost certainly played havoc with railroading in the Maritime Provinces last Friday night, and throughout the following day and night.

Friends of Mrs. Kennedy, wife of J. M. Kennedy, locomotive foreman C.N.R., Truro, who recently underwent an operation in hospital in Halifax, will be glad to learn that she is now on a fair way to complete recovery.

DAR

HALIFAX

JANUARY 28, 1926

# Ships Hug Port; Railway Trains Are Delayed

(Continued from Page 1, Col. 8)

pers as a result of conditions arising out of the storm.

At Liverpool the storm reached such a velocity that business was suspended during the day, the streets of the town being impassable. The fishing fleet out of Liverpool remained in port. Mail trains on the Port Greville-Parrishore route, battled for six hours to make the 13-mile trip, and so much snow had fallen in that section that travel has been very irregular. It was reported from Parrishore that shipping out of that port, to Bay of Fundy points, had been held up for the last 10 days.

## 60 MILE GALE

THE gale at Digby reached a velocity of 60 miles per hour and the streets there were piled high with snow-drifts. Teams engaged in clearing the railway crossings were forced to abandon work late in the afternoon owing to the severity of the storm.

Yarmouth reports last night stated that radio messages received in that town told of unprecedented storm conditions throughout New England. No trains moved out of the North or South Stations at Boston, no radio reports stated.

From Lunenburg section came further reports stating that lumbermen are withdrawing crews from the woods, the snow being from four to five feet deep in several of the timber limits where work is being carried on. Along the D. A. R. there are a number of snow-drifts 25 feet in height, and the snow-plough equipment is being taxed to the limit to keep the lines cleared and prevent a complete tie-up in freight, awaiting shipment to Halifax for export.

## SHIPS HELD IN PORT

ALONG the Halifax waterfront the storm was as severe throughout yesterday that not a vessel ventured out of the harbor. The steamer Skipper, due to sail last night for Newfoundland was held in port and will probably sail today. The Canadian Settler, from Antwerp, limped into port after being tossed about on the Atlantic, her engines having become disabled during the storm which has raged along the northern Atlantic for several days.

During yesterday afternoon, when the storm was at its worst here, stevedores were forced to abandon all work, as they could not load cargo on the different steamers here. Large shipments for overseas ports, which have been expected here for the last few days, failed to reach Halifax yesterday, the railways being unable to move their freight with any despatch. Marine men said last night that all the vessels are hugging ports along the coast before setting out for their destination. The Eldsborg, from San Diego, with a cargo of sugar is due here tomorrow, but in view of the storm reports, this steamer is not likely to reach Halifax for several days.

## GOING TO AZORES

YESTERDAY afternoon a wireless message received by the Furness, Withy Company, from the German steamer Hupover, stated that the Manchester Producer in 46.58 north, 38.45 west, had broken her rudder

and management have their hands full these days with keeping the line clear. One snow storm after another has piled the drifts mountains high and the task of keeping the trucks clear is a Herculean task. It is remarkable how successful the management has been in maintaining the standard of the service.

The C. V. R. has been the most difficult place of track to keep open. In some of the cuts the snow is piled twenty-five feet high and the task is made harder with the high wind. The North Mountain branch has also been kept comparatively clear. The train crews and other employees with their superintendents face many dangers, the blinding snow making it almost impossible to see a foot ahead of them in many instances, but it is a noteworthy fact that thus far no accidents have occurred nor have any injuries been sustained by those whose duty is keeping the lines open for the public service.

## HEAVY APPLE SHIPMENTS

THE snow has greatly hampered traffic but has not tied it up, as the train crews have been kept steadily at work with the snowplows. Even the freight shipments have gone forward regularly. One hundred carloads of apples for England are being forwarded tonight and tomorrow. The cost of operation is but a slight of these strenuous times, the main object being to keep the line clear and keep service.

## YARMOUTH SUFFERS

YARMOUTH, Feb. 4.—For the past ten hours or more Yarmouth has experienced another heavy fall of snow which although it has not crippled the train system, has prevented any street traffic, and the streets are keeping close to the fire-line. The storm has quieted down considerably and the snow has nearly turned to rain. Shipping in this port has not been hampered to any extent, but steamer Prince George which two days ago experienced such a rough passage, has not left Boston as yet owing to the terrible storm which is prevailing at that port. Radio messages from Boston state that not a train is moving in either the North or South stations so bad is the storm. The Prince George will leave Boston for Yarmouth at midnight. The trains arriving in Yarmouth tonight were about a half hour late.

## LUMBER OPERATIONS HALTED

LUNENBURG, Feb. 4.—Lunenburg was today visited by the worst storm and heaviest snowfall of the season, and tonight the snow is piled in drifts everywhere. The winds raged all day, coming from an easterly direction, and at times of whirling shows no sign of abating. The vessels in the harbor are all lying snugly at anchor or securely tied to the wharves, and it is not expected that they will suffer any ill effects from the storm. Shipping coming on the coast, however, will have a hard time of it.

The schooner Fishhorn, Captain Kenneth Iverson, and Abundance, Captain Ammon Zink, in ballast from Halifax, the Louis Conrad, Captain Conrad, in ballast from

February 5, 1926

# The Railway Herald

C. N. R. Contemplates Expenditure of \$6,000,000 in West, What About Nova Scotia?—Major P. A. Curry, of the White Star Line, Furnishes the Right Cue—Along the D. A. R.—Notes By the Way.

2/19/1926

## BY LINKS AND PINS

THE Canadian National Railways contemplate spending in the vicinity of six million dollars in the west, on the building of new lines, but there is not a dollar for the east. What of the Guysboro railway? The Tories used to be blamed for not building it, but with a Liberal government in power for the last five years, or thereabouts, it is still being sidetracked.

Then, too, what of upkeep on the main line of the C.N.R.? Parts of the line in Nova Scotia at least, are in pretty bad shape, and will be still worse when the snow goes off, and the frost begins to come out of the road bed. Generally speaking, the road bed of the C.N.R. is none too good in the Maritime Provinces. It needs large expenditures to put it in shape, but it seems we cannot have a dollar to that end, while there are millions apparently to duplicate roads in the west. We are told that the west is over railroaded. There has been a move on the part of the C.N.R. and the C.P.R. to cut out duplications, and yet at the same time there is now also a move on the part of the C.N.R. to spend five or six million dollars in building still more mileage in that part of the country.

There seems to be an African in the numbers somewhere.

## THE \$10,000 BONUS

IN a front page article the Morning Chronicle of Tuesday announced it would give \$10,000 if a certain White Star Line ship would make its initial round trip to and from the port of Halifax. It turns out that the ship in question has not been built, and may never be, that if it is built it will not be inside of two years. The Chronicle set out next day in interview people on its proposal, and this is what a prominent shipping man of Halifax—a gentleman who I think I am safe in saying is not a Tory—said about the matter. I am quoting from the columns of the Chronicle.

"With respect to the gratuity which you offer to the White Star Line, as the ship in question has yet to be built, I suggest that your activities might be directed to the ships of less tonnage on the principle that, 'great oaks from little acorns grow'."

That's good, practical advice. Deal with the substance, rather than with the shadow.

## THE COMPANY'S STAND

THREE clear days before the Morning Chronicle made its offer the following despatch appeared in the columns of The Halifax Herald:

MONTREAL, Feb. 12.—The White Star Line is quite prepared to make either Halifax or Saint John the western terminus in winter for its vessels provided that sufficient cargo is offered to enable it to operate a service to the United Kingdom from one or other of those ports economically.

This was an opinion expressed yesterday by Major P. A. Curry, manager of the White Star Line, Canadian service, when his attention was drawn to the utterance of the O. B. Price, M. P. (Conservative, Westmorland), made on Tuesday in the House of Commons. It was stated that every possible means should be used to persuade the White Star Line to make Saint John and Halifax its winter ports of call.

such rates, or trying to induce the government to establish more favorable rates in respect to the ports of Halifax and Saint John, instead of knocking and belittling the efforts of those who are fighting for Maritime Rights in that and other respects.

Cut out the fireworks, and get down to brass tacks in connection with the matter.

## ALONG THE D. A. R.

KENTVILLE, Feb. 18.—Conductor W. W. Clarke, is in receipt of a letter from John C. McCulloch, of Chicago, a native of Shubenacadie and at one time a fireman on the Nova Scotia Railway, and the I. C. R., running out of Truro. He has been away about fifty years.

He writes interestingly of the old days of railroading in Nova Scotia. For instance he writes: "Do you remember the veteran conductor, the first on the Nova Scotia railway, John Murray? He was in charge of the morning train out of Halifax to Truro, returning in the evening. He carried the usual conductor's whistle, silver, of those days slung about his neck by a silver chain, with which he directed the engine by blasts on it. One blast for broken on, two for off and so on, the engineer repeating the blasts on the locomotive whistle as an acknowledgement that he understood."

"The system was done away with because it frightened horses, and annoyed nervous people. It was all hand brakes those days, and link and pin coupling. James E. Geldert was the conductor of the Milk Train, his brother, William, was brakeman, and James McDowell, was baggage master. The latter's brother, John McDowell, was engineer, and Wesley Boyd, was fireman. They all went to promotion in their line, but have all, save, John McDowell, crossed the Great Divide, two of them James Geldert and James McDowell, dying at their post of duty."

"Do any of the present employees remember the change of gauge from narrow to standard? (Note: Yes, there are men yet active in the service that were in it, when in 1876, in June, that change was made. They are Conductors Nathan Pushie, and J. J. Daly, and William MacKenzie, station master at Bedford, at present, Links and Pins.)"

Mr. McCulloch goes on to describe how it was done, and remarks on the short length of time it took to accomplish the feat, a matter that was fully dealt with in this part of The Halifax Herald, not long since.

Mr. McCulloch, goes on to say that ten of the locomotives then in use on the road were built at Fresh Water (now the South Terminal), Halifax, by William Montgomery, and were good machines. I may add that they were hauled from the shops at Fresh Water, to Richmond, by oxen, and there placed on the rails.

## NOTES BY THE WAY

JOHN McCALLUM, chief clerk to the general manager who has been suffering from a severe cold, is, we are glad to know able to be about again.

The very many friends of Robert Hilders, Truro, locomotive engineer, Midland Division, will be glad to learn that he is recovering from a recent severe illness, and will be about again when the weather improves.

Former D. A. R. locomotive engineer WILLIAM Manning, who resides near Newmont was recently in

February 19 1926

# PLOW DITCHED BY SNOW DRIFTS DRIVER INJURED

ACCIDENT ON D. A. R. AT  
AVONPORT

Double-Header Dispatched  
to Clear Cuttings Comes  
to Grief at  
Crossing

KENTVILLE, Feb. 21—A double header with a snow plow left Kentville at 11.30 today over the D. A. R. en route to Windsor to clear out the cuttings which have drifted full with the high winds. At the Avonport Crossing a big drift was encountered and the plow left the track.

Section foreman Coley Fraser, Kentville, who was in charge of the plow, was thrown through the window and had his face badly cut, also sustaining minor cuts on the hands. A cut over the left eye necessitated three stitches. A section of the train backed into Kentville and brought the injured man, who was met at the station by Dr. J. P. McGrath, who had been hurriedly summoned and conveyed him to his office where medical aid was speedily given.

The engine then took the wrecking train and crew to the scene of the accident.

The high winds have made more difficulties for the railway management, the cuttings which had been clear, being now piled up again to the depth of five to six feet and the snow is so hard it is almost impossible to break through.

HALIFAX

FEBRUARY 23, 1926

## and Girls—Storms, Thaws and Cold Snaps Play Havoc With Railway Lines—The "Good Old Days" Recalled.

### BY LINKS AND PINS

**M**AY the saints defend us, for now we are to have a western Minister of Railways. Hon. Mr. Dunning, Premier of Saskatchewan, is to enter the cabinet in that capacity. Our railway troubles down this way began with Ontario Ministers of Railways, and now it is going from bad to worse with the appointment of a westerner, and a gentleman not far removed from the bosses of the government, and incidentally the country, the 24 Progressive members come from. He is to be given millions to spend in that part of the country, millions to complete the Hudson Bay Railway, and \$5,000,000 to build branch lines in that part of Canada.

It was the turn of the east for a Ministers of Railways, and under the circumstances the position should have been given to Hon. E. M. MacDonald, but it seems that an eastern man cannot have the portfolio. Possibly it is feared by the bosses of the government, the 24 Progressives, that if a Maritime man were made Minister of Railways, the people of these provinces might have their diverted rights in the inter-colonial restored, in part at least.

What knowledge of Maritime railway requirements can a western man have from the standpoint of intimate association?

It surely is being rubbed into us with respect to railway matters.

### WHICH WON

**I**N the general Dominion elections last October the government asked for support on the grounds of moderate tariff, the opposition on the grounds of adequate protection to Canadian industries, and the Progressives on the ground of free trade. The result of the polling was: Government 101, Opposition 116, Progressives 24. Which won?

I am not including three Independents in the question.

I will present one dollar to the school boy or girl reader of The Halifax Herald, that first sends me a correct answer to the above question. Address, Links and Pins, Box 763, Truro, N. S., giving name and address of the competitor.

### STORM DAMAGE

**T**HE series of severe snow storms followed by a considerable thaw last week-end, threw the railroads out of kilter again the beginning of the week. The main line of the C. N. R. was not very severely affected, but the road from Truro to Sydney was in a bad way. At a point near George River, including where a snow slide occurred last week killing Operator Embert, there was seventeen miles of ice, or the rails for that distance were seriously affected by ice. As a result both trains in and out of Sydney were cancelled all Sunday and Monday. There was a report Monday morning that it was so cold that men employed removing the ice could not, or would not work Sunday night.

The Midland Branch, of the D. A. R., Truro to Windsor, was closed all Sunday and Monday because of ice on the rails. A plow special that left Kentville Sunday, accompanied by a large number of men to clear that line had not reached Truro at time of writing this. At 8 o'clock Monday night, and it was reported that owing to the wires being down, there had been no word of the outfit after it left Windsor for Truro. As a result of the blockade a double header D. A. R. freight left Truro for the main line of that road via C. N. R. and Windsor Junction. It is said

the train was sent out because of a threatened coal shortage at points on the main line of the system.

Main line trains on the C. N. R. Monday were running late between Halifax and Moncton, especially the inbound. The incoming Maritime was so late that it lost its place on the time table, and came from Moncton as second four, the Limited, the first section being four hours late, and the second on the block. In lieu of the Sydney train not getting through, a train was made up at Mulgrave that came through on time reaching Halifax late. Of course freight trains on the affected portions of the line were not in it.

Sir Henry Thornton was in Ottawa last week, but though repeatedly urged to do so by Col. Thomas Cantey, M.P. for Pictou County, no member of the government had the courage to ask the great man a question in respect to giving a rate that would enable the shipping of Nova Scotia coal to the markets of western Quebec and Ontario. Just watch Hon. Mr. Dunning give the Alberta coal operators a rate when he becomes Minister of Railways, if he does that, will enable them to market in Ontario.

### THE GOOD OLD DAYS

**W**HILE in Moncton a few days ago I met Alex. Donald, retired L.C.R. locomotive engineer, one of the real "old boys." He was looking fine, and inquired after his old comrades of the rail this way, especially our "grand old man" John McDowell, retired locomotive engineer, Truro, and Conductor J. J. Duly, Dartmouth, and was much pleased to learn that both were well and active. Conductor Daley going strong in rounding out more than a half hundred years in the service. Mr. Donald was looking fine, still retaining at nearly three-quarters of a hundred, much of that fine physique for which he was noted when a young man. He recalled the first passenger train between Moncton and Truro. The late John H. Hunter was engineer of it, and Mr. Donald was firing a ballast train engine at Thomson pit. George James being the driver. He also recalled that Mr. Hunter's locomotive was put out of commission by getting off the track at a point near Thomson, now called Atkinsons Siding, and that their engine had to take the train to Truro, arriving there about seven the next morning, fifteen hours late. John McDowell was engineer of the opposite train, and arrived in Moncton on that first trip a good many hours late. It was the only trip "Johnny" made. He was not taken with the north line, especially then when much of it was not ballasted.

He went back to his old love, the Pictou Express, the late Samuel Trider, succeeding him on the Moncton run, a portion of the road that he stuck to till he met his death in the Belmont wreck in 1902, twenty-nine years after the opening up of the road between Truro and Moncton.

There were three of the Trider boys, engineers, brothers, and all were killed at their posts of duty. Alfred was killed on the Windsor Branch at Three Mile Plains near Windsor, in sight of the old home-stand. The engine he was firing became ditched, and went over on her side, Alfred being hurled into the driving wheels, or a driving wheel before it stopped revolving. Another brother, Isaiah, who was a driver on the I. C. R., but who went west, was killed on a road out there. I do not know the particulars of the accident in which he met his death. As stated, Sam was killed at Belmont, to be explicit, the 6th. of December, 1902. He was at the time running the what was known as the "Hoodoo" engine, a Dixon No. 234. If I mistake not, it is also mistake not, fifteen persons were killed in accidents that locomotive was in.

Another of the Trider brothers, John, died quite suddenly at his home in Windsor some years ago. They were all fine men, and equally good railway men. I think their father helped to build the Windsor Branch, and worked on it, at track upkeep after it was finished.

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HALIFAX

DAR.

cent." The above is pretty well in line with some remarks of mine about the matter published in this department of The Halifax Herald two weeks ago.

#### MEIGHEN'S REPLY

A VERY prominent liberal, a particular friend, said to me the other day, "did you notice Rt. Hon. Arthur Meighen's reply to William Duff, in the house in respect to restoration of the I. C. R. to its confederation status?"

It seems that Rt. Hon. Mr. Meighen, twitted Mr. Duff, in reference to the liberals not fulfilling their 1921 pledge to restore the I. C. R., and that Mr. Duff, asked Mr. Meighen, if he was in favor of restoring that road—that is taking it out of the C. N. R. system. Mr. Meighen replied "certainly not". I am aware that Mr. Meighen, according to Hunsard, made that statement, and that he also was reported to have made it at the time of the general election.

I put the matter up to a leading conservative, who replied that Mr. Meighen did make the statement, but at the same time remarked: "Remember this: Rt. Hon. Mr. Meighen, has pledged his party to give the Maritime people more favorable freight rates when they come to power, also to restore to the I. C. R., the mileage between Riviere du Loup and Montreal, taken from it by the King government when the Atlantic Region was formed, and also to establish more independent management at Moncton. Now tell me what the King-Forke government have promised in regard to the matter?"

There you have it as I got it from prominent men of both sides. Personally, irrespective of the views of Rt. Hon. Mr. King, or Rt. Hon. Mr. Meighen, I am absolutely out and out for divorcing the I. C. R. from the corporation take-overs, and restoring it to the position in regards operation that it occupied previous to the time of the first attempt at amalgamation in 1919 by the conservatives and the completion of it in 1923 by the liberals.

#### THE GOOD OLD DAYS

IN 1869, according to Clark's History, when the Windsor and Annapolis Railway was completed, shunting was done at Annapolis by a horse, an English custom, still practiced on some railways, at some points in the British Isles. It was a white horse at that, and the driver of the four legged shunting engine was Anthony Riordan.

It is also interesting to note that the first railroad in Nova Scotia, in the Maritime provinces, the Albion, from the Albion Mines, now Stellarton, to the Landing Ground, at Abercrombie, some eleven miles, was also operated by horse. It was opened up in 1836, and was operated, as stated, by horses, up to 1838, when the first locomotive, the "Samson," was placed on its rails.

Reverting to the old Windsor and Annapolis, now the Dominion Atlantic, it is interesting to note that the late George Donkin was in charge of the first train as conductor that was run between Kentville and Horton Landing. Mr. Donkin was also conductor of the first passenger train out of Truro for Moncton, November 9th, 1872. He was born at River Phillip, Cumberland County, Nova Scotia. His father at one time represented Cumberland in the Nova Scotia Legislature, as colleague of Hon. Dr. Charles Tupper, afterward Sir Charles Tupper, Bart. Retiring from politics he was appointed warden of the provincial penitentiary, at Rockhead, Halifax. George Donkin entered the employ of the Nova Scotia Railway in the early sixties of the last century as a brakeman, but was soon promoted to conductor. He was station master at Truro when he passed away, about thirty years ago.

#### RETIRES FROM SERVICE

TODAY, February 27th, John R. Fisher, Truro, retires from the service of the C. N. R. on superannuation, after 45 years' service, 42 of them in the train service. Three years ago Mr. Fisher laid down the ticket punch, to become inspector of stations and trains. It is understood with the retirement of Mr. Fisher this position is to be abolished.

He came of a family of railway

Mrs. A. Phillips, Truro. Mr. McDonald was also a recent visitor in his "old home" town, the "Hub." He is a son of Mr. and Mrs. William McDonald of that place.

Howard Lynch, Ottawa, Canadian vice-president of the Brotherhood of Locomotive Engineers and Enginemen, is visiting the Maritime lodges of the organization. Mr. Lynch is a Nova Scotian, a native of Maitland, Hants County, if I mistake not. He went west a good many years ago and joined the engine staff of the C. P. R., and was chosen to his present important position because of splendid native ability.

Oscar Clyde, the well known colored porter at the news and dining stand at the Canada News Co., Truro, is confined to his home owing to an injured foot. Owing to his clear voice, Mr. Clyde is one of the most efficient announcers of any road on the continent, leastwise that is what people who have travelled extensively say.

Hugh O'Pray, of the C. N. R. signal office staff, Truro, has gone to Boston again for further hospital treatment, because of throat trouble, and his many friends hope that this time he may be completely cured.

Stanley Roddick, D. A. R. locomotive engineer, Truro, who was severely injured about his back, when a few weeks ago his engine was ditched near South Maitland, is still confined to his home, but is, his many friends will be glad to learn making splendid progress toward complete recovery.

P. T. Thompson, the genial and efficient manager of the news and dining stand in the C. N. R. station, Truro, has returned from a business trip to Charlottetown. He was among those aboard the big trans-shipper held up by ice for a good many hours the beginning of the week.

#### To Stop a Cold in One Day

Take Laxative BROMO QUININE Tablets. The Safe and Proven Remedy. (The First and Original Cold and Grip Tablet.) Signature of E. W. Grove on the box. 30c. Made in Canada.

#### TUXIS BOYS AND TRAIL RANGERS ORGANIZED

WATERVILLE, Feb. 26.—Two

groups of Tuxis Boys and one group of Trail Rangers have been organized here this week and an enrolment of about forty boys has already been reached. This is a community program which should prove valuable in promoting a community spirit and be helpful among the boys in giving them the opportunity for developing their talents in the best way. The "Bearcats" Trail Rangers are under the mentorship of Rev. John MacKny of the United Church and the "Eagle" Tuxis Square is under the mentorship of Rev. G. R. T. Ayling of the Baptist Church, while the "Statten" Senior Tuxis boys have both ministers as joint mentors.

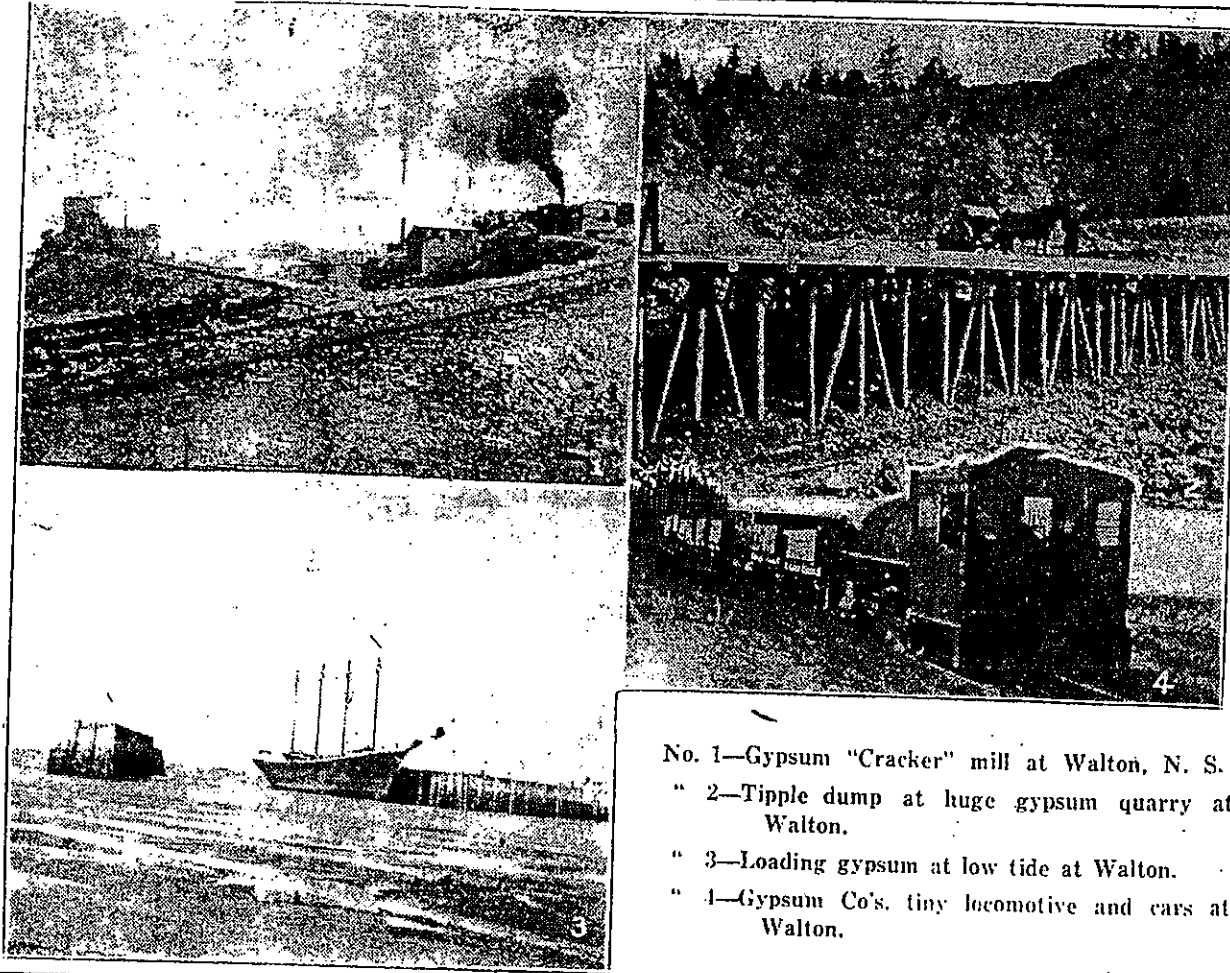
#### BABY'S OWN TABLETS

ARE OF GREAT VALUE

February 27  
1926

# M DEPOSITS ARE WORTH MI

## *Scenes At The Gypsum Quarries*



- No. 1—Gypsum "Cracker" mill at Walton, N. S.  
" 2—Tipple dump at huge gypsum quarry at Walton.  
" 3—Loading gypsum at low tide at Walton.  
" 4—Gypsum Co's. tiny locomotive and cars at Walton.

MARCH 20, 1926



# NEW STATIONS TO BE BUILT, OTHERS ALTERED

## HEAVIER TRACK WILL BE LAID

### Roundhouse at Kentville to be Enlarged—Two Hotels Prepare For Tourist Trade

KENTVILLE, Mar. 25.—The Dominion Atlantic Railway management has practically completed their construction and alteration program of extensive improvements for 1926 and it is one which spells progress and an optimistic outlook.

One of the most important projects for 1926, and one which will mean greatly increased comfort to the company's patrons, as well as make for greater safety, will be the laying of another twenty miles of heavy steel, which will then provide heavy rails from Windsor Junction to Digby. Track conditions will also be greatly improved between Digby and Yarmouth, following an extensive ballasting program which will be carried out in that section.

The roundhouse at Kentville is to be enlarged, which will allow for better care of locomotives.

A new standard water tank is to be erected at Aylesford.

The station at Canning which is becoming an important point in traffic development is to be enlarged and improved.

Scotch Village is to have a new station, replacing the structure destroyed by fire. Traffic here is also showing a marked increase, the station being in the centre of a mixed farming and dairy district.

Timber cribs will be erected for the further protection of banks adjacent to tidal water. Work will also be commenced on the filling in of a number of wooden bridges; also considerable work will be undertaken in the improvement of light of way points.

Additional protection is to be provided for shops, engine sheds, stores, etc., at Kentville.

Cornwallis Inn, Kentville, and The Pines, Digby, which enjoy a large measure of popularity with the travelling public, will be made even more attractive by repairs, painting, etc., which will correspondingly increase the comfort of the patrons of these hostalries.

The historic Grand Pre Park will receive attention, and considerable work will be undertaken in beautifying the grounds, placing of signs, etc. Seven thousand persons registered in the visitors' book at the park in 1925, and at least ten thousand are looked for this year.

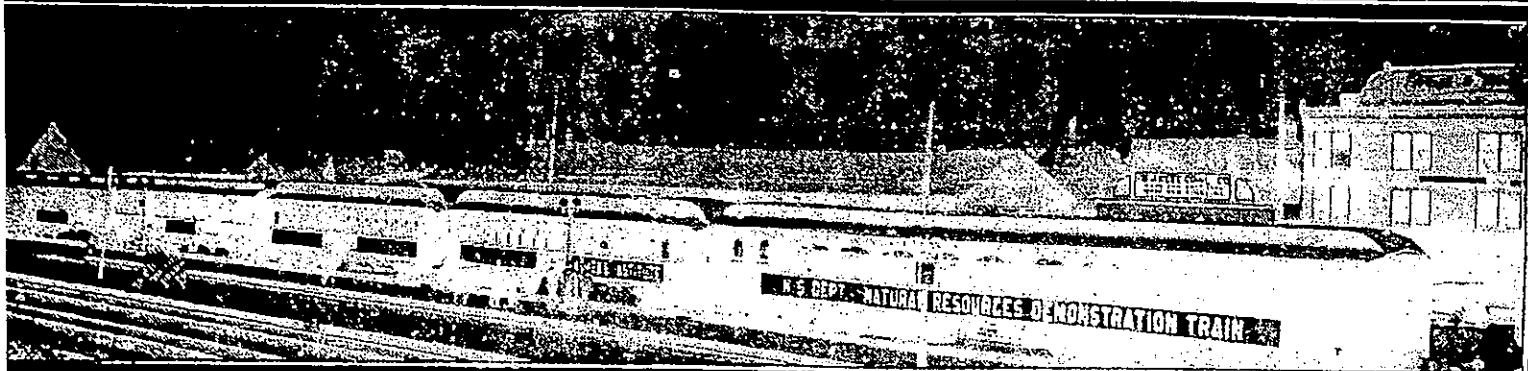
The Dinwiddie train, with all modern equipment, will again be placed in service this season.

The placing in service on the Minas Basin route, of the new Diesel motor vessel, the Kipawo, capable of carrying a greatly increased volume of passengers, freight and auto traffic, will still further popularize that most attractive route.

HALIFAX

MARCH 26, 1926

## *Will Carry Scientific Methods To Farmers*



The agricultural demonstration train which left Truro yesterday to tour the province. The train carries a series of splendid farm exhibits and it is expected will create considerable interest in the rural districts of Nova Scotia.

JUNE 8, 1926

# AGRICULTURAL TRAIN STARTS EARLY IN JUNE

COMPLETE ARRANGEMENTS FOR TOUR

New Cream Grading and  
Re-testing Inspector  
Appointed — Creamery  
Production Increased

TRURO, May 4—Fred L. Fisher, superintendent of agricultural societies for the province, has been in Truro for the past week making arrangements with the N. S. R. officials for the agricultural train that will leave the province next month. He was in Kentville yesterday making arrangements with the I. A. R. It is anticipated that this train will start from Truro in the second week of June, visiting the Antigonish Valley and that first.

W. A. MacKay, dairy superintendent for the province, has left Sydney to report on the progress and for establishing a creamery in that center.

Prof. John T. Trueman, of the College of Agriculture, spent last week in Truro with officials of the federal department of agriculture. Hon. J. A. Walker, Minister of Natural Resources and Provincial Development, also attended the conference, which was in respect to obtaining assistance from the federal department in connection with the extension work of the Nova Scotia department of agriculture of which Professor Trueman has been appointed acting director. He was yesterday in Halifax conferring with Hon. Mr. Walker on the same subject. It is anticipated that by the end of the week all the county agents in the province will be assembled here for a conference before they go to their work in the various counties.

## NEW INSPECTOR

E. M. L. BLAIR, former manager of the provincial government creamery at New Brunswick, which burned some months ago, has been appointed cream grading and re-testing inspector for the province and has begun his duties. He was with W. R. Kinsman who retained a year

MAY 7  
1926

ago, taking a position with the Acadia Dairy Co., Ltd., Wolfville. The position remained vacant until Mr. Blair's appointment. He is a son of William Blair, Great Village.

Patton County Dairy Co., Ltd., and as Steilman, is finishing the building of a new can wash room, and is having the inside of the creamery burns and ovens painted white. Manager Fred Murray is looking forward to the biggest year in the company's history.

## PRODUCTION INCREASED

J. J. CREIGHTON, creamery inspector for the province, reports that the Great Village creamery for the first three months of this year made 600 pounds more butter than during the same period last year. Prospects were for a larger sweet cream trade this year. The creamery at Oxford has purchased an additional truck, but the roads are now in bad shape. A large egg business is being done. There had been a small increase in the make of butter by Helen's, Amherst, and the demand for ice cream was good. At Liver Hebert's butter make this year was not quite as large as last year. Due to a backward season and hard transportation some patrons were making their butter at home.

E. M. L. Blair, cream grading and re-testing inspector for the province, reports that the creamery at Steilman has unloaded a new 40 hp boiler to enlarge their steam plant. The creamery is pasteurizing all cream for butter making except where special orders are received for raw cream butter.

Dr. Malville Cumming, principal of the College of Agriculture, today gave an instance of the value of a good county agent for agriculture. This was the recent shipment from Mabou under the joint direction of J. F. C. McInnall, county agent in Inverness county for the past three years and F. Waldo Walsh, of Truro, federal live stock promoter, of a combined carload of veal calves and finished hogs, half a car of each.

## A BIG PROBLEM

ONE of the big problems of agriculture in Inverness county, which is remote from a local market, is the disposition of male calves from dairy cows. This problem was usually solved in populous communities, said Dr. Cumming, but not elsewhere. He believed that sending these calves to a central packing plant, as in the case of the Mabou shipment, was the solution. The fact that this has not been done in the past, he said, was largely

# Agricultural Train Causes Much Interest At Windsor

Farmers Take Advantage of  
Splendid Exhibits and  
Able Lectures

WINDSOR, June 3—The Agricultural Demonstration Train sent out by the Department of Natural Resources of Nova Scotia, from Truro on Monday made its first appearance at Windsor last evening and attracted a lot of attention.

The chief interest for the farmers who came into town for many miles around Windsor, centered in the Dairy cattle, swine and poultry.

The car also contained numerous placards such as "Why not grow your own horses and keep your money at home." Another piece of information handed to the farmers was that—"In 1924 Nova Scotia imported 2,286 working horses worth \$450,000; In 1925 1,526 horses, more imported from the Western Provinces plus importations from Ontario and Quebec."

The exhibit also contained three boxes of grain feed arranged to show the amount of grain which must be fed a one thousand pound cow producing 9,000 pounds of milk in a year or averaging 25 pounds a day. 1—When timothy in the main feed 10 1-2 pounds; 2—When clover is the main feed 8 pounds; 3—When clover and turnips are the main feed.

The point emphasized was that farmers should grow more clover and turnips or said the speaker, "silage" and save 50 per cent of the grain bill.

## GRAIN MEAL

THERE was also a box shown containing a mixture of grain meal which is given to the calves as a supplement to skim milk at the Nova Scotia Agricultural College Farm, Truro. This mixture is composed of 3 parts crushed oats, 2 parts bran and 1 part oil cake meal.

This is to be fed dry and, said the speaker, "do not go to the trouble of giving slop food to the calves." The dry feed will give better results and involve less work.

## MALAGASH SALT

IN one corner of the Dairy Cattle Car was an interesting exhibit of salt and literature for distribution among the farmers. This exhibit included two immense lumps of rock salt as it is mined. The test reports showed that "cattle and horses subject to works colic, etc., are greatly benefitted by daily portions of Malagash Salt."

Mr. J. P. Landry, Poultry Husbandman for Nova Scotia, gave an interesting demonstration of the rearing of chickens, culling poultry, the incubation of eggs, poultry housing, difference in feeding for egg production and growth and the grading of eggs for commercial purposes.

S. A. Logan, of the Dominion Live Stock Branch, Sheep and Swine Division, had an interesting talk on swine. There were several of these animals in which the farmers appeared much interested.

The demonstration showed the various hogs selected for bacon and the like, the feeds required to produce market hogs, the kind of hogs to produce profitable results.

## ATTRACTS ATTENTION

THE Women's Institute exhibit in charge of Miss MacDougall and her assistant Miss Bell, and the Public Health exhibit with Miss MacKenzie and Miss Campbell, also attracted attention.

W. A. MacKay, superintendent of dairying for Nova Scotia, was in charge of the dairy products car. He had models of the different utensils required on the farm to produce the highest quality of milk and cream, and also to show the different testing apparatus in the creamery and milk plant, to determine economic needs bulletins and circulars on the various phases of this work were freely distributed.

JUN 6 10  
1926

# D. A. R. FREIGHT HITS OX; IS WRECKED

## NINE CARS ARE UPSET; TRACK BADLY TORN UP

LINE CLEARED LATE  
LAST NIGHT

Animal is Fearfully Mangled  
by Engine—Few Passen-  
gers Aboard

Unhurt 1926

DIGBY, July 21.—Nine freight cars were derailed and the main line of the Dominion Atlantic Railway was torn up for a distance of about 200 yards at 10.30 last night, when the company's fast freight, bound from Yarmouth to Halifax, collided with an ox, at Belliveau's station, near here. The animal, which was dragged 300 yards, was fearfully mangled. Several passengers on the train, beyond receiving a severe shake up, escaped injury.

As a result of the wreck through traffic on the line was tied up until late today, when a wrecking crew, despatched from Kentville, succeeded in clearing the line. The Bluenose and Express trains reached their destinations about five hours behind schedule.

The wreck, the worst known in this district for a number of years, occurred just as the train had gained headway after pulling out of the Belliveau station. The animal which caused the derailment was at the time attempting to cross the tracks. It was caught under the wheels and dragged about 300 yards. The train was composed of a locomotive and nine cars. All the cars left the tracks. Five of them were overturned and badly damaged.

JULY 22, 1926

HALIFAX

that is the financial end of them, by the working class because they are the vast majority of the population of the country. Therefore, in order that a system of that kind may be carried out in a satisfactory way it is necessary that every person able to work have a steady job. The first thing then to be settled, in respect to old age pensions is opportunity to work; that a national policy be put in force that will give opportunity in this country for steady employment. If half of our working population, that is, labor class citizenship, are compelled to go to that highly protected country, the United States, to get a job, they cannot be taxed in this country, not even for old age pensions purposes, and it is not at all reasonable to ask the stay at home portion of our work people to contribute the greater portion of the amount necessary to provide old age pensions. The first thing to be settled in that connection then, is opportunity to work, and the way to properly settle it, is at the polls, and the way to go about that is for the work people to make up their minds during the next month which political policy Meighen's protection to home industry, or King's free trade and the wiping out of protection to home industry, is best calculated to provide opportunity to work, work every day at fair wages.

### I. C. R. Management

THERE is quite encouraging suggestion that in the event of the Meighen Government being sustained on the 14th of September, there will as soon after as possible be established at Moncton more independent management of the Atlantic Region of the C.N.R. The suggestion is popular throughout the Maritime Provinces, but it should be more definitely stated and pledged. Maritime people have become quite sceptical of political suggestions, especially in regard to federal governing. They are demanding definite pledges. They are weary of the government railway management they have been forced to suffer under during the last six or seven years. It is most unpopular, which means that the personnel of the general management of the system is a bit distasteful to Maritime people. The Upper and Western provinces may love Sir Henry Thornton. He is not hated in these provinces by any means, but he is not loved, or rather the brand of railway management he has handed out to us is not loved by Maritime people, and as a result no tears would be shed this way if Sir Henry quit the job, and took quite a few of his other officials along with him, even some from the Atlantic Region. That is pretty plain talk, but why

### Want Definite Pledges

I REPEAT that we want more definite suggestions respecting future management of the government railway in these provinces. We want more than that, we want definite pledge. It is not forth-coming Maritime people will become, and there are indications that they are already getting into that frame of mind, apathetic—beginning to ask one another what's the use of voting this or that way in federal politics from the Maritime standpoint? I am quite blunt, but quite certain that I am very largely expressing Maritime opinion respecting the matter of railway management.

### Seniority Plans

THE new arrangement in respect to seniority of engine men on the C. N. R. known as "Regional promotion" has been posted, and the indications are that there will be a great deal of disturbance of men, that is shifting from place to place. If this is correct many of them will have to give up homes, that they own.

A Pullman passenger, evidently a business man from one of the Upper Provinces, on the Ocean Limited one evening last week offered to bet two one that Rt. Hon. Arthur Meighen will have forty of a majority when next the house meets. That is that his house support will overlap all other groups to that extent. It was an attractive bet but no person was willing to take it.

### Notes By the Way

TWO women passengers who came off the Ocean Limited at Truro one night last week to change cars for the east, swooned away after entering the railway station waiting room. They seemingly were overcome by the heat. J. W. Manners, janitor, promptly gave them splendid first aid, with the result that they recovered and were able to continue their journey. A lady member of a Montreal hospital staff travelling with them, and the "red cap" messenger, Isaac Willis, gave Mr. Manners valuable assistance. It is understood Mr. Manners is to receive fifteen merit marks for his prompt and effective action in the matter.

George Logan, of the C.N.R. yard staff, Truro, and Mrs. Logan have returned from a trip to P. E. Island. Mr. Logan is now relieving yard master Harry Baker, who is having his annual holidays. Mrs. Rose Smith and daughter, Mrs. Windelman, of New York, were recently in Truro, guests of Mrs. Smith's brother, John Caudle, formerly of the C.N.R. shop staff that town.

For several days last week the two through express C. N. R. trains between Halifax and Montreal, have been monstrous affairs, some times composed of fifteen cars.

The Midland express of the D.A.R. arrived in Truro Friday night with a red torch burning on the pilot. Something had gone wrong with the headlight, and burning the torch is the rule in such mishaps.

LINKS AND PINS

DAR.

August 16, 1926

Nov 5, 1926

## Scene Of Windsor Accident



MAINS of motor truck which was struck by D. A. R Express at Albert Street Crossing in Windsor yesterday morning. Eric MacCumber, owner and driver of the truck had a miraculous escape from fatal injury.

November 5, 1926

# The "Evangeline Route" in the Making And Some of The Men Who Made It: Landmarks of Other Years

**CLARKE'S History of Earliest** Railways in Nova Scotia, written by Conductor W. W. Clarke, of the Dominion Atlantic Railway, an interesting and instructive book, tells us that a section of what is now that up-to-date system was completed and opened up for traffic (that is the section between Windsor and Annapolis, and known by that name) in the fall of 1869, between the points mentioned, the line from Windsor Junction and Halifax having been opened up in September, 1858, and was a division of the Nova Scotia Government Railway. This Province was the first of the British North America colonies to complete and operate a government railway, because the same years the section of the line between Halifax, Windsor Junction and Truro was opened up, the exact date being December 15, 1858.



**THE LATE SIMON RILEY** was the first of the British North America colonies to complete and operate a government railway, because the same years the section of the line between Halifax, Windsor Junction and Truro was opened up, the exact date being December 15, 1858.

I may here interject that the first through train between Windsor and Annapolis was run December 18, 1869, the year of the Saxby Gale, it taking place October 4. This storm badly damaged the road and probably delayed its opening.

## PIONEERS

The conductor was James Keys, father of the late G. C. Keys, for many years a well known and popular I.C.R. conductor; and the engineer was William Boyd, one of the drivers of the Nova Scotia Gov-

ernment brought out from the Old Country some of the others being Owen Kilday, Sam Swindles, William Stokes and Joseph MacLellan. Mr. MacLellan met a somewhat tragic death. While running shunting engine in Richmond, Halifax yard, after the I.C.R. was opened up, he accidentally slipped and fell, the long sharp-pointed spout of oil can he was carrying in the performance of his duty entering his neck, causing his death. It is a sad coincidence that his son, John MacLellan, of Halifax, for years a well known I.C.R. and C.N.R. engineer, died from the effect of injuries he received in the Halifax explosion.

Engineer Boyd and Conductor James Keys, I think, were loaned to the Windsor and Annapolis Railway Company for a time by the government. At first the crews of the Windsor and Annapolis only ran as far south as Windsor, Nova Scotia Railway trains operating between that point and Halifax. Later on the company got running rights over the Government road and ran its crews and trains right through.

## FIRST CONDUCTOR

IT seems that a man named Edward Dennison was the first regular train conductor of the W. A. R., Joseph Edwards and John Clarke coming next. It would also seem that Al. Carter, a native of Brookfield, Colchester, was the first regular train company locomotive engineer.

The accompanying pictures, taken in 1874, represent through passenger train crews of that date and previous, those of the W.A.R. Co. Of the number represented in each crew, I think that W. W. Clarke, then baggage master, but now the

## Clarke And Ward Crew



(From left to right)—H. Snide, Fireman; E. Rolston, Postal Clerk; C. Barnes, News Agent. Seated—W. Clarke, Baggage Master; D. Muir, Brakeman; John Clarke, Conductor; Wm. Ward, Engineer.

senior conductor of the D.A.R., and Dan Muir, brakeman, who became a conductor before retiring from the service, are the only two now living. W. W. Clarke was a son of Conductor John Clarke, Edward Rolston, the postal clerk, was for a time proprietor of the hotel on Hollis street, Halifax, now called the Prince George, and also the Revere at North Street. Dan Muir also engaged in the hotel business after he quit the service.

I am indebted to Conductor W. W. Clarke for the pictures referred to, and also that of Simon Riley. Mr. Riley passed away quite recently in California, where he went some time after retiring from the service. He was a splendid engine man and had a "pet" engine, No. 20, and such pride did he take in it that the management put his name on it beneath the cab windows.

## ENGLISH CUSTOM

THE D.A.R. continues to indulge in the old English custom, quaint and interesting, of naming their locomotives. Here is a recent listing:

20.....	Titanic
23.....	Regina
24.....	Lady LaTour
25.....	Strathcona
26.....	Governor Cox
27.....	Blomfield
28.....	Glooscap
29.....	Avon
30.....	Iscariot
31.....	Grandfontaine
32.....	DeMonts
33.....	Dyng
34.....	Grand Pre
35.....	Cornwallis
36.....	Memberton

502.....	Poutrincourt
503.....	Clementsport
520.....	Champlain
531.....	Benedict
532.....	D'Aulnay
537.....	Evangeline
556.....	Chandore
557.....	Subercase



CONDUCTOR MARGESON

Windsor and the Dominion Atlantic to date as follows:

Vernon Smith, 1869—April, 1873
Peter Innes, 1872—June, 1880
John W. King, 1880—April, 1890
W. R. Campbell, 1890—May, 1897
R. Sutherland, 1897—Nov. 1899
P. G. Giffins, 1899—Nov., 1915
G. E. Graham, 1915—

And last, but not least, a picture of Conductor W. W. Clarke (shown in one of the accompanying groups) the oldest conductor in point of service on the Evangeline Route, and the gentleman who wrote the book referred to at the beginning of this, a copy of which should be in the possession of every railway employee and every person interested in the history of Maritime railroading—L. AND P.

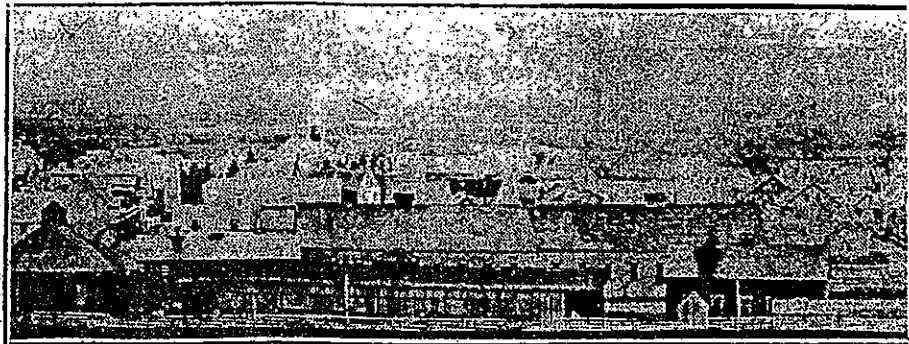
Note:  
Engine 20  
had name of  
SIMON RILEY.

November 6 1926

HALIFAX

# Truro As A Rail Centre Sixty Years Ago

## Reminiscences of Other Nova Scotia Days



THE TOWN OF TRURO SIXTY YEARS AGO

THE picture herewith gives a birds-eye view of a part of Truro, taken about sixty years ago, then a rail centre, as now. It has been chosen for publication in *The Halifax Herald* because of the railway feature.

Notice the dark-colored buildings on the edge of the white group. The long, high one was the general station building, ticket office, telegraph office, refreshment saloon, and freight department.

The buildings opposite are: (1st), the roundhouse, a two-stall affair, that is, it was capable of sheltering two of the small locomotives of those days; (2nd), a small machine shop for making slight repairs to cars and locomotives; (3rd), the wood-shed, in which the fuel for the locomotives was sawed into right length and stored; (4th), a carpenter or car repair shop.

### IN OLDEN DAYS

TRAINS ran right into the station and remained in the shed all night. There were but two tracks, the main line and the spur leading into the roundhouse.

The train was shunted, and made up as follows: When the top of Truro grade was reached the locomotive was cut off, ran ahead, and was let into the roundhouse spur, when the switch was again set for the main line and the cars following ran into the train shed. Then the engine was brought around and picked the cars off one by one, dropping them into the spur. When this was complete, the entire lot was pulled out and run into the station shed, all ready for the morning start for Halifax.

During the night the freight was loaded, one man being employed, at one dollar a night, the day man being paid at the same rate. The entire staff consisted of the station master, the late Hugh MacCallum, the roundhouse man, David Duncan, and a wiper. A couple of wood sawyers, the night watchman, the late Hugh McMullen, and the telegraph operator, a Mrs. Parker. Afterward the late Luther Arothbald, who was superintendent of pullman and dining cars at the time of his death a few years ago, occupied that position.

Truro has had three railway stations. First, the one above referred to and shown in the picture; a still larger one completed in 1872, when the I. C. R. was opened up and the Nova Scotia Railway was merged into it, and the present fine structure, completed, I think, in 1914.

### SCENES HAVE CHANGED

REGARDING other features of the picture: The thoroughfares shown at each end of the railway

are now, to the right, Outram street, and to the left, Inglis street. Midway of the two is another, now Havlock street. The barn at the corner of Outram street was, I think, the property of the late James MacLean, his house being hidden by the station building. The vacant opposite corner is now occupied by the well-known Learmont Hotel. The large house just beyond the barn is still standing and is occupied by John Finlayson and Everett Kennedy, retired railway men. The other buildings seen on this street have all disappeared and have been replaced by others.

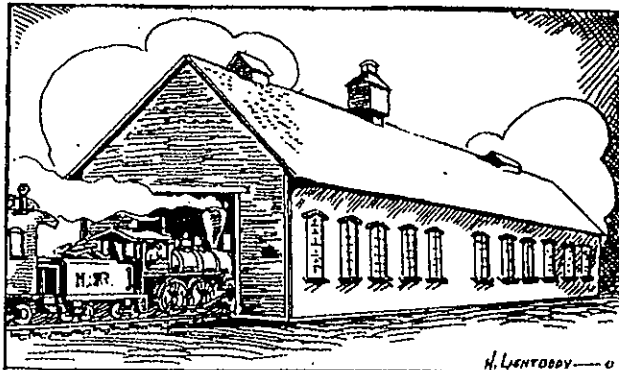
The first church edifice to the right is on what is known as Prince street, formerly called the Back

a land-mark, and is now the very fine homestead of Fred Prince.

### OLD LANDMARKS

ON the end of Inglis street nearest the railway buildings there may be discerned in the picture two hotels. The nearest "The Intercolonial," of which the late Simon Fraser was the proprietor, and the "Railway Hotel," which was conducted by the late William MacKay, of the first two storeys as are they. It is now the well-known Stanley House, and has been remodeled and modernized, though the architecture were originally, quaint and decidedly homelike, and the house is much patronized by the travelling public. The Intercolonial Hotel disappeared

## In Ye Olden Times



THE FIRST RAILWAY STATION AT WINDSOR, NOVA SCOTIA

Road. It is Saint John's Anglican Church, and was then a wooden building, but is now a fine stone structure.

The old-fashioned appearing house to the left of it, with the dark roof, was the residence of John Ross, who at one time was one of the representatives for Colchester in the Legislature of Nova Scotia. His farm extended from there back to what is now Victoria Park. The building is still standing, and occupies a situation at the corner of Forrester and Victoria streets, and is probably one of the oldest in the town. Its former site is occupied by the fine brown stone building of the Bank of Nova Scotia.

The other church building shown is, or was, St. Paul's, the "Auld Kirk" that disappeared when that body joined with First Presbyterian some years ago. The position it occupied is now the site of the fine residence of John Glassey.

The large house shown opposite is

a good many years ago, to make room for modern business houses.

Truro has progressed and grown since that photo was taken, and is still doing so, but apparently not as a rail center. The picture also reveals that there were spruce trees on Prince street at the lower end of Inglis, when it was taken. They have long since disappeared and in their stead there are modern places of business.

The station at Windsor, N. S., was of the same design as the one at Truro, as will be noticed by the accompanying picture.

There were three such stations on the Nova Scotia, the third and largest being at Richmond, Halifax. It was torn down when the North Street extension was completed, and the new station building at that place was opened up in 1876. A picture of that building is here presented. The structure was destroyed in the great disaster of 1917.

NOVEMBER 13, 1926



# D. A. R. FREIGHT DERAILED AND 6 CARS DAMAGED

TRAIN LEFT RAILS AT  
HECTANOOGA

1/26 — 1927

Passenger Cars Attached to  
Freight Remained on  
Track—Traffic Tied  
Up For Hours

YARMOUTH, Jan. 25.—Six freight cars of the Halifax-Yarmouth D. A. R. express left the rails two miles from Hectanooga at 7 o'clock this morning and were badly smashed, while the roadbed was torn up for a considerable distance. No one was injured and the cause of the derailment is unknown. The train coming out of Yarmouth for Halifax was about 10 hours late.

## SIX CARS TOPPLE OVER

WHEN the fast freight No. 99 was derailed at Hectanooga early yesterday morning, six freight cars were toppled over and badly smashed but the passenger cars attached to the train remained on the rails. Up till 11 o'clock last night the cause of the run-off had not been determined. The smash tore up the road bed for a considerable distance and a wrecking crew was hurriedly summoned.

The express bound for Halifax was held up at Lawrentetown. It was due at Kentville at 20 minutes to three on Tuesday afternoon, but did not arrive there until midnight, causing much inconvenience to a number of persons who were waiting to board it.

Normal service on the line will be resumed this morning.

Halifax

JANUARY 26, 1927

# D. A. R. Plant An Eyeopener To Visitors

## Rotarians Visit Roundhouse and Shops — A New "Slant" on Doctrine of "Maritime Rights"

KENTVILLE, Feb. 4.—The Kentville Rotary Club were guests a few days ago of Superintendent Laurie Ellis (secretary of the club) and the management of the railway on a tour of inspection through the roundhouse and shops, and it was indeed an eye-opener to many to see the great improvements and developments which have taken place, and the Rotarians fully realized what an important factor the Dominion Atlantic Railway is in the business, industrial and social life of the town of Kentville. In the company's shops alone 125 men are employed, the payroll exceeding \$125,000 per year.

The heating appliances were shown, demonstrating how economy is recognized by using old railway ties and sleepers which would otherwise be wasted. Power for mechanical purposes is furnished by electricity. The round house, of concrete and steel, with 10 stalls, has a capacity of 10 locomotives at one time. Eight of these were undergoing inspection and repairs. One locomotive, the "Lescarbot", was inspected with interest, the largest mechanical job ever undertaken having been performed on this iron horse, over \$20,000 having been spent in completely rebuilding it. Re-construction of this engine included the installation of a feed-water heater which introduces water into the boiler at a temperature of 200.

### MARITIME RIGHTS

IN the railway's foundry and machine shop all the accessories for rolling stock and right of way are manufactured, the only material the company purchases in this line is gray iron casting. Every other part or accessory of a locomotive or of the running gear of a car is made right on the ground. As Chief Mechanic Fred Graham says, "This is our idea of Maritime Rights."

The company's machine shop is equipped with approximately \$50,000 worth of machinery, of which \$25,000 worth has been added during the past few years. Although electricity is the chief source of power, steam power can be substituted in 20 minutes if electrical power fails. The blacksmith shop and brass foundry are laid out and organized on a similar comprehensive scale.

The Rotarians were impressed with arrangements made for the convenience and comfort of workmen.

A rest-room is maintained. Here the men are privileged to smoke and indulge in games or reading when off duty, but smoking is strictly prohibited in all the shops.

ENGINE  
Lescarbot

February 5  
1927

*Johnny Miles At Kentville Depot*



JOHNNY MILES AND HIS PARENTS, MR. AND MRS. JOHN W. MILES

April 1927

# EXPRESS HIT CAR: ONE HURT

## Stuart Johnson Receives Injuries in Crash at Mapleton

WINDSOR, Aug. 23—Stuart Johnson, of Philadelphia, Pa., who with his wife has been touring Nova Scotia, found himself in an accident this forenoon when his roadster was struck by the D. A. R. Bluenose train at DeWolfe's Crossing, Mapleton, about three miles east of Windsor.

Dr. A. R. Reid, of Windsor, brought the injured man into Windsor and attended his injuries which were chiefly cuts and bruises about the head and face. He was able to proceed to Halifax by the Bluenose this afternoon.

Mrs. Johnson is ill in the V. G. Hospital at Halifax, and Mr. Johnson was on his way to visit her when he was struck by the train. His car is a total wreck. The only explanation as to why Mr. Johnson did not see the approaching train is that there were a number of the Mapleton school children about the crossing and in looking out for them he did not observe the train approaching. It was no fault of the train hands as the whistle was blown for the level crossing as the law provides.

Halifax

August 24

1927

# Railroad Hit By Washouts

## D. A. R. Ticket Office Kept Open Late Making Arrangements With Ticket Holders

THE D. A. R. train service to Yarmouth has been seriously disrupted by washouts, which occurred during Wednesday night's storm. Trains which left Halifax yesterday could only travel as far as Middleton, and a through train to Yarmouth will not be able to run till Saturday.

No less than 22 washouts occurred on the line between Middleton and Yarmouth, railway officials say. The most serious occurred at Deep Brook and at Clementsport.

Travellers who have previously bought through tickets for use on Thursday and today are loud in their appreciation of the arrangements made for them by the railway. The ticket office on Hollis street was kept open last night until after 11 o'clock answering to their demands.

Some who are en route for the United States have been routed via the Halifax and South Western and others via Saint John. Those who prefer to wait for the D. A. R. to commence operating a through train are having their hotel bills paid by the company. About 35 people are affected by the latter arrangement.

HALIFAX  
August 27 1927

# The Railway Herald And The Labor Man's Forum

1/17/28  
The Banquet That Sir Henry Gave For Hon. Mr.  
Dunning—Answer, Please!—Staffs Reduced—A  
Forty-Five Social—Notes by the Way.

It is a long time judging from what one hears here and there since anything struck the reading public funnier than did report in the press dispatches of that fact Sir Henry Thornton put on in Montreal the other night for Hon. C. A. Dunning, Minister of Railways, to prove that there was perfect harmony between them, rumors to the contrary notwithstanding. Thoughtful people ask why, if the rumors were mere idle gossip, it was necessary to go to the trouble and expense of putting on a feast to prove to the public that there was no truth in them.

To the same thoughtful people it seems that all that was necessary to set at rest the alleged untruthful rumors was for Sir Henry and Mr. Dunning to go on pulling together and proving their harmonious team work by results. Good results. Of course the demonstration feed would have been all right had there been trouble between them, and at long last they had come to a better understanding. In a case of that kind and its attending joy a fatted calf function would have been, perhaps, quite in order. The incident seems to indicate that "Potash and Perlmutter" better look to their laurels in respect to serving humor to the public.

## ANSWER, PLEASE!

THE press representatives of Sir Henry Thornton, several of them in the employ of the C. N. R., are quoting that gentleman as having broadcast that competition is "good for the C. P. R., good for the C. N. R., and good for Canada." If he really is sincere in that respect, why did some of his officials, or one of them at least, go before the City Council and Board of Trade of Moncton, and urge those bodies to pass a resolution opposing the opening of the traffic gateway at Saint John to Maritime traffic for west, and running rights for the C. P. R. over the C. N. R. between Saint John and Halifax?

Come, C. N. R. gentlemen of the press, let us hear from you on that point.

The C. N. R. has put reduced rates into effect in connection with the Canadian National Railways Express service. It is a good thing, but after all it is simply a case of robbing Peter to pay Paul. It just means more business for the express service, and less for the post-office service, therefore, it will not in the final analysis improve the general revenue of the country, and it will mean the further cluttering and burdening of passenger trains with express freight.

## STAFFS REDUCED

THERE was as forecast in this department of The Halifax Herald, reduction of engine and train staffs on the C. N. R. at Halifax, Truro, and Moncton. Last Sunday two engine crews were reduced at Truro, quite a few at Halifax, and some at Moncton, due to falling off in traffic. It is hoped that there will be a pick up in traffic, however, in the course of a week or two. Let us, too, hope so. I understand that there were no reductions on the Eastern Division; that traffic continues brisk over that way.

B. Duffy, Frank Smith, Mrs. Anson Hopper, Mrs. Arnevan Ripley, Mrs. John Kennedy, Mrs. John Crowder, Mrs. Thomas McCollum, Mrs. W. J. McKenzie, Mrs. A. L. Robbins, Mrs. J. A. Forbes, Truro; Robert Cullen, New Glasgow; D. W. Briggsell, Halifax; J. Layton, Annapolis.

LIVES of great men oft remind us We can make our lives sublime And in passing leave behind us Footprints on the sands of time. The above lines from Longfellow came to me the other day when I saw a Dominion Atlantic Railway locomotive passing through the yard at Truro, bearing on its side the name "Howe" in honor of the late Hon. Joseph Howe, that great Nova Scotia statesman who was truly the father of railroading in his native Province. Naming its locomotives in that way is a pretty custom on the part of the D. A. R. true it is an old custom, as the first and subsequent early locomotives were all named but the D. A. R. does well in continuing it.

## NOTES BY THE WAY

MISS BESSIE FISHER, employed in a bank at Regina, Sask., who was called to her old home in Truro several weeks ago, owing to the death of her father, John R. Fisher, retired C. N. R. Conductor, left Friday night last to visit him. She was accompanied by her mother, who will in future reside in the West, where another daughter, married the wife of a prominent railwayman, also resides.

The other day it was announced in this department of The Herald that a railway brotherhood man had been appointed to a highway board by one of the state governments of the United States. It can be said that a similar appointment has just been made in Nova Scotia. The Rhodes government, on the recommendation of Frank Standfield, M.P., honoured in by his colleague, W. B. Armstrong, M.P., has just appointed J. K. Fraser of Truro, a member of the Brotherhood of Locomotive Firemen and Engine men, clerk of the supreme and county court of Colchester. Mr. Fraser was for some time a fireman on the I. C. N. R., retired to enter business, but maintained his membership in the brotherhood. Needless to say the appointment is a popular one. He succeeded a gentleman, J. D. Bigney, who resigned the office on account of his health. Mr. Bigney was for long a very efficient railway mail clerk and a well known and popular citizen of Truro.

The many friends of J. N. Campbell will be glad to learn that he has recovered from his recent illness to the extent of being able to get about and has begun to resume duty in the C. N. R. freight office, Truro, soon. "Jack" is a good head and popular with every person who knows him, and besides he is a good railway man. He is rate clerk and paymaster at Truro, and besides secretary of the Employees Relief Association, Truro district.

Marshall MacKenzie, for long the popular C. N. R. agent at West River, has gone to Pugwash, succeeding Walter Embree at that place. Mr. Embree having gone to Amherst. Mr. MacLeod of Hubbards, succeeded Mr. MacKenzie, and Mr. McMichael, operator at Folsleigh, Mr. MacLeod. All these changes are in the line of promotion.

Conductor Al Morgan, Truro, who has been ill, has recovered, and resumed duty.

DAR locomotive  
Howe

JANUARY 17, 1928



THIS photo shows the twisted remains of Lemuel Mills' truck, which was completely demolished when it was struck by a freight train at the New Glasgow crossing Thursday. Mills and his brother Tom, jumped to safety when the car stalled in the path of the onrushing locomotive.

Feb 2 1928

Halsbury Herald

## Railway Gates Not Necessary

Mayor of Windsor Considers  
Cost of Operating  
Them Too Much

WINDSOR, Feb. 2.—The Windsor Town Council has decided that the cost of maintaining the gates on the D. A. R. gates at the foot of Gerrish street, should be reduced. Since the death of one guard, it is urged that the gates be looked after by two. At a recent meeting of the council a resolution was passed petitioning the D. A. R. and the Railway Commission to reduce the expense, and urging that two watchmen work from 8 a.m. to midnight, after that hour the regular gatekeeper be employed. The council is willing to have the night watchmen operate the gates when the night train from Yarmouth passes through at 11 p.m. The council also urges that the railway undertake to protect the travelling public at the crossing from other trains passing at times when the gates are on duty.

Mayor Reddy said he did not see much value in having the gates. There were two other crossings in the town almost as dangerous, and there was no protection. These gates might very well be eliminated entirely and the cost of upkeep saved to the town. He did not approve of the action of the resolution and said he would lead to the railway commission and the D. A. R. and was stated that Messrs. Ellis and May, of the D. A. R. board, had been in Windsor in regard to this matter, and that they would not be opposed doing away with the gates.

February 2, 1928

IT is reported that the fine new steamship that the Eastern Steamship Company will put on during the coming tourist season between New York and Yarmouth in connection with the Dominion Atlantic Railway will be an "All Red Line," that the boat will be red in color, the D. A. R. train, as well, including the locomotives, that is, the trains that will be run in connection with the boat. The "Bluenose" train will also be in commission again during the season. The name of the boat will be "Evangeline," and the train that will run in connection with it will be known as the "New Yorker." Extensive improvements are being made in the road bed in preparation for the launching of the new service.

A pretty inferior train from the standpoint of car equipment is the night train between Halifax and Sydney and vice versa. It is not a coal train, as was promised some time ago, but is largely, if not altogether, wooden cars, and old Grand Trunk rolling stock at that, discarded cars, or cars discarded by that road. This is the superior C. N. R. service that Hon. William Chisholm boasted of in the House of Assembly a few days ago. Such unwarranted boasting on the part of some people is the reason the C. N. R. management gets by with such service.

IF reports are true the new locomotives that came to this part of the C. N. R. not long since the 4149 class, are not standing up to the big loads that are being hitched to them. In many ways they are a first class machine. The trouble seems to be that the mechanism is not capable of responding in equality to the steam pressure that they are capable of developing, and must develop to haul their loads. Bursted tubes and disabled driving rods are quite common in connection with them. It is said there is a very considerable shop record piled up against them.

But they are not the only locomotives on that road that are being overtaxed in respect to hauling capacity. The 31 class, the booster engines, are also being overworked. They are classed for 2,700 tons between Truro and Halifax, at least. Last Sunday the fast freight left Truro for Halifax on time. It was hauled by one of the 31 class of locomotives but its tonnage was 3,000 tons, 300 tons above classification. The result was that the train arrived at Rockingham, 60 miles from Truro, three hours late. Not a very fast freight that, and then dear knows how long some of the freight was held at Truro waiting the accumulation of the 3,000 tons that the Grand Trunk management at Montreal decreed that the engine should haul.

These big loads, this overloading of locomotives, and their being pulled to pieces is merely to cut the wage bill. It's a great game if those engaged in it do not weaken.

RUFUS MARTIN, the genial C. N. R. superintendent, New Glasgow, was in Truro Monday morning for a few hours.

Red Locomotives

Halifax

April 3, 1928





HOWEVER, under the present schedule of running wayfreights each day between Truro and Kentville the D. A. R. can scarcely give Truro a satisfactory daily freight service out of Halifax, owing to the fact that the train reaches Truro too late for the freight to be delivered on the day it arrives. My understanding of the matter is that freight billed out of Halifax for Truro over the D. A. R. leaves there by fast freight at about eight o'clock p. m. probably in a car containing, that is if a small lot, freight for distribution along the Midland between Windsor and Truro. This car is set off at Windsor about eleven p. m. and is picked up by the day wayfreight out of Kentville each morning en route to Truro, but it seems the train does not get away from Windsor early enough. To give a satisfactory service that train should reach Truro about noon each day.

My friend calls my attention to a resolution adopted and passed by a large business organization in New Brunswick, eulogizing the C. N. R. service. If he will name the place in which this organization is I might perhaps be able to discuss that matter with him, but should he care to open the door to a discussion of that kind it might be that by the time we are through the C. N. R. management would not thank him for having raised the question.

BY the way since my friend is in the mood inclined to set me right in respect to C. N. R. traffic matters, and in connection with the resolution of that business organization he speaks of that declared the C. N. R. service the best in the world here is another matter that he might deal with, say whether it is right or wrong. It is this: A lumberman from down the line was at Truro station last Sunday trying to find out if he could have some twenty-five cars set at a station he is shipping from early Monday morning. He was directed to go to the yard office. I understand he went there but with what result I cannot say. Now what I want my friend to state is whether it is true or not that empty cars for loading along the south line must be supplied out of Halifax. If that is true he could not have the cars that he wanted to load set till the wayfreight arrived from Halifax Tuesday at that particular station, unless perchance an extra night pull out of Halifax Sunday night, or during Monday. If not, he would certainly have to wait for the wayfreight out of Halifax Tuesday to do the job and thus lose a day's loading. If what I state is fact then it is mighty poor rail service, resolutions of a New Brunswick business organization to the contrary notwithstanding.

It is understood that those who will man the Acadia which goes into commission next Monday, that is between Halifax and Moncton, are: Out of Halifax, Conductor F. O. Archibald, Ed. Burke and Murray Hanes. Out of Moncton, Conductor Wilbur, trainmen Charlie

and 1878. He retired and went west to the C. P. R. at Winnipeg, and from there went to Chicago where he was engineer in a very large concern for a great number of years. He retired on superannuation several years ago, and with his wife, who was formerly Miss McPhee, of Gays River, N. S., he went to Oakland to make his home with his sister who is the wife of a veteran locomotive engineer on the Southern Pacific Railway. Friends this way are pleased to note that time is dealing kindly with the genial John.

Harry Ward is to be engineer of the new one-way, out of Yarmouth, train, that the D. A. R. will shortly put on in connection with the New York, Yarmouth "Red Line" boat the Eastern Steamships are putting on. Conductor Addie Nichols will have charge of the train. Both the engine and train crews it is said, will run right through, the distance being 216 miles, and it is said that the time will be 7 hours and 10 minutes, including stops, which is pretty fast running. It is understood that the train will return to Yarmouth every other day as equipment to connect with the tri-weekly trips of The boat.

#### LINKS AND PINS

June 20, 1928

# NEW YARMOUTH AND NEW YORK SERVICE STARTS

IN this issue appears a display advertisement featuring the inauguration of the New York-Yarmouth Service with the first trip from New York today, arriving at Yarmouth 2.30 p. m. The sailings thereafter will be from New York on Mondays and Thursdays.

A feature in connection with this service will be a special train operated by the Dominion Atlantic Railway known as the "New Yorker," which will leave Yarmouth at 3.30 p. m. on Tuesdays and Fridays, stopping at principal points, arriving Halifax at 10.40 p. m. Atlantic Standard time.

The "New Yorker" will carry day coaches, cafe and observation parlor cars, and is the last word in train service.

Westbound connection on Tuesdays and Saturdays is made by Express train No. 95, leaving Halifax at 7.15 a. m. on these days. Commencing Monday, July 2, Bluenose Train No. 123, will leave Halifax at 9.05 a. m. daily except Sunday, connecting on Tuesdays and Saturdays with the "Evangeline" for New York.

Another feature which appears today is the inauguration of the D. A. R. train No. 25, which makes her first trip from Halifax on Saturday, June 23 at 12.25 p. m., arriving Yarmouth 7.40 p. m. (This does not connect with New York steamer). The service thereafter will be on Wednesdays and Saturdays.

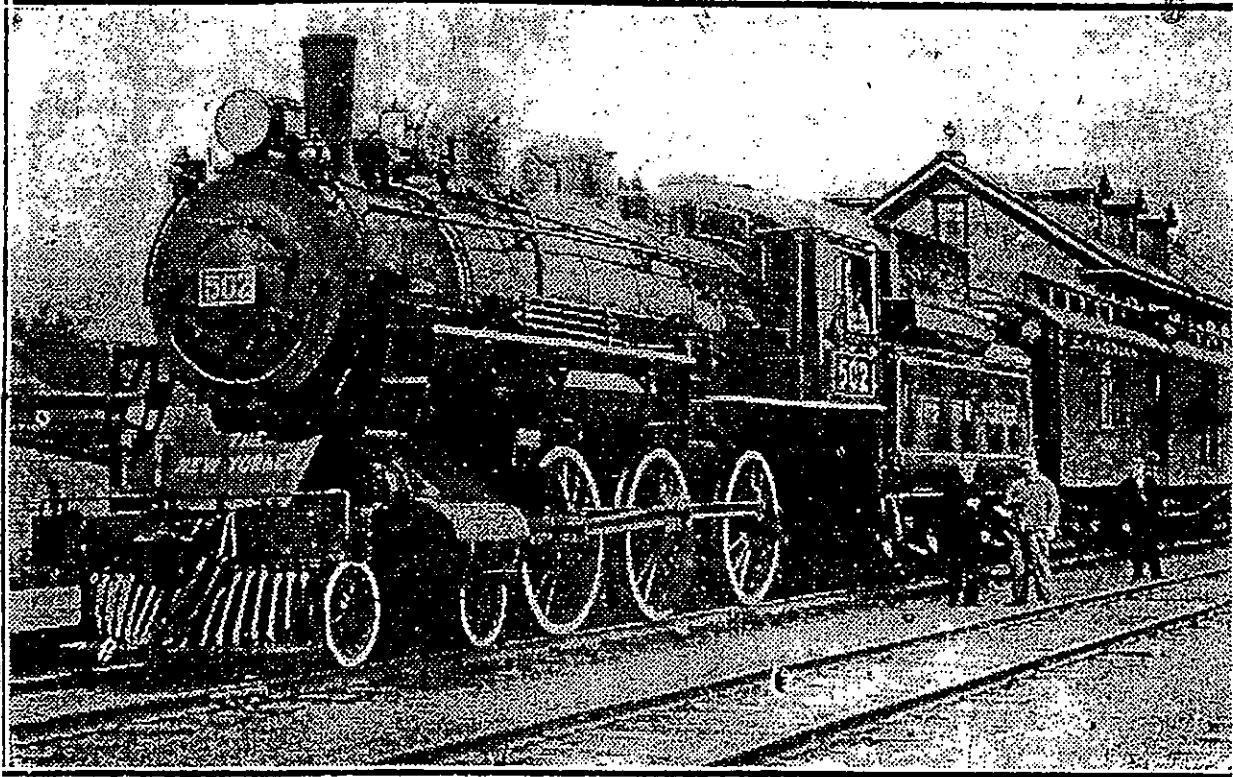
This de-luxe train will enable patrons to enjoy a daylight run all the way from Halifax to Yarmouth, through the far-famed "Land of Evangeline," affording an opportunity to Halifax visitors to spend a week-end in the many delightful towns and summer resorts of the famous Annapolis Valley. The Wednesday schedule will appeal to business men and summer visitors generally.

The management in putting into service this wonderful train are still showing their faith in Nova Scotia as a summer Paradise.

HALIFAX

JUNE 21 1928

# Dominion Atlantic "New Yorker"



THIS is the train which inaugurated the New York-Yarmouth-Halifax service yesterday. Meeting the "Evangeline" yesterday morning on its arrival at Yarmouth it arrived at Halifax last night with her passengers.

ENGINE 502

HALIFAX Herald.

June 23, 1928

# Enthusiastic Welcome Marks New Steamship Service To Yarmouth

Eastern Steamship Company's Liner Evangeline Inaugurates Direct Service to New York Which Is Greeted By Prominent Gathering—Great Benefits Predicted From Service to Dairy and Farm Produce Shippers.

YARMOUTH, June 22—Yarmouth today turned out en masse to welcome the Eastern Steamship Company's liner Evangeline on its inaugural trip of a direct New York to Yarmouth service which is expected to mean so much to the future prosperity of Yarmouth town and county. Crowds of citizens thronged the wharf to witness the turning and landing of the handsome new vessel commanded by Captain Corning of Yarmouth. Almost an hour earlier than expected the vessel docked after a remarkably speedy voyage from New York, with 141 passengers and general freight.

## PROMINENT GATHERING

SPECIAL D. A. R. and C. N. R. trains carrying provincial newspaper and railroad men arrived in Yarmouth early this morning. Among the party were H. H. Arenburg, Lunenburg; S. H. Doane, Truro; Mr. Black, Middleton; James Power, Halifax; George Farquhar, Halifax; George Clements, Liverpool; David Gregg, Moncton; W. R. MacAskill, Halifax; F. W. Robinson, C. N. R. General Passenger Agent, Moncton; F. Dougan, C. N. R. District Passenger Agent, Halifax; P. J. G. Comeau, General Passenger and Freight Agent, D. A. R., Halifax, and H. C. Crowell, C. N. R. Press Representative, Halifax.

## VISITORS GREETED

THE visitors were greeted by Mayor Waterman and Seymour Baker president of the Board of Trade, and taken on a motor drive to the many points of interest.

Landing in Yarmouth on the Evangeline were G. E. Graham, Vice-President and General Manager of the D. A. R., and Mrs. Graham, C. E. Jenner, General Agent of the C. N. R., New York; F. R. Perry, General Agent of the C. P. R., New York; Ben Deacon, United States Press Representative of the C. N. R.; V. I. M. Henshaw, Yarmouth; R. U. Parker of the Eastern Steamship Company, and E. R. Cullings, Schenectady, N. Y.

The Nova Scotians were tendered a complimentary luncheon on board the new vessel and were taken on a tour of the ship. In the afternoon they were taken on another motor drive by the Yarmouth Board of Trade.

## ARE ENTHUSIASTIC

CITIZENS of Yarmouth are extremely enthusiastic about the new service and point out that it will be a great benefit to the dairy and farm produce shippers of the county as it will enable them to transport their goods to the huge New York market under most modern refrigeration conditions at minimum time. The new service it is expected, will serve to increase the large tourist business that Yarmouth already enjoys. The luxuriousness of the vessel, its automobile carrying capacity, and the speed of its direct connection between Yarmouth and the United States metropolis will undoubtedly be an additional incentive to our southern neighbors to make Nova Scotia their summer playground.

## Popular Captain



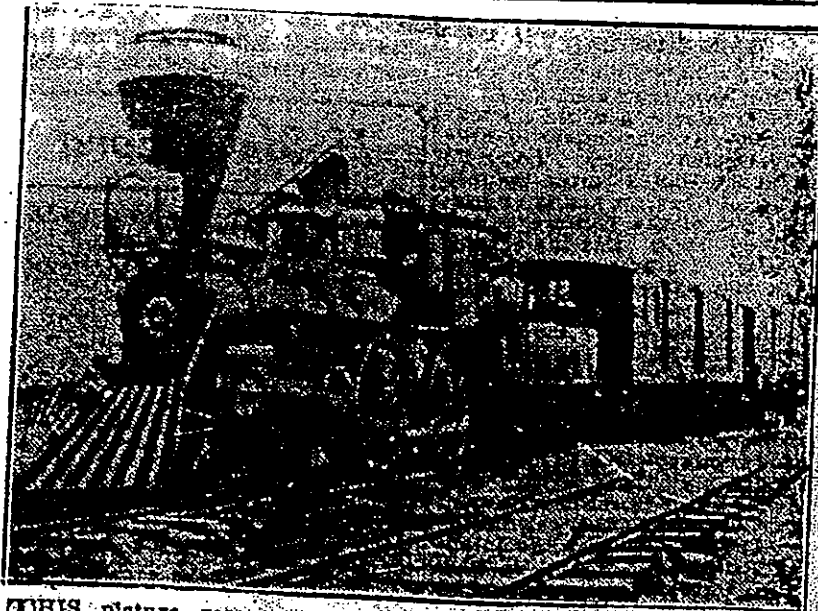
CAPTAIN FRED FOLKER

Of Hantsport, Commodore of the fleet of the New York and Puerto Rico line of steamships, who commands the Coama and who recently won out in a contest as the most popular captain in the fleet. Captain Folker is to visit his home town for his annual vacation this month.

Halifax Herald

JUNE 23, 1928

## Ye Old Time Engine And Cars



THIS picture represents a locomotive and wood burner and cars of a type that were in use on the Nova Scotia Railway, Halifax, Truro and Windsor, in 1866. Note the balloon smoke stack and spark arrester necessary in those days, in connection with the wood burners. The cars are pretty plain looking affairs, but both they and the locomotive served their purpose well. Royalty rode behind the locomotives of the type shown, for it was just such a locomotive that hauled the train that conveyed the then Prince of Wales, the late King Edward VII., from Halifax to Truro en route to visit the other British North American colonies and the United States in 1860.

Halifax Herald  
June 28 1928

# RAILWAY HERALD

## The "Boomer"

HYATT

ne of the most picturesque and figures in our industrial history, a past.

nce is of such recent date that ements made in this brief sketch from personal experience to men of life. On the other hand, he departed, as a recognized part of world, as to have become some- hero, like Paul Bunyan of the younger generation.

not a seasonal laborer. He was out of work and in search of was he a tramp. He was an allowed the "Booms" in railroad on the face of the North American s even wider than this. I have rked on the railroads of South ia and one of the most interest- was spent with a man who had on numerous roads in the United a job as civil engineer in con- the Trans-Siberian railroad.

conditions. Because of this fact and also because he was a royal companion and a sterling friend, he was always welcome to the "home guard".

Every lodge, division and local union had a "plo card". This was a standing account with a boarding house through which traveling brothers were fed and sheltered. It was a bounden duty to aid him on his way, so much so that the union agreements on many roads con- tained a clause providing for trans- portation for members seeking em- ployment.

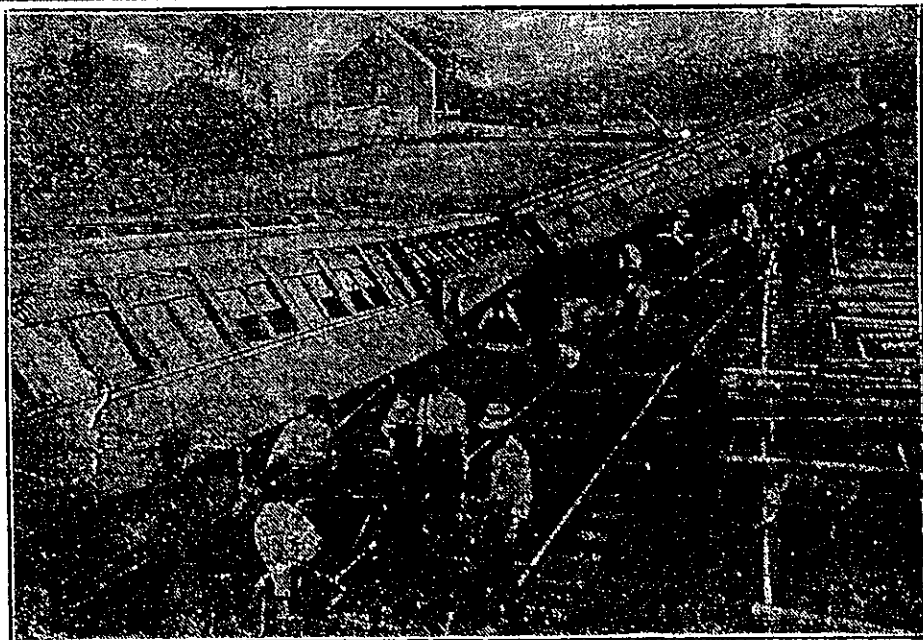
Many of the officials were ac- customed to give a pass to the next division to any boomer whom they could not hire.

But it was of little moment to the boomer whether he had a pass or not. Practically every passenger conductor would carry him "on the cushions" and, if this was not avail- able, every freight caboose was open to him. Sometimes, but this bothered him not at all, he might be reduced to a short ride in a "side-door Pullman".

I should not be imagined that boomer was, in any sense, a mendicant. Far from it. He gave as freely as he accepted and the hospitality extended was considered not a charity but a right.

In spite of his erratic ways and his independence the boomer was as welcome to the employing offi- cials of many roads as he was to his union fellows. His experience generally made him a superior workman, and besides that, the primitive living conditions on the

## Of What Wreck Is This A Picture?



J. H. CUTTEN, of Parrishboro, Dock-Master for the Cumberland Coal Railway, sent me this pic- ture some time ago, and asked me what wreck it represented? For my part I cannot say. Some say that it was one that occurred in connection with a troop train, near Kentville, a great many years ago. I would be glad if some person would furnish Links and Pins with the true story of the picture.

newly built roads were such, in the great factors in ending the boomer's career. As the existence of agreements between the various

The mountain and desert divi- sions of the Union Pacific, Santa Fe, Northern Pacific, Great North- ern and other continental lines were for many years recognized boomer territory. There were oth- ers where conditions were so chron- ically unsatisfactory as to make the establishment of a stable force im- possible. These last were only re- sorted to in dire necessity and were called "stake roads" because a man only remained on them long enough to "make a stake". The boomer identified them by many derisive nick names such as the "Misery and Short Life", "The Last Chance" and the "Narrow Es- cape".

### WHERE HAS THE BOOMER GONE?

It is an irony of life that the growth of unionism was one of

of national rules during Federal control of railroads, among which was the seniority rule, was the last blow. Where did the boomer go? Some- times he refused to accept the new conditions and just went traveling as like Kipling's wanderer who sang — "For to admire and for to see, For to behold their world so wide, It never done so good to me But I can't stop it if I tried." For the most part he settled on some job that struck his fancy and profited by his wealth of expe- rience.

Many comfortable, middle-aged railroad officials and responsible union executives can be readily in- duced to expend into gleeful recita- tion of "old forgotten, far-off things and battles long ago" when, in the days of his reckless youth, he toured the country with no more impediments than "a razor, a tooth- brush and a paid-up union card."

HALIFAX

AUGUST 25, 1928

# The Railway Herald And The Labor Man's Forum

Links and Pins Gets the Dope on the Wreck Picture—  
Industry's Output—Employment Figures—A Union  
Label—Notes By the Way.

(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).

REGARDING the publishing of the picture of a railway wreck shot, near Kentville, in September in last Saturday's Herald, and my enquiry as to what wreck it represented, there have been a number

of replies. The paper had not been in circulation a great while till Mrs. Lester, Truro, widow of Thomas Lester a one time well known I. C. R. train man, phoned me to say that it occurred to a military train in 1913, and that two of her sons were in it. Dr. Casson, D. S. Truro also

## Our Boarding House



said that it was in September 1913, and that he was a passenger by the train en route to camp at Alder-shot. Another young man whose name I cannot recall corroborated for Casson.

### GIVES DETAILS

W. S. CURRIE, Ellerhouse, writes about the matter as follows: "In regard to the picture in today's Herald of a train wreck it was a troop train carrying the 93rd, Cumberland Regiment, and the 76th Colchester and Hants Rifles. It happened on Tuesday evening September 9th, 1913, near Kentville. I was in the car just behind the last one derailed, and immediately jumping off, I watched the boys crawling out of the windows. I do not remember that any were killed, though some were badly shaken up."

A HALIFAX gentleman writes corroborating the above, adding that Col C. H. Coleman, Truro, was the officer in command.

month last year.

The total pay roll for the was \$229,960,740, a decrease of \$13,891,714, or 5.62 percent compared with April, 1927.

### A UNION LABEL

THE labor bureau of the tadruth (Palestine) F

HALIFAX  
August 30 1928



# D. A. R. WRECK

## CARS LEAVE RAILS AT ALDRSHOT

Three Kentville People Hurt  
in Mountain Train  
Mishap

OTHERS SHAKEN UP

Broken Rail Is Cause of  
Crash on Valley  
Road

KENTVILLE, Sept. 13—Four persons sustained severe injuries here today when two cars of train No. 26, of the North Mountain Line sub-division of the Dominion Atlantic Railway left the rails at Aldershot Crossing and toppled over the embankment.

The injured are:

K. McIvor, of Kentville, Conductor of the train, who sustained two broken ribs, a bad cut in the head and severe chest injuries.

George Morton, son of D. Morton, of Lakeville, bad cuts in the head and bruised shoulder.

Mrs. Melbourne Boyle, of Kentville, head injuries and a bad shaking up.

R. Dow, of Kentville, Billing Agent, badly cut one one hand.

ARE SHAKEN UP

MISS RUTH FILLMORE, Miss Rose Fillmore, Miss Mildred Porter, of Centreville and Percy Grover of Lakeville, were considerably shaken up but did not require medical attention.

The North Mountain train No. 26, running between Weston and Kentville, was passing through Aldershot

—Please Turn to Page 4, Col. 6—

## Cars Leave Rails At Aldershot

(Continued From Page One)

shot at about 6.05 o'clock this evening with a train of seven cars, six freight and passenger. The train was just clearing the Aldershot crossing when the two rear cars, one carrying six passengers and the other, a box car loaded with apples, struck a broken rail and tipped over the bank.

In the passenger car everything was confusion. Tipping over the bank, the coach was burned half and over and considerably damaged. Its occupants found themselves thrown into a heap with nothing and became

SEVERELY INJURED  
The conductor, K. McIvor, of Kentville, was badly hurt. He was taken to the hospital and is expected to recover.

windows. He was rescued by William Holmes, brakeman.

The box car, heavily laden, broke away from the passenger car and ploughed its way along on its side for about 25 feet.

Immediately the accident occurred, an S. O. S. call was put through to Kentville, a distance of about a mile and a half, for medical aid. Doctor Forbes, Burns and Bishop responded to the call and cared for the injured, who had been removed to the home of F. Landry.

### TELLS STORY

"I DIDN'T know what had happened," said little Ruth Fillmore, after the wreck. "The first thing I knew everything seemed to go black and then I found myself all huddled up with great big cushions huddled in a corner. I don't know how we ever got out of the car but I guess someone must have helped us. I was just sure someone had been killed."

Investigation which followed the crash showed that the two rear cars of the train had struck a broken rail which had probably snapped after the engine and four other cars had passed over it.

The crew of the train was made up as follows: F. Mason, engineer; Arthur Harvey, fireman; K. McIvor, conductor; W. Holmes, brakeman and A. Gates, brakeman.

A wrecking crew was sent immediately to the scene and the line will be cleared by morning.

SEPTEMBER 14, 1928

# The Railway Herald And The Labor Man's Forum

(This column is conducted by an old-time railwayman for the railwaymen of the Maritime. The views are Railwaymen's views and Railwaymen's views. The Railwayman's view of the case).

## MULGRAVE FERRY MATTERS Links and Pins:

OCTOBER 22 — It is understood the S. S. Scotia No. 2, the big car ferry boat is to be newly decked this fall, or during the winter at a cost of about \$100,000 and as there are quite a number who will be out of employment at Mulgrave, would it not be a good thing to put this deck on while the boat is tied up in this place? One hundred thousand dollars in material and labor means a lot to work people, from the standpoint of labor it would be a great thing here during the annual dull spell. It would be a good thing for the business men too. Everybody should get busy and try and have this job done here.

THERE is a persistent rumor that a third shift is to be put on the car ferry during the winter. This is as it should be, since the third eight-hour shift has been taken off, and a skeleton crew has to be kept on between the first and the second eight hours shifts. Also a number of the Bridge and Building Department men are at work on one of the boats while in the dock for repairs. Boat No. 1 has a skeleton crew for watching purposes, and also for repair work, so taken out to all repair men and parts

of crews, it would more than make up for the amount saved by doing away with the third eight-hour crew, not counting the time and one-half rate paid the two eight-hour shifts for overtime work. The situation scarcely spells adequate service, and inadequate service means curtailed earnings. This is a state of affairs that in the best interest of the railway should be remedied by putting the third shift on the boat, and during dull times have this shift work at repairs.

S. S. Scotia No. 1, is still in the Prince Edward Island service, and will be for a time yet. If it takes as long to build another boat for that service as it is taking to make the plans it might be that the proposed tunnel will be completed first.

ONLOOKER.

## THAT DIESEL CAR SERVICE

Links and Pins:

NOTICED your remarks re the Diesel Car Service between Truro, and Amherst lately. You are correct. The travelling public are not getting justice in transportation service of that kind. So officialdom says the "car service is no more crowded than a street car." Very well, then, let us demand street car fares if we are to have service of that kind. Five cent fares which would be about 30 or 35 cents from Truro to Springhill Junction, or Amherst. If they are going to continue that kind of service a refund of 50 percent. on the price of the ticket should be given

ducted by the Extension ment by the University of Toronto proved so popular that another series of lectures has been arranged for this Fall and Winter. Mr. Locke, president of the Clarke E. Locke Advertising Agency, will again be in charge.

the passengers if they cannot be comfortably seated. Any person buying a ticket is entitled to a comfortable seat.

"I suggest that the conductor of the car be furnished with refund tickets for persons who cannot be comfortably seated, or seated at all. In crowded street cars the passengers have to stand for comparatively short distance. It is quite evident that the higher up officials of the C. N. R. do not care what kind of service they give down this way as long as the people will stand for it.

Gives us the C. P. R. They are the people who will give Nova Scotia satisfactory rail service. Our old I. C. R. is gone. Now the people can demand the service of a private company with a clear conscience.

The management of the C. N. R. call it the "Canadian National". Does it not look to be the kind of Nationalism which is on the down-grade with the brake broken? The price of the management has gone up more than ten times what it was in Mr. Pottenger's time, and the people are not getting within fifty percent the service they got then.

It's up to the Maritime People to continue house-cleaning and it must be done if Nova Scotia is to make the progress she is entitled to as a member of the Canadian confederacy. We must have efficient and reasonably-priced rail service in order to come to the front. If we go after our rights in a persistent well-directed manner we will get them. To bring in the C. P. R. I believe

would be the permanent satisfactory way to get good results for the province.

VOTER

JOHN CROWELL, son of John Crowell, of the C. N. R. shop staff, Truro, and Mrs. Crowell, who have been spending a vacation with Mr. Crowell's parents, has returned to resume his duties as a freight porter foreman with the Eastern Steamship Co., in Boston.

A. L. ROBBINS, retired C. N. R. employee, now the popular door-keeper at the Strand Theatre, Truro, and who has been confined to his home suffering from an attack of rheumatism is reported to be much better, and will be out again soon.

STRANGE is it not that every year when the grain traffic and other Fall movements are about to begin, and there is report of increase in traffic this way, the C. N. R. are short of power, especially in respect to Truro. Is there an African in the timbers? And stranger still that when the season is about over increased power appears in this direction.

W. C. SMITH, general chairman, Atlantic Region, of the Canadian Brotherhood of Railway Employees, was a recent visitor in Truro.

TRAFFIC is very brisk over on the D. A. R. Every engine and train man is working, and it is reported that the company is asking the C. N. R. for four firemen. I suppose this will be shocking news to some people who no doubt would rather see C. N. R. engine men indefinitely set back or laid off, than the C. P. R. give them employment.

LINKS AND PINS.

OCTOBER 23, 1920

# Double Header Freight Train Is Wrecked Near Truro; No One Injured

1928  
Accident Happened On Sunday Morning While Train Was Going to Kentville.

TRURO, Oct. 14.—A bad accident from the standpoint of damage to rolling stock and track occurred on the midland division of the Dominion Atlantic Railways within the town limits here at 4 o'clock this morning. The train was a double header freight (two locomotives), and was en route to Kentville. The accident occurred just after the train crew had switched the train out of the C. N. R. yard and it happened about ten car lengths West of Willow street crossing, when the train was just beginning to gather regulation speed.

## FIVE CARS WRECKED

FIVE cars were wrecked with the sixth off the track. The cars were about midway of the train of about twenty cars which possibly accounts for no person on the engines or the van being injured. Looking at the wreck from the rear position one car of rails was on top of another car loaded with the same material. A big C. N. R. steel gondola, loaded with coal, was end wise down the embankment on which the affair happened, with one end of it buried in earth. The end of the car rested in a semicircle caused by six rails that the end of the car had swept from the road bed and the middle of the semicircle was also buried in the earth. Next to this was a large coal car standing on its side at the top of the embankment.

A car next to this one was loaded with rails and was thrown from the track to some extent. The rails were removed from it and the car was got back on the rails without much difficulty. This was done before the C. N. R. wrecking crew at Truro was reinforced by that road crane which was sent from Stellarton. The undergear of the cars mostly damaged, some four or five, were completely torn off sets of trucks and wheels hurled over the embankment. The bodies of the two cars that were in a mix-up, one on top of the other, were partly shattered to splinters. Some 300 feet of track was torn away, a great deal of it being carried over the embankment with the cars that went over. The damage to rolling stock and track will run into a great many thousands of dollars. The direct cause of the accident has not been arrived at. Two causes are mentioned, spread rails and damaged undergear on one of the cars. Trouble seems to have begun with the big gondola and the car next to it as it was the gondola that swept the rails over the embankment and which formed a semicircle.

## OCCURRED SUDDENLY

WHEN the accident occurred conductor Vaughan Young and brakeman Stoneman were in the van conferring in respect to some of the trains way bills. Suddenly the brakes went on and as suddenly the train came to a standstill with such violence that conductor Young was hurled across the car floor and brakeman Stoneman was thrown over the desk. Brakeman Taylor, who had switched the train out of the C. N. R. yard was on one of the engines in his proper place. The men in charge of the locomotives were engineers Mahoney and Hill. There is no fault attached to either the engineers or train crews.

The accident occurred about two miles east of where a double header freight was wrecked and one of the firemen was killed and two other firemen were badly injured but recovered. This accident occurred about twelve years ago and was caused by cows lying on the track, the men in the forward engine being unable to see them because of dense fog prevailing at the time, and besides it was early morning, merely dim dawn daylight.

Halifax

OCTOBER 15, 1928

IT may be that the accident on the  
Midland Division of the D. A. R.  
last Sunday that was so disastrous  
to rolling stock was a reminder that  
that line could stand a little more  
ballast. I am not saying that lack  
of ballast was the cause of the ac-  
cident, but it is said by people who  
have some knowledge of railways  
that the Midland is none too well  
fixed in that respect. Lack of ballast  
is liable to cause broken rails.

HALIFAX

October 16 1928

# Plans For Development On C.P.R. Route With Terminal Facilities Here Considered

No Difficulty in Providing Suitable Water Transport To Digby and Improvements on Present Line, Says Beatty.

## GIVES ADDRESS AT KENTVILLE LUNCHEON

C. P. R. Engineers Now Seeking Solution of Terminal Problems. — Early Announcement Expected.

KENTVILLE, Oct. 25.—Definite indication that the Canadian Pacific Railway has under consideration plans for the extensive development of the Digby-Saint John route and the establishment of terminal facilities both at Halifax and Saint John, was given today by E. W. Beatty, K. C., President of the Canadian Pacific Railway, speaking at an informal luncheon held in the Cornwallis Inn here.

"Our interest and investment in Nova Scotia is less than any other province of the Dominion with the exception of Prince Edward Island, but it is increasing and it will continue to increase," the C. P. R. chief declared.

**THE SITUATION**  
"THERE is no difficulty whatever in providing a suitable ship at Digby to transport trains across the Bay of Fundy, and the necessary improvements in the road-bed of the Dominion Atlantic Railway and the rolling stock," Mr. Beatty declared. "There are, however, many technical difficulties in the way of establishing suitable terminal facilities at Saint John and Halifax. On these problems, Canadian Pacific engineers are working and an early solution may be looked for."

**"THE MOTIVE FORCE"**  
THE luncheon at which Mr. Beatty was the guest of honor, was given by George D. Graham, general manager of the Dominion Atlantic Railway and those in attendance.

—Please Turn to Page 4, Col. 2—

## Plan For Development On D.

(CONTINUED FROM P. 1)

ance included business, professional and agricultural men of the county.

In introducing the Canadian Pacific President to the gathering, Mr. Graham referred to him as "the motive force and inspiration of the entire Canadian Pacific organization at every point in the world at which it touches."

### PLANS COLONIZATION

THE Canadian Pacific Railway, Mr. Beatty said, is now planning to carry on its colonization and development work on a more extensive scale in Nova Scotia. A very comprehensive report as to the opportunities open to settlers in these provinces had been prepared by Professor George Greenman in collaboration with other agricultural and technical experts.

One of the main objects of his visit to Nova Scotia, Mr. Beatty declared, was for the purpose of determining what could be done to develop this country and stimulate traffic throughout the territory served by the Dominion Atlantic Railway.

### W. H. CHASE SPEAKS

THE Canadian Pacific Railway's interest in Nova Scotia is admittedly small, declared W. H. Chase, of Wolfville, one of the speakers at the luncheon, "but, while the mileage owned by the C. P. R. in this province is not great, it passes through one of the best agricultural districts in Canada and this is a fact that we hope the C. P. R. will not overlook."

Guests at the luncheon included Mr. Hobbs, of the Consolidated Glass Company, Montreal; W. H. Chase, Wolfville; Manning Ellis, Port Williams; Clifford L. Baker, Professor W. S. Blair, H. H. Bligh, Col. A. H. Borden, James Bryden, Dr. A. S. Burns, Dr. Gerald Burns, H. M. Chase, Principal R. B. Curry, Laurie Ellis, Roy Fash, and Herbert Oyer, all of Kentville.

### GIVEN RECEPTION

WINDSOR, Ont. 25.—Returning from his trip through the Valley, E. W. Beatty, President of the C. P. R., accompanied by George D. Graham, vice-president and general manager of the D. A. R., arrived at Windsor at 4 o'clock today where the president was tendered a civic reception. His Worship Mayor Keddy, extending the official welcome. Mr. Beatty had left his special train at Kentville and motored to Windsor with Mr. Graham, visiting several places along the route. Mr. Beatty joined his special train here and proceeded over the Midland to Truro where it will be attached to the C. N. R. train for St. John, N. B.

### GIVES ADDRESS

IN making his welcome address Mayor Keddy stressed the honor he felt in behalf of the town in extending a civic welcome to the honored guest. He assured Mr. Beatty that the people appreciated the interest shown in Nova Scotia by the C. P. R., and that there was a real future for the C. P. R. in this Province.

### GIVEN OVATION

WHEN Mr. Beatty rose to speak he was given an ovation by the large number of representative citizens who had turned out to welcome for the first time the president of the C. P. R. Mr. Beatty did not indicate any special policy of his railway corporation with regard to Nova Scotia, but he stressed the tourist industry and the value of agricultural development in this

Province. It was not the policy of the C. P. R. to build hotels in places where private enterprise provided accommodation adequate for the needs of the people but the railway did erect hotels in places where it was the duty of the C. P. R. to do so in this regard. The Canadian Pacific Railway interests in Nova Scotia extended only over 300 miles on the D. A. R.

### CAREFUL CONSIDERATION

HE spoke of the problem of the C. P. R. had in considering transportation facilities between the Valley and the St. John terminus the technical difficulty of which cannot be fully appreciated by the public at large, but the purpose of the management was to give the matter the most careful investigation and to deal with it as efficiently as possible. Mr. Beatty referred to the spirit of optimism abroad in marked contrast to that which prevailed previous to 1913 when there had been no progress. The public men of Nova Scotia were now keenly alive to the necessity of developing the agricultural possibilities of the province. He thought Nova Scotians took the politics seriously. He had heard said that Canada would be the political centre of the British Empire. He thought it would become the commercial and economic centre of the British Empire. Mr. Beatty referred to the opening of the Lord Nelson at Halifax, and the splendid address of Premier Rhodes to others which reflected the sentiments of the people and it was refreshing to him as president of the C. P. R. to receive such evidence of good will toward his railway among the people of the province generally. He closed by assuring the citizens of Windsor that whenever it was in their power to assist them in working out their problems they would be glad to co-operate.

### GEORGE GRAHAM

MR. GRAHAM spoke briefly. He greatly appreciated the royal welcome extended to Mr. Beatty. He was pleased to see so many present at such short notice which indicated real interest in the C. P. R. and in appreciation of what the corporation was trying to do for the Maritimes. He realized that there was a growing confidence in the individual which was being reflected in the country and there was none but who could truthfully say that there was more sunshine in the attitude of mind in Nova Scotia today than there had been at any time in fifty years.

### OTHER SPEAKERS

OTIS WACK, president of the Windsor Board of Trade; H. W. Sangster, K. C., and Judge Martell made brief addresses.

Judge Martell advocated running rights over the C. N. R. on account of the fact that it was a great national institution. The C. N. R. had been built by public funds, the C. P. R. by private capital. When there was a deficit the people have to supply the funds to pay the deficit. He thought it would have been better for the people of Canada if both the C. N. R. and the Grand Trunk Pacific had been allowed to go bankrupt rather than the people should be made to bear this burden. He blamed both political parties for the present situation and stated that no Government-owned railway could prosper with a competitive privately-owned corporation so efficiently managed as was the C. P. R. He thought that the C. P. R. should build a road between Windsor and Chester and referred to Mr. Beatty's interest in education and the fact that he was vice-chancellor of McGill and closed with the words "will we not come back again."

Halifax

October 26, 1928

# Improved Digby-Saint John Route Will Place Halifax 5 Hours Nearer To Moncton

is 162 Miles  
Moncton -  
Levis Run, M  
Show.

## CONFERENCE HELD IN

Safety, Speed  
Will Feature  
Route, Deck

THE program  
in Nova Scotia  
Canadian Pacific Railway  
to be considered  
within the next  
conference of  
technical experts of  
of the Dominion  
way, will, if  
arranged, place  
approximately five hours  
nearer than the present  
Campbellton-Levis  
route. The reduction in  
a difference in miles  
in favor of the  
route, a distance  
of the average  
trains on the  
Moncton-Montreal run  
343 miles.

SECOND  
PRELIMINARY  
establishment  
C. P. R. passenger  
Halifax to West  
according to B.  
will be second  
speed and comfort  
way.

Definite announcement  
plan was made  
following his inspection  
Dominion Atlantic  
to his departure  
yesterday.

The Halifax Board  
that George E.  
Manager of the  
has left for Moncton  
conference at which  
of development

Wesley Turner

## New C. P. R. Plan Is Outlined

(Continued From Page One)

### DETAILS OF PLAN

ACCORDING to the statements  
made by Mr. Beatty the plan  
which the Canadian Pacific Rail-  
way has at present under consider-  
ation for the extension of its  
services in this province includes  
the following:

- 1.—Improvement in the terminal facilities of the Canadian Pacific and the Dominion Atlantic at Halifax, Digby and Saint John.
- 2.—The placing of a car ferry on the water route between Digby and Saint John, a move which, coupled with improved rail service over the Dominion Atlantic, will, according to Mr. Beatty's statement, provide a service even faster than a Saint John to Halifax all rail route.
- 3.—The placing of a fast, modern steamship for passenger traffic on the Bay of Fundy route.
- 4.—Necessary additions to the road bed and the rolling stock of the Dominion Atlantic Railway.
- 5.—The carrying on of colonization and development work in Nova Scotia and other Eastern Provinces on a more extensive scale.

### DEFINITE STATEMENT

REFERRING to the proposed  
plan of development, Mr.  
Beatty said:

"It is the wish of the Canadian Pacific Railway that nothing of safety speed or comfort shall be lacking in the alternative route from Halifax to Central and Western Canada. There is no difficulty whatever in providing a suitable ship at Digby to transport trains across the Bay of Fundy or in making the necessary additions to the road bed and rolling stock of the Dominion Atlantic Railway."

Engineers of the Canadian Pacific Railway, were, he announced, now engaged in studying the problems in connection with the establishment of terminal facilities at Saint John and Halifax and he predicted an early solution of these difficulties.

October 27 1928

THIS GROUP IS COMPOSED OF  
AN OLD-TIME RAILWAYMAN AND THE  
RAILWAYMEN OF THE FUTURE. THE  
FIRST SIX RAILWAYMEN WERE:  
THE RAILWAY MEN OF THE  
RAILWAYMEN OF THE FUTURE.

The matter is up before the court and if the C. F. M. wins and V. will, together with making the program, claim all money in their pool and vice versa, and the C. F. M. will be left with nothing. The C. F. M. is really sorry. The ordinary ones in the street cannot see this and the movement has been made. The matter is now before the court and no one can be convinced.

[illegible]

CONDUCTOR A. J. MacDONALD  
and Treasurer M. W. Langille  
C. N. E. Trues are in Montreal at  
Monday, as local chairman for  
meetings of the Brotherhood of  
carpenters and joiners.

THESE little boys of Shreveport Louisiana, given things at the going to the Governor of the Government small children of these building important qualities and all the nation's children are a great number, therefore representing the State of Louisiana. (L. M. M. Williams) the Governor, meeting representatives of the Government, (L. M. M. Williams) and the State of Louisiana, the very different nation, the State of Louisiana, the very different nation.

[illegible]

STANDARD 10: The student will be able to identify the major parts of the cell and describe their functions.

4-75 4412 1000 1000 1000

NEW YORK, Jan. 26 (AP)—The  
city's police department today  
announced that it had arrested  
a man who had been charged  
with the murder of a woman  
who was killed in a fire  
in the city's East Side  
last year.

HALIFAX

JANUARY 23. 1929

1. John and Jim like to  
 2. play in the  
 3. back of the  
 4. yard.

[illegible]

HOW I came to get the job, and was paid 50 cents a day, was that my grandfather, the late Thomas Caudle, was superintendent of masonry in connection with the building of the bridge. He was an Old Country stone cutter and builder, who came to the Maritime Provinces about 1852 in connection with the building of the European and North American Railway, Saint John to Shediac. He was in the employ of the foreman for the bridge contractor, an Old Country firm, Kesse and Connors. He built the bridge over the Scoudouc river, near Shediac, and when it completed it came to this province in connection with the building of the Nova Scotia Railway, and along with his brother, George Robert Caudle, built the first bridge at Bedford. The firm was known as Caudle Brothers. My grandfather learned the trade with my grandfather, and was a foreman in connection with the building of the Windsor Bridge. He came to this country with his cousin, John Linn, C. E., who was prominent in surveying the railway route between Halifax and Saint John.

**THE** building of the Avon bridge at Windsor, with the means then available, was a tremendous undertaking. In the first place, there was no way of getting the material to the site of the bridge. It had to be transported by the river. This was a very difficult matter, especially in connection with the putting in of the foundations for the piers. First there was mud to overcome, and then quicksand. Before a solid foundation could be had, the work was largely carried on in boats and gows and by aid of coffer dams. A trestle used in connection with this meant that the pier structure reached above high water level. The foundations were carried on when the trestles were out, meaning that the men were all hours of day and night, to endure the weather. I have said that my grandfather was a competent draftsman, and I may add that the late Stephen Travis was a competent estimator of coffer dam construction and of wood work construction, generally.

**A** MR. EDWARDS was superintendent of iron work, that is, the placing of the girders, and Parker Smith was superintendent of placing the angles. Mr. Smith was afterward a laborer at Windsor for a great many years, also superintendent of streets. Each crew had a large boat manned by six picked men and there sprang up a great rivalry as to which crew

[illegible]

THERE was the usual arguing and arguing after the fire, but in the end it was a case of good report, manliness, good fellowship and quiet reflection. I presume some of the good folk of Windsor recall the event, but I do not remember the names of the crowd, but some of those of my grandfather's boys were there. Fudge, who afterward became a brakeman on the railway; Nat Redden, of College road, who married the daughter of a farmer; Henry Bowen a musician, William Cadogan, and my mother, who was then a young girl. Windsor five years ago at the ripe age of eighty-five.

The history in question also refers to the Saxby Gale, Oct. 4, 1862. I very well remember it, as it was the fall the big bridge was completed, and the road was opened up between Windsor and Annapolis. We were living in Falmouth in a house owned by a Mr. Taylor.

My father had gone over to work on the Intercolonial Railway. He was then employed building the Little Falls Bridge, between Spring Hill and A. A. Hart. My grandfather stayed at a house that night. It was a frightful night, lying near the Avon river we could hear the dykes breaking and it was completely the confusion of cannon. Next morning the matches were completely consumed and the dykes broken between the post road and the toll bridge and Williamson's place and below the post road. The south side of the Avon river, the south side of the flood was the street, Wardsboro street and men were in boats. Wentworth Point was very much flooded, that is, the south side. The town, so much so that the windows were taken from the upstairs. The windows of the houses in town, in boats. The railway was finally washed away low.

REMEMBER that it was while the bridge was being built that the great objection in Hants

**VANCOUVER** March 14.—Actual construction was commenced Wednesday morning on the 29-storey Marine building being erected for the G. A. Silberman and Co., of Toronto, at a cost of \$1,500,000. Mayor Malkin gave the signal on a golden whistle for starting a steam shovel on the work of excavation.

counts took place. The candidates were John, George Howe and Macdonald. Afterward John Macdonald, George Howe had accepted the latter term for Nova Scotia and had joined the Conservatives and the cabinet of John A. Macdonald as president of the cabinet. Mr. George was an anti-slavery moderate and a Liberal. It was a bitter fight, the forces of the anti-slavery forces arrayed in tremendous force against the others, but he won. Both my grandfathers and father were followers of Howe and supported him in the 1870 election at that time. Some say it was at that time that money was first used to get votes in Nova Scotia, but there is evidence that that was not correct. There are facts to prove that long before that the late Hiram Williams used money in an election in Colchester. Briefly, the story is that he made took offense at something the late Hon. Samuel Greenman who then represented Colchester and was minister of public works in the Tupper government, did about a nomination and set out to defeat Greenman, which he did, and he told me himself that he used money.

It is said that during that canvass whenever Hyde came across a fellow town babe he asked the question, "Is there a girl named Hyacinth?" If it was a male, if they had no sisters, and if they had not, he would say to the mother a "savoury" with the request that she give "Hyacinth Hyde" so and so, whatever the parents name might have been. It is said that in many years ago there were no people in Worcester whose given names were "Hyacinth Hyde." Well, Hyacinth Hyde, who was a very well-dressed, well-educated, and well-versed in time caused the house, which he had just vacated, and the calling of the election in which Creelman was an unopposed candidate. Hyacinth Hyde, at this point, he had defeated Creelman and that ended it as far as he was concerned.

But to get back to Howe and the Illinois election. His majority over Blaine was not large, but sufficient. And when he thanked the people of Illinois for the election of his first term, he was surrounded by a crowd of people, and he passed the torch to his successor. It is said he never fully recovered from it physically.

(To Be Continued)

HALIFAX

MARCH 16, 1929



They recently were transferred to Montreal.

# Days Of "H" Rails, Iron Chairs And Hard Wood Plugs Recalled

Links and Pins Gives Reminiscences of Early Days Of Nova Scotia Railway.

ARTICLE NO. 1

I WONDER if readers of this department of The Halifax Herald would be interested in some of my reminiscences dating back to the old Nova Scotia Railway, when it only extended as far as Truro and Windsor out of Halifax, the days of the "H" rails, iron chairs in which they were set and the hardwood plugs that were driven between the jaws of the chairs to keep the rails in place, to make them steady for the locomotives to pass over? I wonder if some old timers will remember it? I say those rails were only eighteen feet in length? The first "H" rail I ever saw was when I was a very small boy, before Confederation. They were being laid at Waverley crossing, that was when the Waverley gold mine was at the height of their productiveness. It was the beginning of the passing of the "H" rails, but they did not entirely go out for a long time after that. I think the last mileage they were used on was between Windsor Junction and Windsor. Regarding the wooden plugs that were used, hardwood, a sectionman followed each train over his section, five or six miles, with a hammer and replaced the plugs thrown out by the last train to pass along, and have the track in readiness for the next one.

## THE EMPLOYEES

THE first "H" rails laid at or near Windsor Junction was under the supervision of section foreman John Lindsay. He had a farm and you may yet see it on the B.N.I. just above the lake at Fall River dam station. The other foreman was Daniel Grumley, who lived at Waverley crossing right where the road to Windsor Junction branches off from the old Cobequid road, and one time a post road. I think to the days before the Sackville, Rocky Lake, Waverley road was built. The water tank at the Junction at that time was a wooden structure, and the water was pumped by hand. It stood right opposite to the present tank stands. The switch at the Junction of the main line in Truro and the Windsor branch was what was called a "swing-swing"—they call them "swing" now. The "swing" was an English name for such switches, they called them "points" then. A train coming over the branch got onto the main line without a person shifting the switch. The wheels of a locomotive and one did the trick, and as to an iron box threw the points into reverse again, that is, closed the track, or set it for the main line. Set in this iron box was a lever some three feet in length, which was used to set the points so that a train could pass from the main line to the branch.

## THE WOODSHED

THE woodshed was a little east of the tank and on the opposite side of the track. The wood was sawed in there by men and buck saws in lengths to suit the fire box of the locomotives. The men who sawed it got either fifty or sixty cents a cord, one cut to the stick. Men I remember who did that work was Michael Kebo, father of Michael Kebo, the present, and for long, very capable and faithful man, well, can be called assistant station master at the Junction. Another man who worked there, too, was Daniel McCarthy. They were both real Irish gentlemen, right from the old school. Mr. Kebo helped to build the Nova Scotia Railway. Times were hard in Ireland when the building of the Nova Scotia Railway was begun, and many of the poorer of the manhood of the grand old Emerald Isle came out to help build the road and most of them brought their wives along with them. They were a very fine class of people, as were their descendants who are yet about. John Torobull was the first tank and station master of the Junction, and I think he was tank master of the Windsor branch from

the Junction to Mount Uniacke. Mrs. Angus MacDonald, Truro, is a daughter, and C. MacDonald, C. N. R. locomotive engineer, Truro, is a grandson of that pioneer railway man.

## WERE IRISHMEN

IT is of present day interest to say that Bernard McGuire was one of the Irish gentlemen who came out and helped to build the Nova Scotia Railway. He settled down at the Junction. Charles McGuire, locomotive engineer, Truro, is a grandson, and his son, that is, Bernard, the late Charles McGuire, was porter at the Junction for a great many years. Another engine man who was born at Windsor Junction, is John Haslam, retired, and now residing in Halifax. The late Maurice Fitzgerald was also a Windsor Junction boy. Their old homestead was near where the Stephen's factory now is. He was a small clerk first, and then went to the train service, and became a spare conductor, or he may have been a trainman first. When he was conductor he and the late William Johnson, of Truro, locomotive engineer, had some sort of a bad cut in at Enfield, I think it was. I cannot say if it was a head on or rear end push in. I understand that Mr. Johnson was so wrought up over the matter that he never again ran a locomotive and I think left the road, though the accident was no fault of his.

## OLD TURN TABLE

THERE was a turn table at the Junction in connection with the Nova Scotia Railway. Just why I cannot say, unless it was intended in the beginning of operating the railway that the trains on the Windsor branch were not to run beyond that point and were to make a close connection with the main line trains, Halifax and Truro and vice versa. It was situated where that spur is now that connects the C. N. R. with the D. A. R., north of the station building. It was, of course, one of those old-fashioned affairs, the table turning on a pivot. It was partly blown down one fall during a severe gale. In connection with the line remnants of the British army there was first a lookout party stationed at Bedford and later at Windsor Junction. There was a sergeant and three or four men and their duty was to watch the post roads, and later, when the railway was opened up, to go through the cars, to be on the lookout for deserters. The idea of persons deserting from the army those days was to make their way into the United States.

## A DESERTER

I HAVE heard the old folk tell of the case of a soldier deserting while on guard and going out the Windsor post road. The look-out party at Bedford got onto his trail and chased him some distance along that road to the Davison farm. The story was that when he found that he was being surrounded and about to be captured he was right by some spruce trees by the side of the road, under which he ran, and placing the muzzle of his rifle, which he had loaded, into his mouth, pulled the trigger in some way and killed himself. The story went on to say that the look-out party commandeered a horse and sled belonging to a nearby farmer, and put the body of the dead soldier on it and drove to Halifax and delivered the remains to the military authorities. There was a reward, three pounds, I think it was, in connection with look-outs capturing a runaway soldier.

I THINK I am right in saying that the first look-out barracks at Bedford was near the Sackville river by the side of the lane leading from the Windsor road to the fish factory, near where Tolson's cloth mill stood. It was, and I am only depending on what I was told by the older people of more than a half-century ago, burned down one winter night and a number of the inmates perished. If I was rightly informed, the second barracks was on a knoll just above the Bedford railway bridge, to the right of the track, and there was a guard room in which a man was always sta-

quite obscure. The train carried fourteen cars of mackerel which had arrived at Souris from the Magdalen Islands, and these had to be handled and conveyed to the Boston boat at Charlottetown. Needless to say Mr. McDonald was sore and tired when he reached the city that night.

## MISSED TRAIN

HIS next experience happened while employed on the train running between Charlottetown and Summerside. It had been the custom for the Charlottetown mixed

doned down on the Windsor road about opposite where Tolson's house stands. The building at Windsor Junction to which the look-out was stationed, is still standing. It is a small one at the foot of the railway embankment on the east side of the C. N. R. track near the residence of Mr. Houltham, the well known C. N. R. tankman. One of the members of the last look-out party stationed there was John W. Greenfield, who, when he left the army, became a C. N. R. brakeman, and for a great many years worked as a shunter in Truro yard. He is retired now and resides in Ontario. (To Be Continued)

of the car drawn for recently under the auspices of the Division No. 12, Brotherhood of Locomotive Engineers of this city. The drawing took place in the presence of a crowded house at the Capitol theatre and Miss Worship Mayor Blakely drew the winning ticket from the churn, the number being 25435.

JOSEPH CHAPMAN of the C. N. R. local freight department has resumed his duties after being out of work for about a month as a result of sustaining a badly sprained arm.

The provident office was the scene of a pleasing function recently, when the staff of the department waited on Edgar A. Shaw, one of the valued members, and after an address had been read, a handsome check of silver was presented to the groom-to-be, Mr. Shaw, although taken entirely by surprise, made a fitting reply, in which he thanked his associates for their kind words and handsome gift.

Ira Kilham of the general passenger department, has been transferred temporarily to the ticket office of the railways at Buffalo, N. Y., where he will act as ticket clerk during the summer months. This is in accordance with the practice of the railway to have ticket men who are thoroughly familiar with this part of Canada and its tourist attractions, stationed at strategic points in the United States during the time the tourist rush is on. By this means the tourist applying can get firsthand information about the country he wishes to visit.

Nelson Merrill, retired C.N.R. police officer, has left on a visit to Boston and other parts of New England.

At the annual meeting of the Moncton Board of Trade, Mr. F. Tompkins, C.N.R. traffic manager, was elected president, and D. A. Bourgeois, regional treasurer, vice-president.

HALIFAX

JUNE 24, 1929

6/12

6/28 1929  
**Record Is Set  
On Midland**

**D. A. R. Train Handles  
Heavy Traffic—Many  
Passengers**

**T**RURO, June 27 — The D. A. R. train from Windsor set a new record arriving here tonight, having six cars. Traffic on this road has been steadily growing the last two years and bids fair this summer to exceed all past records. The train was so large tonight that it did not enter its usual place on the spur but came in on the main line. There was a large passenger list, eighty-one for Sydney, and the express list included a car of strawberries for that place.

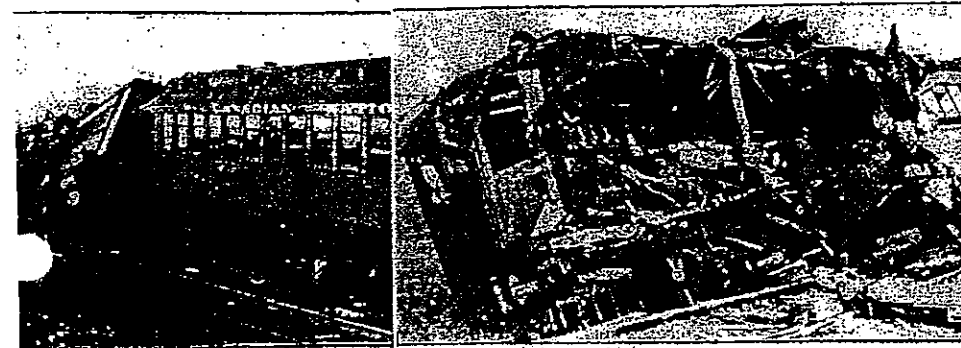
HAN FAX

JUNE 28 1929

# LED, SEVEN HURT WHEN S AND SUBURBAN CRASH

*Maritime Express And Oil Electric Trains Crashed*

## Diesel Car And Maritime Figure In Switch Wreck



Windsor Junction Woman Killed as Trains Collide at Switch—Three of Injured in Hospital Here—Oil Electric Completely Wrecked—Inquest Is Opened.

WINDSOR JUNCTION, July 12.—One woman met instant death, a second is in a critical condition in the Victoria General Hospital at Halifax and seven other persons sustained more or less serious injury when the oil electric suburban train, operating between Halifax and Elmsdale, was side-swiped by the Halifax bound Maritime Express at Windsor Junction last evening.

Mrs. Lily Parnell, wife of William Parnell, section man in the employ of the Canadian National Railways, was the one passenger of the suburban train who was killed, meeting a tragic death directly in front of her own home and within fifty yards of the door.

### List Of Injured

THE injured are:  
MRS. WILSON CONRAD, of Windsor Junction, formerly of Halifax, who is reported to be in a serious condition in the Victoria General Hospital.  
W. M. WALCOTT, 148 Preston street, Halifax, also in the Victoria General, head injury and concussion.  
ALBERT HENSEL, 84 1-2 Quinpool Road, severe cuts in the face and shock.  
MARGARET STEPHENS, Windsor Junction, stenographer in the Metropolitan Life, Halifax, cuts and bruises.  
ARTHUR COX, Windsor Junction, cuts and bruises.  
HENRY BUSH, Windsor Junction, cuts and bruises.  
HAROLD COCHRANE, of Dartmouth, driver of the Suburban train, cuts and bruises and suffering from shock.  
F. W. CLARK, Windsor Junction, cuts and bruises.

### HOW IT HAPPENED

BOTH the Suburban bound for Elmsdale, and the Maritime Express bound for Halifax were on time with instructions to pass where the double tracking ends, just above Windsor Junction. Driver Cochrane, of the Suburban, took his train up to the meeting point on the right hand track, coming to a standstill at a point about 25 feet from the switch frog where the distance between his own track and the track to be taken by the Maritime was two and a half feet. Hardly had he brought the Suburban to a standstill when the Maritime, travelling between 25 and 40 miles an hour, roared on to the switch. It was at this point that the accident occurred, it was said last night that several moments before the crash Cochrane

—Please Turn to Page 1 for Cont.



The above layout shows the Halifax to Elmsdale Suburban train after it had been side-swiped by the Maritime Express last evening. In the picture to the left a graphic view of the scene of the wreck is given. To the left of the picture is a double tracking, near which the Suburban train was standing when the Maritime came through. The freight train is going over the same route taken by the Maritime. The picture to the right shows the damage inflicted on the suburban train.

Mrs. William Parnell, of Windsor Junction, who was instantly killed; William Walcott, of Halifax, who was severely injured; of Halifax, also severely injured; Frank Chisholm, of Truro, engineer on the Maritime Express, and in the picture to the left, Margaret Stephens, of Windsor Junction; lower left, F. W. Clark of Windsor Junction, two of the injured; and Mrs. Wilson Conrad, formerly of Dartmouth, now of Windsor Junction, who is in the Victoria General Hospital after being crushed between two cars.

Halifax

July 13, 1929

## Another View Of Wrecked Suburban



THE above picture shows the heavy damage inflicted by the Maritime Express when it crashed into the Halifax-Elmsdale suburban train at Windsor Junction last night.

## One Killed, Seven Hurt When Express And Suburban Crash

(CONTINUED FROM PAGE 1)

### Tragedy Is Viewed By Thousands

(Continued From Page One)

Bartholomew's Hospital in aid of which the fete had been held. A specially erected model house, designed to be the scene of a gala fire brigade rescue spectacle, became instead the horrifying death trap for the twelve to fourteen year old boys who had so eagerly taken part in the festival. The youngsters, dressed in clown suits, made frantic efforts to get out of the flames, bringing in only real applause from the crowd not knowing that realistic action had suddenly become tragic reality.

#### SENSED DANGER

IREMAN Jack Tabrett, who had been the blushing veiled bride in a previous mock ceremony, was standing at the top of the flimsy structure when flames suddenly burst at the bottom. The crowd cheered and laughed, glad the spectacle had begun, but Tabrett knew that something was wrong for the flames should have started at the top and the building cleared of actors.

In five minutes the flames had destroyed the oil-soaked canvas and all was left were the charred remains of the youths and the gaudy skeleton of the model house.

#### PITIFUL SCENES

PITIFUL mothers and fathers crowded the little mortuary here this morning, seeking the bodies of their sons. One tall, young haired man stumbled from the hospital where he had seen his 13-year-old boy die from burns.

"My little boy's clothes were all burned and still smouldering as he lay on the ground beside the blazing mass when I got there," said the grief-stricken man. "Only last night he was asked to take part in the mock tragedy and was so happy that he went even though I called him not to."

The bodies were so charred that they were difficult to identify and only five of the eleven dead had been identified today, including a man motor-driver who had taken part in the festival.

Apparently realizing that the Maritime did not have clearance, threw the suburban into reverse in an effort to clear his train.

#### TERRIFIC IMPACT

BUT he was too late. With the terrific force of a speeding train the engine of the Maritime crashed into the side of the light oil electric, tearing its way through the entire side of the car and hurling it and the passenger coach it carried behind, back down the track a distance of eighty feet.

Driver Cochran jumped from his post a matter of seconds before the crash came, but sustained minor injuries and was severely shaken up. He was taken into Halifax on the Maritime Express.

#### TRAGIC FEATURE

THE most tragic feature of the wreck was the death of Mrs. William Parnell. With her daughter Margaret, Mrs. Parnell was returning to her home from Halifax where she had been spending the day shopping. The point at which the Suburban stopped to allow the Maritime to pass, is directly in front of her home and it was here that she and her daughter prepared to alight.

According to the story told by her daughter, Mrs. Parnell had stepped from the suburban and was standing on the track when the trains met. By the violent backward rush of the suburban she was thrown directly on the opposite track and struck by the oncoming Maritime Express.

Mrs. Parnell died instantly, while her seventeen-year-old son, stood helpless in the doorway of their home and her husband sat reading his evening paper in the living room. Several other people were eye witnesses of the tragedy but all were powerless to aid.

#### CRUSHED BETWEEN CARS

MRS WILSON CONRAD, formerly of Dartmouth now residing at Windsor Junction narrowly escaped a similar fate. Mrs. Conrad was standing on the platform between the oil electric car and the passenger car attached to it. When the trains met the oil electric was

age she was Miss Lily Lee of Windsor Junction, daughter of William Lee. Besides her husband, she is survived by six daughters, (Margaret) Mrs. William Bontiller, Thelma, Frances, Olive and Freda; one son George, and four brothers, William, Bert, George and Hamilton, all of Windsor Junction.

#### DID NOT SEE SUBURBAN

QUESTIONED regarding the wreck when the Maritime Express arrived at Halifax, engineer Frank Chisholm of Truro of the Maritime Express said he did not see the suburban train. The Maritime he said was stopped in seven lengths after the crash.

Conductor Lutes of the Maritime said the train was traveling about 35 miles per hour and the crash occurred about 200 yards from the station. The jar from the crash was light, said the conductor and he did not think the passengers on the Maritime knew what had happened. The Maritime was carrying 106 passengers and was held up half an hour.

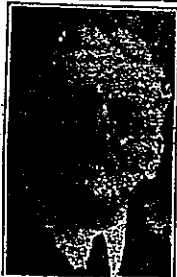
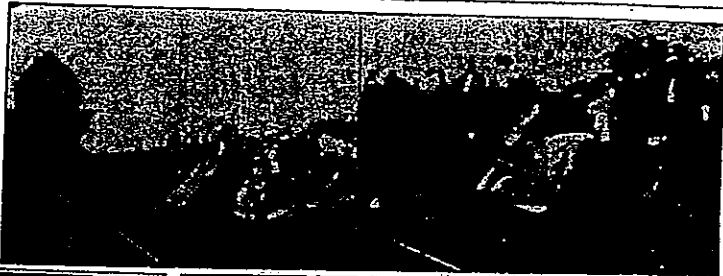
The front of the Maritime engine was damaged when she pulled into Halifax, the hot water system and lagging being ripped off the front.

HALIFAX

July 13, 1929

# FIVE WOLFFVILLE PEOPLE KILLED WHEN AUTO AND TRAIN CRASH

WHERE FIVE PERSONS MET DEATH IN CRASH



IN the top picture of the layout above is shown the wreckage of the automobile in which C. H. Wright, N. W. Eaton, Mrs. Huston and Jean and Graham Wright met death when the car was struck by the D. A. R. Express New Yorker at Alton's Crossing, two miles west of Wolfville. Below are shown three of the victims of the crash. They are, left to right, N. W. Eaton, Mrs. Frank Huston and Miss Jean Wright.

## Level Crossing On D.A.R. Is Scene Of Shocking Disaster

C. H. Wright, Son and Daughter, N. W.  
Eaton and Mrs. Frank Huston Meet  
Tragic Death in Collision

CRACK D. A. R. EXPRESS, NEW  
YORKER, COMPLETELY WRECKS CAR

Wrecked Machine Dragged Several Hundred  
Yards on Track—Wolfville Mourns  
Loss of Prominent Citizens

WINDSOR, July 16.—One of the most shocking level crossing disasters in the history of this province occurred this evening at Alton's Crossing, two miles west of Wolfville, when the New Yorker, crack express on the Dominion Atlantic Railway, crashed into a motor car carrying five people. All the occupants of the car were instantly killed.

The dead are:  
C. H. WRIGHT, prominent contractor and director of the Avon River Power Company, Wolfville.  
JEAN WRIGHT, his daughter, aged 16.  
GRAHAM WRIGHT, his son, aged 9.  
N. W. EATON, Vice-President of the Kings County Temperance Association and prominent Wolfville citizen.  
MRS. FRANK HUSTON, daughter of Mr. Eaton, also of Wolfville.

### Death Came Instantly

DEATH came instantly to the five occupants of the motor car as the big locomotive of the New Yorker crashed into it when it attempted to cross the rails. Locked to the front of the engine by the force of the impact the wrecked machine was carried a distance of about three hundred yards down the track before the train came to a standstill.

The party was returning from Liverpool where Mr. Wright had been inspecting several service stations which his company is building at Liverpool and Bridgewater. They made a brief stop in Windsor and then continued their journey homeward. The crossing at which the tragedy occurred, located on the main road about two miles west of Wolfville is a particularly dangerous one for westbound traffic.

### LINED BY TREES

THE approach from the Fal-mouth side is lined on both sides by a heavy growth of trees and a view of the track is not obtainable until the rails are almost reached. A slight rise in the highway makes the crossing even more dangerous.

On the railway line there is at this point a down grade and it is thought that the train was coasting at the time of the accident and was therefore not so easily braked by those in the car.

—Please Turn to Page 4, Col. 1—

HALIFAX

July 17, 1929

# Level Crossing On D. A. R. Seen Of Shocking Accident

(Continued From Page One)

The automobile with C. H. Wright at the wheel was struck fairly amidships as it moved onto the rails and its occupants probably never knew what happened. The New Yorker was travelling about 35 miles an hour at the time. Harry Ward, of Yarmouth, was at the throttle and Conductor Addie Nichols, of Kentville, was in charge of the train. Russel Stockhill, of Halifax, was trainman and Cecil Penz, of Halifax, baggage master of the New Yorker.

## RIGHT ON TRACKS

ACCORDING to statements of members of the train crew, the car was right on the tracks when they first saw it and so close that it was impossible to apply the brakes sufficiently to halt the rush of the train.

When the crash came the car was apparently thrown up in front of the engine and pinned there by the wreckage which jammed into the cow catcher. Not one of the occupants of the machine was thrown out, but all were found huddled together in the wrecked car when the train was brought to a stop. At the time of the crash Mr. Wright and Mr. Eaton were riding in the front seat and Mrs. Huston with the two children in the rear seat.

The New Yorker was due at Windsor at 6.24 and the crash occurred about 6.15 o'clock, standard time.

## INQUEST HELD

DR. O. B. Keddy of Windsor, was immediately summoned and S. C. Dimock, coroner of Windsor empaneled a jury composed as follows: W. C. Miller, Foreman, John Quinn, James Tibbels, Frank Sharp, Arthur Holden, George Gormley, I. Gormley, E. D. Hennessy, George Churchill, K. B. Ewan, J. Hancock, F. Beatty.

Testifying before this jury, Dr. Keddy declared that death had come instantaneously to all occupants of the wrecked machine.

The verdict of the jury was accidental death and the crew of the New Yorker were held blameless.

Under the direction of Laurie Ellis, Superintendent of the Dominion Atlantic Railway and A. H. Morash Claims Agent, the bodies were removed to Kentville on the regular special.

## WOLFVILLE MOURNS

WOLFVILLE, July 18.—Wolfville tonight mourns the tragic death of five of her citizens, and among these, two of her most prominent men. The crash between the D. A. R. express New Yorker and the motor car at Aiken's Crossing which claimed the lives of C. H. Wright, Miss Jean Wright, Graham Wright, N. W. Eaton and Mrs. Frank Huston, will long be remembered with the deepest sorrow by the people of this community.

For among those who lives were taken were two men who have played prominent parts in the progress and development of this Valley town, C. H. Wright, and N. W. Eaton, and whose places in the life of the community it will be most difficult to fill.

Mr. Wright and Mr. Eaton were outstanding citizens of Wolfville, men who gave freely of their time and money in any undertaking calculated to further advance the interests of their home town.

## STOOD FOR PROGRESS

DURING the past few years the name of C. H. Wright has been prominently connected with a number of developments which have had a most progressive effect upon this section of the province. Mr. Wright was born at Canning, in 1882. During his early youth, he spent some time in Middleton and later went to the Canadian war-

were business men of a type that this province can ill-afford to lose. Mrs. Ruby Huston, also a victim of the train-car crash, was the wife of Frank Huston, of Eaton's Meat Market here. She was a daughter of N. W. Eaton.

The sympathy of the entire community goes out to the surviving members of the families.

Halifax

July 17, 1929

THE D. A. R. management and employees. gave President Beatty of the C. P. R. a fast and a safe run over their mileage. Every precaution was taken to prevent accident. A man on a velocipede preceded the train between Truro and Digby, running a couple of hours ahead of the train. The order the engineer and conductor received at Truro carried the official train right through to Digby. Regular trains, especially freights, were side-tracked in good time for a clear track for the official train. The train did not stop at Kentville but went through that yard with all switches locked. The run from Truro to Digby, well on to two hundred miles, was made in five hours. Conductor Crosby, mayor of Kentville, was in charge, with locomotive engineer Walter Dill at the throttle. The C. N. R. management also gave the president's train splendid runs.

THE veteran assistant station master at Windsor Junction, M. Keough, is having his annual holidays. Mrs. Keough and he passed through Truro Monday morning en route to visit friends in New Glasgow. Friends this way were very glad to see them, and to learn that Mr. Keough is standing the wear and tear of the years, and devotion to duty, splendidly.

HANIFAX

JULY 23, 1929

# Annapolis Woman Identifies Pictures Of Railway Veterans

Tells of Tragic Death of Trainman at Windsor Fifty Years Ago

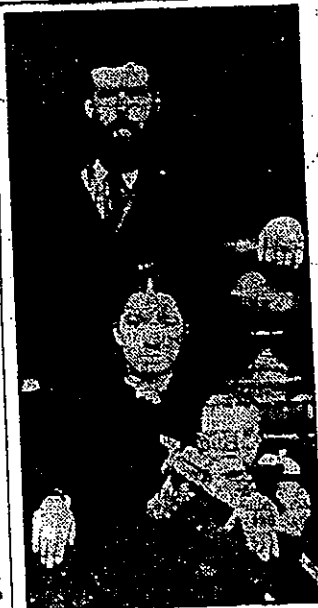
AN Annapolis Royal lady, a close reader of this department of The Halifax Herald, writes me as follows under date of August 1st: "Links and Pins.—It was with mingled feelings that I picked up The Herald tonight and saw the copy of a picture familiar to me since childhood and cherished, too, since it contained one of the few photographs of my father, Edward Ritchie, who died in March, 1883. I have numbered the persons in the picture that I am sending you so you will understand. But as I was only nine years old when my father died, I am a little hazy about No. 3 and 4 and some of the christian names. You could probably get them from some old timer. No. 1 John Carroll; No. 2, Magee; No. 3, Frank Wood; No. 4, Will Saunders; No. 5, Edward Ritchie; No. 6, —; No. 7, Dixon Cartoons; No. 8, Barnes; No. 9, Dixon. The caption I have quoted on the picture was underneath the group. David McNutt was not in the picture as I remember distinctly the man on the locomotive was always spoken of as Mr. Barnes. I am enclosing a picture of Mr. McNutt if you would like to see it, and when I have noticed your reminiscences I have often wondered if you remember the accident which cost Mr. Moule his life.

## AT WINDSOR

"IT happened in Windsor about 1873 or '75, as I was then a very small child at the time. We lived near the old station in a house just below Peter Burnham's, the post master. One rainy morning when the cars were being shunted a series of screams arose which I shall never forget, after which there was a long silence. I remember the terror of my mother and later a man came to our door and asked for a basin and cloths and then they told me 'Tommy' Moule's father had been killed. 'Tommy' was the baby in his mother's arms in the picture I am sending you. You may have mentioned this in your stories of the W. and A. R., as I saw a few of them, but I don't think it was mentioned in Mr. Clark's History, though he was living at Windsor at that time.

"My friends all tell me I have a remarkable memory and perhaps I have, but it seems to me it is mostly about my childhood. Just looking at that picture has opened a flood of memories about my father and his many friends. My small brother, who was drowned in 1889, was named John Carroll. My father

## Was Victim



THE gentleman in the picture is the person referred to on this page as having been killed in a railway accident in Windsor yard fifty years ago. His name is Moule and the other two shown in the picture are his wife and child, the latter, 'Tommy,' being referred to elsewhere on this page.

er himself died of blood poisoning when he was only 38. He had gone to assist some of his trainmen load some unruly cattle when one of them hooked him. He did not mention it at first and only lived a week after the accident, when attention at first might have saved his life.

## WAS STATION AGENT

"IN looking over the bunch of old timers I may say that I think No. 4 in the group you published was the station agent at Windsor, but whether Wood, or Saunders I am not sure. Mr. Dixon must have been an Irishman—note the prom-

inence given the shamrock and shillelagh."

Note: The editor of this department of The Halifax Herald, is deeply grateful to the writer of the above and also for her kindness in sending the picture and he hopes to receive still further contributions from her. He might say that he has recollections of her father, who was one of the best railwaymen in the western part of the province and a fine man generally—Links and Pins.

HALIFAX

September 7, 1929



# Couple, First To Take Train Ride On New Line, Mark Diamond Wedding

C. A. and Mrs. Keans, Port Wade, Married September 6, 1869 — Honored By Friends.

**D**IGBY, Sept. 10 — On Friday evening an event of unusual interest took place at the home of Captain Edward Keans, Port Wade, Annapolis county, in honor of his parents, Mr. and Mrs. C. A. Keans, who on that date celebrated the sixtieth anniversary of their marriage. Charles Andrew Keans, a native of Hubbards, came to Lower Grandville when a young man, and on September 6, 1869 when the first trip of the train from Annapolis to Halifax was made, he and Miss Louise R. Harnish of Milford, rode from Annapolis to Paradise where the nuptial knot was tied. The inauguration of the train service was a red letter day in Annapolis and a great crowd was present at the station. Many took advantage of the free ride and many were afraid to take a chance. Mr. and Mrs. Keans were the first bridal couple to take a trip over that line and it was the first time the bride had ever seen a locomotive.

## HONORED BY FRIENDS

**A** FEW years later they moved to Victoria Beach, and raised their family of two sons and two daughters, and now after attaining the age of eighty and eighty-one years, they were still young enough on Friday last to enjoy the social intercourse with friends who gathered to present their felicitations and good wishes. At 8:15 to the strains of the wedding march played by Mrs. Arthur Chisholm the happy couple entered the parlor accompanied by Captain and Mrs. Keans, who assisted in receiving. The room was decorated with potted plants and cut flowers. The bride was gowned in black silk with a white "Kashmir" shawl, the gift of their granddaughter, Miss Lena Keans, a missionary in India. After the guests had bestowed their good wishes an original and humorous poem, dedicated to the wedded pair was given by Mrs. H. H. Reynolds. Later another reading was rendered by Mrs. F. R. Parker.

HALIFAX

September 11, 1929

of East Hants meets, and political conventions for the entire county are sometimes held there. There is a hotel, stores, garages, fine schools, churches, and halls, and many fine farms. It is a pretty place, and is prosperous. The station is telegraphic, and quite up to date. In passing I caught a glimpse of my old friend "Jim" Urquhart, who I was glad to notice was looking in the pink. He is the stationmaster there, a graduate of the old C. E. and a native of Elmsdale. "Jim" is one of the councillors for the district, and I understand is quite popular. Here too, we meet a work train, and I notice it is in charge of Conductor Jim Ferguson, who is a Colchester man, and locomotive engineer Charlie Barnaby of Kentville.

The pulp wood business seems to be booming all along the line. When we stopped at Clarkville some person in the car I was in, remarked "what handsome flowers." Attracted by the remark I looked in the direction indicated and saw a pretty brown cottage surrounded by the most beautiful flowers I ever saw. The colors of which were those of the rainbow. I understand that it was the residence of Mrs. Clark, mother of Mr. Clark, the genial capable station agent at that place. Mrs. Clark has certainly done her part of decorating the roadway of the D. A. R.

**SCOTCH VILLAGE**, not far from the station of that name, is a pretty place judging from the glimpse one gets of it from the car window. But here we are at staid old Brooklyn, a very fine farming place, and next to it is St. Croix on the bank of the river of that name, a tributary to the Avon River. Here is the narrow gauge branch line that is operated by dinky locomotives that leads to the great plaster rock quarries a few miles from the D. A. R. The rough material is hauled to the mill close by the rail track, and the wharf, and after being put through a process of crushing in order to meet the United States customs regulations, and industrial conditions it is shipped by water to that country. It is an old industry in Hants county, and is yet capable of great possibilities. There is a report that the plant at St. Croix may be removed to Windsor, a few miles distant, because it would be much easier to ship from there than from the St. Croix River. The reporter goes on to say that with this object in view the company that carries on the industry has banded a great deal of property bordering on to the Avon River in the north end of the town of Windsor.

Here we are at the Old Avon town, with its "Sam Slick" college, the scene of the old Toll Bridge, and other hall marks of fame and the first person I meet when I get on to the platform to change cars was John MacDonald, the veteran capable genial station master, who is hearing his long years of service lightly.

**IVAN CROWELL**, son of John Crowell, of the C. N. R. roundhouse staff, and Mrs. Crowell, Truro, who recently graduated in Forestry from the University of New Brunswick, Fredericton, winning a \$300 scholarship left for Oxford, Ohio, U. S. Tuesday to take up further study at the Miami University at that place. In order to fulfill the requirements of the scholarship he must teach, and will have a professorship in connection with the faculty of the above.

# The Railway Herald And The Labor Man's Forum

(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.)

**ALONG THE D. A. R.**  
Continued from Monday.  
**LEAVING** South Maitland a small iron bridge is crossed at the en-

trance to a beautiful valley with a river running through it, and fertile intervals on either side. The surrounding hills or those skirting each side of it are thickly wooded, and it is a great lumber country. There is also much mineral, an abundance of plaster rock. On the south side of it is the famous Plaster Cave, that attracted a great deal of attention twenty-five years ago when the Midland Railway Co. operated this mile-

age between Truro and Windsor. That company capitalized the cave by running moonlight excursions to it out of Truro. Hundreds used to go along equipped with candles, lanterns, and stoves, and used to explore the great cave. I understand that the mouth of it is now closed owing to land slides from the face of the hill above the opening. It is wholly in plaster rock.

## APPLES BEGIN

IT is in this valley that we begin to get the apples. You at this time of the year may see them growing in the bushes by the side of the track, to say nothing of small orchards connected with the farms en route. There are some fine orchards at Kennetcook, and nearby, and there is a shipping warehouse there. Kennetcook is sort of capital of East Hants. It is there that the county council

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# Hants County Woman Served W. & A. Railway For Forty-Seven Years

Miss Laura Sweet Tells  
of Her Experiences While  
Employed at Newport  
Station

IT is customary and right for us to write and speak in words of praise of men who serve the country on the railways, for it is their duty at least a few pages entitled to recognition of that kind. It is my privilege on this occasion to refer to one of these ladies, Miss Laura Sweet, of 85 Morton street, Halifax, who served the Windsor and Annapolis Railway and its successor, the Dominion Atlantic Railway, for forty-seven years. Let me tell the story in her own words as follows:

"My father, J. Lockhart Sweet, was the first agent at Newport, on the Windsor branch, his service dating from 1866, or earlier. Just when Newport was made a telegraph station, I cannot say. My father, James, learned telegraphy from some one who was sent to instruct him. I recall that he received by wire a 'large instrument called a register' which carried a narrow strip of white paper on which dots and dashes were recorded by an instrument some what the fashion of a needle. As a very small child I remember turning the key, similar to that of a clock, to see the narrow strip of paper run out, and probably get my ears cuffed for doing so. My brother, George, was taught telegraphy by our brother, James, but he learned to read by sound. George took over the station in 1877, and James went to commercial college in Halifax. When he received his diploma he returned home and George was sent to be ticket agent for the company at Richmond, Halifax, but he soon was forced to return home owing to James being seized with an illness from which he died in 1877 after a sickness of six months. George died from the same disease in 1880, also after an illness of six months.

## FATHER REAPPOINTED

"My father was then again appointed station master and he engaged W. W. Clark, son of the late Conductor John Clark, and twin brother of Conductor W. W. Clark who passed on a few months ago. Mr. Clark became telegraph operator and bookkeeper. I was then learning telegraphy, and one year afterward I became my father's telegraph operator and bookkeeper, occupying that position till his death in 1885. Before his death he wrote Peter Luncey, who was then general manager of the W. & A. R., requesting that I be appointed agent.

"A few days after my brother, George, was taken ill and I was struggling with the dots and dashes in order to be understood, a man named Wiley, a brakeman on a freight, fell between the cars at the east end of our station twilight and was killed. He did not come forward to help unload freight, but as there were two or three others to do this nothing was thought of his absence. It was not till after the train left the station that they found he was not in the baggage car or van. The train was then stopped and slowly backed up and they found parts of his body strewn along the track. I have forgotten his last name. I think he belonged to New Brunswick. I believe Miss Sweet, now deceased, was the conductor of the train.

"Conductor Edward Ritchie was badly injured landing cattle at Newport and died from the effects a very short time afterward.

## "PUTTING ONE OVER"

## "CONDUCTOR JOE EDWARDS"

"I was always putting one over on us the one occasion, having an order for him to sign in connection with which he was to carry a green signal. Newport to Windsor, he wanted to know if it would not do if I went home and stood on the rear of the train. However, a young boy on his train once put one over

on him. The train was held up between Mount Uniacke and St. John's and it became necessary to cut the car away. The news standing by remarked to Mr. Edwards that he thought this was the W. & A. R. So I replied Mr. Edwards, to keep upon the newsies came back with: 'I would not it the W. & A. R. Railway' to which Joe merely replied 'Hah'. No 38 stopped only at Three Mile Plains to set down Boston and Saint John passengers. Passengers from other points had to get off at Newport or Windsor in order to reach the Plains. A friend of mine travelling from Halifax asked Conductor Edwards 'Were you stop at the Plains tonight?' 'Sorry,' he replied, 'but I have to go through to Halifax'.

"I think it is generally known that Conductor Edwards gathered all old clay pipes from Indians who rode on his train and gave them a cent to buy a new one. The old pipes he sold, or gave away, to Indians as souvenirs of the land of Evangeline, confidentially stating that each pipe was one Indian had smoked.

"I recall that one afternoon I went with a party to fish in Starks Lake, about two miles distant, and left my sister to report 27 and 28 trains.

## SEA OF MOLASSES

"I had occasion to deliver some freight and in some way or another a puncheon of molasses was rolled over on his lung. Imagine my feelings when next morning I went into the freight shed and discovered a sea of molasses. It had leaked out from 4 p. m. until 8 a. m. the following day. I reported the loss to John Carroll, then general freight agent. He sent some person to measure what was left in the puncheon. The company paid half the loss and I the other half, the total being about \$15.

"The summer of 1907, August, and September, was especially busy at our station, and at Windsor, for train orders, running as high as 90 or more. The W. & A. R. that then maintained the Windsor branch were working a ballast pit, ploughing, running between Newport and Windsor, and besides there were eight regular trains a day. D. J. Murphy, Jr., and the genial 'Hah-bles' Burns, as dispatchers will likely remember that busy season on the branch, as that part of our railway was then known. Then, too, we had some busy nights in the apple season. Quite often we had a twenty-four-hour day, but no overtime pay. The snow blockade in March, 1905, gave me twenty-four hours a day. I did not have my clothes off for three days and nights, but I was not the only one. We were allowed fifty cents for those nights, not fifty cents an hour, but fifty cents a night.

## PERASANT MEMORIES

"I have worked so long at Newport it was quite a jolt for me to give up my position there in 1915. Looking back on it now, however, it was the best thing that could have happened to me.

"The eleven years I spent in the Halifax street office at the W. & A. R. passed quickly and pleasantly. The very generous gift of \$100 in gold from staff and Order of Railway Telegraphers is a beautiful memento. Also a beautiful white gold brooch from Mr. Ellis and Mr. Gabriel I appreciate very highly. Then the lovely party given by the staff in my honor at Mr. Smith's pretty home, as a farewell, was most enjoyable and will long be remembered by me.

"I wish to say I have in my possession a Union Jack, the property of my father. On the opening up of the Windsor branch a Union Jack was given to each agent on the road and the one in my possession is, I believe, the only one of the old kind about. I gave mine to Mr. Gwynne to present to the museum at Grand Pre Park.

"In my long service of 47 years I only taught two persons telegraphy, Mrs. William Stone, Windsor Junction and Russell Edwards, a home boy, now of the Canadian National Telegraph staff, Halifax street, Halifax.

"I am sure Miss Sweet's splendid story of her long railway service will be read with much appreciation all along

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## The Railway Herald And The Labor Man's Forum

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"WHAT kind of bunk was that you were getting off yesterday," remarked a well known intelligent citizen to me.

What he meant was my reference in this department of The Halifax Herald, commending the proposition to permit C. N. R. employees to purchase convenient bonds in connection with the \$30,000,000 loan that is being made in behalf of the system, and pay for them in monthly installments deducted from their earnings.

THEN my friend went on to say: "What good would forty-year bonds be to railway men, who take the cost of living into consideration are not becoming rich as a result of their earnings, especially low paid employees and spare board runners. Offering to sell them bonds is on a par with giving them a small increase in pay, and then borrowing from them to pay the debts the system owes for a large part of the \$30,000,000 that will be borrowed will be used for that purpose."

THEN too," he went on to say: "Sir Henry Thornton on the eve of the announcement of the issuing of bonds to borrow money to pay off liabilities, and for other purposes was given an increase of \$10,000 a year in salary, bringing his annual up to \$75,000, to say nothing of his expense account. Concerns in more or less straitened circumstances, as a rule at least, do not increase their overhead expenses and then borrow, partly if possible, from their employees to pay off liabilities, and in addition ask creditors to forget that they, the concerns owe them, the creditors \$800,000,000, as it is proposed to do in connection with the C. N. R."

"I am not arguing that Sir Henry Thornton is not worth the salary he is getting," that is another question, but I do say that at present financially the C. N. R. is not in a position to pay such salary. That it is borrowing money to pay debt to me

simple mind, bears out that statement. We are told that Sir Henry has the best interest of the C. N. R. and Canada generally, at heart, yet when it comes to financial matters in connection with the road there is a great deal of Wall street mixed in. I am not saying, nor even insinuating, that Sir Henry has not the best interest of the C. N. R. and Canada at heart, but I cannot help saying that if he has he should have been satisfied with \$45,000 a year, and waited till the road was in a position to pay its debts before giving him an increase.

HOWEVER, it may be that Sir Henry did not ask for the increase, but that the government forced it on him in order to retain his splendid service, particularly in view of street reports that he had offers to go to Mexico, and to England. It would be very interesting and informative," concluded my friend, "to know just where, and how, those reports originated. Who has the floor?"

A CONTEMPORARY stated Wednesday that two C. P. R. dining cars had passed through Truro enroute to Kentville. It was also stated that traffic on the Dominion Atlantic Railway had become so brisk that it was necessary to put extra dining cars in service on that road. It is quite true that passenger, and freight traffic is brisk on the D. A. R., but the cars referred to were not to go on into regular service. They were merely sent over from Saint John to accommodate the members of the Honorable and Ancient Artillery, of Boston, who had been in Halifax for several days, en route home via Yarmouth. The same cars passed through Truro Wednesday night en route back to Saint John, the purpose for which they were sent to the D. A. R. having been served. It was but another bit of the thoughtful service that the C. P. R. and D. A. R. are ever and anon putting on.

A LITTLE daughter of John Barter, C. N. R. policeman, Truro, while playing with other children in an old automobile near her home in Halifax had one of her fingers so badly jammed in the mechanism of the car as to require a portion of it to be amputated. The little one is now in hospital doing nicely.

CONDUCTOR W. J. MCKENZIE, and Mrs. McKenzie, Truro, have returned from visiting friends in the United States.

TRAFFIC is very quiet on this part of the C. N. R., but there will be a brightening up in the near future. The insurance in the St. Lawrence goes off shipping next month.

THERE is a seemingly well founded rumor that seven veteran telegraph men, and an assistant superintendent will retire from the C. N. R. on superannuation the end of the year.

A RUMOR is current that Conductor Reid, C. N. R., Dartmouth Branch, may take the vacancy in the Halifax—Moncton ex-

## Who Is Your Skinny Friend, Ethel

Tell him to take McCoy's Cod Liver Extract Tablets for a couple of months and get enough good healthy flesh on his bones to look like a real man.

Tell him, it's the only way to take those grave-like hollows from his cheeks and neck.

Tell him that thousands of thin, puny, peaked, scrawny men all over America have improved their physical health and appearance and bloom the day they first heard of these wonderful sugar coated tablets so full of vitamin products and health building essentials.

Ask for McCoy's Cod Liver Extract Tablets Macdonald and Belmont Ltd.

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