

THE  
ALBION  
COAL  
ROAD

THE  
SAMSON AND  
THE ALBION

The Sampson and the Albion , this History is dedicated to a Mr C. W. Lunn who wrote the column The Railway Herald in the Halifax Herald for it was he alone that saved the first two Canadian steam locomotives and it is he that left the Railway Herald as a legacy to all the locomotive engineers that ran on the Canadian National Railwat Sytem and the Dominion Atlantic Railway. Thank you.

# THE RAILWAY HERALD

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

(By Links and Pins)

THE oldest locomotive house in British North America is being destroyed, the house that sheltered these first engines at Albion Mines, now Stellarton, those crude (comparatively speaking), locomotives the "Samson," "John Biddecombe," and the "Hercules," the engines that operated between the mines at the first named place and the Loading Ground, at Abercrombie, and powerful machines they were. The first mistake was made when the "Samson" was permitted to go to the World's Fair and to be sold to the proprietors of a United States museum, and the second mistake is being made in tearing down the old home of those pioneer locomotives. It should have been preserved and the provincial government should at least made effort to have the old engine returned to it. Both would be objects of historical interest, and valuable in that connection.

The Nova Scotia Historical Society, should try and induce the provincial government to make effort to have the old engine returned to the province.

THAT fearless publication, the Eastern Chronicle, is not at all pleased with the train service provided in connection with the "Hector" celebration at Pictou, last week, and I have heard many others complain as well. The opinion expressed is that there was too much delay in the moving of trains. The Eastern Chronicle seems to think that the Maritime trained officials did not measure up to requirements.

Well, there is a good deal of dissatisfaction in connection with government railways management these days, and I am not sure that as far as the old I. C. R. is concerned it is chargeable to Maritime-trained officials. They cannot exceed the limit of their authority; there are higher ups.

Then, too, there were local conditions to deal with. For instance, there are two lines leading in and out of Pictou, and neither are fit to run large trains over, especially the Pictou town branch. The bridge across the harbor precludes the running of large trains over it, and the Short Line track is in bad condition. Even while the celebration was on there were two accidents on it. Then, too, there is not extensive yard room at Pictou. It will not permit of more than two trains being made up at the same time. The fact that it was necessary to run small trains on the branch, meant running many trains. The length is about fifteen miles, and there is but two crossing tracks, one at Sylvester, and one at Westville, making it difficult to have many trains on the line at the same time.

Under the circumstances it may be that the railway people did not do too badly.

It is understood railway people are asking for restoration of the 1921 wage rate, on the ground that the cost of living is higher

number of cars as well, freight and passenger, including those large steel cars.

The introduction of United States Trust Company locomotives and cars into Canada came as a result of furnishing rolling stock for the Grand Trunk Pacific, and the Canadian Northern. They were unknown on the I. C. R. till that road became hitched up to these company roads. Up to that time the government owned the rolling stock on the I. C. R.

It is pretty hard to tell just where the old I. C. R. now stands as a government railroad, nor where the people stand in respect to government owned roads generally. There is an awful financial mix-up in respect to the matter.

A United States senator is reported to have publicly stated not long since that if the people knew the real state of affairs in that country there would be a revolution in fifteen minutes. It is not that bad in this country, but just the same there is a bad mix-up, and the end is not yet.

THE C. N. R. track workers are pressing hard for restoration of the McAdoo wage rate, and other employees want restoration as well. A Toronto despatch announces that telegraph operators, telephone operators, clerks, and mechanics, employed on the C. N. R., have agreed to accept the increase offered by Sir Henry Thornton, ranging from \$10 to \$20 per month, per man, aggregating \$125,000.

These employees some time ago had a board of conciliation but were unable to reach an agreement. During the sitting the railway made an offer aggregating \$50,000 a month, which was not accepted. The offer just accepted was a compromise. It is understood the agreement has been signed. 800 people participate in the settlement. I do not know the unions interested. That is with what organization they are affiliated.

## NOTES BY THE WAY

THE second of the large new locomotives for the C. N. R., 8007

arrived in Toronto Tuesday on the fast freight from Montreal. Uncle Sam seems to be speedy headway planting companies tags in Canada. Haps there is some idea flag may follow the tag in dollars and cents conquest.

Ex-C. N. R. locomotive Owen McGinity, Moncton, at Wentworth. He was Tuesday, and old friends to see him. He was 71 and the party who started that he is 71 should be for 1161. He doesn't look day older than 40.

Trainmen, C. N. R., trains, recently received a that at least the uniforms of them were looking shabby. The shabby ones admit it, how it can be otherwise. In part are performing fire duty. For instance the w maritime express picked up of strawberries Monday at Amherst, and three at for the Montreal market, rior charges of which was College Bridge they had part of a car into atot Breaking home lines in order is not calculated to let un by unruffled. Looks rather

July 26,  
1923

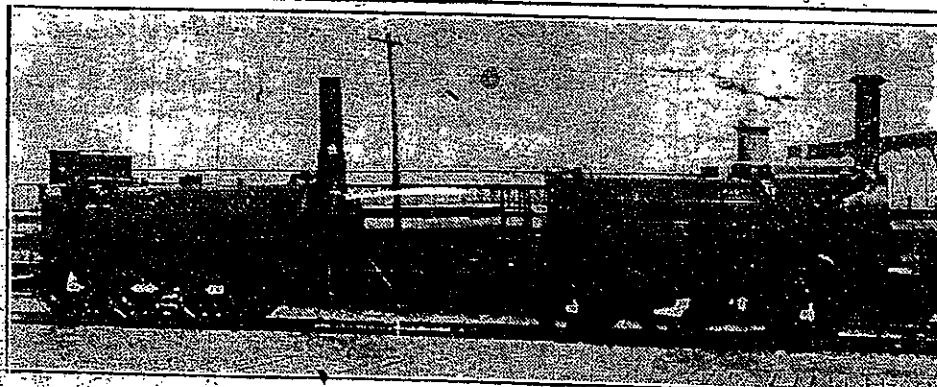
## MODERN MONSTER AND ITS ANCESTOR

*The "Canadian" Looks Down On The Diminutive "Samson"*



WHILE this is the age of the massive, many-wheeled locomotive, TODAY is THE day of the ancient "iron horse." Shown above is the "Samson," the oldest locomotive in Canada, presented to the Provincial Government this morning, standing beside one of its grand children, the "Canadian", owned by the C.N.R., one of the largest locomotives in the world.

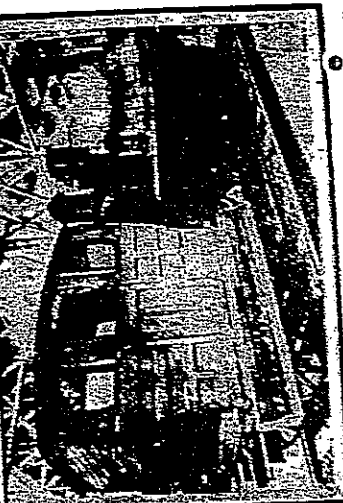
## PIONEER LOCOMOTIVES



THE "Samson" on the left and the "Albion", ancient engines used in Pictou county, shown in their new coat of paint as they stood at the C. N.-R. Terminals here before being placed on exhibition in the railway station.

June 22 1928

CHR



*Timothy Hackworth*  
**New Shildon**  
**DURHAM**

[illegible]

JUNE 8, 1928

MAY 14

# Railway Herald, the Labor Man's Forum

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HERALD is the  
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has been cut off the  
nga service in the  
lsor. Up to recently  
ice was continuous.  
n six in the morning  
night, the same as on

the C. N. R. The town of Windsor,  
I understand, bears twenty percent  
of the cost of the service. The C.  
N. R. stands the entire shot.

The D. A. R. has the cars for  
the Bluenose service which goes in-  
to effect the latter part of June in  
spick and span order. Cars for  
the extra fast train service three  
times a week that is to be put on  
in connection with the New York  
steamship service are being got  
ready.

Links and Pins has the original  
whistle of the old locomotive "Sam-  
son", and will present it to the  
government of Nova Scotia.

Robert Brown, of Montreal  
writes me as follows:

"801 Keefer Bldg., Montreal.  
May 7, 1928.

Dear Sir,

While checking up the history of  
some of the early Canadian loco-  
motives the following note in one  
of the books issued by the Ameri-  
can Locomotive and Railroad His-  
torical Society was brought to my  
attention.

"The fourth locomotive to  
turn a wheel in the State of  
Maine was an English built  
machine purchased second-  
hand in Canada. This was used  
in the construction of the  
Whitneyville & Machiasport  
Ry., then known as the Palm-  
ar & Machiasport Ry. Little is  
remembered about this loco-  
motive."

The date given is 1841. There  
is something strange in this as  
there were very few engines in  
Canada in 1841, the Dorchester  
and the Laprairie in the Province of  
Quebec and the three or four en-  
gines on the Albion Railway in  
Nova Scotia. If the above story is

true then the engine in question  
must have been from the Albion  
line as the history of the two Que-  
bec engines can be traced without  
a break up to 1880 at which time  
they were broken up.

Can you or any of your friends  
among the older railroad men  
throw any light on this subject? If  
such is possible it will be greatly

## THE HALIFAX

appreciated and as I do not see  
your paper very often when in this  
part of the country would you send  
the information by mail. Thank-  
ing you in anticipation, I am

Yours very truly,

ROBERT R. BROWN."

NOTE—I am taking the liberty  
to publish Mr. Brown's letter be-  
cause it is interesting, and beside  
I think it the best way to get the  
information he is seeking. As far  
as I can learn none of the first loco-  
motives that came to Nova Scotia,  
those very early ones, were ever  
sold and taken out of the province.  
However, if there is in the posses-  
sion of any reader of this depart-  
ment of The Halifax Herald infor-  
mation to the contrary of my opin-  
ion I would be very glad to hear  
from them.—Links and Pins.

A big steamer was unloading, or  
being unloaded of fertilizer at the  
wharf at Kingsport last week,  
which was being distributed  
throughout the country by the D.  
A. R.

It is reported that the shipping  
of limestone from at or near South  
Maitland on the D. A. R. will be  
commenced in the near future.

Roy Campbell of the C. N. R.  
shop staff, Truro, had the inside of  
his lower lip badly burned a few  
days ago by a gas torch while about  
his duty.

Roy MacDonald who spent a  
week or so at his home South Mait-  
land has returned to Truro, and to  
duty hostling at the C. N. R. round-  
house.

David Yould, retired C. N. R.  
locomotive engineer, Truro, and  
Mrs. Yould, spent last week-end in  
Kentville at the home of Mr.  
Yould's brother, William Yould,  
former D. A. R. mechanical super-  
intendent.

MAY 14 18 1928

# THE NOVA SCOTIAN.

painful tragedy. The circumstances are now undergoing investigation by a coroner's jury, the result of whose inquiries will, we presume, be shortly made public.

## Probable Result of American Taxation.

What the probable result of the high rate of taxation recently imposed upon the people by the Federal Government will be, continues a matter of serious speculation among the politicians of both America and Europe. It is not our intention at present, however, to discuss its bearing upon the interests of the States for good or for evil, but to consider how and in what way it will operate upon the Colonies. We may state, at the outset, that we are of opinion, this high taxation that the Government have been compelled by a combination of circumstances to levy upon the industry of the country, cannot fail to create circumstances that will prove beneficial to the colonies. It may be asked, How are the colonies to derive any advantage from it? But we think this question can be readily answered. When the men of capital now engaged in the manufacturing line in the States directly feel the pressure of the operations of the tax law upon their business, and find that a great portion of their profits are swallowed up in this government maelstrom, and that their trade is shackled, and the avenues to market obstructed by the effects of the system, they will naturally enough look around for a location where the greedy moth of taxation does not exist to eat up their earnings. We think that the effect of the enormous taxation will be to drive manufacturers from the States to the Provinces, where they will find a more congenial field for

August 4  
1862

### Serious Railway Accident.

An accident of a very serious character occurred on the Albion Mines Railway at Pictou, on the afternoon of Monday last, by which, sad to relate, three females were killed and several other passengers more or less severely injured. We have not yet received full particulars of this truly distressing catastrophe, but, from what we have been able to gather, from private and other sources, it would appear that the accident was the result of a collision between the regular afternoon down train and a special train, which had left the loading ground for the mines, expecting to meet and pass the down train at the siding below New Glasgow. Through some misapprehension, however, both trains met, while in motion, above the loading ground, and the passenger car of that which was coming from the mines being, as we are informed, in *advance of the engine*, was literally smashed to pieces. At the time of the accident, this car contained fifteen passengers, eight men and seven women. All of the former, but one, observed the danger in time to jump out, and thus escaped injury. Two of the female passengers, Elizabeth Ross, of McLennan's Brook, and a Miss McLellan, of the East River, were instantly killed. Miss Smith, an amiable young lady of about 17 years of age, daughter of Robert Smith, Esq., of Truro, who, in company with Miss Hyde, of the same place, had been visiting her friends in New Glasgow, lingered for about two hours longer, when her sufferings were relieved by death. Miss Hyde, and a number of young ladies belonging to Pictou, were also a good deal bruised, and Mr. Kenneth K. Marthesen, of the same place, sustained a severe injury to his leg, and was badly cut about the head. We are glad to learn from a telegram received yesterday by a gentleman in town, that all the sufferers are doing well, and are considered out of danger. Quite a gloom has been cast over the communities of Pictou and New Glasgow by this

The Nova  
Scotian.

August 4  
1862



# Return To Province Of Pioneer Locomotives Is Discussed At Luncheon

**Fitting Reception Planned to  
Mark Arrival of Samson  
and Albion, Premier An-  
nounces at Luncheon**

NOVA SCOTIA is "gathering up its monuments," as Joseph Howe would have said, and in that work of treasuring its historic relics, it will receive within a few weeks the priceless heritage of the first steam engine that ever operated over steel rails in what is known as British North America.

This Provincial epic was visualized at a luncheon given by Premier Rhodes in honor of Edward Hungerford of the Baltimore and Ohio Railroad at the Halifax Club yesterday. Mr. Hungerford having come to Halifax as special representative of the famous American road, which has had in its possession for some years the valuable Nova Scotia relics, for the purpose of preliminary discussions with the Provincial authorities regarding the restoration to their native country of the ancient locomotives "Samson," which should there be any question as to its being the first steam engine in what is now Canada, is anyway the oldest Canadian locomotive in existence, and the "Albion," another veteran of Nova Scotia rails.

It is possible that they may be brought home some time in May. If so, Premier Rhodes, according to what he said at the luncheon yesterday, will advise that they be kept at Moncton until June, and that preparations for their proper reception, with formal proceedings and festivities be arranged for their reception at Halifax on June 21, the natal day of Halifax. They will then be formally presented to the Province by the Baltimore and Ohio, and the Province will then hand them over to the Canadian National Railways for safe keeping, the suggestion having been made that they be housed in the rotunda of the new station now under construction at Halifax, the Canadian terminals of fact that they were in opposition to that railway.

## PLEASANT FUNCTION

YESTERDAY'S luncheon was a very pleasing function. Premier Rhodes invited to be present representatives of the Nova Scotia Historical Society, foremost representatives of the transportation companies operating in and out of Halifax, leading men of the commercial activities and press life of the city. Mr. Hungerford, a very interesting personality, expressed in his address a very cordial international outlook, and said that officials of his road

MARCH 22  
1928

# First Real Railway In Canada Was Operated In This Province

## CANADA'S

By SIR HENRY  
President of the Canada

**First Locomotive Worthy of the Name Was the Old "Samson" on the Albion Mines Road.**

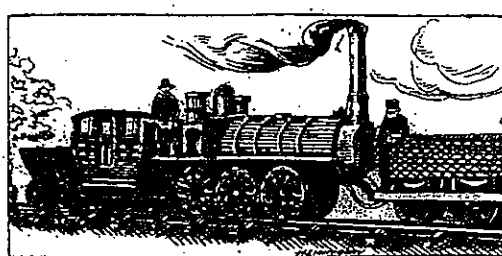
By C. W. LUNN

WHILE the province of Quebec claims to have had the first railroad in British North America, the inception of which, or rather the completion of which, was in 1816, it can be said that Nova Scotia had the first real railroad operated by steam. Completed in 1839, it extended from the Albion Mines (now Stellarton), six miles in length. It was built by the General Mining Association, an English corporation that owned the Pictou county mines at that time and those in what is now Sydney Mines, Cape Breton.

The road was surveyed by Peter Crerar, a land surveyor, and school teacher of Pictou county, and when plans were sent to the head office of the corporation in London with the request that an engineer be sent out to execute them, they were examined by the best railroad engineer in England, and the management on the Pictou side was advised to the effect that the gentleman who made the survey was quite capable of carrying them into effect. Thus the road was built under the supervision of Mr. Crerar in such a manner as to constitute it one of the best roads in the world. The radius of any of its curves was 150 feet. Its width was 18 feet and the estimated quantity of material was 400,000 cubic yards. The eastern terminus was at Pictou, and the road was to be exact, 100 feet long, by 34 feet wide, and standing a fall of 17 feet above the water. It was to this wharf that the coal was hauled by the locomotives and loaded into ships. The rails were of malleable iron, and the "E" rail, set in iron with jaws, and held fast by bolts. The rails were capable of being reversed. The estimated cost of the road was \$150,000.

### OLD LOCOMOTIVES

There were four locomotives, built in England by Timothy



"THE SAMSON"

**FIRST locomotive operated on a real railroad in British North America, the Albion, of Pictou County, Nova Scotia. The "Samson" has been located in Baltimore and efforts are being made by the Provincial Government to have it returned to Nova Scotia.**

Hackworth, who completed with the inventor of the locomotive, George Stephenson, in the building of rail engines. I understand that the cars held a ton of coal each, and that the locomotives were powerful enough to haul quite a string of them. Following the names of Stephenson's first locomotive, the "Rocket," the Albion engines were also named. First was the "Samson," then came the John Bidecomb, the "Herculeus."

(Readers of The Halifax Herald are familiar to an extent with the appearance of these locomotives, as pictures of the first and last named have already appeared in its columns.) Passengers were carried in a small caboose attached to the locomotives, and coal was also carried in this way.

I may mention that the masonry of this old road, part of which is yet being operated, was of excellence.

### FIRST REAL ONE

**BECAUSE** of the above few brief facts, I claim that the first real railroad in British North America was the Albion. True it is, there was a railroad of its kind between St. John's and LaPrade, in Quebec, three years before the opening up of the Albion in 1839, but it could not be classed with the Pictou County road. For a time it

was operated by horses, and when a locomotive was obtained it was of a very crude build. The rails were wooden, iron shod, and therefore subject to "snakeheads," that is, the ends of iron on the wooden rails would break and become entangled in the wheels and put the train off the rails, or worse still, penetrate the bottoms of the cars, thus endangering those inside.

Following close on the Pictou county venture, the General Mining Association built a railway in connection with their mines in Cape Breton, above referred to, and two locomotives for it were built there under the supervision of a Mr. Elliott, an Old Country engineer and mechanic generally. They were an improvement on the Albion locomotives, and were the first built in Nova Scotia. Later, locomotives for the Provincial railway were built at Freshwater and at Richmond, Halifax.

### NEXT VENTURE

**THE** next railway venture in the province began the 13th of June, 1854, at Richmond, Halifax, by the turning of the sod for a railway to extend from Halifax to Truro and Windsor, a distance of 119 miles. It was opened up for traffic in sections. First, in 1857 from Richmond to Halifax Road, now Lunenburg, a distance of 35 miles. In September, 1858, it was opened up between Windsor Junction and Windsor, a distance of 21 miles, and from Richmond to Truro, December the 15th, 1858, the distance being 53 miles. An extension of this road from Truro to Pictou Landing, was opened up for traffic Friday, May 31, 1867, two months before the Act confederating certain of the provinces or colonies of British North America came into force. With their consummation of Confederation the building of a missing link between Truro and Pictou Junction was begun and was completed in 1872, the first train between Halifax to Saint John, over the united pioneer railways of Nova Scotia and New Brunswick, taking place, November 11th, 1872. This union was named the Intercolonial Railway of Canada, and later on, in July, 1878, was completed to River du Loup, there connecting the Grand Trunk to the Upper Provinces, and thus the terms of Confederation as respect to the Maritime Provinces and railways were fulfilled so far as construction and equipment were concerned.

### VALLEY ROAD

**IN** 1868, one year before Confederation, a survey was made for a railroad from Annapolis, to connect with the provincial road at Windsor, was begun. This extension was completed and opened up for traffic, December 28th, 1869, by the Windsor and Annapolis Railway Company. The mileage including that between Windsor Junction and Windsor is now known as the Dominion Atlantic Railway.

Later, that is Monday, July 27th, 1891, the "missing link" between Annapolis and Digby was opened up for traffic, making connections with the Western Counties Railway, thus bringing about uninterrupted rail communication between Halifax and Yarmouth.

**IN** 1863, two regiments of the Household Brigade, the Grenadier Guards, formed part of the British garrison. They were quartered in Montreal.

This fact which in itself seems to have no bearing on the expansion of the Canadian railways before and after Confederation, had, however, a distinct influence.

Important events happened that year. An incident which belongs at the present time to our history took place on high sea, and almost provoked a war between two great nations. This diplomatic cloud happily disappeared, but it revealed the lack of transportation facilities in Canada, at the strategic as well as commercial point of view.

The strategic viewpoint. It was then impossible to carry troops through a portion of Quebec and New Brunswick without losing precious moments and without imposing on the soldiers tiresome expeditions between the two termini of the then existing railways. All ready during the Crimean War thought had been given to the mobilization of soldiers from the garrisons of Quebec for this campaign but orders came too late and the idea was abandoned. The navigation on the St. Lawrence was closed, and it was not thought advisable nor practical to send troops in winter time on a long and endless journey.

### REASONS

**THIS** strategic problem and its general aspects are discussed in a book published shortly after the Trent Affair. This volume is very rare and its title is "The Journal of the Household Brigade of the year 1863." The analysis writes:

"The provinces of North America are no longer small communities, but large states, populous, prosperous and progressive, able alone quite a long time to meet their own requirements. They will need henceforth a large field of activities, and a legislature which, taking at heart the interests of all, would be in a position to command them to the respect of the American people and to the allies of England."

"The unification, an indispensable to their security and their advancement, so much desired by everybody, is only possible, however, if a great national road is built. It is hard to believe that it is easier for the citizens of Halifax to reach England than to go to Quebec in winter time. The inhabitants of Nova Scotia and of Canada are less acquainted with one another and have poorer knowledge of the neighboring provinces than of England."

This military observer gives a list of railroad works undertaken until 1862 including provincial roads and the 114 miles of road constructed by the Grand Trunk below Quebec. He foresees the construction "of the only line which would be necessary to establish a continuous line of communication between Halifax and Lake Huron, where, in the very near future, a direct connection would extend to Columbia, the Island of Vancouver and the Pacific." And he states finally: "It is hard to appreciate at its just value the importance of this project from a military, colonial or commercial angle. This undertaking is worthy of enlisting the combined efforts of the Canadian and Imperial Governments."

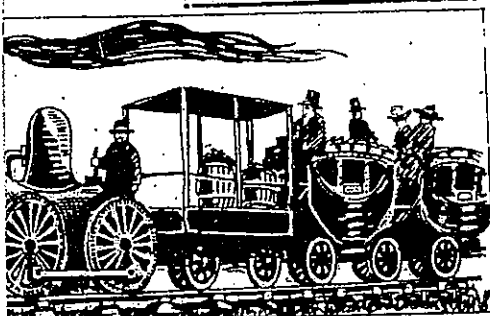
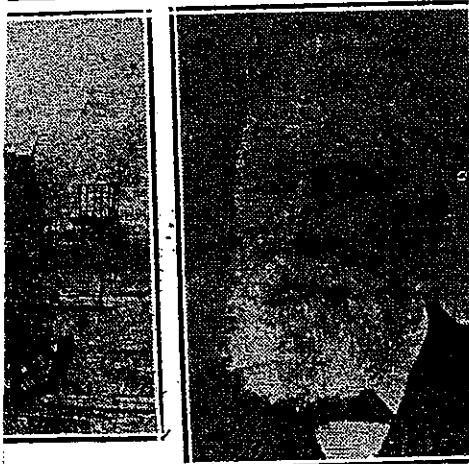
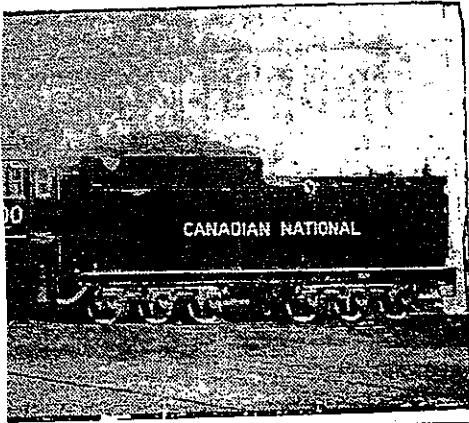
### A DREAM REALIZED

**IF** the unknown author of this book could see, from the height of some Olympus what happens in Canada today, he would admire with satisfaction the realization of his dreams: A Canada united, powerful and beloved; a land of plenty; a gigantic reservoir of mining, lumbering and agricultural wealth, spreading "from sea to sea," and in possession of a railway system that the most prophetic man of his time could scarcely imagine.

The story of the first Canadian railways is an absorbing subject, very complicated also, as it includes all events which happened all influence which worked until the final amalgamation of the lines

# RAILWAY HERALD

Years Make!



ng, contrasted with the huge steel monsters of the successful steam locomotive ever built. It was operated e left, in the center. In the lower right hand corner the first on the North American continent, and were county by George Davidson, English engineer, whose 6,000 class, built and operated by the Canadian

## Old Locomotives Return To Province--Century Old And Still Running

Early History of Samson and Albion Reviewed — Both Engines Still Capable of Running, Although Former is Ninety Years Old—Will Be Preserved By Government.

By Links and Pins  
THE old locomotives are back home. They are resting in the capital city of the province, preparatory to being formally handed over to the provincial government by the Baltimore and Ohio Railway of the United States. They, for some time, were the property of that corporation, and were presented by them to the people of Nova Scotia.

I have made reference to the two old locomotives, the "Samson," and the "Albion." The first-named was the first iron horse to be operated on the first real railroad in British North America, the Albion Coal Road of Pictou county. They were taken to the World's Fair at Chicago in 1893 to be exhibited as rail antiques. It is understood that the company that then owned them, sold them for a nominal sum. A report said they were purchased by a Philadelphia Museum, but this story could not be verified, and for a long time no trace of them could be found.

### TRACE FOUND

ABOUT two years ago a person connected with this department of The Halifax Herald saw a picture of the small caboose belonging to the "Samson" in a brotherhood magazine. The note beneath the picture stated that the caboose was the property of the Baltimore and Ohio Railway. Whether it was this information published in this department of The Halifax Herald that gave Premier Rhodes a pointer as to their whereabouts, or not, I cannot say, but shortly after the publication of the information there was a public statement to the effect that the premier was in communication with the president of the Baltimore and Ohio with a view to having the engines returned to the province, and the fact that they are here is conclusive evidence that the negotiations carried on by the Hon. Mr. Rhodes with a view to their return were successful.

I am particularly glad of their home coming for the reason that for more than ten years in the press I urged, off and on, that the government of this province locate the old machines and have them returned to Nova Scotia if at all possible. However, my urging apparently fell on deaf ears, so to speak, till the present government came to power. Shortly after the engines were located and Premier Rhodes began negotiations for their return. Their return, I am sure, is very gratifying to the people of Nova Scotia, chiefly from the fact that outside of England there are not two greater rail souvenirs in the Empire than the two old machines, particularly the "Samson," the first locomotive to come to this province, 90 years ago.

### NINETY YEARS OLD

THIS locomotive was built at Durham, England, in 1838 by Timothy Hackworth, who operated with

## RAIL TRAFFIC INCREASE IS FAVORABLE SIGN

Increase in Car-loadings in Eastern Division Noted—Future Prospects Good.

OTTAWA, May 11. — Although railway traffic for the first week of April showed a depressing shrinkage, as compared with the corresponding week of last year, the succeeding fortnight disposed very effectively of the suspicion that a slump in Canadian trade might have begun. There was an actual increase of 8,475 loaded cars, or slightly over seven and a half per cent. During only two fortnightly periods this year have these figures been exceeded.

### BOTH DIVISIONS GAIN

FOR the period of two weeks ended April 21 there were gains in both the eastern and western divisions as against the facts for 1927. This would seem to indicate that the eastern division is recovering its vitality, since it had been demonstrating weakness for quite a time. The eastern gain for the first week of the fortnight was 632, and for the second week 639. Increases were scored in the first week in six out of eleven of the commodity classes, and in the second week in nine. Quite obviously the actual betterments were small in volume; yet their diffusion was significant.

In the western division, for the first week of the fortnight there were gains over last year in ten out of the eleven commodity classes, and in nine for the second week. The actual increases were 3,370 carloads for the first week, and 3,573 for the second week. There can be no mistaking the significance of facts of that nature. They point conclusively to extraordinary strength in western commercial conditions, and that view is sustained by an analysis of the figures from every angle.

### ACTIVITY SHOWN

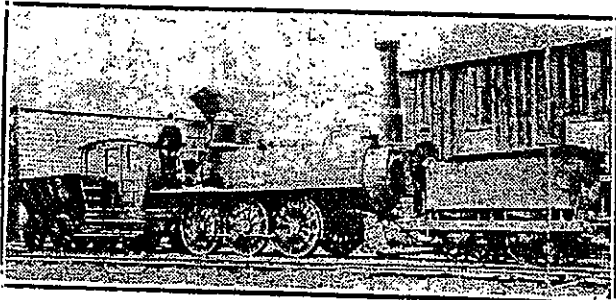
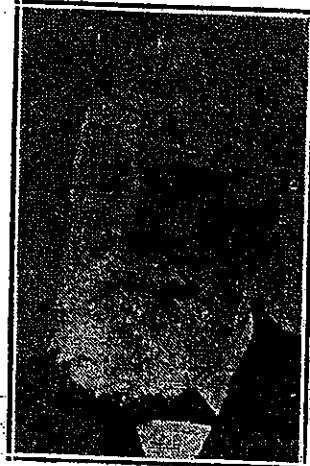
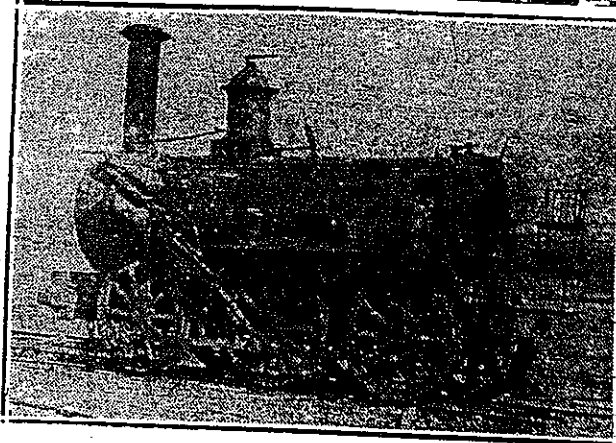
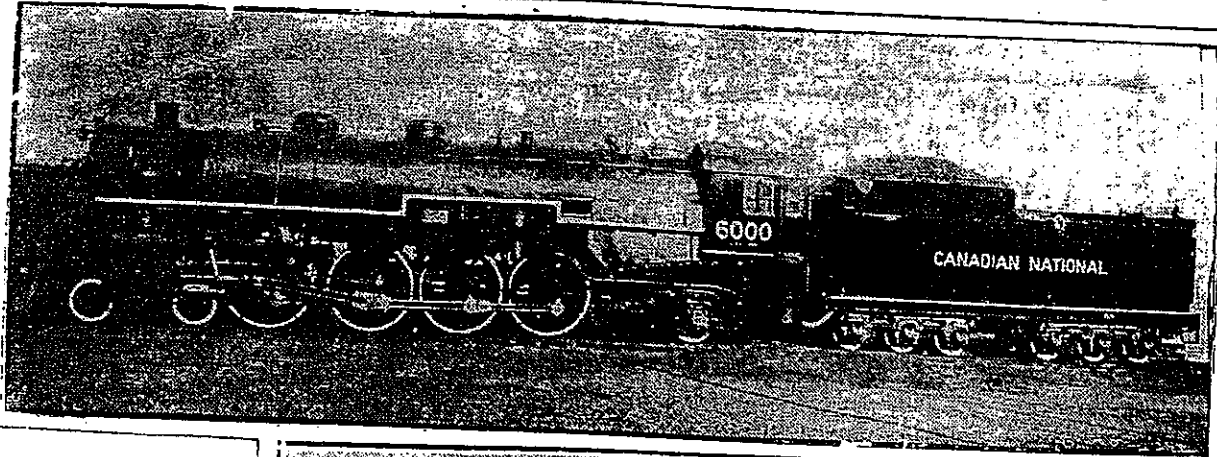
IT is well worth noting that in both the eastern and western divisions merchandise and miscellaneous have shown activity. In the West, for example, there was an increase in merchandise for the fortnight of 1,787 carloads, and of 1,991 in miscellaneous. These are pivotal classes, and this large movement must be interpreted as registering strength in the absorbing power of the western provinces. In the eastern division there was for the fortnight a betterment over last year of 1,966 carloads in the merchandise class, and a falling off of 94 carloads in miscellaneous.

The movement of grain and grain products in the western division continues to show gains over 1927, but not on the scale which has thus far obtained this year. On the other hand, conditions in the eastern division must be interpreted as

MAY 12, 1928

# LABOR *CH* RAILWAY

*What A Difference Just A Few Years Make!*



THIS layout represents the picturesque relics of the early history of railroading, contrasted with the huge steel monsters of the present day. In the lower right hand corner is the Rocket, the first really successful steam locomotive ever built. It was operated in the mining district of England by its builder, George Stephenson, shown on the left. In the center. In the lower right hand corner is the Sampson, and in the center is the Albion. These two locomotives were the first on the North American continent, and were brought to this country in 1838 and 1852, respectively, and operated in Pictou county by George Davidson, English engineer, whose picture appears on the right, center. Above is a modern locomotive, of the 6,000 class, built and operated by the Canadian National Railways.

MAY 12  
1928

# RAILWAY HERALD

## Return Of "Samson" Recalls Tragic Mishap

Interesting Incidents in Connection With Pioneer Road Are Related.

By LINKS AND PINS

THE home coming of the two old locomotives the "Samson" and the "Albion" the former the first locomotive to operate in Nova Scotia, 90 years ago since it made its first trip between Albion Mines, now Stellarton, and the Loading Ground on the East River below New Glasgow, has recalled several interesting incidents in connection with the pioneer road. From time to time there has been fragmentary reference in this department of The Halifax Herald and other papers as well to a bad accident that occurred on that road 66 years ago.



JANE SMITH

### DETAILS OF MISHAP

I HAVE been able to gather some particulars of that accident from the sisters of Miss Janie Smith, of Truro, who lost her life in that accident. The sisters are Mrs. Thompson, widow of the Rev. A. F. Thompson, and Miss Fannie Smith, both residents of the above named town. They are daughters of the late Mr. and Mrs. Robert Smith. Mr. Smith was one of the most prominent business men of Truro, his place of business being at the corner of Queen and Commercial streets that town, where Mr. F. McG. Turner's hardware and crockery-ware store now is. The family residence was on Robie street, the property now occupied by Mrs. O. L. Horne, and was then one of, if not the finest residential property in the place. They afterward purchased the John Tucker property on Willow street, where Miss Fannie Smith still lives, her sister, Mrs. Thompson, residing nearby.

This sister, who was much older than they, being 16 at the time of her death, had gone to Pictou with Miss Abbie Hyde, daughter of the late Hiram Hyde, who then conducted the Royal Mail Stage Coach line between Truro and Pictou, to visit some friends, the Misses Matheson. On July the 28th, 1862 while they were visiting in Pictou a big picnic was held at Abercrombie, and the Misses Matheson, and Miss Smith, and Miss Hyde set out to attend it. They boarded the caboose of the locomotive "Samson" at Stellarton to ride to the picnic ground and en route, as near as Miss Fannie Smith, and Mrs. Thompson could recall when talking of the matter to me, there was a head on, or rather a collision between the "Samson" and another locomotive, and Miss Smith was

badly injured and another young lady killed. Miss Smith was taken to the house of a Mr. Fraser, and a clergyman was called to see her. He was by the bedside when one of the watchers said that she was asleep, but closer examination revealed that she was dead. When she seated herself in the Caboose her face was in the direction that the locomotive was running, one of the Misses Matheson being seated opposite, riding backward. This made her dizzy and Miss Smith changed seats with her. Shortly afterward the accident occurred. Miss Hyde sustained a fractured lower limb. She is still living, residing in Boston, widow of Robert Fitch, a native of Nova Scotia, and for a long time a prominent business man of the "Hub". When news of the accident reached Truro, it was reported that Miss Smith had been badly injured. Hiram Matheson, a native of New Glasgow, a daughter, but before the wire came saying she had passed away. Her daughter, the people of the town, for such it was, John Patton, a native of Truro, a native of Truro, a native of Truro, says that the other was killed was a Miss of his home place.

JUNE 2 1928

# 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.)

**M**y good friend J. J. Robertson, of Sydney Mines, of whom it can be truly said there is no better informed man on industrial matters in Eastern Nova Scotia, and labor affairs generally writes me as follows:

## ANCIENT LOCOMOTIVES

**T**he early history of locomotives or better known a century ago as "beam waggon" is more or less of public interest, and down here in Sydney Mines, we have heard of ancient locomotives, and in fact, have seen the remains of a few of them. In the swampy pits, in the old C. N. & P. yard, where the first road locomotive, and the last one, built thirty-four years ago, and labelled the "J. J. Swan" in honor of one of the C. N. & P. directors, of that name. The Swan was built from the ground up, with material fashioned into machinery by the "old hand" machinists, and was erected under the supervision of

the late John Elliott, an English engineer sent out by the Company. The men who contributed to the erection of the Swan, have all crossed the great divide, with the exception I believe of Alfred Greig, Joe Howatson, and John McDonald. The others were Joseph Langwith, Robert Bonnar, Senior, Bobo Bonnar, Jr., John Wilson, James McDonald, and Richard Patterson. There may be names omitted that the writer cannot recall, that had something to do with building the steam-wagon under review, that when completed and set on the rails, in charge of the late Hugh Stewart, caused such a commotion, that the schools halted it a day as the town folk, and the people flocked to town from far and near, to see the thing in wheels, travelling to North Sydney and nothing will top it. But the Swan did not reach its Sydney address, it was shipped by train to New Point, and put in commission by the C. N. & P. that operated the Sydney Railway at that time. But it was more or less the building of the Swan, or at least the building of the Swan, that was going on in 1865, when the old Queen III, was in operation, that

two locomotives, the Halifax and Sydney, built in England, arrived here, and ran on the road; for a long period of years, or until replaced by the John Bridge which came direct from the builders in the Old Country, and the Stephenson, that first hauled coal in Pictou, and was sent to Sydney Mines, by boat, and for thirty years pulled coal waggons to the North Sydney piers, on a road that was constructed, in the early thirties. Both the Bridge and Stephenson were scrapped about the time the Nova Scotia Steel and Coal Co. took over the properties of the C. N. & P. We must not lose sight of the fact that "old Sydney" coal was shipped at North Sydney long before either the Halifax or Sydney, pulled a ton of coal. It was done with horses, that pulled the waggons on the up grade, from a place from James's pit around a loop now abandoned. Attached to the waggons was a small truck, upon which the horses drew a little force with an axle to the waggons and operated on the same principle, as the modern waggons mounted on the C. N. & P. millers. The horses, as well as their destination, loaded the waggons to the top of the hill at Queen's and then carried their loads on the horses to the millers. That is how "old Sydney" coal was shipped to the "New Point" wharf, where the then steam appeared on the scene, and long before the

birth of "Mother Gaelic" or any of the family, or relations which include the Samson, the Rocket, the Vulcan, were ever thought of in Nova Scotia.

**D.** M. MacDONALD is one of those that joined the train staff of the Eastern Division of the C. N. & P. in war time and was indefinitely laid off at the close of the great struggle, being employed but a long time-between spells since. I believe he is at present working on the road, but no doubt will again be laid off when the winter's rush of traffic ends. However D. M. need not worry for he has established himself a business at his home place, Sunny Brae, Pictou county, the Ettracoe Brand Wooden Ware, the slogan of which is "Maritime Made for Maritime Trade." He manufactures all kinds of tool handles, parties, washboards, egg crates, lawn mow-poles, mags, trawls, logging-chairs from native woods, he has established quite an industry. He is a real red-blooded Canadian of the Ettracoe brand, who is making two blades of grass grow where only one grew before his coming.

**C**ould it be that the old Queen III, of the C. N. & P. is still in service? Pictou and Sydney, who was laid up with an attack of flu, since he is at his post at this point.

JANUARY 31, 1929

# Rail Man Describes Old Engine

JAN 12

By S. A. M.

NEW YORK, Jan. 11.—Some weeks ago there appeared in your interesting column a letter from Robert R. Brown, of Montreal, asking for information concerning the history and type of some of the early locomotives sent out from England to Nova Scotia. Since then the writer has made researches among sources of information of this kind in New York in an effort to help you, and although I am unable to give you any new information about the older locomotives, such as the Samson, Hercules, Vulcan, etc., I am able to furnish you with a description of the Evangelina, the "curious looking" Fox Walker and Company engine, which Mr. Brown mentioned. As Links and Pins correctly stated this locomotive and others of her type were built for the Windsor and Annapolis Railway, which opened for traffic in 1869. The writer has examined a large drawing of the Evangelina, with specifications, in a work by a contemporary engineer, Zerah Colburn.

## CURIOUS DESIGN

It is evident from an examination of the drawing, that the Evangelina must have been built under United States specifications, with a few British trimmings, and although the design may have looked "curious" to English eyes, it is practically a replica of the standard "American type" locomotive of the period. This type, as every railroad man knows, is the 4-4-0, with two pairs of coupled drivers supporting the rear of the boiler and fire box, while the front end is piloted by a four-wheel bogie truck. The famous "999" is of this type, and thousands of them are still in use on United States and Canadian railways, including the C. N. R., mostly on short haul and branch line work.

The British touches on the Evangelina were the slanting cylinders and the cast iron hood which partly covered the driving wheels. The name of the engine itself was stamped in a semicircle on this hood over the front driver. The drivers were about five feet in diameter while the bogie truck extended several feet in front of the boiler up with a "cowcatcher" attached. The stack was straight and plain with a fancy curve at the top, a large dome was located on the middle top of the boiler, while the bell and whistle were combined just in front of the cab.

## SPACIOUS CAB

A FEATURE which probably aroused the curiosity of the British engine men, and gave rise to the tale of their curious appearance, was the spacious polished mahogany cab, a luxury which was practically unknown on British locomotives of that period and much later. It being the belief of the old country railway barons that an engineer who was too comfortable was apt to be careless of his responsibilities.

Mechanically speaking, the locomotives of the Evangelina type must have been a considerable advance over the average of the time as they are invariably mentioned in all railway histories. Their builders, Fox, Walker and Company, of Bristol, do not seem to be so well known, however, which seems further proof that these engines were built from outside plans. The writer is aware, nevertheless, that this firm sent one other locomotive to Nova Scotia, a small narrow gauge affair which was the first to run out of Sydney

## Superintendent.

MONCTON, Jan. 11.—In the C. N. R. bowling league played on the K. of P. alleys last Wednesday and Friday evenings, the yard office were able to win both their games against the roundhouse and passenger and paint shops teams. On Wednesday evening they rolled for a total of 1388 pins, and on Friday evening for 1436. The accounting department took three points from the car shop on Wednesday evening, when they rolled a total of 1374 to their opponents' 1288.

## KENNEDY - PRICE

AN interesting event took place on Saturday morning, Dec. 29, when Miss Fernie Margaret, youngest daughter of Mr. and Mrs. Clifford Price, Hillsboro, became the bride of James Carroll Kennedy, son of Mr. and Mrs. John Kennedy, of this city. The bride is one of Hillsboro's most popular young ladies. She graduated from high school in 1927, and since that time has been employed with the T. Eaton Company, where she made many friends. The groom is also one of Moncton's popular young men, receiving his education in St. Thomas College, and now holds a good position as an electrician at the C. N. R. shops. Both young people have many friends in Moncton and Hillsboro, who will wish them a happy married life.

## PERSONAL MENTION

ROY Fowler, of the C. N. R. shops staff at London, Ont., who has been spending several days at his former home here, has returned to

and which became famous in Cape Breton as the "Mother Gaelic." A funny name surely, but one that is invariably shouted to this day by the older inhabitants of South Cape Breton when the whistle of a locomotive is heard in the distance. Who in that locality has not heard of the expression, "Here comes the Mother Gaelic," as a train approached.

(Continued Next Week)

division superintendent's staff, and Mrs. Lutes, returned home from their honeymoon trip to New York and Boston, and have taken up their residence here.

John Leichter, master mechanic, C. N. R., Charlottetown, was in the city recently, on railway business.

C. A. Berube, chief statistical clerk, central time office, who has been confined to his home for the past week through illness, is again able to attend to his duties.

Through the appointment of Edgar A. Robertson to the position of assistant superintendent, Moncton division, E. A. Gillespie, who has been private secretary to the division superintendent for the past twelve years, has received the appointment of chief clerk to the superintendent. Alie has a host of friends who will wish him the best of luck in his new position, one which he is well qualified to fill.

## FINE PROGRAM

MISS Fannie Palmer, of the staff of the general passenger agent, C. N. R., has returned to her duties, after having been confined to her home for several weeks, owing to injuries received when she was struck by an automobile at the corner of Main and Robinson streets.

The radio program as broadcast from station CNRA Friday evening during the studio hour, consisted of a series of short sketches, the contributing artists being Ida Bromner Malcolm, Eva Taylor, Bob Stewart, Lorne MacKendrick and Charles Harding.

At the conclusion of the studio hour the little concert orchestra gave a splendid program of concert music, while the hour previous to the studio period was given over to the studio instrumental quintette.

The fire department was called out about three o'clock on Saturday afternoon for a blaze in the house at 13 Albert street, occupied by Horace Wilson. Some damage was done by the flames, but the furnishings were mostly covered by tarpaulins and suffered little. The house is the property of the Canadian National Railways.

## "JOE" EDWARDS AND CREW



FROM left to right: Standing—B. Farrell, brakeman; S. Hall, postal clerk; M. Griffin, fireman. Seated—J. Ritchie, baggage master; J. P. Edwards, conductor; F. Carter, locomotive engineer.

JANUARY 12,

# THE RAILWAY HERALD

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

(By Links and Pins)

THE oldest locomotive house in British North America is being destroyed, the house that sheltered these first engines at Albion Mines, now Stellarton, those crude (comparatively speaking), locomotives the "Samson," "John Biddecombe," and the "Hercules," the engines that operated between the mines at the first named place and the Loading Ground, at Abercrombie, and powerful machines they were. The first mistake was made when the "Samson" was permitted to go to

the World's Fair and to be sold to the proprietors of a United States museum, and the second mistake is being made in tearing down the old home of those pioneer locomotives. It should have been preserved and the provincial government should at least made effort to have the old engine returned to it. Both would be objects of historical interest, and valuable in that connection.

The Nova Scotia Historical Society, should try and induce the provincial government to make effort to have the old engine returned to the province.

THAT fearless publication, the Eastern Chronicle, is not at all pleased with the train service provided in connection with the "Hector" celebration at Pictou, last week, and I have heard many others complain as well. The opinion expressed is that there was too much delay in the moving of trains. The Eastern Chronicle seems to think that the Maritime railroad officials did not measure up to requirements.

Well, there is a good deal of dissatisfaction in connection with government railways management these days, and I am not sure that as far as the old I. C. R. is concerned it is chargeable to Maritime-trained officials. They cannot exceed the limit of their authority; there are higher ups.

Then, too, there were local conditions to deal with. For instance, there are two lines leading in and out of Pictou, and neither are fit to run large trains over, especially the Pictou town over. The bridge across the harbor precludes the running of large trains over it, and the Short Line track is in bad condition. Even while the celebration was on there were two accidents on it. Then, too, there is not extensive yard room at Pictou. It will not permit of more than two trains being made up at the same time. The fact that it was necessary to run small trains on the branch, meant running many trains. The length is about fifteen miles, and there is but two crossing tracks, one at Sylvester, and one at Westville, making it difficult to have many trains on the line at the same time.

Under the circumstances it may be that the railway people did not do too badly.

It is understood railway people are asking for restoration of the 1921 wage rate, on the ground that the cost of living is higher

number of cars as well, freight and passenger, including those large steel cars.

The introduction of United States Trust Company locomotives and cars into Canada came as a result of the furnishing rolling stock for the Grand Trunk Pacific, and the Canadian Northern. They were unknown on the I. C. R. till that road became hitched up to these company roads. Up to that time the government owned the rolling stock on the I. C. R.

It is pretty hard to tell just where the old I. C. R. now stands as a government railroad, nor where the people stand in respect to government owned roads generally. There is an awful financial mix-up in respect to the matter.

A United States senator is reported to have publicly stated not long since that if the people knew the real state of affairs in that country there would be a revolution in fifteen minutes. It is not that bad in this country, but just the same there is a bad mix-up, and the end is not yet.

THE C. N. R. track workers are pressing hard for restoration of the McAdoo wage rate, and other employees want restoration as well. A Toronto despatch announces that telegraph operators, telephone operators, clerks, and mechanics, employed on the C. N. R., have agreed to accept the increase offered by Sir Henry Thornton, ranging from \$10 to \$20 per month, per man, aggregating \$125,000.

These employees some time ago had a board of conciliation but were unable to reach an agreement. During the sitting the railway made an offer aggregating \$50,000 a month, which was not accepted. The offer just accepted was a compromise. It is understood the agreement has been signed. 800 people participate in the settlement. I do not know the unions interested, that is with what organization they are affiliated.

## NOTES BY THE WAY

THE second of the large new locomotives for the C. N. R. 6007

arrived in Toronto on the fast freight train. Uncle Sam seems speedy headway in companies tags in haps there is some flag may follow the dollars and cents at

Ex-C. N. R. loco Owen McGlinity, Mo at Wentworth. He Tuesday, and old fr to see him. He w and the party who that he is 71 shoul for libel. He does day older than 40.

Trainmen, C. N. trains, recently rec that at least the u of them were looki The shabby ones at how it can be othe in part are perform duty. For instance maritime express pic of strawberries Mo at Amherst, and th for the Montreal n prior charges of whic College Bridge they part of a car into Breaking these times is not calculated to by unruffled. Look

JULY 26  
1923



throw any light on this subject?

#### WHAT TYPE?

ACCORDING to our lists the Samson, Hercules and John Buddie were all built in 1838. Were they all the same type and were they all Hackworths?

Then in 1839 the Albion and the Ploton were supposed to have been built. Were they alike, were they Hackworths, and is the date correct? Somewhat later the Vulcan and the John Bridge arrived. Who built them, what type were they, and in what years were they built?

We have information that several engines were sent out to Nova Scotia at an early date by Neilson and Co., now the North British Locomotive Works, but whether they were some of the above Albion engines or for the Nova Scotia Railway, we are not certain.

#### WANTS LISTS

CAN you supply a list of locomotives used on the Nova Scotia Railway before it became part of the intercolonial, as our list is probably incomplete? Up to the present we have traced Nos. 1 to 5, all of them standard 3-wheelers, built by the Portland Locomotive Works between 1857 and 1859, and in 1867, Fox Walker and Co., of Bristol, England, sent out a curious looking engine called the L'vangeline, and several others of which no details are available.

Any information that you can give will be greatly appreciated.

Yours very truly,

ROBERT R. BROWN.

#### NO RECORD

THE trouble is there seems to be no official record of these locomotives. However, my research into the matter seems to indicate that the "Albion" was really built in 1854, and probably by Kaye and Burn. This engine and the "Vulcan," built about the same time as the "Albion," were a much improved type in comparison to the "Samson," and "Hercules," built by Timothy Hackworth in 1838. Referring to these two old engines, the first to operate in Nova Scotia, ninety years ago, the "Samson" was not the first under steam; that honor fell to the "Hercules," but the "Samson" was the first to run on the Albion Road, the first real railroad in British North America, if not the continent. It happened that George Davison, who came out with the locomotives set the "Hercules" up first, and tested it in the yard at Albion, now Stellarton, then stood it to one side to complete the setting up of the "Samson," and being the last of the two set up the last named made the first run over the line.

#### SAME TYPE

I CANNOT say if the "Albion" and "Ploton" were the same type, but presumably they were, as they were built at the same time, in the same year, 1854. I have no information as to the "Vulcan" and "John Bridge."

The Neilson, Scotch engines, were Nova Scotia Railway locomotives, arriving about the time that road was opened up between Halifax and Truro, Dec. 15, 1853. I cannot give their numbers just at present, but I am sure there were more than five, more like twenty of them. I think the Portland engines, the pioneers used on that road, were numbered consecutively as high as five.

#### ODD APPEARANCE

THE curious looking engine referred to as built by Fox and Walker, of Bristol, England, was for the Windsor and Annapolis Railway, opened up for traffic in the autumn of 1859. I feel quite safe in saying that company had a number of Bristol locomotives. There is an interesting story told in connection with the first trip of one of these engines over the Windsor branch section of the Nova Scotia Railway. It seems the fact was forgotten that these locomotives in respect to body were wider than those that were operated on the branch, and that when the first train hauled by one of them south of Windsor reached the first platform, that at Three Mills Plains, there was collision between

they have agreed with their firemen to permit them to exercise their seniority in selecting and filling these positions.

The geographical districts over which seniority rights operate vary greatly on different railroads.

These various conditions affecting seniority are mentioned merely to increase an understanding of the general purpose and utilization of seniority rights. Looking at these rights from the standpoint of the employee, they may be regarded as a sort of industrial insurance which he purchases year by year. He pays for it in the service he renders. Essentially it is as much a part of his wages as though he received an amount of money and bought income insurance with that money. Ten years' service theoretically gives him ten times the certainty of having a job that is obtained by one year's service; ten times the certainty of earning an income upon which he and his family can live. When it is realized that one-third of the firemen on the railroads in the United States earn less than \$100 a month and practically another third earn less than \$150 a month, it can be realized how valuable seniority rights are to the remaining one-third, most of whom earn between \$150 and \$200 a month.

#### ANOTHER VALUE

SENIORITY rights have another great value in increasing the self-confidence of the worker. It is inevitable that the comfort and security of any employee is dependent, to a considerable extent, upon the representatives of management who supervise his work. Seniority rights do not make an employee independent of this good will, but they do minimize the extent of which personal favoritism may govern the promotion of an employee. They aid in giving assurance that if a man is competent and reliable and sticks to his work and educates himself for advancement, he may rely upon the improvement of his working conditions and the increase of his compensation, purely, even if very slowly, as the years go by. Of course, he is always subject to the possibility of unjust treatment, unfair discipline or unmerited discharge. Against such treatment his adaptability as a social being and the support given him by his organization afford his chief protections.

It can not be truthfully asserted that seniority rights and a trade agreement and labor union support make any employee, particularly one in the responsible position of a locomotive engineer, so independent of managerial discipline that he can be objectionable to his official superiors and yet retain his job and achieve steady promotion. But it is true that on most railroads a locomotive engineer who is thoroughly competent and socially adaptable can do his work with self-respect, without servility or toadying and rely upon his seniority rights, supported by the strength of his organization to insure him promotion somewhat in accordance with the opportunities for better positions which are available.

#### ONLY ASSURANCE

AT this point a little emphasis must be laid upon the value of his organization to the fireman and in fact to every railroad employee, particularly in the protection of his seniority rights. The subject of organization will be considered further in a later chapter. But it is necessary to mention here that the employee's organization gives practically the only assurance that the benefits of seniority may be obtained as a right and not as a favor. The trade agreement under which wages and working conditions are fixed for groups of railway workers gives very little protection to the

the side of the engine and the station platform, with the result that a gang of men had to be taken from Halifax to remove a part of the platform to permit the locomotive and train to get through.

I would be glad for any information respecting the inquiries made by Mr. Brown.

employee's "right to work." Such a trade agreement fixes the wages which he can require paid for service when performed. Provision is usually made for the conditions under which he will normally work and provision is commonly made for the manner in which the employee may seek redress for his grievances, redress for violations of the agreement in the matter of wage payments, or arbitrary changes in conditions, or unfair discipline. But the final power of the employer to discharge an unsatisfactory employee is practically absolute and although it will not be exercised irresponsibly by intelligent officials, it may nevertheless be exercised with practically no responsibility, except so far as a labor organization can make the injustice to one an injustice to all and get greater consideration for the rights of the individual than he alone could obtain.

Since seniority rights are of such vital importance to every employee, the value of his organization in protecting these rights is immediately shown wherever there is a break in relations between a railroad and a labor organization.

#### A FAVOR

IF a group of railway employees strike, one of the first announcements always issued by the management is that if the men on strike do not return to work by a certain day they will forfeit their seniority rights. The management thus assumes that the seniority right is not a right which has been earned by the employee; not insurance which he has bought and paid for; but is a favor to be granted at the will of the employer. So long as relations are harmonious, the favor will be continued; in case of disagreement the favor will be ended.

The explanation is usually offered that the men left the service when they struck and that, therefore, they themselves abandoned their seniority rights. Yet nothing is better settled, as a matter of fact and a matter of law, than that when men strike they do not leave the service; they do not abandon their jobs or any rights connected with them. They simply decline to continue working until a disagreement over the terms and conditions of work can be adjusted. Of course, a railroad president would prefer to have his locomotives operated by engine-men thoroughly familiar with all the local conditions and with the particular locomotives owned by that road, than to have new men attempt to operate these locomotives, even though the new men were competent engineers. Therefore, if a railroad should resume relations with the striking employee, it is clear that from the standpoint of the railroad, they would be far more valuable men than new employees. Thus, to employ the old men and yet to deny them their seniority right, is simply to take away from them the rewards of long service from which the railroad has benefited and from which it will continue to benefit.

#### ONLY A CONDITION

HOWEVER, the strike question has only been raised in order to point out that what a fireman calls his seniority "right" is in fact a conditional reward of service, which a railway management feels itself authorized to deprive him of without redress, as a measure of discipline.

November 17 1928  
Halifax