

DOMINION
ATLANTIC
RAILWAY
DIARY

V

HALIFAX HERALD

1900-1925

C. H. RIFF

"Land of Evangeline" Route.

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

Halifax

June 2
1892

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

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

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

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

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

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

The Windsor and Annapolis well de-

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

HALIFAX HERALD

JULY 6, 1892.

A SCARE AT ANNAPOLIS.

(Special correspondence Halifax Herald.)

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

HALIFAX Herald

June 14 1892

CRASHED THROUGH A BRIDGE:

FATAL ACCIDENT ON THE W. & A. RAILWAY.

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

R. Accident.

(Special despatch to the Halifax Herald.)

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

THE STRUCTURE COLLAPSED,

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

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

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

FATAL C. P. R. SNOW PLOW.

(Special despatch to the Halifax Herald.)

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

January 15, 1894

THE W. & A. R. ACCIDENT.

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

(Special despatch to the Halifax Herald.)

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

Halifax
Herald.

JANUARY 16, 1894

TWO TRAINS COLLIDE AT WINDSOR JUNCTION.

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

A Dominion Atlantic Freight train from Wolfville crashed into an Intercolonial Freight train. The semaphores were out 15 min. This was late for the D. & R. Driver to stop his train.

A collision between Dominion Atlantic and Intercolonial freight trains occurred at Windsor Junction at 11 o'clock. For Dominion Atlantic there was locomotive, tender and three box cars, and the Intercolonial train a locomotive, tender, Conductor William Muir, of the Dominion Atlantic train, is badly wounded, how seriously is not known. When taken to the Victoria general hospital this morning he was unconscious, suffering from wounds on the back of his head. Fireman George Butcher, of the same train, has his mouth and teeth knocked out. The Intercolonial train man escaped without injury.

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

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

SCENE INTO THE LOCOMOTIVE OF THE INTERCOLONIAL.

standing on the main line. The fore-sightful driver saw the approaching train and opened the throttle with reversed machinery to send his train backwards. Then he and his fireman jumped for their lives. The train travelled backwards 300 feet after it was struck by the colliding engine. Conductor Muir was on top of one of his box cars, using his best wits his brakemen to put on brakes. This was partially accomplished, but when the semaphores were seen the distance was so short that it was impossible to stop their advance. It is not known whether Conductor Muir jumped, or whether the shock of the collision hurled him to the ground. After the smash-up he was found

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

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

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

THE MAIN LINE WAS BLOCKED BY THE WRECK,

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

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

At 11:45 this morning Conductor Muir was given a strop. Doctors Murphy and Cogswell were examining him.

At 1 o'clock the Victoria hospital reported Muir had regained consciousness and the doctors thought he would recover.

Halifax Herald.

November 7
1894

LOCOMOTIVES IN A HEAP

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

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

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

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

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

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

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

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

Halifax Herald.

August 27, 1901

WINDSOR NEWS NOTES

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

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

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

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

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

December 19, 1901.

SMASHUP ON THE MIDLAND

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

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

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

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

HALIFAX Herald-
MAY 5 1904

The Railway Herald.

ALL THE NEWS.

WEDNESDAY, OCTOBER 12

1904

ALL THE TIME.

Could Not Get Locomotive Out of the Round House

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

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

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

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

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

OCTOBER 12 1904

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

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

OTHERS MINOR INJURIES

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

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

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

William Hiltz, engineer, skull and
shoulder fractured.

Clifford Webb, fireman, scalded
with steam.

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

THE TRAIN WAS MOVING AT ORDINARY SPEED

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

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

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

THE CONDUCTOR IN THE BAGGAGE CAR

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

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

DICKIE BROKE A LEG TWO MONTHS AGO

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

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

None of the passengers were hurt
beyond a shaking up.

HALIFAX

November 11 1912.

THRILLING ESCAPE OF MEN ON MILITARY TRAIN FOR ALDERSHOT



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

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

NO SERIOUS HURT.

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

HEADQUARTERS STAFF

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

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

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

THE BUSY FIRST DAY IN CAMP.

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

The following units are now in the field:

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

Army Service and Ambulance companies.

THE ADVANTAGE OF GOOD ORGANIZATION.

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

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

HAALIFAX
September 11, 1913

Aylesford Water Tank To Be Up to Date

MAY 12 1917



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

Halifax

MAY 17, 1917

Dec 11 1917 DECEMBER

First Relief Train to Reach the City

The first relief train to reach the city on Thursday was from Windsor, Wolfville and Kentville, bringing about fifty doctors, nurses and Mrs. Fielding, president of the Windsor Red Cross Society with Surgical supplies. This emergency train had been sent out by Manager Graham of the D. A. R., who sent a message to Mrs. Fielding at Windsor to "get" all doctors, nurses and medical supplies possible and a train would rush to the scene of the explosion. That was all the news received along the D. A. R. until the emergency train reached Windsor Junction at 2.30 p. m. There they encountered a train load of about two hundred injured, men, women and children, all cut, bruised in the most ghastly manner, little children separated from their parents, women with husbands and children blown into eternity, and babies crying for milk, none of which was at hand.

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

December
11
1917

12/11/1917 25

Normal College Girls Injured in Wreck on Midland Railway Near South Maitland

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

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

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

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

Marie Estelle Leblanc, Little Brook, Digby county.
Marie Elizabeth Comeau, Comeauville, Digby county.
Marie Françoise Comeau, Little Brook, Digby county.
Grance Ellen Stevens, Freeport, Digby county.
Sarah Rubeu Lyons, Forbes Point, Shelburne county.
Elizabeth Ellen Laffin, Hennigar's, Hants county.

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

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

A relief train was sent out from Truro, carrying with it Miss Dunwoodie, Victorian Nurse, and Mrs. Loug, C. G. R. matron, and Drs. H. V. Kent, S. A. Fulton, F. P. Eaton and Prof. Bennett, of the Normal College. All passengers were well taken care of and immediately brought to Truro and are doing well today.

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

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

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

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

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

HANIFAX HERALD

FEBRUARY 7 1918

Incendiary Fire At Annapolis Royal

Nov 13 ——— 1918

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

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

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

NOVEMBER 13, 1918



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

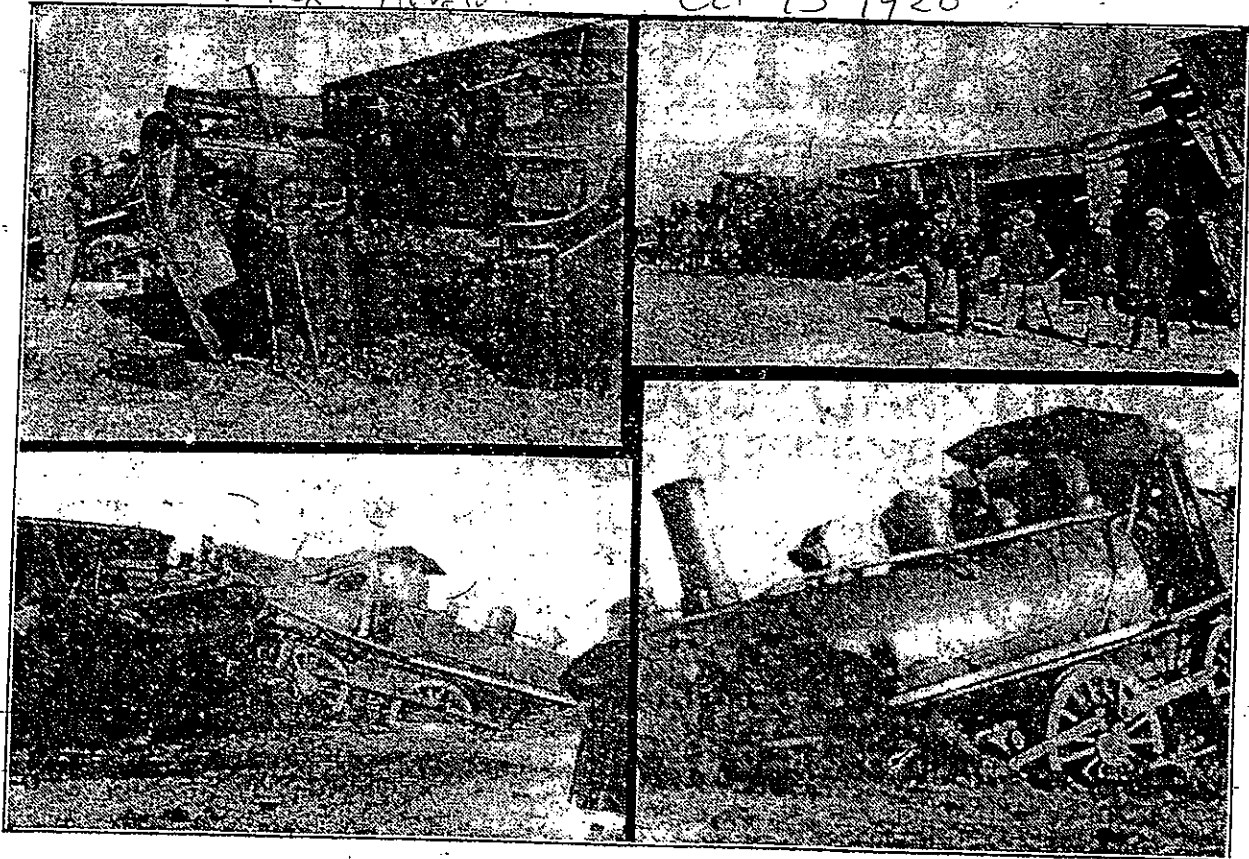
HALIFAX
NOVEMBER 12 1918

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

HANIFAX
June 28
1920

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

The Halifax Herald Oct 13 1920



Photos By Fred S. Layton, Truro.

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

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

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

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

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

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

Following is the verdict:

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

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

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

OCTOBER 13, 1920

GOVERNOR WELCOMED IN VALLEY

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

MAKES AN IMPRESSIVE SPEECH AT ANNAPOLIS

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

Special.

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

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

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

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

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

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

(CONTINUED ON PAGE TWO)

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

Governor General Pleased With
Reception Given to Him
and Staff.

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

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

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

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

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

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

Halifax

December 17

1920

CARS LEAVE RAILS NEAR ANNAPOLIS

JAN 26 1921

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

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

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

(CONTINUED ON PAGE TWO.)

CARS LEAVE

JAN 26 1921

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

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

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

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

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

Halifax

JANUARY 26, 1921

Train Wreck Near Annapolis

JAN 28 1921



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

Halifax

JANUARY 21, 1921