

DOMINION
ATLANTIC
RAILWAY
DIARY

I

DIGBY COURIER

C. H. RIFF

CHRONOLOGY OF THE DOMINION ATLANTIC AND COMPONENT ROADS

PART 1

NOVA SCOTIA RAILWAY:

1835

- * Summer - Joe Howe advocates Halifax - Windsor Railway.
- * October - Sam Slick supports Howe idea in "Clock-maker".

1836

- * Nova Scotia House by one vote defeats motion for survey.

1845

- * Captain Moorsom urges Howe to revive agitation.
- * Sir Richard Brown proposes Halifax - Quebec Railway.
- * Moorsom incorporates "Halifax & Windsor Railway" in London, England.
- * December 4 - Windsor mass meeting demands action.
- * December 7 - Riotous Mason Hall meeting (Halifax) Sam Cunard kills project.

1846

- * Halifax - Quebec Imperial survey eliminates Valley - Fundy - St. John route.

1847

- * Nova Scotia Legislature appoints committee to investigate.

1848

- * Committee recommends official survey.
- * Engineers estimate cost at £300,000 recommend Richmond terminus.

1850

- * Nova Scotia House recommends construction via Windsor to Victoria Beach.
- * March 27 - House authorizes cabinet to subscribe one half necessary stock.
- * July 31 - Celebrated Portland conference recommends Bangor - St. John - Amherst - Halifax route.

1851

- * Joe Howe to London for financial assistance.
- * April 5 - Honorable J. W. JOHNSTON gets Windsor - Granville survey authorized.

- * Howe succeeds in getting Imperial guarantee of bonds.

- * (later) - British ministry repudiates agreement. Did not include Valley line.

1852

- * Howe commits Nova Scotia to go it alone.
- * August 25 - Order - in - Council authorizes start of construction. Also orders Windsor - Granville survey.
- * Local free enterprisers demand private company instead of government construction and operation.

1853

- * Offer of Peto, Betts & Brassey, English contractors defeated by one vote.
- * Howe's plans held up for one year while free enterprisers try to raise funds. They couldn't get the money.

1854

- * March 31 - House authorizes construction out of public funds.
- * April 2 - Howe named chairman of Board of Railway Commissioners at \$3,500.
- * May 3 - Board calls for tenders from Richmond to Nine Mile River -- "1,000 men, 60 teams horses and carts."
- * June 2 (Natal Day) - "First sod" turning rumors false, crowds disappointed.
- * Board awards contracts to Cameron, Fraser and Turnbull of Pictou (county).
- * June 13 - "First sod" turned at Governor's farm.
- * September 18 - Further sections of work let.
- * October 9 - Two first class 60 passenger cars arrive by barque "Black Swan". On exhibit at Province House Fair.
- * December 31 - Contracts all let to Windsor Junction.

1855

- * January - Admiralty blocks plans to extend line to Halifax through Navy property.
- * First locomotive "Mayflower" arrives from Bridgewater, Massachusetts.

- * June 8 (Natal Day) - Nova Scotia Railway opened from Richmond to Sackville, at Nine Mile House. Very early.
- * July 7 - Contracts let for Windsor 1 mated cost of road 4,584 mile.

- * July 18 - "Mayflower" forced to make daily to handle business.
- * Around September 19 - "Mayflower" ditched and put down by collision with horville.
- * (Fall) - Locomotives "Sir Gaspard" and "Joseph Howe" reach Scotland and take over.
- * "Mayflower" on construction branch. Progress slow because war.

1856

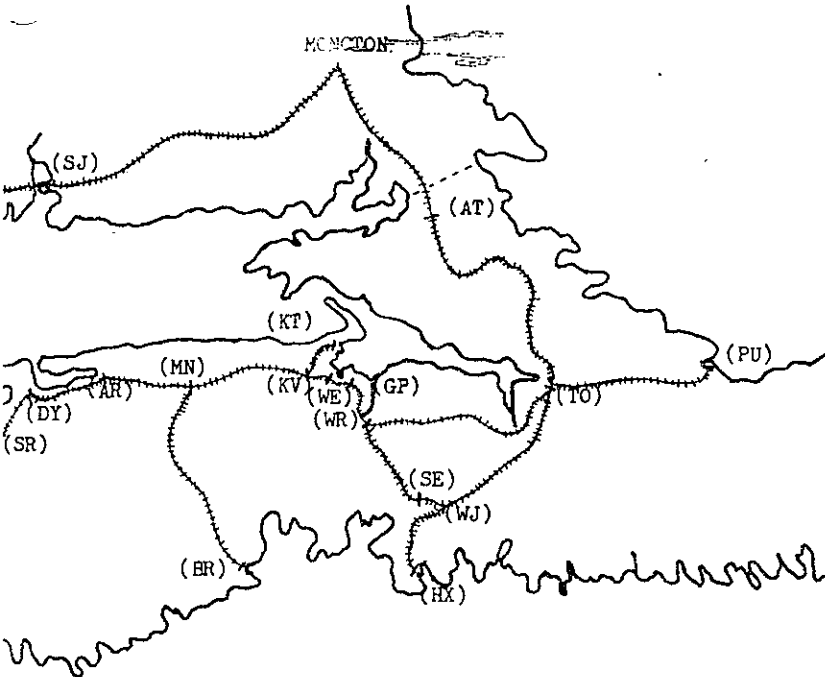
- * "Gourlay Shanty riots" Bank on Windsor Branch. (Green conflict)
- * Howe defeated by Dr. Char general election.
- * Howe resigns as Chief Com

1857

- * March - James McNab named Chief Com
- * Two Scotch locomotives leaving of ship "Thomas" in Replaced from insurance.
- * June 1 - Contract completion date. finished.
- * Barque "Glide" lost with rails and fastenings in Bay insurance.
- * Ship "Florence" sinks on tain with rails.
- * Dispute with contractors ments and extras.
- * December 30 - Contractors "open" N.S.R. t gine and flat car from Hal sor. Chief Engineer prote workable.

1858

- * Grading, ballasting compl
- * June 3 - Line officially opened fr



otia Railway opens between Halifax (HX) and Sackville (SE)
 otia Railway opens between Sackville (SE) and Windsor (WR)
 otia Railway opens between Truro (TO) and Pictou (PU)
 Windsor & Annapolis opens between Annapolis (AR) and Wolfville (WE)
 9th - Windsor & Annapolis opens between Windsor (WE), Grand Pre (GP) and Wolfville (WE)
 Counties Railway opens between Yarmouth (YH) and Pitman's Road (PR)
 Counties Railway opens between Pitman's Road (PR), Meteghan River (WH), Sissiboo River (SR) and Digby (DY)
 & Atlantic opens between Bridgewater (ER) and Middleton (MN)
 & Annapolis opens between Annapolis (AR) and Digby (DY)
 lis Valley Railway opens between Kingsport (KT) and Kentville (KE)
 Railway opens between Windsor (WR) and Truro (TO)

eror's" passengers from
 ls to Halifax instead of
 ay) -
 lgrave organizes day of
 Ball at Province House
 fete. Admirers present
 for one thousand pounds;
 or" and "Maid or Erin"
 on with St. John.
 ("piggyback") traffic
 losing nuisance.
 . 8 5 9
 is sweeps country. N.S.
 for first year.

. 8 6 0
 ffice. Jonathan McCully
 ceeds to "re-orga-
 sections, puts road
 tender. (This ridicu-
 reduced the N.S.R. to a
 trains spent more time

off the track than on it.)
 * August 2 -
 Prince of Wales travels by N.S.R. to Windsor, thence by sea to St. John and Fredericton and return.
 * August 4 -
 Prince by N.S.R. from Windsor to Truro and Pictou via Windsor Junction.
 * October 13 -
 Announce line to be extended from Richmond to Halifax. (Not achieved until 1877)
 * Civil War booms Nova Scotia and N.S.R. revenues.

1 8 6 1
 1 8 6 2
 * Deal with American Telegraph Company to connect Richmond, Halifax, Windsor Junction, Mount Uniacke and Windsor by wire. First telegraphic train orders.
 * Round trip strip tickets made available; Halifax-Windsor by N.S.R., St. John by steamer, Point du Chene by European & North Atlantic Railway, Charlottetown by steamer, Pictou by steamer, Truro by

Hyde's Royal Mail Coach line.

1 8 6 7
 Pictou branch, three years under construction, opens between Truro and Pictou Landing and by ferry steamer "Mayflower" to Pictou town.
 * Projected N.S.R. extensions; Truro to Missiquash River and Windsor to Victoria Beach, static for lack of money.
 * July 1 -
 Nova Scotia Railway taken over by Dominion and operated by Department of Public Works. Avarad Longley retained as Commissioner.

1 8 6 7 at seq.
 * Lewis Carvell, head of European & North Atlantic, ousts Longley and becomes manager of both roads under unofficial title of New Brunswick and Nova Scotia Railway.
 * Precipitates fierce political protests which result in Carvell's retreat to New Brunswick and appointment of George Taylor as manager of N.S.R.

1 8 7 2
 * November 9 -
 Nova Scotia Railway and European & North Atlantic by Federal Order-in-Council merged in new Intercolonial Railway then opening between St. John and Halifax.

WINDSOR & ANNAPOLIS :

1 8 6 4
 * April 12 -
 Nova Scotia House puts in force Railway Act (1854) authorizing construction west of Windsor on subsidy of four percent for 20 years on 6,000 (\$24,000) a mile.
 * No bidders. Walter Shanly offers to build cheap line with 45 pound rails and wooden trestles.
 * December 2 -
 Tupper asks C.J. Brydges, Chief Commissioner for Intercolonial to include Valley line. No result.

1 8 6 5
 * March 31 -
 Thomas Timmis Vernon Smith, CE, London, proposes company to build Valley line. Tupper indifferent.
 * Summer -
 Tupper and Smith meet in England. Tupper bites.
 * October 25 -
 George Knight & Co., London, sign contract to start construction May 1, 1866, and complete by May 1, 1868.

1 8 6 6
 * May 11 -
 Halifax City (horse) Railway opened to Richmond.
 * Railway panic in England. Knight & Co. go broke. Engineers imprisoned for debt at Windsor.
 * (Summer) -
 Tupper to London for financing.

* (Fall) -

Further surveys of Valley line by Fleming, Hazelwood and H.J. Cambie (who later surveyed the whole route of the CPR)
 * November 22 - Clarke, Punchard and Barry undertake construction. (This agreement was iron clad and was attacked time and again without success.) Start January 1, 1867, finish December 1, 1869, under penalties for non-performance. Contractors to operate line on completion.

1 8 6 7

* January 1 - (First sod" turned at Hantsport. (By Ezra Churchill, renowned shipping tycoon afterward Federal Senator.)
 * February 26 - Articles of Association drawn at London for Windsor & Annapolis Railway Co.
 * March 1 - Company formally registered in England. (Clark and Punchard were business allies of the celebrated Brassey rail interests which built roads all over the world.)
 * May 7 - Nova Scotia incorporates Windsor & Annapolis Railway Company. (Bill embodies vital agreement of November 22, 1867.)
 * May 21 - Vernon Smith (who had been in charge from the start) formally named Chief Engineer.
 * July 20 - Second "First sod" turned by Mrs Avaré Jangley in Annapolis County.
 * November 2 - First pile driven in celebrated Avon River bridge to which province contributed \$32,000 (\$160,000).

1 8 6 8

* January - Wooden viaduct over Mud Creek, Wolfville started.
 * July - Track laying begins. 67 pound rails from Windsor to Horton, 50 pound rails from Horton to Annapolis.
 * July 31 - Locomotive "Joseph Howe" landed at Bridgetown, followed by "St. Lawrence" from Portland.
 * August 8 - Locomotive "Sir Gaspard le Marchant" landed at Elderkin Creek, near Wolfville
 * Nova Scotia Government sold "Howe" and "Gaspard" for \$7,000.
 * November - Fox Walker (Bristol) engines arrive Wolfville from England. "Evangeline", "Gabriel" and "Gaspereau".
 * November 30 - Nearly 48 miles connected between Kentville and Annapolis.
 * Vernon Smith, CE, now General Manager.
 * Contractors order two iron steamships from Clyde for Fundy-New England services. (Did not materialize.)
 * Smith tries to take over St. John & New Brunswick Railroad for Windsor & Annapolis.

* Intercolonial lukewarm to requests for running rights into Halifax over N.S.R..
 * Smith proposes independent line from Windsor Junction to Halifax using old Shubenacadie Canal right of way.

1 8 6 9

* "Ninnehaha", "Hiawatha" and "Grand Pre" arrive from Bristol.
 * 21 stations on line instead of stipulated 10.
 * Three stall engine sheds and turntables ready at Kentville and Annapolis.
 * June 26 - First passenger train Annapolis - Wolfville for Governor, Sir William Young and party.
 * August 19 - Official opening of Windsor & Annapolis between Windsor and Grand Pre. (Governor General Lord Lisgar and other Notables.) "Evangeline" hauled special train from Grand Pre to Wolfville. Machine shop banquet.
 * August 26 - Special train for Lewis Carvell and Pennsylvania Railroad officials. Carvell was chief commissioner for N.S.R. and Windsor & Annapolis.
 * September 2 - Windsor & Annapolis inaugurates special "boat trains" to Annapolis on Mondays and Thursdays.
 * September 6 - Smith buys King Coach Line to handle traffic over gap between Horton and Windsor.
 * Valley people refuse to travel second class, which is abolished.
 * Annapolis Royal succeeds Windsor as chief takeoff point for New Brunswick and the United States.
 * October 4 - 5 - Saxby Gale and 105 foot tides wash out 20 miles of Windsor & Annapolis roadbed between Kentville and Horton.
 * November - Another high tides washes out the road again.
 * December 1 - High tides wash out line a third time.
 * December 13 - Carvell agrees to arrangement for through trains to Halifax. Engines and crews ran to Windsor, where ICR crews took over. Baggage man only Windsor & Annapolis man who went through.
 * Roads charged one another 2.5 cents a mile for passenger cars, 1.5 cents for freight cars.

1 8 7 0

* Contractors decide not to operate.
 * (Fall) - Heavy traffic spurt catches operating department unprepared.

1 8 7 1

* (Early) - Government subsidizes two lines of steamers in competition:
 Windsor to St. John
 Halifax to St. John

* February - Company shakeup in London. Peto out in open as chair. Largest Canadian shareholder Tupper with 200 worth.
 * July - First large scale tourist Boston, party of 400.
 * J.A. Mann sent out as Chief Engineer.
 * September 22 - Federal government grants Annapolis exclusive use of Government maintains road Annapolis to furnish train ticket agents, etc.
 * Mann buys Hollis street for Windsor & Annapolis.
 * Two second hand engine "Croix" and "Lightning"
 * Peter Innes installed and Cashier. (Graduate of Railway Co.)
 * December - Snow 14 feet deep. Numer Traffic halted several days

1 8 7 2

* January 1 - First through Windsor & A from Halifax to Annapolis.
 * "Grand Pre" destroyed in intercolonial Railway roundhouse.
 * April - First three months - Deficit (1871 - 3,500, 1870 - 2 verge of shutdown.
 In this crisis, Halifax increases in freight and passenger traffic.
 * April 22 - Vernon Smith resigns to Counties Railway as Chief Engineer. Innes new manager of Windsor & Annapolis.
 * September - J.A. Mann returns to London.
 * November - Heavy snow blockades. No days.
 Windsor & Annapolis in heavy Windsor Branch rental. (gross revenue annually) Of repossessions. Individual duty to pay off debt.

1 8 7 3

* March - Abraham De Pass arrives as Cashier.
 More than half of revenue from tourist traffic.
 Extensive road repairs to damage.
 * April 30 - Nova Scotia government authorization of Windsor & Annapolis with view to sale to other company.
 * May 23 - Sir John MacDonald moves St. John to any company which would Yarmouth to Annapolis. (Chief Engineer Alex McKnight favorable as to conditions as to conditions as to conditions)

DOMINION
ATLANTIC
DIARY

DIGBY COURIER
1890-1940

C.H. RIFF

A few days ago as a train on the Nova Scotia Western Counties Railway was on its way from Yarmouth to Digby, and just as it was about crossing a bridge near Brazil Lake, the driver noticed a child lying across the track apparently asleep. The engine was too close to the little one to haul up, so the engineer crawled along the side of the locomotive and got on to the cowcatcher, thinking he would be able to throw the child off before the wheels went over it. Just as the engine got to the spot and he reached his arm out to push the child beyond danger, it caught hold of the planking at the side of the bridge and holding its little head to one side swung clear of the passing train and escaped uninjured.

TORONTO GLOBE

October 6 1886

P6

A new locomotive for the Western Counties Railway was brought here from Annapolis on Wednesday. It was placed on a scow and towed down by the Evangeline. Rails were placed on a temporary road built for the purpose, on which the engine was hauled from the scow. It is called the Western, weighs 60 tons and was built for the company at Portland, Me.

Digby Courier
July 26, 1889

DIGBY V

OFFICIAL REPORT

Of the Digby and Annapolis Railway.

This line is an extension of the Western Counties Railway from Digby to connect with the Windsor and Annapolis Railway, and thus give unbroken railway connection between Yarmouth and Halifax. This section is familiarly known as the "Missing Link." Its construction was commenced some years ago by the Western Counties Railway Company, but their funds giving out work was suspended. A few miles of grading had been done, and subsequently several schemes were attempted by the company to raise the necessary funds, which together with the cash assistance granted them by the Dominion Government, should enable them to carry on the work.

Having failed in doing this, the Government, under the terms of the agreement according to which the \$500,000 were granted, is now expending that sum in the construction of the 22 miles of the "Missing Link" between Digby and Annapolis.

Messrs. O'Neil and Campbell are the contractors for this work, the Government providing them with the rails and fastenings. The work of grading and masonry are in an advanced state. The piles for the foundations of the Bear River and Moose River bridges are nearly all driven, and a large quantity of fencing and other materials is delivered on the works, all of which had to be brought from the Province of New Brunswick. A quantity of stone is prepared for the concrete, of which the piers of the bridges are to be built, and several of the wooden caissons are built and ready to float into position. There, however, remains a large amount of work to be done before the road is completed, and although the steel rails are delivered at Annapolis, I have no expectation of the track being laid throughout till next summer; but with ordinary diligence the road should be ready for traffic by August, 1890.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and general Manager.

A. P. BRADLEY, Esq.,

Secretary Department Railways and Canals, Ottawa.

Digby Courier

MARCH 7, 1890

THE RAILWAY.

Work on the "Missing Link" Progressing Rapidly.

A St. John correspondent who visited Digby and Annapolis last week, gives the following facts about the work on the "Missing Link": "The road is 21 miles long. Work was commenced May 25th, 1889. There was a good deal of earth and rock cutting and very heavy bridging. There is over 8,000 feet of bridging and trestle. The contractors have used almost 200,000 feet of piling and 2,100,000 feet of southern pitch pine in this work. The Allen river bridge is 700 feet long. Next is the Moose river bridge, 1,800 feet, with a swing span of 80 feet. It has seven concrete piers. The superstructure in a Howe truss of wood. The Bear River bridge is 1,700 feet long, with 900 feet of trestle. There are seven piers. It also has a swing span. The Big Joggin bridge is 1,300 feet long, with a swing span of 80 feet. The Little Joggin bridge is the same length. These are the principal bridges, but there are many smaller ones. The bridges are of wood with concrete piers except Allen river, where no foundation for the piers could be got. Piles had to be driven 75 feet. The work is progressing favorably. The trestles are all up. The piers at Moose river are completed and they expect to cross it by July 20. The Bear River piers are being rapidly pushed. The company have about 400 men at work. Except for two cuts, one of rock and one of earth, the grading is completed. Men have been at work night and day for some time at these cuts and at the Bear river piers. Tracklaying was commenced ten days ago at Annapolis. The company have four steam engines running at Bear River. One runs a stone crusher, one the pile driver, one the hoisting gear, and one runs a sawing machine that cuts off piling 85 feet under water. The crusher has crushed 8,000 yards of stone, and with this 10,000 barrels of cement have been used in the concrete piers. The culverts of the line are all finished and the fencing is well along. Ballasting will begin about July 15th. While excavating at Bear River, west side specimens of gold, copper and silver were found in the rock and it is thought the find will prove valuable.

Digby Courier

July 11, 1890

The New Railway.

The *Spectator* says: "The Bridge at Allen's Creek is nearly completed and the track laid to it. An engine and cars will soon be placed on the track for construction purposes. The first cars have been run into the Annapolis and Digby Railway from the W. & A. Railway. On Monday a number of cars of sleepers arrived from the Nova Scotia Central and were shunted off on the new road."

The work of grading, generally, is nearly completed. A number of men are working at Gilpin's point at the south end of the town. The bridge at Bear River is getting along slowly. It is said considerable difficulty is experienced in getting up the piers. Mr. Schreiber, engineer in chief of government railways, is expected daily.

Digby,
Courier

July 11
1890

The first locomotive passed over a portion of the missing link on Thursday last. It was engine No 5 of the Windsor and Annapolis railway, with a train of flat cars loaded with sleepers which ran out about three miles west from Annapolis.

August 29
1890

The C. P. R. Vestibuled Train.

The Canadian Pacific vestibuled train leaving Halifax at 1.30 p. m., for Montreal and Chicago, is claimed to be one of the finest and best equipped trains in America. The first class sleeper is a perfect model of taste, and an endless source of solid comfort to the traveller—and as far ahead of the old fashioned Pullman sleepers as electricity is ahead of gas. It is finished in mahogany outside and in light polished woods inside, with handsome hand carvings and ornamental and inlaid in pearl and brass. It is equipped with hot and cold water, the most approved automatic water closets and other conveniences. The drawing room is a perfect little gem of luxurious coziness and comfort. The first class car is filled with Fourny seats—with high backs, giving perfect comfort and rest to the traveller; is fitted with laboratories and buffet, and is claimed to be superior to any parlor cars run in this part of the country. New second class sleepers are being built for this train, which will be fitted with the same style of high back seats, upholstered in leather. No other road in America runs unholstered sleepers for its second class passengers. On this vestibuled train a passenger can walk from the locomotive to the rear car, as though going from one room to another. Meals or any refreshment are served to passengers from the buffet, at any time of the day or night. This innovation does away with the annoyance of eating promiscuous meals at different restaurants, affords plenty of time, and the passenger gets full value for his money.—*Herald.*

Digby
Courier

September 12
1890

Stone retails prime Pickles and Vinegar.

Next Thursday will be Thanksgiving day.

The tides of Monday were the highest for some time.

This morning's W. C. R. accomodation, going west had 15 passengers.

We call special attention to the new advertisement of Messrs. Clarke Bros. Bear River.

Steamer New Brunswick, on account of the gale, did not leave for Boston until 12 o'clock last night.

Schr. Sea Foam, Capt Ray, arrived from Bear River this morning with curbstone for the side walk along water street.

At the election in New Brunswick, last week, Mr. Blair and his colleagues were sustained by a large majority.

The subject of Rev. J. M. Fisher's discourse in Grace Methodist church next Sunday evening, is "Restitution."

In I. S. Johnson & Co.'s notice, published in the COURIER, of the 17th inst., an error appears. The notice should read 2½ pound can; not 1½.

Edward Hogan, Esq., the deputy warden for the municipality intends to offer for re-election to the municipal council to represent district No. 8.

The accomodation train of the W. C. R. killed an ox on Wednesday, at Lake Jessie. The animal was owned by Nathaniel Crosby, Brazil Lake.

Fresh fish in large quantities are being shipped from here to St. John, via steamer City of Monticello.

The Yarmouth *Times* says: Hon. Albert Gayton, M. P. P. for Yarmouth, has been appointed Registrar of deeds, vice Miss Murray, who has resigned.

The first shipment of finnan haddies this season from Digby to the upper provinces was made last Monday, going via St. John and the C. P. R.

Another I. C. R. locomotive has been placed on the Digby and Annapolis railway. Two engines and about 40 flat cars now comprise the rolling stock of the road.

October 31

1890

Digby Weekly Courier.

Digby, July 31st, 1891.

THE MISSING LINK.

Few incidents in the affairs of the Western Counties of Nova Scotia attain to the importance of that which last Monday marked an era in their history which will not be readily forgotten by those who witnessed it. "The Missing Link," of which so much has been said, and to the completion of which so much importance has been—and not undeservedly—attached, was formally opened on that day, and direct communication by rail established between Yarmouth and Digby and the rest of the province. For a sketch of the history of this line, the long delay in the construction, of which constituted such an awkward break in an important railway and steamboat system, we cannot do better than quote from our well-informed contemporary, the *Yarmouth Herald*.

"While referring to the source of the 'sinews of war' necessary for W. C. R. construction, due credit must be given to the unstinted aid it has from time to time received from the governments of Nova Scotia. The promoters of the railway and the representatives from Yarmouth in the Local Legislature worked systematically and heartily during the 'dark days' of its chequered history. They had the difficult, and at times thankless task to perform of getting other representatives interested in their presentation of the needs of the Western Counties. It is not too much to say that the Legislature of Nova Scotia have always taken a most considerate and even generous view of these necessities, and the Western Counties have every reason to be gratified with the subsidies from the provincial treasury, without which the W. C. R. could never have been built. In September, 1873, the first work was done on the W. C. R. and its progress for the next ten years is a matter of familiar history. The line from Yarmouth to Digby was completed, but the 'Missing Link' from Digby to Annapolis remained unfinished until certain legislation at Ottawa was effected whereby the Western Counties Railway Co. abandoned their claim on the 'Windsor Branch' so-called, and a *quid pro quo* was granted from the Dominion Treasury

ed from the Dominion Treasury whereby the 20 miles between Digby and Annapolis has been finally constructed. It is thus a pleasing feature to contemplate that in the completion of the line to Annapolis the Western Counties Railway Company are to be congratulated upon the final outcome of their spirited contention for what was their just compensation."

The Western Counties are not alone in sharing the benefits accruing from the all rail system that connects them with their northern and eastern neighbors. Halifax will also be benefited, as the time, the inconvenience, and the cost of handling freight in transportation, that have hitherto constituted such an obstacle to the development of her trade with these countries will be materially reduced. A glance, however, at the map of Nova Scotia and its neighboring coast line will show that although the entire province must partake of the benefit of these extended railway facilities, the Western Counties, through their proximity to the great American cities, and the opportunity afforded by their harbor accommodations, must eventually form the gateway of Nova Scotia's international trade and travel. This is already evidenced in the latter case to an extent far beyond the most sanguine expectations of its enterprising promoters. It is beyond dispute that the Yarmouth Steamship Line is now one of the greatest highways of travel from the States to this province. Remove the barriers that now stop the natural channels of our international commerce—and the sigh of its removal grow distinct on the horizon—and what is clearer than that Digby and Yarmouth with their increased railway facilities shall become the great outlets of our increased exports to that country and the gateway of our imports.

July 31 1891

The handsome railroad photo car owned by Lewis Rice of Windsor, who has also a branch business at Wolfville, arrived in town yesterday by the W. C. R. This car has lately been added to Mr. R.'s business, having been fitted with all the late appliances necessary to the art. It is over 50 feet long, and has reception, operating and dressing rooms, all neatly furnished, also a lot of reversible lights of ground glass, which enables the operator to give variety to the lights and shades of his photos. See Mr. Rice's ad. in another column.

Digby Courier

October 2 1891

INDIAN TRAIN WRECKERS.

Three Young Indians Attempt to Wreck the Western Counties Train.

They arrived by the Western Counties train on Saturday afternoon, in custody of Mr. Hadley Palmer, brakeman three Indians, named respectively Andrew Charles, 12 years old; Joseph Picton, aged 10 years and Peter Charles, 6 1/2 years old. Andrew and Peter are brothers.

The story is best told from the evidence given at the preliminary trial before Justice Hilton yesterday afternoon. It was substantially as follows:

Mr. Palmer said: About 12.30 Saturday afternoon as the freight train was at the siding at Lake Annis, I got off to shift the points for shunting. I noticed three boys standing near the point (the three mentioned above.) While the engine was in the siding I spoke to the smallest of the boys, and asked him where he was going. I couldn't understand his answer. I then asked the biggest one. He said he was going to Norwood, the station above. Before he left he asked me if our train was an express train. By that time the train was ready to come out of the siding, and I coupled on and we proceeded toward Yarmouth. We ran about half a mile when the engineer whistled for brakes, and the train was brought to a standstill. Jumping off and going ahead of the engine we examined a log or pole which had been placed across the track. We removed it and ran on again about a mile further, when the engineer again whistled for brakes. We again got off and found a sleeper ahead of the train across the track. About 60 or 100 yards ahead of this was a large pole also across the track, and a few feet ahead of this was a chain across the track, tied to each rail. We decided to run back to Norwood to ascertain, if possible, any clue to the perpetrators—but were unable to do so. We then proceeded to Lake Annis where we saw a boat almost over to the opposite shore. We took another boat and rowed off to her, and found these boys in her. We brought them ashore and put them on board the train, and brought them to Yarmouth. While in the boat I asked them where they got the chain that they put on the track. They told me they got it out of the log shanty between Lake Annis and Brazil Lake. I asked them which one did it, but they charged each other with it. When I asked them what they did it for, Joe replied, "We put them on to kill the train men." I asked them if they had ever put anything on before, when Joe said that Andrew had put a sleeper across the track last fall near Weymouth. They said they lived on Scott's Road, about two miles above Milton.

Wm. Fraser, general passenger agent, testified that he had a talk with the boys in jail, when Andrew first accused Joe Picton of putting stones on the track, but Joe said that Andrew had logs on. Neither denied it. When I asked them what they did it for Joe said Andrew "wanted to kill some mens." I asked him what he wanted to kill some mens for, when he said they wanted money, and that Peter was to have some candy. The conversation was perfectly voluntary on the part of the boys.

Joe Picton was then called, but not knowing the nature of an oath, was not sworn. His evidence was corroborative of the above, he accusing Andrew Charles of placing the chains and sleepers across the track.

Little Peter was also called, and reluctantly answered the questions put to him, being evidently too young to understand readily. He, however, stated that Andrew had fastened the chains and sleepers to the track, and also said that Joe Picton had set fire to a barn a few days ago.

Andrew declined to give any evidence or reply to any question.

Justice Hilton remanded the two oldest boys to jail, to await trial at the Supreme Court allowing little Peter to go home with his parents, on the promise of his father that he would bring him forward at the trial.—Yarmouth Herald.

Digby Courier

MAY 6, 1892

We were shown last week a neatly bound volume, entitled "Seventy years of New Brunswick Life" from the pen of Lieut. Col. William T. Baird of Woodstock, N. B. The book is very interesting in its treatment of the stirring military events occurring within the three score and ten years of Colonel Baird's life, and is also replete with much valuable information touching the principal incidents and events of provincial historical importance during that period.

Sept 16 1892 Digby
On Tuesday and Wednesday a W. C. R. special was run to Annapolis from Yarmouth and return, for the purpose of enabling Mr. Stebbins, the photographer who lately travelled through the valley with T. F. Anderson, to take some views of the famous route. Mr. Stebbins is engaged this time by the W. C. R. Co'y., and is said to have taken some magnificent views of the Basin and shores. One in particular including Digby town, Grayville shore, Bear Island, the Basin and Gut, is 44x36 inches, and is said to be a splendid picture. Mr. Brignell accompanied the party.

Digby Courier

September 16, 1892

Quite a bad smash-up occurred on the W. & A. Railway on Monday, 26th ult., near Port Williams station. The accident was caused by the train loaded with iron ore which left Torbrook that morning spreading the rails, throwing it off the track. Two of the cars went over an embankment, and a third was also badly wrecked. The train could not be stopped for some time. One of the cars was dragged along the sleepers. It collided with the station platform. The passenger train for Halifax was held up until the track was cleared.—Monitor

Digby.

October 7 1892

**ENGINEER AND FIREMAN
KILLED.** 1/19/94

**Train Over a Bridge on the W.
and A. Railway.**

**O. Pudsey and Frank Smith the
Victims - Trackmaster Brooks
Badly Injured - The Bodies not
Yet Recovered.**

KINGSTON, Kings Co., Jan. 14.—Two men lost their lives on the W. and A. railway this morning.

An engine with flanger and snow plough attached was sent out to clear the track and was returning from Annapolis, Engineer O. Pudsey was in charge of the engine and Frank Smith, said to belong to Dartmouth, was fireman. In the van were Trackmaster Brooks and a young man named Muir.

About 500 feet west of Gibbons' bridge, between Middleton and Wilmot, near the old Wilmot crossing, the snow plough left rails and ran on the sleepers nearly across the bridge, taking the engine and flanger with it. Brooks and Muir escaped, but Engineer Pudsey and Fireman Smith were killed.

When the engine went over the bridge it became detached from the snow plough and was buried under the tender, which stood on end and nearly on top of the engine. The fireman was jammed in between the engine and tender.

The bodies cannot be got out until the tender is removed.

Mr. Brooks was badly hurt and fears are entertained for his recovery. Muir got off with a few scratches.

No cause is yet assigned for the accident.

A relief train immediately left Kentville for the scene of the accident.

The accident is said to be the worst that ever happened on the W. & A. R.

JANUARY 19, 1894

Collision on the W. & A. R.

7/27-1894

Monday morning for the first time in the history of the Windsor and Annapolis railway, a head collision occurred between two trains. An excursion train for Digby, in charge of conductor Al. Herbert and driver Fred Miller, with about one hundred excursionists on board was met about a quarter of a mile west of Mount Denson by a working train, in charge of Wm. Herbert and driver W. C. Taylor.

The latter train was going at a speed of twenty or thirty miles an hour, while the excursion train, which by some mistake had run by its crossing orders, was at a standstill.

The injured men are :

George Dennison, of Kentville, a train man in W. Herbert's train, has his hip and side badly injured and suffers much pain.

Driver Fred Miller, of Halifax, of A. Herbert's train in jumping from the engine had his face and nose broken. He is not otherwise injured.

Freeman McNair, of Lawrencetown, of W. Herbert's train, was cut in the face and otherwise slightly injured about the head and shoulders.

Albert Rathburn, of Avonport, an employe of the railway, who was also in the engine of Conductor W. Herbert's train, had his hands and legs injured, but no bones broken, and badly scalded.

Driver William Taylor, of Kentville, of W. Herbert's special, was the worst hurt of all. His injuries were principally about the head and shoulders.

Digby

July 27, 1894

—A serious railway collision took place Wednesday night at Windsor Junction. A D. A. R. freight ran into an I. C. R. freight during a heavy land fog with result of locomotive and several cars being pretty well smashed up. Conductor Muir who was on the D. A. R. was badly injured and was taken to the Halifax Hospital where he lay unconscious from an injury to the head for some hours. He was improving last night.

November 8

1895

—The D. A. R.'s engine Kentville, wrecked in the Windsor Junction collision last winter, left the paint shops last week. She has been thoroughly repaired and now looks handsomer than ever. She will be ready for the road again in a short time.

April 3

1895

Digby

Runs Between Digby and Halifax.

1896

The Dominion Atlantic Railway has initiated a superb dining car service this week which brings the line up to a high mark of excellence. Manager Campbell has had a fine new Pullman car built to suit his own taste and nothing has ever been seen in the province to equal it. The "Sanspareil" is nothing but a first-class restaurant on wheels. It is complete in itself. No passenger need leave the car from one end of the journey to the other. The kitchen is entirely enclosed, and its presence is not likely to be detected, so ingeniously is everything arranged. The car is long, the maximum of accommodation being secured. What will be greatly appreciated is the handsome smoking room in which dinner can also be served. The initials of the Dominion Atlantic railway are to be seen worked in wherever possible on the glass.

The "Sanspareil" made her first trip on Wednesday. She runs on the Bluenose between Halifax and Digby and connects here with the Prince Rupert, giving a complete rapid-transit dining service between St. John and Halifax.

July 24 1896

—The D. A. R. have ordered six new engines for next season's work.

—And they've got to call them something.

—It's none of our business, but we would like to see the railway service acting more as an advertising agency. The D. A. R. probably leads the country in the nicety with which its cars and engines are named, but of late this naming has not been done with a view to appropriateness. If there were a few more of our romance-historic terms used, our country would have better advertising.

Digby
Courier

December 17
1897

ACCIDENT ON THE D. A. R.

John Francis Killed by the West-Bound Bluenose.

EVIDENCE TAKEN AT THE INQUEST.
VERDICT EXONERATES THE TRAIN
HANDS FROM ALL BLAME. DE-
CEASED BURIED AT WESTVILLE,
DIGBY COUNTY, ON SUNDAY.

A telephone message to the Post office on Saturday afternoon about 4 o'clock stated that John Francis, an aged colored man, had been run over by the west-bound Bluenose and killed. Coroner Maj. Daley at once was notified and left by train for Jourdantown station near which place the accident occurred. A special train from Yarmouth brought the remains to Digby where an inquest was held about 9:30 Saturday evening. The following is the evidence:

Harry Ward engineer sworn, said: I am driver on No. 17 engine; left Digby 2:25 railway time with seven coaches; was going about usual rate of speed; deceased was struck between Keen's bridge crossing and Jourdantown bridge crossing; saw him about 120 yards ahead, walking towards the train. I sounded the whistle when I saw him; he lifted his head, stopped and I applied the air brakes and again blew the whistle. Did not know the man; knew he was colored. Speed was reduced considerable when we struck him; was going about 20 miles per hour. He was standing astride the right hand rail when struck. Last view of him he was between the buffer and cylinder, feet up.

Clarence Casey, fireman, was next sworn. His statement was about the same as the engineer's.

Winburn Conrod, sworn, said: I was baggage man on train No. 7 this afternoon; was in the baggage car when I heard alarm; the blowing of whistle and applying of brakes attracted my attention; knew by the way the baggage was thrown about, brakes were put on in full force. Think every thing was done that could be done to prevent an accident.

Norris Margeson sworn, said: I am conductor; was on train No. 7 when accident occurred. Train is known as "Flying Bluenose." Was about 25 minutes late leaving Digby, was not going over 25 miles per hour when accident happened; was in the smoker at the time the first alarm was given and brakes applied. Heard him shout again. Did not see the deceased till after the accident. Believe the engineer did all he could to prevent an accident. The train was at a stand still when the body was picked up opposite the middle of the last car.

Lauris McLaren, brakeman, was next sworn. He was in the baggage car at the time of the accident and his evidence was about the same as the baggage man's.

James Woodman sworn, said: I was about 200 feet from track when accident happened. Saw victim on the track before he was struck. Saw train coming; would judge he was about 150 yards away when train whistled. He went about the length of himself after he was struck; suppose they applied air brakes when they whistled; think men on the train did their best to prevent an accident. I was not near enough to warn him in time; don't think he was deaf. Was there when the train hands picked him up.

Edw. Barton, colored, sworn, said: I live near where accident occurred; met John Francis about half an hour before the accident. He was walking towards town. Was not on track when I saw him. He appeared all right and was sober.

The jury returned the following verdict:

"We, the jury empanelled to enquire into the cause of the death of John Francis, colored, 80 years of age, of Digby Junction, this ninth day of September, 1899, find that he was accidentally struck and killed by No. 7 train while walking towards town about 7 miles out. Said train, according to the evidence, was going at the rate of 25 miles per hour. Every effort seems to have been put forth to avert the accident after the deceased was sighted. We therefore exonerate the train hands from all blame." Signed A. D. Daley, foreman, D. Fairweather, H. W. Bowles, C. E. Woodman, J. H. Wright, H. Warner, E. A. Bratton, Geo. I. Marshall, John McGregor, Chas. F. Dunham, Jos. Sullivan, J. G. Rice.

The remains were buried at Westville, Digby county, on Sunday.

Digby
September 15
1899

51

Special Train

A special train passed through Digby on Friday from Kentville, for Yarmouth with Supt. Gifkins, Chief Engineer Yould and Mr. McLellan on board. The train was drawn by locomotive 14, 'Evangeline,' which has just come out of the D. A. R. shops at Kentville where she has been repaired and painted. This is the fastest engine, though far from the most powerful, on the road, having the highest driving wheels. She will not move the heaviest train, but give her one she can handle comfortably and she will lose no time in getting to her destination with it. The special returned to Kentville on Saturday.

December 15
1899

The Old Pioneer.

The suburban train which runs between Digby and Annapolis with Mr. S. Riley as driver, who is noted for always having a good engine and keeping the same in first-class condition, arrived at Digby yesterday with the "Aurora," which was formerly the "Pioneer," the first engine owned by the old Western Counties Railway. It is one of the oldest engines in this province and attracted much attention. Among its admirers was one who climbed up in the cab and asked the popular driver the best possible time he could make with an old engine like that. Mr. Riley said she was fast, and had frequently run half an hour in twenty-five minutes. The inquirer moved along evidently satisfied.

MARCH 23, 1900

The D. A. R. Express Late

The D. A. R. express was late again on Saturday. A special telephone message to the COURIER at 1.30 p. m. announced that one of the cross heads on the locomotive had broken when the train was two miles east of Roundhill, that another engine had been despatched from Kentville, but that the crippled train was proceeding at a slow rate of speed and would arrive at Digby about 5 o'clock. This, however, the waiting passengers did not learn until nearly three o'clock which compelled them to wait at the station expecting the train every minute. The second engine overtook the train at Clementsport which arrived here at five o'clock as expected. Another engine coupled on at Digby and assisted the train as far as North Range.

The S. S. Prince Rupert did not leave here for St. John until after the arrival of the express.

The Boston boats were also delayed at Yarmouth until nearly nine o'clock in the evening.

April 27, 1900

Digby

Cut in Two by Train.

SIX CARS AND ENGINE PASSED OVER
MAN AT TRURO.

TRURO, Sept. 10.—A terrible accident occurred on the Midland Railway Friday. Batiste Ouillette, a young Frenchman belonging to Matane, Quebec, was cut in two by a construction train. The train had just started from Truro for the work down the line and carried provisions, tools, and men. It had gone only a few hundred yards when the cars lurched in going over a crossing, upsetting the unfortunate man and a barrel of provisions between the cars. Deceased had been sitting on top of the barrel with no support. He was about 20 years of age and unmarried. An inquest was held and the verdict was as follows:

"That Batiste Ouillette came to his death at Truro, September 7th, on the Midland Railway, being run over by six cars and engine, after falling off the train, and no blame is attached to any one."

The heavy tides of the Shubenacadie river have again got in their work, and as a result the Midland Railway, between Truro and Windsor, may not be opened for communication this fall as has been expected that it would be. Last week, when the men had knocked off work for a shift at high tide, one of the great anchor chains on the last immense caison broke and the caison upset. This caison was launched only a few weeks ago and had been successfully placed in position. Work was then progressing rapidly until this accident, and it had been expected that on completion of this pier the iron work of the now historic Shubenacadie Railway bridge would soon be put in place and that the road would be opened early in November with a grand demonstration.

Already this accident has delayed the work for a week. The cement that had been placed when the upset occurred is being removed, and if, when entirely cleared away, it is found that the timbers of the caison are damaged, work may have to be suspended until next spring, as the huge timbers can only be procured from the forests and hauled to the scene of operation in the winter.

Fortunately no men were in the caison at the time of the destruction, and if the wood work is found to be intact may still be possible to have train connections over the Midland before the snow flies. Excepting the loss of life last year, this is the most serious accident in connection with the construction of the bridge.

The road is now nearly ready for rolling stock and the only obstacle is the span of nearly a mile across the Shubenacadie, which has proven itself one of the most difficult streams for bridging in the province.

Digby.

September 14

1900

Accident on the D A R

Word was received here Wednesday of a serious accident which occurred on a D. A. R. special that morning. Among the men who were out on a construction train in charge of Conductor John Baker of Yarmouth, was a young man named Jos. Amiro who belongs at Harlem, a village back of Weymouth. The unfortunate man fell between the cars, the wheels passing over his legs. The accident happened near Hebron. Mr. Amiro was immediately taken to Yarmouth and was attended by Dr. Webster. Both legs had to be amputated. A telephone message to the COURIER yesterday announced that Mr. Amiro died Wednesday night at eleven o'clock. The remains were brought to Weymouth on yesterday's train and will be interred in the Catholic cemetery.

A despatch from Yarmouth to the *St. John Telegraph* says: A shocking accident happened this morning at Hebron on the D. A. R. ballast train, by which Joseph Amiro, son of Isaac Amiro, 20 years old and unmarried, had both legs cut off.

The train was just stopping to unload ballast and Amiro was applying the brake, when he lost his balance and fell underneath the train. The wheels passed over his right leg at the thigh and over the left leg at the ankle.

He was picked up and brought to Yarmouth on a flat car and Doctors Webster, Harris and Putnam summoned.

Digby

October 15, 1900

A Handsome Locomotive.

The suburban train between Digby and Annapolis is being drawn at present by the D. A. R. locomotive "Western," the "Evangeline" having been sent to the repair shops at Kentville to be thoroughly overhauled. The "Western" is much admired in a new coat of paint, and we can assure our readers that with Mr. "Sime" Riley at the throttle she will continue to look as if she had just left the repair shop. Mr. Riley is one of the most careful drivers on the road, and takes great pride in keeping a clean engine.

MARCH 22
1901

Digby

VICE REGAL PARTY.

Lord and Lady Minto's—Visit at Digby.

A LARGE CROWD OF PEOPLE IN TOWN SATURDAY NIGHT—AMERICAN VISITORS WERE PRESENTED TO THEIR EXCELLENCIES—SAILED FROM DIGBY SUNDAY AFTERNOON.

Digby was *en fete* Saturday. Bunting was early displayed and there was an air of expectancy abroad, which as evening drew on was expressed in the question, "When are their Excellencies timed to arrive?" As the appointed hour—9 o'clock—approached, the throng about the depot increased and No. 6 Company, 1st Regt., C. G. A., officered by lieutenants Denton and Jenner, was marched up in readiness to form a guard of honor.

The press of people increased, and in order to reserve the necessary space on the platform for their Excellencies and staff, the officer in charge detached the non-coms. and had them patrol the platform. A few grumbled slightly at being kept outside the lines but they were treated with tact and, generally, the crowd was good-natured.

Owing to several stops between Halifax and Digby, which had not been anticipated when the hour of arrival was set, their Excellencies' train arrived somewhat later than had been expected, but at length it was announced by the exploding of torpedoes beneath the wheels of the approaching engine. As the Vice-Regal party appeared in the door of their car, the band struck up the National Anthem, and on their alighting to the platform, they were met by Mayor Letteney, who at the request of His Excellency, then presented those with him. Lady Eileen and Lady Ruby Elliott, who were of their Excellencies' party, did not leave the car.

His excellency inspected No. 6 Company, and made some very pleasing remarks as to the appearance of the men. Their Excellencies, with Capt. Bell, A. D. C., and the Mayor then entered a handsome barouche, tastefully trimmed with flowers and owned by Mr. Wayland VanBlarcom, proprietor of Buntie's Livery. The guard formed up on either side, and preceded by the band and followed by carriages containing the other members of His Excellency's staff, the town officials, the High Sheriff, Major Daley and Mr. Copp, M. P., drove to the I. O. O. F. Hall by the way of Prince William and Water streets. A large number of people thronged the way, the vicinity of the hall being especially crowded, but an avenue into the hall and to the platform had been kept open and through this their Excellencies passed to the stage. The others on the platform beside the Vice-Regal party were—Capt. Bell, A. D. O., Mr. Guise, Comptroller of the household, Mr. Sladen, His Excellency's private secretary, Mayor Letteney, Mr. Burnham, Mr. Hayden, Mr. Morse, Mr. Sproule, Mr. Tobin, of the Town Council, Mr. Jamison, Town Clerk, High Sheriff Smith, Major Daley and Mr. Copp, M. P.

His Worship read the following address:

To the Right Honorable Sir Gilbert John Elliott, Earl of Minto, Governor General

cies were conveyed to their car, where they remained during the night. Their train was moved up towards Hurricane Point.

Sunday morning the Vice-Regal party drove to Holy Trinity church, where service was conducted by Revd. Canon Vroom, of Windsor, and an elegant sermon was delivered by Bishop Vincent, of Cincinnati, Ohio.

At three o'clock in the afternoon, their Excellencies' train was moved to Mount street and the Vice-Regal party walked to the boat landing, where the Curlew's launch awaited them, and were rowed to the Dominion cruiser which lay off the battery. A short time later the Curlew steamed down the harbor, bound for St. John.

Their Excellencies, when leaving Digby, presented Mayor Letteney with their photographs and Mr. Jamison with a scarf pin, showing the letter M and the five points of a coronet set in pearl. Her Excellency, the Countess, was graciously pleased to accept some views of Digby and vicinity presented by Mr. Jamison, showing points of interest which their Excellencies brief stay prevented their visiting.

Her Excellency received a number of pretty bouquets as she was about to go on board the Curlew. A handsome one of roses and sweet peas was presented by Master Bevis, son of Mr. and Mrs. Eber Turnbull, which was received with pleasant remarks by Her Excellency.

The committee on decoration, as well as Mr. H. R. Daley and those who assisted him, are to be congratulated on the pretty effect of the interior of the hall, which was tastefully draped with flags and bunting.

Mr. G. H. Chisholm, leader of the Digby Cornet Band, has reason to feel well satisfied with the manner in which the musical portion of Saturday evening's program was carried out. The members of the band wore miniature Canadian flags in their uniform caps, and had their drums trimmed with bunting.

To Chief of Police Bowles, and those who assisted him, is due great credit for the excellent order which was an agreeable feature of the event, and there was never any delay in opening up a way through the press of people who crowded the streets.

General Manager Giffins, of the D. A. R., was on the special train which brought their Excellencies over that line from Halifax to Digby. The train was otherwise in charge of Conductor Clarke. The train hands wore white uniforms with gold trimmings. It is to be regretted the D. A. R. station yard was not decorated. The committee made several attempts to have this done by the railway people.

The illumination of the places of business and private houses along the route of the procession was pretty and favorably mentioned by the members of the Vice-Regal party.

Lieutenants Denton and Jenner cannot be too highly pleased with the performance of their company. The horses attached to Their Excellencies' carriage became alarmed at the steaming of the engine, when returning to the depot, and the promptness of the guard of honor in seizing the frightened animals and holding the wheels of the coach, at a word from their officers, prevented what might otherwise have proved a serious accident. As it was, the incident merely went to show the men may be relied upon in a case of emergency.

The photographs of Lord and Lady Minto which have appeared in different

August 2 1901.