

DOMINION  
ATLANTIC  
RAILWAY  
DIARY

II

DIGBY COURIER

C. H. RIFF

**White House Bride on D. A. R.  
Steamer.**

Mr. and Mrs. Nicholas Longworth, who are now in Cuba, engaged passage on the Southern Pacific steamer Prince Arthur, which left Havana Sunday and arrived in New Orleans Monday in time to participate in the carnival festivities. The D. A. R. steamer Prince Arthur is running this winter on this route, having been chartered by the Southern Pacific company. Wm. Blight, of Halifax, is purser of the Prince Arthur, and it devolved on him to see to all the arrangements on board for the distinguished couple. Mr. George Haines, of Freeport, is chief officer.

MARCH 2, 1906.

Mrs Longworth was the daughter of  
Theodore Roosevelt.

### A Runaway Engine

Engine No. 10, with driver Chas. Ritchie and fireman Wm. Ritchie and conductor Alfred Fizzel who had with him brakeman Arthur Taylor and another assistant, left Annapolis about five o'clock last night with snow plow attached to clear the road to Yarmouth.

About 6.10 last night No. 10 went through the Digby yard at full speed, leaving part of her cab in the street near the Columbia House.

A few minutes afterwards driver Ritchie walked into the station asking the railway men if they had seen his engine go by.

In the meantime fireman Ritchie crawled forward and amidst escaping steam and hot water managed to bring the big locomotive to a standstill quarter of a mile west of the Digby station. He had with him in the tender brakeman Taylor, both of which narrowly escaped death.

It appears that the snow plow left the track near Gilpin's crossing and turned around on its side enabling the engine to proceed without leaving the rails, at the same time throwing Driver Ritchie out the cab window and, having his hand on the throttle at the time, probably caught the same with his clothes and pulled it wide open, this giving extra speed. His feet were caught in the debris and he was dragged several car lengths.

Finally he got clear and crawled through a snow bank to the fence with an injured foot, and anxious to give warning about his runaway engine, managed to walk half a mile to the Digby station.

When the fireman returned another engine was sent out to tow back No. 10, the right side of which was badly damaged.

The chief train despatcher then cancelled everything for the night and the passengers on the west-bound express were sent to the hotels.

Four engines and their crews and three complete train crews are in the Digby yard this morning.

Conductor Williams' freight train is still at North Range.

Last night's wreck caused a big excitement at the Millway station and the railway men were kept busy answering questions.

The management and the crew were working faithfully to get the rails through.

Whether this morning will be a hard day's work has already commenced.

Trains did not wait for the snow to be cleared but called from Yarmouth to Boston at 1.45 yesterday.

Digby

JANUARY 27 1905

## MORE SNOW DRIFTS.

The Dominion Atlantic Trains Running with Difficulty

ROADS CLEARED LATE FRIDAY NIGHT  
-- DRAINED ENGINES TOWED TO  
KENTVILLE -- EASTERN DIVISION  
AGAIN FILLED WITH SNOW TUES-  
DAY AND WEDNESDAY -- TRAINS DE-  
LAYED.

Although last Friday's edition of the *Chronicle* was mailed at the usual hour there were no mails out of Digby until late that night and for some sections until Saturday afternoon.

The first regular train to arrive in Digby after last week's storm was Conductor Geo. Williams' freight which had been at North Range since Wednesday afternoon. It came in about 11 o'clock Friday night and proceeded to Annapolis. A special engine and hanger returned from the west about 11:30 p. m. the same evening. The west bound express then known as Margeson's special left here at 2:30 Saturday morning with a clear track to Yarmouth making an excellent run.

The Boston boat arrived in Yarmouth about nine o'clock Saturday morning having made a round trip between Yarmouth and Boston while her Wednesday's passengers were snow-bound at Digby.

All trains were running on time over the D. A. R. Saturday.

The disabled engines at Digby were towed to Kentville.

Sunday the wrecked snow plow near Gilpin's crossing was placed on the track and towed to Kentville, the work being in charge of Mr. Archibald, foreman of the D. A. R. car shops.

Monday the trains were kept nearly on time, but Tuesday and Wednesday were two more days long to be remembered by D. A. R. management and employees.

Conductor Williams' freight, which arrived in Digby at her usual time Tuesday morning with two engines in charge of drivers B. Ritchie and Corey, stuck in a snow drift at Keen's cut, two miles west of Digby, where she remained until noon. She then returned to Digby with head locomotive damaged, head light, etc., being completely carried away by the big drifts.

The east bound express from Yarmouth, however, managed to get through the cut and arrived at Digby nearly on time.

The express from Halifax was having troubles of its own, having encountered drifts near Bedford, and in fact all along the line. It arrived here at 6:25 p. m.

Wednesday a special engine and hanger preceded the express from Yarmouth. This train was only a few minutes late at Digby, but encountered severe drifts on the eastern division and did not arrive in Halifax until yesterday afternoon.

Wednesday's express from Halifax was struck near Windsor. Two locomotives were for some time derailed between Montserrat and Kentville. On the western division of the road she made good time and left Digby for Yarmouth at two o'clock yesterday morning.

The S. S. Yarmouth did not wait for this train. She sailed from Digby for St. John, at four o'clock Wednesday afternoon.

No mail or passenger trains arrived from the east yesterday until ten o'clock last night.

Conductor Williams' freight and the eastbound express were on time.

In New Brunswick both C. P. R. and I. O. R. trains have been delayed during the past week and it is almost impossible to get freight from the upper provinces.

The Digby neck mails have been somewhat delayed but are making fairly good time.

### THE STORM IN HALIFAX.

Wednesday's *Chronicle* says: The Storm King held full sway in this City all yesterday, and another heavy fall of snow coming so soon after the big storm of last week, has almost completely paralyzed traffic in all directions. The old timers are now wondering if the good old storms of years ago were worse than those of the present day. They are beginning to shake their heads in doubt.

It is estimated that there is more snow on the level at the present time than at any time since the great storm of 1873 when it is stated that there were drifts in parts of the City over 45 feet in height.

Early in the evening the snow ceased falling, but the wind increased in force, and a liner is reached a velocity of forty miles an hour, which with the low temperature made it most unpleasant for those who had to be on the streets. The mercury also dropped to five above, the indications then being that it would go still lower.

Digby

February 3  
1905

## SNOW BLOCKADE

Hundreds of Citizens Assisting the  
D. A. R. in Clearing the Line

GENERAL MANAGER GIPKINS SPEAKS OF  
THE PROSPECTS OF OPENING THE  
D. A. R. AND OF THE TREMENDOUS  
DIFFICULTIES THAT ARE BEING  
OVERCOME.

(Tuesday's Halifax Herald.)

The ice and snow blockade on the railways of Nova Scotia is apparently as tight and firm as ever, the Intercolonial keeping its main line only open. There has been no communication on the I. C. R. for days with Pictou or Cape Breton. On the Dominion Atlantic, in response to appeals from the mayors of the towns, many hundreds of citizens along the line have been at work assisting the company to open up the road. General Manager Gipkins is hopeful that, in the absence of further storms, the blockade will soon be raised. A wind storm raged yesterday which retarded the work. Fuel and the necessities of life are running short in some places, and meetings of town boards of trade are being summoned to devise means of mitigating any distress that may be discovered. No such conditions were ever before known in Nova Scotia—the railways of the province tied up almost completely, and not only that but the public highways impassible.

LETTER FROM MR. GIPKINS.

To the Editor of the Halifax Herald:

KENTVILLE, February 20.—The prospects of clearing the road between Yarmouth and Windsor by to-morrow night are exceedingly encouraging, provided we are freed from a further snow storm or gales. Strenuous efforts are being made to raise the blockade from Windsor to Windsor Junction. We are laboring under serious difficulties, as our coal is exhausted, and until we reach Windsor Junction or Annapolis, where we have about thirty tons, we cannot utilize our power effectively. Mails are being forwarded by teams from Windsor to Halifax, and from Halifax to Windsor to-morrow. Mails from Annapolis to Digby have been sent by water and the steamer Yarmouth left Digby to-day for Yarmouth with the accumulated mails for that town and points beyond. Valuable aid is being rendered by the several towns along the line the citizens turning out in great numbers and doing excellent and effective work. Acadia college and Acacia Villa school were well represented and always to the fore. Mention must be made of the ladies of Wolfville and Berwick, who helped on the work by ministering to the laborers' need.

P. GIPKINS.

SCARCITY OF SUPPLIES.

WOLFVILLE, February 20.—The snow blockade in Kings county and all along the line of the D. A. R. is unprecedented. We are completely cut off by the outside world except by wire, and fuel and provisions are very scarce. Kentville is hauling flour from Wolfville, and Wolfville is sending teams to Kentville for oil. The farmers on the North and South mountains can scarcely get water for their stock or wood enough for their own use. Coal is about exhausted and neighbors are borrowing it by the barrel from those fortunate enough to have a supply. The laundry and schools are closed and the churches

Sunday appears were sent to the pulpits for volunteers to shovel snow and clear the tracks. To-day a large force was at work including the students, and the track was cleared to Kentville at five this afternoon, and an engine came down and carried the shovellers on to Grand Pre. If the road could be opened to the Junction, where passengers have been waiting for a week, fuel could be obtained, and communication with the world again established. Hundreds of volunteers are working all along the line. Students returned at 9 p. m., leaving some miles yet closed this side of Hantsport.

CLEARED SEVERAL MILES ON SUNDAY.

KENTVILLE, February 20.—The terrible storm of Friday and Saturday completely blocked all railway connections between the nearest towns here. On Sunday the citizens of Kentville, New Minas, etc., turned out and worked manfully to extricate the three engines which were only able to get within three miles of Kentville Saturday night. Early Sunday morning the engines were able to make their way through and reached the town. This morning about two hundred men composed of citizens and employees of the carriage factory, volunteered for work in clearing the track and yard. About 10.30 a. m., one engine with about one hundred men, went west and fought the big drifts all through the day. At dark nearly five miles had been cleared and the crew approached Coldbrook. About 11 o'clock another train with a large force of men left to clear the track eastward. They met many heavy drifts filled in from the day previous. The volunteer band of citizens fought well with the piles of snow in the cuttings. In the afternoon the company cut through to the opening made westward from Port Williams by the citizens of Greenwich and Port Williams, and before six o'clock had reached Wolfville.

Every cutting in the track west of Kentville is filled with snow and will have to be shovelled through. The Kentville board of trade meets to-night to discuss the situation and take steps to alleviate the suffering, if any, from lack of fuel and food.

RAILS CLEAR AT BRIDGETOWN.

BRIDGETOWN, February 20.—Bridgetown is snowed up and completely isolated from the rest of the world, but the rails are clear here and waiting for the welcome return of the iron horse. The oldest inhabitants say they never saw so much snow. We have had no mails since Wednesday and that brought only a portion of three days' arrears.

BUSINESS AT A STANDSTILL.

ANNAPOLIS ROYAL, February 20.—Business is at a standstill on account of the block of mails. The situation on the D. A. R. is almost unchanged and the prospects of getting traffic along are still quite slim. This morning large gangs were put on the various points to clear the road. Two gangs are working from Annapolis, one west with an engine and one east. An effort was made to reach Digby with the suburban, but was not successful, the train returning tonight, only being able to get one mile.

IN THE CLUTCH OF SNOW.

The Digby correspondent says: Western Nova Scotia is still in the clutch of the snow monarch, for despite the energetic efforts being put forth by the Dominion Atlantic railway, the line is still impassable. No wheels have turned for several days and the cuttings are so deep that much difficulty is experienced in opening up the line.

Digby.

February 24, 1905

### D. A. R. Trains.

MURPHY'S SPECIAL AND THREE ENGINES IN PARADISE.

The Eastern division of the D. A. R. has been cleared and trains are now running between Kentville and Halifax.

This has enabled the management to obtain a new supply of coal for their engines which will greatly assist in clearing the road to Annapolis, where there is a fairly good supply in the coal sheds.

An I. C. R. snow plow was at Cambridge, seven miles west of Kentville yesterday, working this way.

Murphy's special with three engines and a flanger was at Paradise also working towards Annapolis. Last night this train was west of Bridgetown.

Herbert's special has been endeavoring for several days to make the run from Annapolis to Digby and Wednesday had covered about five miles. Yesterday it was sent east of Annapolis and during the afternoon arrived at Tupperville.

The weather has been very pleasant this week with the exception of Monday. The sun melts the snow during the day causing ice over the rails at night making progress for the locomotives only possible by being preceded with a gang of men with pickaxes.

A large crowd of laborers with shovels almost cleared this section Sunday, but Monday's storm soon filled in the cuts which necessitated Sunday's programme being repeated Tuesday and Wednesday.

Mails are being forwarded as regularly as possible by teams. This, to a certain extent, overcomes the inconvenience of no trains, but freight is tied up everywhere.

On the government wharf Digby, over twenty car loads of freight await shipment east and west. The warehouse and sheds are well filled.

If the good weather continues trains may be running on this division Saturday or Sunday, but it will probably be Monday or Tuesday before the regular trains are despatched between Halifax and Yarmouth.

S. S. Yarmouth left here yesterday afternoon with mails, passengers and freight for Yarmouth and St. John.

MARCH 3 1905

### SNOW BLOCKADE LIFTED

D. A. R. Tracks Clear from Halifax to Yarmouth.

A NUMBER OF PEOPLE AT DIGBY STATION TO MEET WEDNESDAY'S EXPRESS, THE FIRST REGULAR TRAIN IN DIGBY FOR THREE WEEKS.

Murphy's special in charge of Conductor Conrad, with drivers S. Ritchie and Charlie Churchill, it being "a double header," arrived here at 6:25 Tuesday night, having been two days on the road from Annapolis and a whole day from Bear River station, a distance usually covered in fifteen or twenty minutes. It was the first train of any description that had been in Digby since Friday, Feb. 17th.

Mr. Murphy had with him a crew of sixty men which preceded the locomotives with pick axes when necessary.

Section Foreman Robinson and his crew of snow shovellers had cleared the Digby section in such a manner that no unnecessary time was lost here nor any "picking" required.

The train left here at 8:05 p. m. for the west and made good time to Weymouth, but did not reach Meteghan that evening.

Wednesday afternoon she was at Hectanooga and late in the evening reached Hebron. She arrived in Yarmouth yesterday.

Wednesday's regular express in charge of Conductor John Ritchie arrived here from Halifax at 2:30 p. m. She did not proceed west of Digby but after exchanging mails, express stuff, passengers, etc., left for Halifax at 4 p. m.

The regular Suburban train in charge of Conductor "Al" Herbert and Driver S. Riley, arrived here at 11:30 Wednesday morning and immediately commenced getting freight started from the wharf to the main line.

At 5:10 this train left for Weymouth with passengers, mail, express and freight, the mails being in charge of Mr. Chas. P. Dunn, of the Digby Post Office.

Herbert's special returned to Annapolis during the evening, arriving here again as the regular "Suburban" yesterday morning.

The first regular express train from Yarmouth since the blockade arrived here early yesterday afternoon, preceded by Conrad's special.

A large number of people were at the station Wednesday to meet the first west bound express and the same thing occurred yesterday when the train arrived from Yarmouth.

On board yesterday's train were a number of passengers from Boston for the Annapolis Valley, who had been in Yarmouth at the expense of the D. A. R. three weeks, waiting for a train.

Digby,

MARCH 10 1905

### **The Largest Train for Yarmouth.**

The largest and heaviest freight train to arrive over the D. A. R. in Yarmouth came in at 4.45 p. m. on Thursday afternoon last, and was in charge of Conductor W. H. Conrad. It consisted of 32 loaded cars, made up as follows: 4 cars of hay, 1 car apples, 1 car machinery, 1 car pig iron, 4 cars mixed way freight, 11 cars lumber for barkt. Lakeside, 8 cars lumber for barkt. F. B. Lovitt, 2 cars wood. This train was hauled by two engines, Nos. 10 and 15, in charge of drivers S. Ritchie and C. Corey, and was handled without the slightest accident, not even the breaking of a link or pin. Much praise is due to the men in charge of this train.  
—*Yarmouth Herald.*

Digby.

April 14, 1905

Oct

6 1905

**A Big Train.**

Wolfville *Orchardist*: On Friday two D. A. R. engines, with 23 Intercolonial and Midland passenger cars and van, went to Kentville in charge of Conductor Nichols. It was said to be the longest train that ever entered Kentville, being over a third of a mile in length. The two engines were unable to crawl up the Falmouth grade with the complete train, and were obliged to break it into sections. The cars were for the soldiers returning to the eastern part of the province and were made up into three trains.

Digby

October 6 1905



### D. A. Ry. in Excellent Condition.

The past ten years have seen many and great improvements in the railway systems of Canada, and in none, perhaps, has the change been more marked than in the D. A. R., under its present able management.

One of the most important, if not the most important, of these has been in the betterment of the permanent way of the road. This department is under the personal supervision of Mr. D. J. Murphy, so well and favorably known from end to end of the line.

In conversation with the genial supervisor of permanent way recently, the COURIER learned that since the taking of the W. O. Ry., by the D. A. R., every bridge on the line has been rebuilt, and within five years all bridges between Digby and Annapolis have been refloored with Southern pine. Concrete culverts have taken the place of many of the smaller bridges, heavy steel rails have, very largely, replaced those formerly laid, while the grading and draining of the roadbed have been carefully looked to, until now it compares favorably with the best in Canada.

No less than forty-one regular section gangs are kept constantly employed, besides the carpenters and concrete-workers, and all of the larger bridges are inspected from end to end before and after the passage of every train.

It is no small thing for a railway to be able to point to a record such as that of the D. A. R. that no accident has ever been occasioned, and none of its many thousands of patrons has ever received the slightest shaking up, owing to a defect in the permanent way. To external vigilance on the part of Supervisor Murphy, and the liberal sums expended annually by the management in improvements on the road, is due this happy condition of affairs.

Digby

February 23, 1906

# KENTVILLE HIT BY ANOTHER FIRE

The D. A. R. Round House and  
Engine Sheds Burned and  
Two Engines Are  
Destroyed.

KENTVILLE, July 8. --This town had its third fire to-night, when the Dominion Atlantic railway round house and engine sheds were burned. With the round house, two engines, Nos. 12 and 22, were destroyed. The others were removed in time.

Good work by the firemen saved the western wing, containing the machine shops. The burned buildings were wooden and the fire made a big blaze. Everybody in town seemed to be at the scene. There is no theory as to the origin of this fire nor of the two which preceded it.

Digby

July 9 1915

**The First O. P. R. Engine.**

**Kentville Advertiser:** The large O. P. R. engine Gaspereau made its first trip over the Dominion Atlantic Railway on Tuesday, being attached to the eastbound freight. It is a fine large black engine, with its name in gold lettering.

December 16 1910

Digby

### **Engine Crossed New O. P. R. Bridge.**

The Hants *Journal* of Windsor says: On Friday night an engine went over the new O. P. R. Bridge for the first time. A 100 ton derrick to be used by the Hamilton Bridge Co., at Weymouth was found to be too high for the old bridge. Accordingly Engine No. 22 was used to convey it over the new one to Falmouth, when it was then attached to a freight to be taken to its destination. The train crew in charge of the engine and derrick, were engineer, Lewis Curry; fireman, Harry Walsh; brakeman, Frank Reynold; with yardmaster Alex. Matheson as conductor.

Digby

February 12, 1915

## P. Gifkins Retires As D. A. R. Manager

GEORGE GRAHAM, OF VANCOUVER, HIS SUCCESSOR.

A circular from the office of Vice-President George Bury, of the C. P. R., Montreal, states that P. Gifkins, who has with so much zeal occupied the position of general manager of the Dominion Atlantic Railway for the past fifteen years and who has been associated with the service of that company for a full period of forty-four years, having expressed a desire to relinquish the arduous duties connected with the important position held by him, the company has yielded to his expressed wish. This went into effect last Monday, November 1st, and he was placed on the retired list in order that he may secure well-merited leisure.

Mr. Gifkins entered railway service in 1871 as audit clerk and paymaster of the Windsor and Annapolis Railway—now incorporated in the Dominion Atlantic—since which he has been consecutively station master at Annapolis and Halifax, auditor, general manager agent, passenger traffic superintendent, and general manager.

A recent writer says that when Mr. Gifkins, as a young man, first came to this country it was his intention to engage in farming, but as the outcome of friendly suggestions he entered service on the new railway, and the Annapolis Valley, without doubt, lost a wide-awake horticulturist but gained a manager of its railway system. Through sheer ability and industry Mr. Gifkins pushed his way to the head of the railway, which now, instead of being bounded by the towns of Annapolis Royal and Windsor, is a recognized trunk line for the flow of traffic between New England and the maritime provinces. Mr. Gifkins had to do with shaping the policy of this company in the days of its transition. He controlled affairs in the stirring days when the Dominion Atlantic Company operated a fleet of passenger steamships over water routes aggregating a thousand miles.

Mr. Gifkins was a good railway man and he put the best that was in him into his work. He found time for reading and is a very intelligent man, well posted on current affairs and with a broad outlook. In retiring he takes with him the heartiest best wishes of hosts of friends throughout the maritime provinces who will hope that he will have many years to enjoy the leisure to which active and useful years of service give him a first-rate claim.

George Graham, former general superintendent of the C. P. R. at Vancouver, has been appointed general manager of the Dominion Atlantic Railway of Nova Scotia in succession to Mr. Gifkins. A Winnipeg Mr. Graham was superintendent at Fort William, superintendent of the terminal in 1904, later superintendent at Brandon, and recently at Vancouver.

November 12

1915

### **Trains Delayed.**

Digby had not missed a daily mail by train for 11 years until Thursday afternoon of last week. The Yarmouth mail arrived during the afternoon but there was no mail from the east until about 9 o'clock Saturday night, and no mail from the west until Monday morning. The first passenger train from Yarmouth arrived at 2 o'clock Sunday afternoon. This delay, of course, was caused by the immense snow drifts along the line. The country roads were also completely blocked for several days, preventing the arrival and departure of the Digby Neck and Island mails. We had daily mails, however, to and from St. John via the S. S. Yarmouth, and was in this respect much better off than our sister towns. The snow blockade of February and March, 1905, continued for three weeks, the mail being sent to Yarmouth via S. S. Yarmouth from Digby.

### **A Worthy Act.**

MR. H. T. WARNE, OF DIGBY, ASSISTED THE D. A. R. IN CLEARING THE TRACKS.

During last week's snow blockade, which was as severe on the Midland division of the D. A. R. as any other part of the line, it was impossible to obtain a sufficient number of men to keep the trains running. Mr. H. T. Warne, of Digby, who has a saw mill at Five Mile River, Hants Co., sent thirty-five of his crew free of charge to the D. A. R.'s assistance. They proved themselves very adept in the use of the snow shovel and their good work was much appreciated by General Manager Graham and his staff, who are always anxious to give the general public the best possible service in all kinds of weather.

### **Better Railway Facilities for Digby**

At a meeting of the Council of the Digby Board of Trade held yesterday afternoon, a resolution was passed to be forwarded to the Dominion Atlantic Railway favoring the cancellation of the suburban train between Digby and Annapolis and the additional service of through accommodation trains daily between Yarmouth and Middleton. This will prove a benefit to Digby and will help to increase travel to and from our town. Commencing next Monday the morning accommodation train from Middleton will arrive here about 9:30 and the afternoon accommodation train from Yarmouth about 4 o'clock. This will necessitate the railway company keeping a shunting engine and crew at Digby.

Digby.  
MARCH 31  
1916

### **The New Train Service.**

The new east and west bound freights between Middleton and Yarmouth are making good time in charge of conductors George Williams and "Al" Herberts. The west bound is due at Digby from Middleton at 9.50 a. m. and leaves for Yarmouth at 10.10. The east bound is due at Digby from Yarmouth at 3.35 p. m., and leaves at 3.50.

The shunting is done in the Digby yard by engine No. 20 in charge of Mr. Sime Riley, the yard master being Mr. Bernard Ritchie. Since the commencement of the new service on Monday last, the shunting train has been running to Digby as a special in the morning, returning to Annapolis the same evening.

Digby.

April 20 1916

## RAILWAY ACCIDENTS.

### Woman Killed At Kentville—Trainmen Hurt At Weymouth.

WEYMOUTH—MIDDLETON ACCOMMODATION TRAIN DERAILED AT WEYMOUTH BRIDGE WEDNESDAY AFTERNOON—PASSENGERS UNINJURED.

One of the most serious accidents which ever occurred on the Dominion Atlantic Railway took place on the West end of the Weymouth Bridge, about four o'clock Wednesday afternoon. The eastbound Yarmouth—Middleton accommodation train in charge of Conductor George Williams and Driver Charles Churchill had just taken water at the tank, and as it got under way for the Weymouth station, two cars, one loaded with lumber and another with scrap iron, left the rails, going over an embankment many feet below, partially derailing the locomotive which fortunately did not leave the bridge.

The passengers, all of whom were in the rear coach, were uninjured. Conductor Geo. Williams and driver Charles Churchill, who remained at their post, also escaped being hurt. Fireman Leslie Pitman jumped from the locomotive and was seriously injured. Baggage-master Melvie Woodman, of Cambridge, King's Co., who was on top of one of the cars which went over the embankment, also jumped, falling about fifty feet among granite boulders. He is still living but has slight chances for recovery. Brakeman Stanley Burrill, of Brazil Lake, went over the embankment with the other car. He is also quite badly hurt but it is thought will recover.

The management of the D. A. R. at Kentville did everything possible for the injured men. A special train from Yarmouth conveyed Pitman and Burrill to that town. Another special arrived at Weymouth from Yarmouth at 1.45 yesterday morning bringing Woodman's wife, who is the daughter of Mr. and Mrs. Herbert Woodman, of Smith's Cove, but who was visiting friends in Yarmouth when she received the sad news. In the meantime two special trains were rushed from Kentville, one in charge of Conductor Dan McIvers, who had with him Mr. Brown, Mr. Youlds and an auxiliary crew of eighteen men, who despite the difficult situation, had the road clear for all of yesterday's regular trains. The other in charge of Conductor Win Conrad arrived in Weymouth about 11 p. m. to convey Woodman to the Halifax hospital. On this train was Roadmaster Murphy, but no blame for the accident could be attached to the road bed which was in perfect condition. Conrad's special remained at

the Weymouth station until Mrs. Woodman arrived on the special from Yarmouth. She and Dr. T. R. MacDonald, of Meteghan, accompanied the injured man to the hospital in Halifax, leaving Weymouth at 3 a. m. and arriving at Halifax at 9 o'clock yesterday morning.

The locomotive derailed at Weymouth, is the same one which ran away through the Digby yard during the snow blockade of February 1906, throwing driver Ritchie out of the cab and coming to grief in a snow drift at the Western semaphore.

The record of the D. A. R. of having never killed a passenger is still unbroken.

#### KILLED AT KENTVILLE

Mrs. Frank McCaul, aged 26 years, was killed by a shunting train in the Kentville yard Wednesday afternoon. An inquest attached no blame to the railway. She is survived by one child and three step children. Her husband, Pte. Frank McCaul, is at the front with the first Canadian contingent.

Digby.  
July 28, 1916



## EXCURSION TO YARMOUTH EXHIBITION.

Although Thursday morning opened up dark and lowering with a few October showers, it did not deter quite a large number of Digby people from boarding the D. A. R. excursion train which pulled into the depot at 9 o'clock on its way to the Yarmouth Exhibition.

The train consisted of eleven coaches, partially filled by excursionists picked up along the line from Annapolis to Digby, and pulled by the big locomotive Gloucester. The smiling faces of all on board was an indication that all were out for a big day at the fair.

October 5  
1917

Digby

### TRAIN WRECK IN DIGBY YARD.

The D. A. R. freight from Middleton on Wednesday afternoon, when near the Digby depot skipped the points at Sydney St. crossing, the locomotive and one car, keeping to the main line and the other section taking the grade track to the wharf. Two box cars and one coal car, heavily loaded, were derailed, one of the box cars being thrown down the heavy grade between the two tracks, and the other car struck the front of the suburban locomotive which was standing on the siding. Freight traffic, both East and West was tied up for some time. A wrecking train and crew arrived from Kentville, Thursday morning, and had the main line cleared for traffic by eleven o'clock.

### INJURED IN WRECK ON MIDLAND.

Tuesday night, between 8 and 9 o'clock, the Maitland 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.

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

Marie Estelle LeBlanc, Little Brook, Digby county.

Marie Elizabeth Comeau, Comeauville, Digby county.

Marie Francoise Comeau, Little Brook, Digby county.

Grace Ellen Stevens, Freeport, Digby county.

The other Digby Co., Normal College students on the train, were the following, with slight injuries mentioned. Eunice A. Melanson, Weymouth, bruised; Annie Mae Thurber, Freeport, slightly bruised.

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

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

Supr. H. E. Hsanel, 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.

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

February 8 1918

Digby.

## D. A. R. TRAIN WRECKED.

The D. A. R. express from Halifax on Saturday was wrecked near Hantsport. The first rumors which reached Digby were of a serious nature. It was said she had gone off a bridge and a large number of people had been killed and injured. Later, when the real facts arrived, there was a great relief. There was no loss of life and only two were injured. Cecil Pentz, baggage master, had one leg broken and Harley Taylor, another train hand had one or two ribs broken. There was a doctor on the train at the time who attended to the injured men.

Manager Graham was on his way to Halifax on his private car attached to the morning train from Kentville when the accident occurred. He learned the news at Mt. Uniacke and at once returned to Windsor and then to the scene of the accident.

The train was running at the usual speed about a mile before reaching Hantsport station where the engine left the rails and plunged along a down grade. The driver applied the emergency brakes and prevented any mishap to the engine which skidded along about thirty feet carrying with it a string of cars all of which left the track except the rear passenger coach. One car completely overturned, but beyond a shaking up, none of the passengers were injured. They were conveyed to Hantsport and later on to Kentville where the D. A. R. manager personally looked after their comfort including lunch, until there could be a train made up to carry them on their journey to Yarmouth.

There is a general feeling of thankfulness that the accident had not developed at the Abortau where a drop of fifteen feet would have made things more serious for the trainmen and postal clerks on the mail car.

Digby  
April 11, 1919

A handsome new sleeper attached to the D. A. R. last night freight passed through Digby Monday morning and it is to be used on that popular train for some weeks, while the one which inaugurated the service is returned to Montreal for cleaning, remodelling and painting. The new car is named "Overton." 11/26 '19

Digby

November 26 1920

The D. A. R. has commenced work on a spur track running from their main line this side of the Weymouth station into the pulp mills back of Weymouth, and which are controlled by the Sissiboo Pulp & Paper Co. The spur will be about two and a half miles in length and William Cook, of Sydney, formerly with the Cook Construction Co., has been awarded the contract to build the line.

Digby

November 12, 1920

## THE NIGHT SERVICE.

A night service between Yarmouth and Halifax — three times a week each way — has just been inaugurated by the Dominion Atlantic Railway, the first train passing through here at mid-night Wednesday. When it left Yarmouth it had six through passengers and here it took one — Miss Frances Young — for Halifax. It picked up a number further along and arrived in Halifax with a good list. The train will leave Yarmouth every Monday, Wednesday and Saturday, stopping at Weymouth, Digby, Middleton, Kentville, Wolfville, and Windsor, arriving in Halifax next morning; returning she will leave Halifax on Sunday, Tuesday and Friday. She is due in Digby, east bound at 12.30, and west bound at 4.50.

October 17, 1919

Digby

Large quantities of wood pulp have been going forward this week from Weymouth by the Sissiboo Pulp & Power Co. to Halifax for shipment by one of the C. M. M. liners now loading at that port for England. Several long trains of about seventeen cars each were used for the shipments and were run to Annapolis Royal, where they were made into one train, double headed by two of the D. A. R.'s largest locomotives and taken direct to the loading terminals at Halifax.

Disby.

April 15, 1921



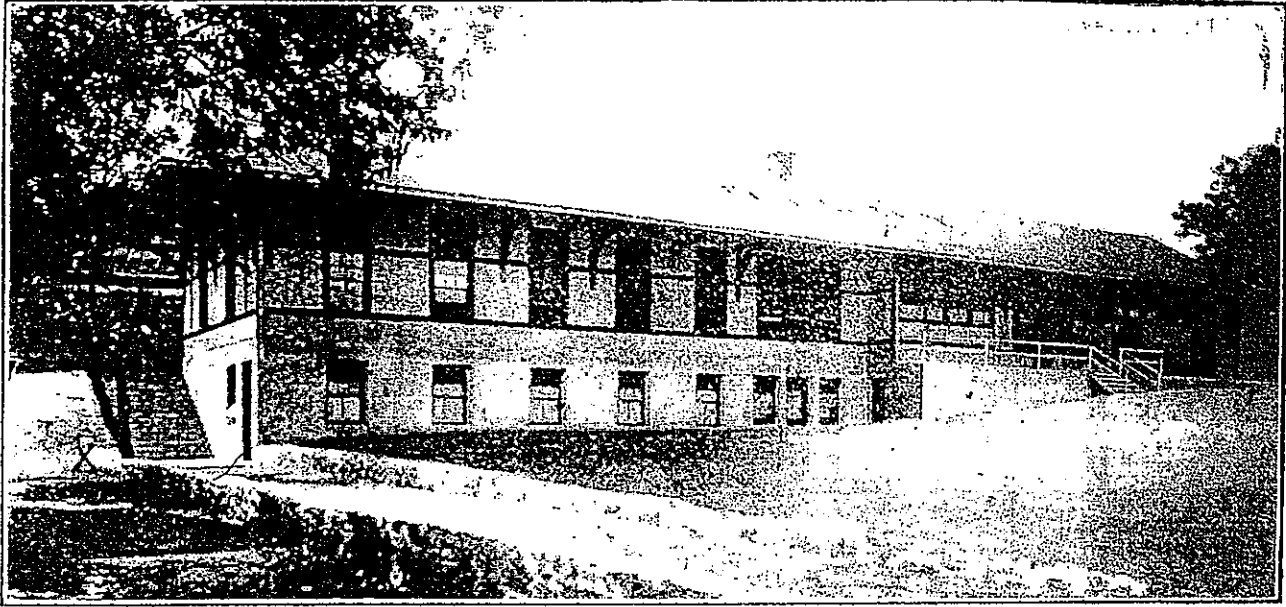
The new D. A. R. Station at Digby, Nova Scotia,

—By courtesy C.P.R.

November 25, 1921



# The New Station at Digby



Digby's new station, which was opened on September 1st, is a well-completed structure for a town of 1,000 inhabitants. As will be seen from the picture, it is a pretty building and situated as it is, right in the centre of the town, it is a valuable addition. It is thoughtfully equipped with all the necessary equipment and is, in all respects, one of the best in the province. The building is a fine example of long by 40 feet wide, but its sole overhanging eaves adds about twelve feet at either side. The end is a standard C. P. R. divisional station, constructed of stucco and cement, finished throughout in hard wood and Douglas fir.

Denton & Condon, of Digby, were the contractors, and through their efficient organization the work was rushed so rapidly, that a Yarmouth gentleman, who travels considerably, made the remark that stations in Digby are like mushrooms—they grow overnight.

Glancing at the picture again you will notice the door in the base-

ment at the left, the entrance to the building. The building is a fine example of long by 40 feet wide, but its sole overhanging eaves adds about twelve feet at either side. The end is a standard C. P. R. divisional station, constructed of stucco and cement, finished throughout in hard wood and Douglas fir.

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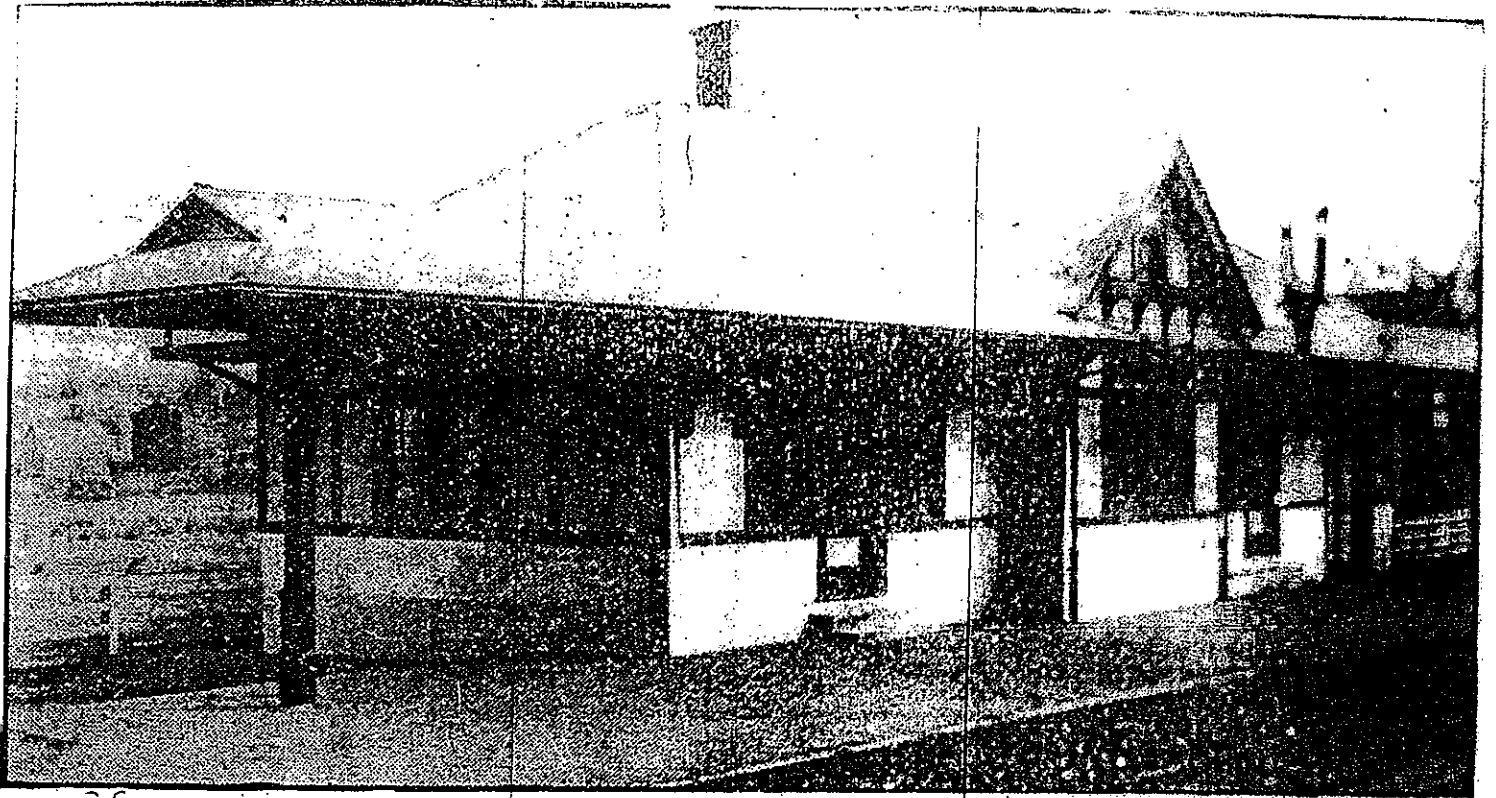
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Digby  
September 3  
1920



The new Dominion Atlantic Railway Passenger Station at Bridgetown.

Not only is the Canadian Pacific Railway making advances in accordance with the necessities of the times, and providing every modern improvement for the convenience and comfort of the public, but all its subsidiary lines are similarly progressive. The Dominion Atlantic Railway, which serves a large portion of Nova Scotia and runs through the beautiful Land of Evangeline, now owns and operates The Pines Hotel at Digby, providing first class accommodation for the large numbers of tourists who visit the district. A new night service between Halifax and Yarmouth has recently been inaugurated. This night service leaves Yarmouth on Monday, Wednesday and Saturday evenings and Halifax on Sundays, Tuesdays and Fridays, and marks one of the most important developments since the through line of railway from Yarmouth to Halifax was opened for traffic in 1891. These trains carrying on a combined freight and pas-

senger service, but only carloads of through merchandise are carried. When on a trip of inspection over the Dominion Atlantic Railway, at the end of November last, Mr. Grant Hall, vice-president of the C. P. R., expressed his desire to have the D. A. R. equipped in the near future with steel rails much heavier than those at present laid. He said that this work would probably be undertaken when the effects of war conditions had disappeared. Important improvements are being carried out along the line and arrangements are progressing for the erection of a new station at Digby which will provide the most up-to-date facilities for tourists and other traffic and add considerably to the beauty of the town. It is estimated that during 1919, 50,000 tourists visited Nova Scotia and spent there about \$3,000,000. Recently a new station was opened at Bridgetown, much to the satisfaction of the public of that town. It is a handsome building

24 ft. x 56 ft. with 20 ft. overhanging on each end and has a walk to the platform and stairs leading to the street. The building is well designed. It has a front porch supported by columns on trussing with a pedimented door, a porch above and below the main entrance. The inside of the room is finished with 14 ft. x 14 ft. tiles and 24 ft. x 24 ft. tiles. The main floor is of wood and birch, finished with wood. The ceiling and side walls are sand finish and there are also up-to-date conveniences and the heating of a Cumberland type manufactured and installed by Mr. G. E. Banks, of Bridgetown, who also executed the plumbing. The inside and outside decorating was in charge of Mr. Harry Sanctor. The whole work, including the building of a freight shed 40 ft. x

45 ft., on the east end of the station, was completed in a few days. The building is a fine example of modern architecture and will be a credit to the Dominion Atlantic Railway. The station is a fine example of modern architecture and will be a credit to the Dominion Atlantic Railway. The building is a fine example of modern architecture and will be a credit to the Dominion Atlantic Railway. The station is a fine example of modern architecture and will be a credit to the Dominion Atlantic Railway.

Digby  
February 13 1920