

DOMINION
ATLANTIC
RAILWAY
DIARY

VI

HALIFAX HERALD

1925-1930

C. H. RIFF

THE RAILWAY HERALD

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

BY LINKS AND PINS

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

FOR GREATER SAFETY

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

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

THE ONLY FAULT

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

I think there is also another matter that should be given attention in view of the increase in engine, car and train tonnage and that is,

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

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

JOTTINGS BY THE WAY

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

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

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

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

DAR

HALIFAX

JANUARY 28, 1926

Ships Hug Port; Railway Trains Are Delayed

2/5/1926
(Continued from Page 1, Col. 8)

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

60 MILE GALE

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

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

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

SHIPS HELD IN PORT

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

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

GOING TO AZORES

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

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

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

HEAVY APPLE SHIPMENTS

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

YARMOUTH SUFFERS

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

LUMBER OPERATIONS HALTED

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

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

February 5, 1926

The Railway Herald

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

2/19/1926

BY LINKS AND PINS

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

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

There seems to be an African in the timbers somewhere.

THE \$10,000 BONUS

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

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

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

THE COMPANY'S STAND

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

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

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

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

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

ALONG THE D. A. R.

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

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

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

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

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

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

NOTES BY THE WAY

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

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

Former D. A. R. locomotive engineer William Manning, who resides near Newport was recently in

February 19 1926

PLOW DITCHED BY SNOW DRIFTS DRIVER INJURED

ACCIDENT ON D. A. R. AT
AVONPORT

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

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

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

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

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

HALIFAX

FEBRUARY 23, 1926

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

BY LINKS AND PINS

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

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

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

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

WHICH WON

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

I am not including three Independents in the question. I will present one dollar to the school boy or girl reader of The Halifax Herald, that first sends me a correct answer to the above question. Address, Links and Pins, Box 763, Truro, N. S., giving name and address of the competitor.

STORM DAMAGE

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

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

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

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

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

THE GOOD OLD DAYS

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

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

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

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

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

MEIGHEN'S REPLY

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

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

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

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

THE GOOD OLD DAYS

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

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

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

RETIRES FROM SERVICE

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

He came of a family of railway

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

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

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

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

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

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

To Stop a Cold in One Day

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

TUXIS BOYS AND TRAIL RANGERS ORGANIZED

WATERVILLE, Feb. 26.—Two groups of Tuxis Boys and one group of Trail Rangers have been organized here this week and an enrolment of about forty boys has already been reached. This is a community program which should prove valuable in promoting a community spirit and be helpful among the boys in giving them the opportunity for developing their talents in the best way. The "Bears" Trail Rangers are under the mentorship of Rev. John MacKny of the United Church and the "Eagle" Tuxis Square is under the mentorship of Rev. G. R. T. Ayling of the Baptist Church, while the "Stanton" Senior Tuxis boys have both ministers as joint mentors.

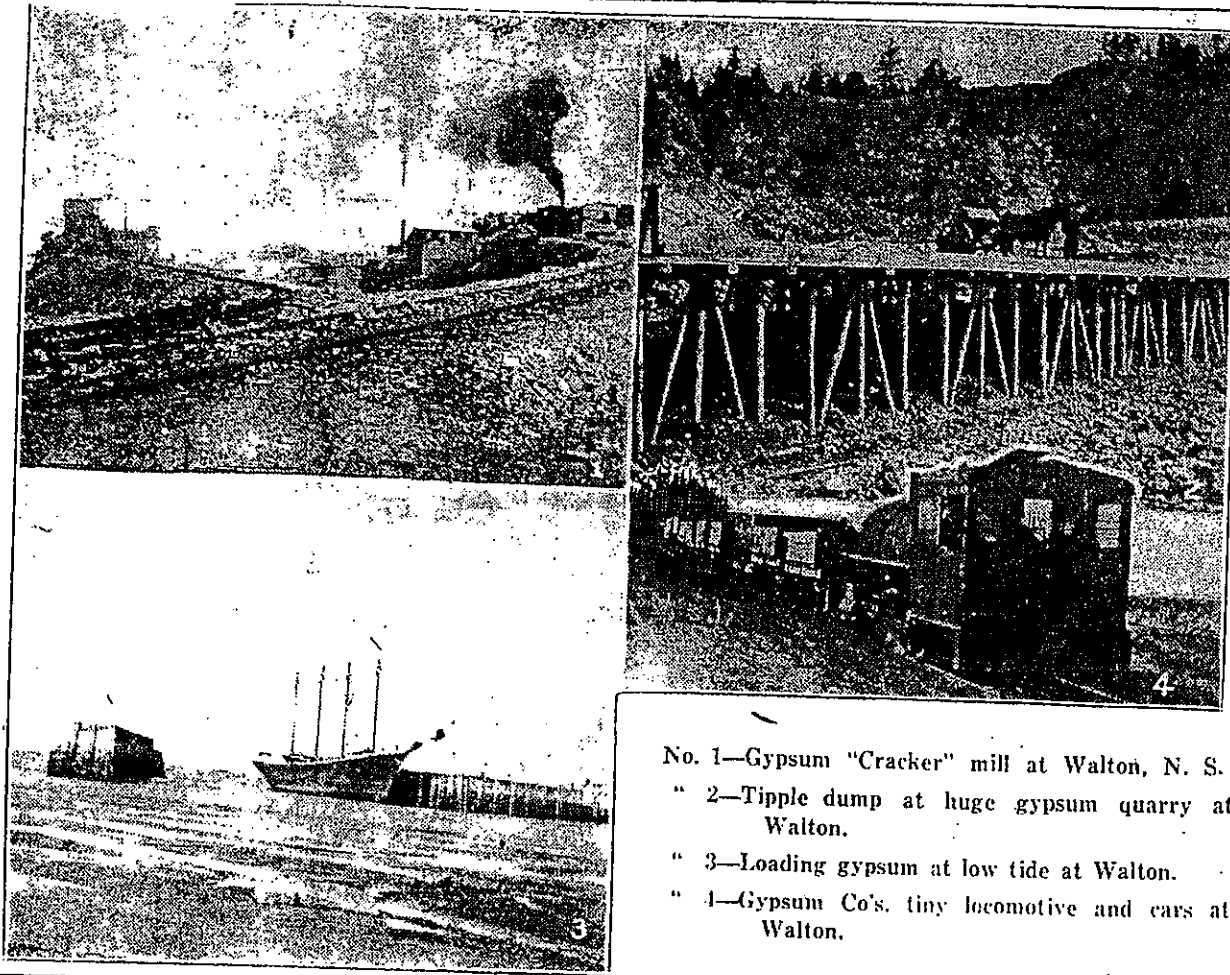
BABY'S OWN TABLETS

ARE OF GREAT VALUE

February 27
1926

M DEPOSITS ARE WORTH MI

Scenes At The Gypsum Quarries



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

MARCH 20, 1926

NEW STATIONS TO BE BUILT, OTHERS ALTERED

HEAVIER TRACK WILL BE LAID

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

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

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

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

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

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

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

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

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

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

The historic Grand Pre Park will receive attention, and considerable work will be undertaken in beautifying the grounds, placing of signs, etc.

Seven thousand persons registered in the visitors' book at the park in 1925, and at least ten thousand are looked for this year.

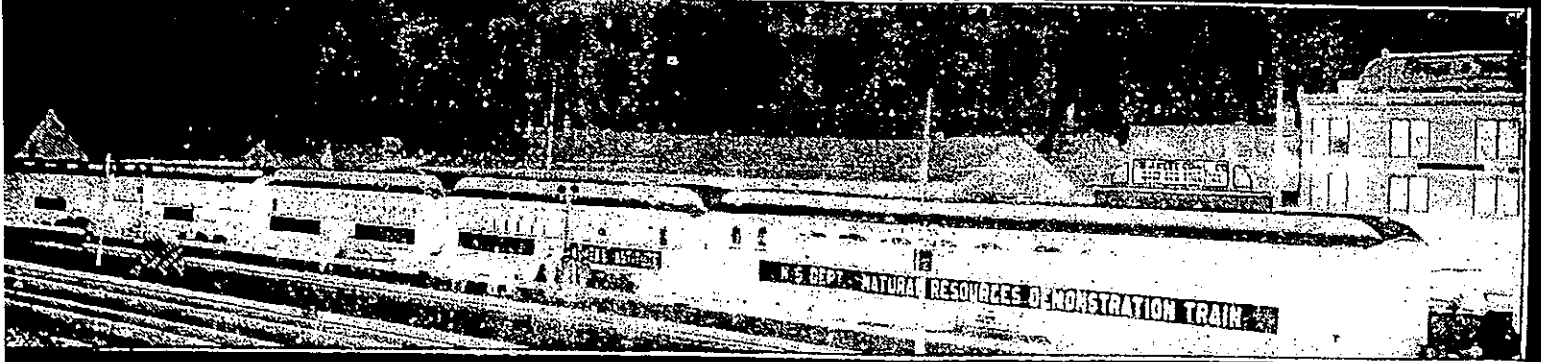
The Binnewas train, with all modern equipment, will again be placed in service this season.

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

HALIFAX

MARCH 26, 1926

Will Carry Scientific Methods To Farmers



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

JUNE 8, 1926

AGRICULTURAL TRAIN STARTS EARLY IN JUNE

COMPLETE ARRANGEMENTS FOR TOUR

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

TRURO, May 4—Fred L. Fisher, superintendent of dairy products for the province, has been appointed to the position of re-testing inspector for the province. He was appointed after a week's work in the department with N. R. officials for the purpose of determining the best method of providing for the province. He was in Kentville yesterday making arrangements with the I. A. R. It is anticipated that this tour will start from Truro in the second week of June, visiting the Antigonish Valley and other parts of the province.

W. A. MacKay, deputy superintendent for the province, has been appointed to the position of re-testing inspector for the province. He was appointed after a week's work in the department with N. R. officials for the purpose of determining the best method of providing for the province. He was in Kentville yesterday making arrangements with the I. A. R. It is anticipated that this tour will start from Truro in the second week of June, visiting the Antigonish Valley and other parts of the province.

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

NEW INSPECTOR

E. M. L. BLAIRIE, former manager of the provincial government creamery at the Hawkesbury, which burned some months ago, has been appointed cream grading and re-testing inspector for the province and has begun his duties. He succeeds W. R. Kinsman who resigned a year ago, taking a position with the Acadia Dairy Co., Ltd., Wolfville. The position remained vacant until Mr. Blairie's appointment. He is a son of William Blairie, Great Village.

MAY 7
1926

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

PRODUCTION INCREASED

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

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

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

A BIG PROBLEM

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

Agricultural Train Causes Much Interest At Windsor

Farmers Take Advantage of Splendid Exhibits and Able Lectures

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

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

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

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

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

GRAIN MEAL

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

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

MALAGASH SALT

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

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

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

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

ATTRACTS ATTENTION

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

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

JUN 6 10
1926

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

NINE CARS ARE UPSET; TRACK BADLY TORN UP

LINE CLEARED LATE
LAST NIGHT

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

Unhurt 1926

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

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

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

JULY 22, 1926

HALIFAX

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

I. C. R. Management

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

Want Definite Pledges

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

Seniority Plans

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

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

Notes By the Way

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

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

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

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

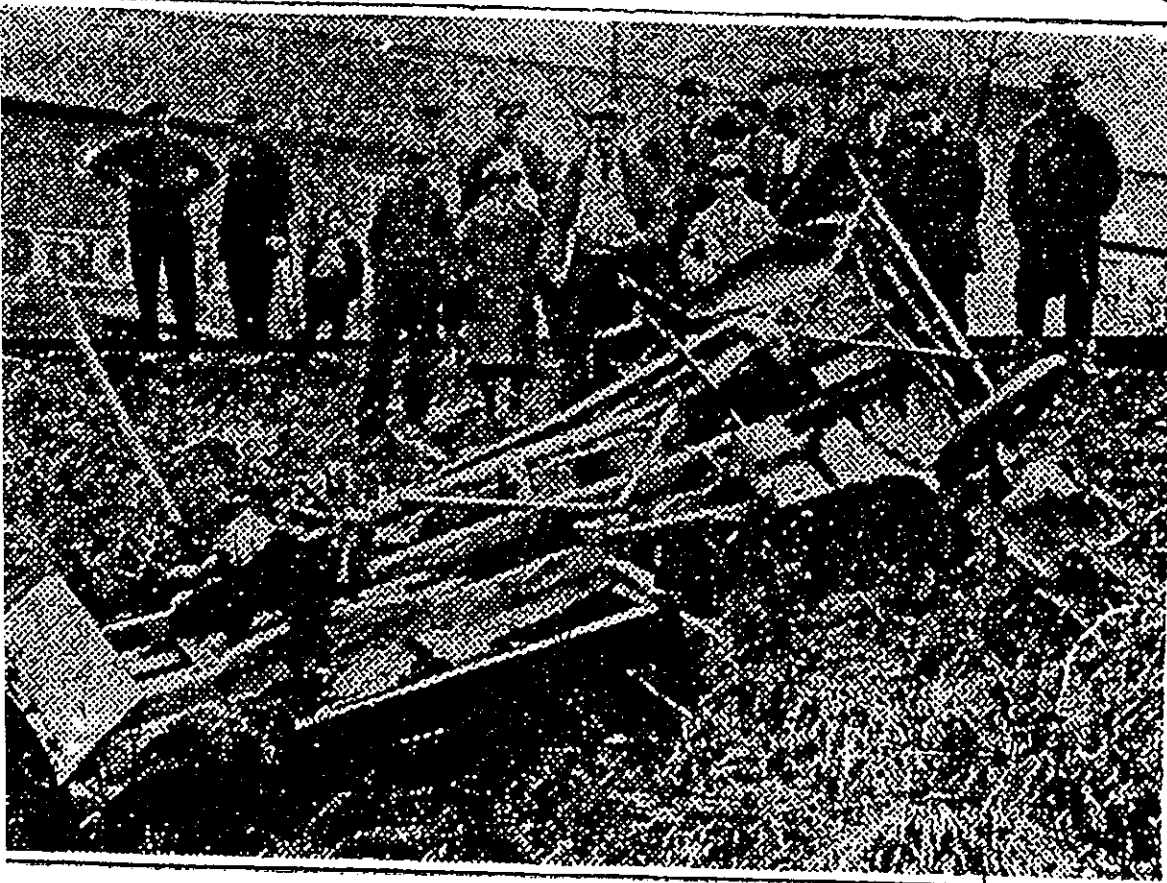
LINKS AND PINS

DAR.

August 16, 1926

Nov 5, 1926

Scene Of Windsor Accident



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

November 5, 1926

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

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



THE LATE SIMON RILEY was the first of the British North America colonies to complete and operate a government railway, because the same year the section of the line between Halifax, Windsor Junction and Truro was opened up, the exact date being December 15, 1858. I may here interject that the first through train between Windsor and Annapolis was run December 18, 1869, the year of the Saxby Gale, it taking place October 4. This storm badly damaged the road and probably delayed its opening.

PIONEERS

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

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

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

FIRST CONDUCTOR

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

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

Clarke And Ward Crew



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

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

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

ENGLISH CUSTOM

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

- 20.....Titanic
- 23.....Regina
- 24.....Lady LaTour
- 25.....Strathcona
- 26.....Governor Cox
- 28.....Blomidon
- 33.....Glooscap
- 37.....Avon
- 39.....Tescarbot
- 41.....Grandfontaine
- 42.....DeMonts
- 43.....Byng
- 305.....Grand Pre
- 387.....Cornwallis
- 500.....Memberton

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



Herewith, too, is a picture of a fine old timer, Conductor Norris Mageson, who as a boy helped to build the Windsor and Annapolis, and who is now retired on superannuation, having served under all the managers of the Windsor and Annapolis and the Dominion Atlantic to date as follows:

CONDUCTOR MAGESON

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

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

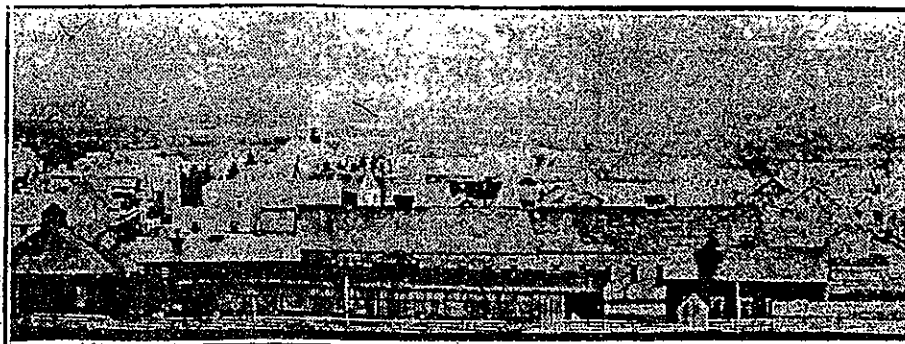
Note:
Engine 20
had name of
SIMON RILEY.

November 6 1926

HALIFAX

Truro As A Rail Centre Sixty Years Ago

Reminiscences of Other Nova Scotia Days



THE TOWN OF TRURO SIXTY YEARS AGO

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

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

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

IN OLDEN DAYS

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

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

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

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

SCENES HAVE CHANGED

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

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

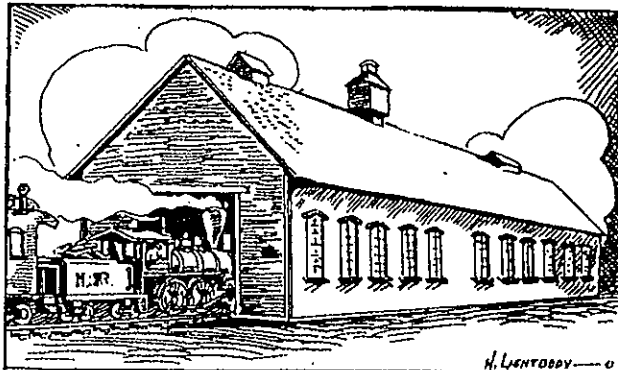
The first church edifice to the right is on what is known as Prince street, formerly called the Back

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

OLD LANDMARKS

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

In Ye Olden Times



THE FIRST RAILWAY STATION AT WINDSOR, NOVA SCOTIA

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

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

The other church building shown to the left of the station, the "Auld Kirk" that disappeared when that body joined with First Presbyterian some years ago. The position it occupied is now the site of the fine residence of John Glassey.

The large house shown opposite is

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

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

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

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

NOVEMBER 13, 1926

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

TRAIN LEFT RAILS AT
HECTANOOGA

1/26 — 1927

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

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

SIX CARS TOPPLE OVER

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

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

Normal service on the line will be resumed this morning.

Halifax

JANUARY 26, 1927

D. A. R. Plant An Eyeopener To Visitors

Rotarians Visit Roundhouse and Shops — A New “Slant” on Doctrine of “Maritime Rights”

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

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

MARITIME RIGHTS

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

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

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

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

ENGINE
Lescarbot

February 5
1927

Johnny Miles At Kentville Depot



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

April 1927

EXPRESS HIT CAR: ONE HURT

Stuart Johnson Receives Injuries in Crash at Mapleton

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

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

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

Halifax
August 24
1927