

HISTORY OF RAILROADING IN THE ANNAPOLIS VALLEY

(Continued from last issue.)
Managers.
Vernon Smith, 1866-April 1872
Peter Innes, 1872-June, 1889
John W. King, 1889-April, 1890
W. R. Campbell, 1890-May, 1897
K. Sutherland, 1897-Nov., 1899
P. C. Gifkins, 1899-Nov., 1915
G. E. Graham, 1915

Locomotive Superintendents
Thomas Legge, 1869-1872
Thomas Mason, 1872-1874
James Leitch, 1874-1879
William Yould, 1879-1912
James H. Yould, 1912

Staff Changes.
During the time that the Western Counties Railway operated the Windsor branch Thomas J. Lynskey was general manager. John Carroll, the present town clerk of Kentville, was agent for the W. and A. at Windsor. Mr. Carroll was afterwards promoted to general freight agent, office at Kentville, which office he held until December 30, 1896, when he resigned.

William Fraser, on the promotion of Mr. Carroll, was named Maritime Express company, Halifax came to Kentville as general freight agent. Mr. Fraser was formerly I. C. R. agent at Windsor Junction.

H. M. Bailey, chief train despatcher, Kentville, for a long time, resigned December 30, 1896.

Alex. McGregor, appointed Marine Superintendent with offices at Yarmouth January 1898, relieved Mr. A. D. Hewitt, who was promoted to General Passenger Agent with offices at Halifax. Mr. Hewitt held office only a short time on account of ill health. Died at Annapolis.

H. V. Harris was at this time General Manager of the Midland Railway, now Branch of D. A. R., Windsor to Truro. G. A. Parker, General Manager C. V. R., Kentville to Kingsport. J. S. Brignell, General Manager, W. C. R., Annapolis to Yarmouth.

George Donkin, 1869, First Train Master and Traffic Superintendent.
A. M. Metzler, 1869, First Station Master, Kentville.

David Lyons, 1869, First Telegraph Operator, Kentville.
James Leitch, First Store Keeper, Kentville.

Daniel Griffith, First Car Inspector, Kentville.
Daniel Ward, First Car Builder, built cars at Wolfville, then headquarters of the road.

Air Brakes.
May 5, 1884, No. 1 Engine, driver Dan Copeland, made first trip with a full train of passenger cars, equipped with Westinghouse Automatic Air Brakes.

August 20, 1884, No. 1 Engine, P. Carter, with passenger train made the run from Annapolis to Kentville in one hour and twenty seven minutes (59 miles).

Conductors in order - James Keys, Edward Dennison (father of present Dennison family living in Kentville); John Clarke Carroll, Joseph Edwards, John Clarke, Amos Schuman, David McNutt, Peter Smith, Edward Ritchie, John Ritchie.

In July, 1889, John W. King, was appointed General Manager. Vice President R. Innes resigned on account of ill health.

October 30, 1889, the first engine, No. 2, crossed the Cornwallis Bridge, with ballast for C. V. R.

On December 23, 1889, Nova Scotia Central (Middleton to Bridgewater) opened for traffic, connecting with the W. & A. R.

On August 21, 1890, the first train west of Annapolis ran on the Missing Link, W. & A. R., engine driver, Robert Stewart; Conductor, David Cook; train loaded with cars of rails and ballast.

Missing Link.
The Missing Link between Digby and Annapolis was completed Monday, July 27, 1891, the first through train to Halifax running that date. Engine No. 2, driver, Dan Ashe, Manager, Geo. B. Doane, D. G. Murphy in charge, was the first engine to pass over the Missing Link, ascertaining that the railway was in readiness for the opening July 27th.

On the return to Yarmouth Frank Clements, of Yarmouth, rode as a passenger in the baggage car, earning the distinction of being the first passenger carried between Digby and Annapolis. The first through train from

Yarmouth to Halifax was in charge of Conductor David McNutt, Engine Driver Dan Ashe. The first carload of freight for Yarmouth to pass over the Missing Link was a load of brick for the new Bank of Nova Scotia building arriving August 19 of that year. Previous to July, 1879, the Missing Link was but partially built, and work had been stopped.

Few Accidents.
January 14, 1894, special train with Plunger left Kentville for Annapolis, Engine No. 7, Obediah Pudsey, driver and Frank Smith, fireman; E. Brooks, roadmaster acting conductor. On return trip when 1/2 mile east of Gibbons Bridge (one mile west of Wilmot) the engine and plow left the track. On account of the frozen ground the fact was not noted. Upon reaching the bridge the plow and engine broke through the bridge, killing Pudsey and Smith.

July 23, 1894, special train left Windsor for Bear River with excursion party for Cherry Carnival. Conductor A. Herbert. Shortly after leaving Mt. Denson this train ran into special train in charge of William Herbert, bound east for lost of plaster. William Taylor, father of Robert Taylor, the genial time keeper, was the engineer. Both engines and several cars were badly damaged. William Taylor and the driver of excursion train, Fred Miller, seriously hurt.

Steamships.
October 3, 1894, S. S. Prince Rupert arrived at Annapolis for inspection by Dominion Government. D. Stevens was inspector at that time. The steamer was put on the St. John and Digby route, making remarkably quick passages between the ports. The following season she made two trips daily between Digby and St. John.

On March 11, 1896, a disastrous fire swept the engine shed at Annapolis. The fire caught in the early morning and the shed was soon in ruins. All of the engines were, however, saved.

Jubilee Celebration.
In 1897 the general manager had the honor of communicating to the individual members of the staff that he had received the thanks of the Queen for the kind message of congratulation on the occasion of her Jubilee, sent to Her Majesty in the name of the staff of the Dominion Atlantic Railway, May 28th.

May 29th, 1897, W. R. Campbell, general manager, gave a Jubilee dinner in Blanchard's Hall, Kentville, to the staff of the D. A. R. Following the dinner an entertainment was given in same hall by the Josie Mills Dramatic Co.

During the progress of dinner Mr. Campbell sent a telegram of congratulation to Queen Victoria on behalf of the staff. Every man, who found it possible, attended this dinner. The band of H. M. 1st Royal Berkshire Regiment from Halifax was present, the bandmaster was A. V. Banwood. It was declared that this Jubilee dinner was one of the most successful affairs ever held in Kentville and the band music the best ever produced in the town.

More Changes.
January 1, 1897, Wm. Grierson, Master Car Builder, died.
August, 1897, Sutherland, Manager, of D. A. R. resigned.

January 8, 1898, General Manager W. R. Campbell, died in London.
On January 9, 1898, Captain Curry, of Avondale, while driving home alone from Windsor had his wagon struck by No. 5 train. It is supposed that Captain Curry had fallen asleep. He was instantly killed. The tragedy occurred at Garland's Crossing, two miles east of Windsor. Engine Driver, Richard Mosher; Conductor W. W. Clarke.

February 2, 1898, John Pudsey, Truck Master, run over in Kentville Yards, losing a leg (left).

February 2, 1898, Engine with plow ran off the track near Hebron Station, plow being so badly broken it had to be burned.

June 26, 1899, A. D. Hewitt, General Manager Passenger Agent, W. and A. R. died at Annapolis.

On January 1, 1900, Mr. William Fraser was transferred from Halifax to Kentville where his position was confirmed as per following copy of circular:

June 20, 1900, "Effective this date Mr. Wm. Fraser's official title will be that of Traffic Superintendent with headquarters at Kentville."

Sgt. P. Gifkins, (General Manager) Mr. F. G. Comeau, general agent at Yarmouth for a number of years succeeded Mr. Fraser as General Freight Agent with headquarters at Halifax, his appointment dating from January 1st, 1900.

April 9th, 1900, had to run snow plow

ahead of train to Annapolis; snow so heavy at Falmouth that No. 2 stuck east of Falmouth Station for two hours. Gifkins Superintendent.

August 1, 1897, P. Gifkins appointed Superintendent in place of K. Sutherland, resigned.

August 30, 1897, S. S. Prince Edward arrived at Yarmouth from the builders, Captain MacGray in command, followed later in command by Capt. William Lockhart, of Avonport.

Saturday, May 21, 1898, launching of our first steamer, A. D. Hewatt, General Passenger Agent at Halifax, resigned, succeeded by Mr. Armstrong, who had been at Kentville.

September 5, 1903, Vice President and Mrs. Ronald gave a reception for the company and employees, followed by a concert in Margeson's hall, Kentville. A large number attended and enjoyed a delightful evening.

January 18, 1904, Robert Grierson, Master Car Builder, died.

October 7, 1905, the Dominion Atlantic Railway took over the Midland Railway-Windsor to Truro.

March, 1905, big snow storm, road blocked for many days.

1907, Earl and Countess Gray and party carried over the road by extra train, Halifax to Digby.

October 25, 1908, Wolfville station and freight shed burned.

December 28, 1908, Tank near Middleton station buried.

January 7, 1909, Engine and cars all equipped with M. C. B. May 14, 1910. The funeral of His Majesty King Edward VII takes place Friday next. Please wear the enclosed crepe band on the left arm on that day as a mark of deepest sorrow and respect.

P. Gifkins General Manager. (This order was given to all employees of the D. A. R.)

August 16 and 17, 1912, Their Royal Highnesses the Duke and Duchess of Connaught, the Princess Patricia with their escort travelled over the D. A. R., leaving the train at Wolfville and rejoining it at Kentville, where they remained over night, leaving Kentville at 8 a. m. August 17 for Digby, the same day, proceeding to St. John by S. S. Earl Grey.

February 12, 1912, Mr. Fullerton appointed chief engineer.

Appointments.
November 18, 1898, Mr. A. D. Hewatt, general passenger agent, has obtained leave of absence, owing to ill health, and his position will be filled in the meantime by F. H. Armstrong.

Mr. A. C. Currie relieves Mr. Armstrong at St. John, and Mr. W. J. Murphy takes his place as ticket agent at Hollis St.

(Sgd.) P. Gifkins, Supt.
June 21, 1898, Mr. D. J. Murphy has been appointed to the position of road master for the whole line, with full charge of the permanent way, under the direction of Mr. William Yould, mechanical superintendent and engineer.

(Sgd.) W. R. Campbell, Gen. Man.
January 1, 1910, Effective this date Mr. R. U. Parker assumes the title and position of general Passenger agent, and Mr. W. J. Johnson is promoted to assistant marine superintendent, with offices at Yarmouth. (Mr. R. McGregor being Marine Superintendent)

February 7, 1912, A. H. Morish appointed car accountant.
February, 1912, A. E. H. Chesley appointed general accountant.
February, 1912, G. A. Parker, traffic

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auditor.
February, 1912, G. Sterling, appointed paymaster.
February, 1912, D. J. Murphy, Jr., appointed superintendent of transportation.

February 4, 1912, The office of accountant and traffic superintendent are abolished by the retirement of H. A. Pratt and William Fraser from the service.

P. Gifkins, general manager.
February 29, 1912, Henry Bailey has been appointed bridge and building master with office at Yarmouth. This relieves D. J. Murphy of bridge building.

June 1, 1913, Mr. Johnson is appointed general storekeeper at Kentville.

January 1, 1913, effective this date P. N. Parker is appointed traffic auditor at Kentville.

December 1, 1915, effective this date the position Superintendent of Motive Power and Master Car Builder are abolished. James Yould is appointed Master Mechanic in charge of all rolling stock.

(Sgd.) George E. Graham.
August 1, 1912, James Yould is appointed Superintendent Motive Power and will have control of Locomotive Department. George Gillingham is appointed Master Car Builder. The office of Mechanical superintendent is abolished.

November 1, 1915, Mr. P. Gifkins, General Manager resigned.

November 1, 1915, Mr. George E. Graham appointed General Manager. (Sgd.) George Burry, Vice President.

February 4, 1918, R. B. Brown asked to be relieved of the duties of Train Master and Chief Train Despatcher. George A. Dumphy appointed Train Despatcher in Mr. Brown's place.

September 1, 1918, C. D. Sillars appointed Travelling Passenger Agent.
May 31, 1912, The sick and accident fund terminates and the employees will come under and enjoy the privileges of the Pension Department of the Canadian Pacific Railway equally with its employees.

SUDDEN DEATH OF GEORGE WOODWORTH

The community was extremely shocked on Saturday, when it became known that Mr. George Woodworth had passed away at his home on Porter Ave. at the age of 78 years. Some neighbors on going to his home on Saturday morning failed to gain an entrance, and at once conferred with the deceased's brother-in-law Mr. J. K. Allen, who decided to enter the house through the window to ascertain what was wrong, thinking he might be ill, but great to his sur-

prise he found he had passed away, sitting in an upright position with a book on his knee, the attitude of reading and lamp burning indicating that death came sometime during the night. Mr. Allen at once notified Dr. Shankel, Mayor Murray and Ney Woodworth, son of the deceased, of Kentville, who arrived in a short time.

Mr. Woodworth had been in failing health for some time, although up to the night of his death, had been able to walk to the Post Office and stores. It had been his intention to go to Kentville to spend Thanksgiving, his son having made arrangements to motor down for him. The deceased had been a respected citizen of the town for over twenty-two years, where he edited "The Advance" for a number of years. He was twice married his first wife being a Mrs. Campbell, daughter of the late Ezra Churchill, shipbuilder of Hantsport. He is survived by a widow, formerly Sarah Allen, of Grand Pre, also three children, two sons, Ney of Kentville, Stafford of Montreal, and Chas. Mrs. (Dr.) Chipman, Matron of the Bridgewater Hospital; one daughter Prue, (Mrs. Wallace

George) having predeceased him a number of years. The late "Dug" Woodworth, M. P. for Kings, was a brother. The remains were conveyed to Kentville on Monday, where they were interred in the family lot at "The Oaks".

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