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## HISTORY OF THE OLD INTERCOLONIAL RY.

R. W. Simpson Tells of Growth of the Road From 1832.—Interesting Facts About Early Days of Operating Trains.—Some Record Runs Made by Veteran Drivers.

R. W. Simpson, Assistant General Manager, Atlantic Region, C.N.R., delivered the following address recently on the history of the Intercolonial Railway. It was broadcast from CNRA.

The Address  
I have been asked to make a few remarks in connection with the early history of the Intercolonial Railway. The subject is such a large one that no details can be given and I do not think I can do better than use as a basis for my remarks an article prepared by Mr. David Pottinger, first general manager of the railway, who rose from the ranks and was located at Moncton, and which was published in a Halifax paper under date of September 30, 1922.

The project of an Intercolonial Railway dates back to 1832, two years after the opening of the first railway from London to Liverpool. From that time until the Confederation period, the subject had been discussed at frequent intervals by correspondence, conferences and delegations between the governments of Nova Scotia and New Brunswick, Upper Canada and Lower Canada, and the British Government, with a view to the construction of a railway from the Atlantic Coast to the River St. Lawrence, but the great expense and the difficulty of getting all the parties to agree, prevented accomplishment.

However, they resulted in surveys being made, which showed that the construction of such a railway was possible, and that there were several routes which might be used. In 1836 the British Government assisted in making a survey from Point Levis, opposite Quebec, to St. Andrews, N.B., and other surveys were made between the St. Lawrence River and Halifax by the Royal Engineers, from 1846 to 1848.

The provinces soon after turned their attention to the construction of railways on its own account, and independently of the others, and for its development, with the intention, however, that these railways should form parts of the larger scheme.

New Brunswick commenced the European and North American Railway in 1853, and completed it from Saint John to Point du Chene in 1860, and extended it eastward to the boundary of Nova Scotia in 1870.

Nova Scotia commenced the Nova Scotia Railway in 1854, completed it to Truro and to Windsor in 1858, and extended it from Truro to Pictou Landing in 1867.

In 1864 and 1865 a survey was made on a line from Truro to Riviere du Loup to connect the Grand Trunk Railway at the latter place with the European and North American, and the Nova Scotia Railway. Then came the negotiations for the Confederation of the provinces of Canada, New Brunswick and Nova Scotia, and the construction of the Intercolonial Railway from Truro to Riviere du Loup was made one of the conditions of the Confederation.

The work of constructing this line was commenced soon after the date of Confederation, July 1, 1867, and the first division to be opened was that from Truro to Amherst on November 9, 1872.

The next division opened was the connection with the Grand Trunk at Riviere du Loup and extending eastward to St. Flavie, now called Mont Joli, in August, 1874.

In November, 1875, the division from Moncton to Campbellton was opened, and on June 1, 1876, the division from Campbellton to St. Flavie was opened, completing railway connection between Quebec, St. John and Halifax.

The Most Persistent  
Nova Scotia and New Brunswick were the most persistent of the provinces in urging the construction of the Intercolonial Railway, and if all the expectations of these provinces as to benefits to be derived from it have not been quite fully realized, it has certainly aided very greatly their development, and it is justified, during the great war, the argument used by its advocates that it would be useful as a military road.

The Nova Scotia Railway was constructed under a board of commissioners appointed by the Provincial Government. The work of construction was done by contract. The men at the railway and most of the men at first employed on British railways, and therefore had experience. A good many of the details and methods employed were similar to those used on British railways.

The locomotives were of the American type, but had plate iron furnaces. They were built in Glasgow, Scotland. The first class passenger cars were built in Worcester, Mass. The train conductors had blue uniforms with brass buttons, long frock coats, entirely button up in front, and a black leather waist belt. Each had a small black leather satchel to hold his ticket punch and tickets, suspended over his shoulder by a strap, and around his neck he had a silver chain with a whistle attached. The whistle

was used to signal to the engineer the movements of the trains, and the engineer replied with his locomotive whistle.

For many years wood was the only fuel used in the locomotives, and for heating the passenger cars, and it was necessary for the train to stop about every 20 minutes so that the tender might be loaded up with wood.

No Telegraph Lines.  
In the early years up to 1859 there were no telegraph lines in use on the railways, and when a train arrived at a meeting point it had to remain there until the other train arrived, or until a messenger was sent to it on foot or by team with an order.

During the years of construction the railway was opened for traffic in short sections as each was completed, first Halifax to Bedford, then to Grand Lake, and so on. In this way there came into general use a traffic called "Horse and Wagon Traffic," which was found difficult to abolish when the necessity of it had passed away by the completion of the railway from Truro to Windsor.

Before the advent of the railway, the supply of country produce for the Halifax was brought to the city from Windsor road and the Truro road by teams of farmers and others who came distances up to 40, 50 or 60 miles.

The Halifax railway station at Richmond, was a long way from the centre of the city. The railway authorities were anxious for business, and made low rates to induce people to use their railway. Platform cars were provided for the wagons, and live stock cars, called "horse" and "cattle" cars, were provided for the horses. The teamsters were carried free in the second class cars. Scales were provided on which the loaded wagons were weighed.

When the train arrived at Richmond the wagons and horses were unloaded and driven into the markets. In the afternoon the teams returned to Richmond, loaded with whatever goods had been received in exchange for the produce, or perhaps empty. They were again loaded on the train and returned to the starting point, where they were unloaded. They then drove to their homes.

At busy seasons there would be trains of 10, 20 or more cars, loaded with wagons, closely packed together and tied with ropes.

When the railway was opened to Windsor and Truro, the officials desired to stop this traffic and carry the produce as freight in box cars, but great objection was made, as it would cost the farmers more, and they would have also the expense of cartage in Halifax. So the system was continued until 1867.

Steamer Connections.  
When the railway was opened to Windsor, a steamer was put on the route between Saint John and Windsor, and the railway ran a train connecting with it. This was the passenger and freight route between Halifax and Saint John for some years.

To show the change which has taken place in the course of trade, the English goods landed from the British mail steamers at Halifax and destined for Saint John were sent by rail to Saint John, and from there by steamer to Saint John.

The Intercolonial Railway was extended from Riviere du Loup to Levis by purchase and construction and the extended road opened for operation in 1897. No further extension was made of the Intercolonial until 1898, when the Drummond County Railway from Chaudiere to Ste. Rosalie Jvt. was first leased and subsequently purchased, and connection made with the Grand Trunk Railway through to Montreal. This completed the Intercolonial Railway from the Sydney, Halifax and Saint John in the East to Montreal, as, in the meantime, the line between Truro and the Sydney had been opened up.

The Intercolonial Railway was subsequently merged with the Transcontinental Railway into the Canadian Government Railways, and the Canadian Government Railways were linked up and consolidated with the Canadian National Railways on December 1, 1918.

One unique feature of the Intercolonial Railway was the fact that its officials and employees had been drawn from the territory adjacent to the railway, and the officials, with few exceptions, having been promoted from the ranks.

The history of the Intercolonial Railway is almost contemporaneous with the history of railroading, and the changes which have taken place on this railway have been many and far-reaching, from the small type of wood burning locomotives to the present six thousand mountain type passenger locomotives, the largest in the British Empire.

Improvements.  
The changes and improvements in the mechanical equipment since the early days of the Intercolonial Rail-

## SUSSEX "HIGH" AND "FIREMEN" DEFEATED

Bathurst Won Out in Sudden Death Game in Inter-scholastic Hockey League and Moncton Fire Laddies Trimmed Locals in Exciting Game at Railway Town.

Bathurst 8—Sussex High 0.

At Bathurst on Friday night the High School team in a sudden death game in the Inter-scholastic Hockey League for New Brunswick, defeated Sussex High by the score of 8-0.

In spite of the one-sided score the game was fast and exciting. Sussex High boys made a good showing in the first and last periods but were outclassed in the second session, when the north shore sextette piled in five goals. Doucette got the first goal on a pass from Luce after 11 minutes play in the first period. Hains scored number 2 shortly after the second period opened. Luce and Aubie followed with counters in the first half of the second period. Luce bagged two more before the session ended. In the closing stanza Fournier tallied on a pass from Hains and Luce ended the tallying after an end to end rush.

The game was witnessed by 600 fans. The Sussex boys speak very highly of the treatment accorded them by the Bathurst high boys and citizens of the town.

A banquet was tendered the players after the game.

The Line-up

Bathurst—Goal, Bond; defence, Gaudin, Hains; forwards, Fournier, Luce, A. Aubie, Doucette, Barbary, Curwin. Sussex—Goal, Wilson; defence, Bolton, Freeze; forwards, McDonald, Kennel, Prescott, Matthews, McLeod, Bolton. Referee, Buz McLeod.

Moncton Firemen 4, Sussex 3

Moncton firemen hockey team won out in the second of the series of home and home games by defeating the Sussex fire laddies sextette in a game played at the Railway Town on Friday evening last. The Moncton Times had the following account of the game:

The locals outclassed the Sussex squad in the first two sessions, skating them off their feet. The visitors staged a strong comeback in the final stanza, tallying three times. The game was fast from start to finish with the Moncton forwards displaying speed that completely dazzled the visitors.

Jack Ingham was the outstanding man on the ice scoring the four Moncton tallies. His first three goals were notched within the space of one minute. Verne Doncaster also turned in a whale of a performance, handing out some real nice stick-handling and teamwork. Two of Ingham's goals were scored after Doncaster had beat the Sussex team and passed to him. Chief Cummings in the Moncton nets

way have been equalled by the many improvements in the car equipment looking to the safety and comfort of passengers. Vestibule cars have replaced the unprotected open platform cars on the old rolling stock; steam heat with its control makes the cars comfortable in winter, in place of the old stove heated cars which only heated for a small radius the passengers located nearby; electric lights have replaced the oil lamps of the original equipment, while fans in summer keep the cars deliciously cool even on the warmest day.

Many improvements have been made and nearly all having in view the safety of passengers and trainmen. A few of these are the use of the vacuum air brake instead of the old hand brake, the vacuum brake being disengaged by the use of the buffer and air coupling instead of links and pins, and then the present day automatic car couplings. The use of automatic train signals, and where traffic is dense the providing of a second track.

The original gauge of the railway was five feet six inches, and this was changed in 1876 to the present standard gauge of four feet 8½ inches. The Prince Edward Island Division of the Intercolonial was originally constructed of narrow gauge three feet six inches, and this is rapidly being changed to the standard gauge of 4 feet 8½ inches.

Originally the communication between the mainland and Prince Edward Island was carried by steamers, and between Pictou and Summerside, and between Pictou and Charlottetown. The present car-ferry service between Cape Tormentine and Borden was established in 1917.

In 1890 the Employees' Relief and Insurance Association was formed, and on April 1st, 1907, the Provident Fund was established. The late Mr. W. C. Paver was the first secretary of both.

In the year 1888 a fast run was made between Moncton and Campbellton, a distance of 168.68 miles, the run being made by the late locomotive engineer, J. L. Smith, with fireman Albert Woods, engine 163, in 3 hours, 39 minutes.

In 1905 another fast run was made by Engineer J. G. Stockford, who had as his fireman Mr. W. G. Atkinson, known over the whole of the Canadian National System, he being at present General Chairman of the Brotherhood of Locomotive Firemen and Engi-

was in real old time form turning almost impossible shots into the corners.

Johnny Friars and Percy Radcliffe were the outstanding players on the Sussex team. The former appeared to be the only man on the ice with speed to match Doncaster and Ingram. Radcliffe did some effective blocking while Friars, playing centre, turned in a whale of an interference game.

The first period opened with Moncton forcing. The forward line swept down and Sussex was called on to block several shots. Sussex were bottled up and seemed unable to get away. After 14 minutes of play Jack Ingram got away and scored on a pass from Doncaster. Three seconds later he notched another on a lone effort from the face-off. He again scored on an end to end rush making his third tally in the space of one minute. The period ended without any further scoring.

The second period was a repetition of the first with Moncton forcing the issue. Friars broke loose for several shots at the Chief. Doncaster carried down centre ice and passed to Ingram in front of the Sussex net for the fourth Moncton tally. Sussex were fighting desperately and Cummings was forced to extend himself to prevent a score.

Sussex came out for the third period with determination written all over them. After five minutes of fast play Percy Radcliffe tallied when he went from end to end, circled the Moncton net and snapped the disc past Cummings.

Five minutes later Johnny Friars skated down centre ice and flicked the rubber into the net for the second Sussex tally. Moncton tried to get away but Sussex were playing four men up and they were kept inside the blue line.

Friars scored the final goal of the game when he shot brother Johnny's rebound into the net after 16 minutes of speedy hockey. The final score was Moncton 4, Sussex 3.

The Line-up:

| Moncton   | Goal     | Sussex    |
|-----------|----------|-----------|
| Cummings  | Defence  | Smiley    |
| McDonald  | Defence  | Radcliffe |
| Wilson    | Defence  | W. Friars |
| Doncaster | Forwards | J. Friars |
| Ingram    | Forwards | Watson    |
| Stultz    | Forwards | Keith     |
| Bell      | Forwards | Anderson  |
| Delahunt  | Forwards | Lewis     |
|           |          | Bonell    |

The run from Campbellton to Moncton was made in 3 hours and 40 minutes, with the Devil's Auction Show Company on a guarantee of one thousand dollars to bring them into Moncton on time.

A fast run was made by the late Engineer W. E. Hunter, between Moncton and Saint John, a distance of 89 miles, in 96 minutes. Mr. John Henderson was the conductor on this train, and Thomas Townsend, now locomotive engineer on the Ocean Limited, was the fireman.

Finally, let me say the standard of service has been set by the intelligent co-operation of all branches of employees, and for this I wish to thank the men and women in the service, of all grades, for after all mechanical devices and improvement in engine and car equipment that modern skill and ingenuity have made possible have been installed. It is primarily the intelligent co-operation and co-operation of the human elements of the road that has made the Canadian National the equal of any Railroad on the continent from the standpoint of comfort to its ever-increasing complement of patrons.

### MEETING OF APOHAQUI BRANCH OF WOMEN'S INSTITUTE

The Apohaqui Women's Institute were entertained at the home of Mrs. Ivan V. Wright, on Wednesday evening, March 3. Owing to the president being detained, Mrs. Ivan V. Wright, first vice-president, occupied the chair. Roll-call was responded to by the members giving recipes for preparing potatoes.

The treasurer reported \$19.50 received from the recent sale of home cooking held by the Institute.

A large amount of correspondence was read by the secretary, among which was a letter from Miss Hultola Dykeman, convener of the standing committee on public health and child welfare, containing suggestions to the Branch conveners of the Women's Institute for subjects to be placed on the year's programme. After due discussion on the same it was voted to apply for a copy of the Act for protection of children and an Act for protection of children and unmarried parents; also a copy of a paper by Magistrate Emily Murphy, judge of a juvenile court.

A letter of thanks from Miss Jennie Robinson, superintendent of the Inter-Provincial Home, was read, acknowledging the contribution of four quilts from the Apohaqui Institute.

## BOGARDUS ESTATE OF SIX BILLIONS

The "Keirstead" Families and Other Residents of Kings County Are Interested in Vast Fortune.—Meeting Held in Brockton, Mass.—Heirs Will Continue the Fight for Their Rights.

(By Ernest T. Jenkins)

At Brockton, Mass., lately, declaring they would fight on until eternity to get the \$6,000,000,000 in New York City real estate which they claim is rightfully theirs, more than 150 members of the Webber clan held an enthusiastic meeting to discuss latest developments in the celebrated case.

Largest Webber Gathering

The conclave was held at the home of Mrs. Jennie Osborne, 501 Main street. It was the largest gathering that has ever attended meetings of the descendants of Anneke Webber Jans-Bogardus, who was of Dutch royal blood, and by whose will the heirs claim huge properties in the metropolis of the world.

Every nook and cranny of the Osborne apartment was occupied. The sitting room, dining room, kitchen and every bedroom was jammed. The line even extended out to the hallway. And it was with difficulty that sufficient space was cleared in the front room from which Wesley W. Webber, of Wolaston, could relate to the expectant heirs all the latest news in the fight they are to wage to regain the lost estates.

Despite the Saturday admonition of Webber, leaders of the Boston and New England descendants, that the session was to be for Brockton and vicinity only, the family legions marched right on to this city, where they were greeted by a worried hostess, who wondered how she was going to take care of them all.

Among the towns and cities represented were Marlboro, Pepperell, Needham, Fitchburg, Wrentham, Wolaston, Quincy, Revere, Medford, Woburn, Braintree, Bridgewater, Salem, Hatfield, Weymouth, Newburyport, Gloucester, Cambridge and Foxboro. Mrs. Osborne said she was besieged with telephone calls Sunday morning from out of town claimants who wanted to be reassured that the meeting was going to be held. "And I'll have to admit," laughed the hostess, "that I told a fit. I told some of them that the meeting had been postponed, after also informing them that the gathering was for Brockton heirs only."

"I don't know just what would have happened," she continued, "if the warning had not been sounded in Saturday's Traveler. Certainly all the relatives in Boston and New England seemed bound to swoop down here if a word of warning had not been published. Not but what I would have been glad to have them, but for the simple reason there is a limit to the number my house can hold."

In opening the meeting Wesley W. Webber praised the Traveler for opening its columns and giving concise reports to the claims of heirs. He said that when he first learned of the Traveler's investigation of the story he and others were inclined to dodge any publicity at this time, but with the opening story he and the rest felt confident their claims were being properly handled. He also informed his auditors new developments in the case would be printed in the Traveler from time to time.

The latest news he had to divulge, Webber stated, was the report of family members who had returned Saturday from New York, where they had been in consultation with a noted law firm.

They informed him, he said, that the senior partner was in Florida, but that he had wired he would return to the city within a week to confer on the matter and that he could not return within a few days because it was impossible to dispose of pending business there.

In the meantime, he directed his firm to go over the case and have all available papers ready upon his return. Webber declared it is the wish of the heirs that the absent members personally handle the case.

Can Promise Nothing  
"You must remember," Webber admonished his hearers, "that this is to be a long fought-out case. I, nor anyone else, can promise you anything. It is a chance you, all of us, are taking. We know that we are morally right. Whether we can ever get judgment is for the highest court in the land to decide."

"We know," he went on, "that Anneke Webber was a daughter of the Stadholder of Holland. We know of the romance that came into her life; of how, at the age of 16, she married Roeloff Jans, a Dutch farmer boy, and how she and the farmer boy later fled to New York to escape the wrath of her father."

"The romantic story of the estate runs back to the time immediately following the Battle of the Boyne. It was then that Anneke Webber, daughter of the Stadholder of Holland, who afterwards became the ruler of Great Britain, fell in love with Jans."

"After many adventures Jans died in New York in 1637, and his young widow later married the Rev. Everard Bogardus, a year later in New Amsterdam. Her second husband was pastor of the First Dutch Reformed Church, and coincidentally later took charge of Little Trinity Church.

"The 226th anniversary of this church was celebrated last May. It was the anniversary of the grant of the royal charter in the year 1697, five years before the death of King William. From the fact that this charter of New York land had been granted by William the Third to his runaway daughter indicates that the King had relented."

"As you well know, we claim the land on which Trinity Church now stands, and the vast estates this corporation holds. Anneke Webber Jans-Bogardus, through properties willed her by her aristocratic family, gave Trinity a double 99-year lease. That lease expired some time ago."

"Trinity, nor the rest of the holders of what we claim is Anneke Jans's property, can sell or dispose of it in any way. If they could they certainly would have when the lease expired, because they are desirous of getting rid of some of it. But they cannot sell it for the simple reason they have not clear title, and secondly, the courts would not allow it because of the claims of the heirs upon it."

Advise All to "Stick."

Webber reviewed the entire case from the beginning to the present, and closed with the advice that everyone stick to their guns and crusade forever, "for," he said, "our claims are just claims, our fight is an honest fight."

Webber also told his audience that several hundred copies of the Traveler of each issue of the past four days had been sent to members of the Anneke Jans-Bogardus Association in California, the Descendants Association in Detroit, the Buckeye Association in the Middle West, and the Anneke Webber Jans-Bogardus Club in Minneapolis.

It was announced a meeting for heirs in Boston and immediate suburbs would be held at a date to be agreed upon.

Kings County People Interested

A number of persons in Kings County and other sections of New Brunswick are included among the claimants for the Bogardus estate. The "Keirsteads" and their descendants residing in Kings county and elsewhere are said to be among the heirs to this vast estate.

Anika Jans: Genealogy Down to the "Keirsteads"

Those persons who are interested in the Anika Jans-Bogardus fortune "now in progress" in New York, will no doubt read with interest what is evidently Anika Jans' genealogy down to the "Keirsteads." The genealogy as furnished the Kings County Record is as follows:

Prince Wolfert Webbert of Holland had a daughter Anika (Anneke).

Anika Webbert, daughter of Prince Wolfert Webbert married: Roeloff or Roeloff Jans or Jantz. The marriage took place in Von Martland, Holland. Anika Jans (nee Webbert, Anika) by her husband Roeloff Jans had four children, namely: Sarah, Catharine, Lytie and James Anika's husband, Roeloff Jans, died and Anika afterwards married Domine Everardus Bogardus, and by this marriage there were four children, namely: William, born 1638; Cornelius, born 1640; Jans, born 1643; Peter, born 1644.

Sarah Jans, eldest daughter of Anika Jans, by her first marriage, married Hans Keirstead, on January 29th, 1642, and they had 11 children.

### COLINA

March 8.—The weather still continues rough and stormy, making the roads in this vicinity in bad shape.

Earl Stewart, of Hatfield Point, spent the week-end with his parents, Mr. and Mrs. Charles Stewart.

Miss Alice Stewart has returned to her home after spending several weeks with Mrs. M. Thompson, at Keirstead Mountain.

Mrs. M. A. Sheehan, of Belleisle, is spending some time with her daughter, Mrs. Edward Guillemette.

The friends of Mr. James Keirstead are sorry to hear of his serious illness and hope for his recovery.

Word was received of the illness of Mrs. M. O'Neill, who is spending the winter with her daughter in Hartford, Conn.

Miss Erna Hayes spent the week-end at her home in Searsville.

Mr. and Mrs. Edward Guillemette are receiving congratulations on the arrival at their home on Friday, Feb. 26th, of a baby boy—Austin Edward.

Mrs. Wm. McFarlane and Miss Ella Brown spent Friday with Mrs. George Brown.

Mr. Ruthford McFarlane is spending some time at Big Cove in the employ of R. Stewart.

The eight-year-old daughter of Balantino Salazar, Mexican, of Kearns, Col., is well equipped with phalanges. She has six fingers on each hand and seven toes on each foot. Shoes of extra width are necessary to accommodate the unusual row of toes.