

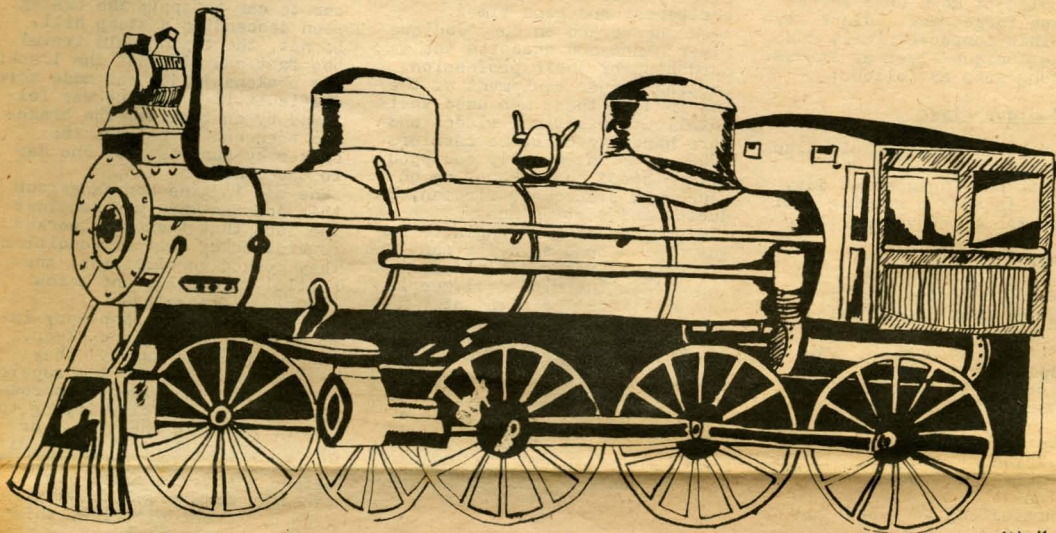
THE INVERNESS NEWS

AND MINING AND SHIPPING GAZETTE.

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Abby MacQuarrie

Looking Over Cape Breton

Article 2: INVERNESS

BRIEF HISTORY OF THE JUDIQUE FLYER

The birth of the Judique Flyer can be credited to the Railway builders McKenzie and Mann.

In the early 1900's, McKenzie and Mann dreamt of establishing a great transcontinental railway system across the young Dominion. Their greatest dreams came true when they achieved the almost impossible feat for that time. For ten years they built within Canada an average of a mile of Railway per day. One of their biggest accomplishments was the construction of the Canadian Northern.

McKenzie and Mann soon saw a potential investment in the little town of Inverness. Shean was one of the most promising mines on Cape Breton Island. An estimated 200,000,000 tons per year was expected from the mine.

Knowing the feasibility and material advantage of transporting this coal from Inverness and the surrounding areas of Mabou and Port Hood, McKenzie and Mann built the Inverness Railway, which would later serve the Judique Flyer. This venture was financed through Government subsidies. They secured subsidies of \$15,000 per mile from the Dominion Government, \$4,000 per mile from the Nova Scotia Government and \$2,000 per mile from the County of Inverness, including the right of way. The total cost of the Railway is unknown. David Stephens, in his book Iron Road maintains that \$280,000 would easily build the line, including grading, trestle work and rails. The only weakness of their operation lay in accumulation of huge amounts of interest on the money borrowed. Only

a large and continuous revenue could prevent eventual financial distress.

Once money was secured, the route for the line was then decided. Two routes were available. The first route ran along the coast, from the Strait of Canso, via Port Hood. The second, called the Orangedale Line, transversed inland. The coast line was eventually chosen for two reasons; one, it would relieve the Dominion Government of the responsibility of constructing piers and harbours, which, without the Railway indispensably necessary to develop the vast resources of the county of Inverness and two, forty miles of coast line, from Port Hood mines to Chimney Corner Coal mines, ran along the best coal areas in Cape Breton. Consequently, the Inverness Railway was supposed to begin in Point Tupper and run along the Northern Coast to the shore of Cheticamp, a distance of one hundred miles. However, the line terminated once sixty miles of the line had been built to the companies own coal mine in Inverness although the

Progress was responsible for the disappearance of the "Judique Flyer" In the 1950's, the 60mph diesel quickly replaced the 20 mph steam trains. Mr. Stanley

Collins of Lake Ainslie composed a song commemorating the "Flyers glorious days, mystic nature, and awe it generated among the people of the small farming villages it passed. "I did then, and I still do miss her lonesome sounding whistle across the waters of Lake Ainslie. I thought I should jot down some verses lest we forget the Judique Flyer." This composer nicely sums up the Judique Flyer as it was. The song goes as follows:

The Judique Flyer

1. Oh here comes the old black beauty
With her engineer on duty
She is sure a rolling cutie
On the old Inverness line

Chorus:

If its speed you desire
Climb aboard the Judique Flyer
There's no need for other hire
For she'll take you in on time

2. Watch her roll my what vision
There's no danger of collision
Travelling to fulfill her mission
Running on a perfect line

3. Sitting mid splendor
beaming
Soft fluorescent lights a gleaming
Travelling with no careening
Tis a feeling oh so fine

4. Ladies fair heed my story
Generated winds of fury
From her speeding is her glory
May send dresses flying high

5. See those headlights yonder
glaring
As conductor holds his bearing
Perfect art and skill of steering
Fast the Old Inverness line

6. Whistle shrill in the distance
Telling folks of her existence
Making grade with no resistance
Speeding down the great decline

7. Just a streak by the ocean
Jet propelled in her motion
Busy wheels won't form corrosion
Oh we hope she'll ne'er resign
8. We can add for good measure
If you ride ties of pleasure
Memories you will always treasure
On the old C.N.R. line.

LIFE ON THE JUDIQUE FLYER

Life on the Flyer was characterized by hard work, adventure and excitement and good times.

Men who worked on the "Judique Flyer" knew and accepted the hardships of their profession. Lacking proper equipment of the modern age, these men used their intellect, practical wisdom and bare hands to overcome barriers. The Flyer was usually equipped with a staff composed of an engineer, a brakeman, fireman, conductor and section men.

Before becoming an engineer one was apprenticed as a fireman. The fireman was responsible for firing the engine with coal, keeping the boiler filled with water and maintaining a steady flow of steam. Up to ten to twelve tons of coal could be used on a single trip from Inverness to Fort Hawkesbury. Working for a mere five dollars and thirty-two cents a day, the fireman's job was certainly not pleasant or materially rewarding. He looked to the day when he would become an engineer.

There were no special schools to attend to become a trained engineer. One's knowledge of the engine was the only prerequisite.

Brakemen probably had the most dangerous job on the Judique Flyer. Vincent MacLellan, a brakeman who worked on the Judique Flyer, stated that, "the brakeman's job was to make up trains and brake them going down hills." There were two sets of brakes on the Flyer. Air brakes supplemented the hand brakes if they failed. Since there were brakes on each car, the brakeman had to jump from car to car to apply the brakes when descending a steep hill. If not, the train would travel too fast and slip off the tracks. The brakeman's job was made more difficult if a decline was followed by an incline. The brakeman then had to release the brakes by jumping from one car to the other.

One can imagine how dangerous this job was when you consider the fact that these men worked regardless of weather conditions. They worked in blizzards, torrential rainfalls, and below freezing temperatures.

Section men were also very important to the Judique Flyer. They maintained safety. They were responsible for the repair of the railroad. Those men rode the rails in a trolley trying to detect flaws in the tracks or broken rails. If a flaw was discovered, these men would fix it before the train would pass through. However, if they missed even a microscopic flaw, this would cause an accident.

Sectionmen, like Neil MacKinnon of Lenloch, were also responsible for filling the trains with water tanks, clearing snow away from the turn table and putting trains back on the tracks if they slid off. Lacking proper equipment, these men somehow managed to haul a train that was sideways to its proper upright position.

The sectionmen's job was especially busy during the winter months. Snow quickly accumulated

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Commissioner Supreme and
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Specialist in Diseases of the
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UMBRELLAS

made up to order, re-covered and re-paired. Razors set and stropped.

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303 McKenzie Avenue.

**"In the good old summer time,
or any other old time, go to
JOHN QUIGLEY'S**

FOR
Fancy Dry Goods and Stationery.
Fresh new stock, right up to the minute.
Confectionery, Fruit and Ice Cold Drinks.
Ice Cream Every Evening.
Smokers' Supplies and Pool Room.
You know the place—
John Quigley, Central Avenue

on the tracks in the horrendous blizzards Inverness County was accustomed to in the 1920's and 30's.

Trains, at this time, lacked a "snowplough" in front of the engine to push mounds of snow off the track. Instead, snow could only be removed through manual labor. If the train got stuck, in snow sectionmen were responsible for removing the snow of the tracks. Snow storms were so bad that even the train engine was blanketed by snow drifts.

Sectionmen received occasional help from nearby farmers who received twenty-five cents an hour for their labor.

Accidents were a common phenomenon to the Judique Flyer. This regularity was due to the lightness of the rail (56 pounds); it was ballasted with ashes and the ties were made of softwood which lasted only six years. In fact, the ties were so weak that if a train went around a curve, with a heavy load, the tracks would actually spread. The gauge would widen and the train could easily slip off the track. These "run offs" occurred on an average of one per week. The tracks became safer once the softwood ties were replaced with stronger and more durable hardwood ties obtained from nearby farms. The farmers received 35 cents for a 8 x 8 log.

Accidents could also be credited to flaws in the train itself. Vincent MacLellan reflects on an accident in Glendyre that was caused by such a flaw. Apparently a wheel of the train broke away from its axle; "Fire came from under the wheels of the train and poor Angus (conductor) had to find out what happened. He had to get out and walk 35 cars. He got down and saw that the wheel was split in two. We were sliding right along. You see it (wheel) broke away from the axle, so you only had half a wheel. The whole engine turned over that time in Glendyre."

MacLellan reflects on another

occasion near Glencoe Station. His life could have been terminated had it not been for sheer good luck. With a shine in his eyes he recalls that tragic event, "An old man was out for a walk along the tracks. Three or four rails were gone. A big slide you know. Took the bowman all with 'im. He was signalling us to stop. We stopped and went out and there wasn't a thing on the rail. If he didn't signal about 35 cars, engine and all would have gone down the river below Glencoe Station. That's a big river down there. The poor old man, August Gale, saved our lives."

One man lost his life in another accident above the Glencoe Station. The train jumped the tracks around a sharp curve when the engine broke away from the cars. Witnesses to this accident said that before the man dies he sang "Nearer My God To Thee." Then he dropped dead."

The man who rode the trains regarded these sudden happenings as adventures to be told to their families and friends at social gatherings. But still, everyone secretly prayed that it would not happen to him.

Life on the railroad was not all bloom and fatalities. There were numerous times, as well. There have been many funny stories told of the famous device for catching cows. This cow catcher was placed in the front of the train, and was used extensively along the homogenous farming villages in Inverness County. Cows roamed wherever there was grass, even if that grass was near or between the railway ties. Usually, these stubborn cows refused to move off the track with the sounding of the train whistle. Cows or no cows the Judique Flyer kept to its schedule.

A local resident of Kenloch reflected on the time the first train passed by his home, in 1901. Not only were cows stubborn so were his horses. The beginning, farmers felt only frustration towards the trains because the noise and train whistle

scared their livestock.

One resident stated: "I had my barn near the tracks and the horses were grazing. Once the train came, the horses would go away like the hell in the woods. I remember that well. Once I got back in the barn, the damn train would come back and away the damn horses went again. They stayed there till my father came back."

The Judique Flyer was an important means for social and economic activity, as well.

The trains brought people of all walks of life together. Waiting at the station, for the incoming trains, was an opportunity to exchange views, play the occasional game of cards and to establish friendship even with ones future spouse. Many men and women met their future husbands and wives at the train stations.

Teenagers, in the late 1920's and 30's, waited with anticipation for the weekend wait for weekend wait for the trains in the wee hours of the morning. Sadie Shaw, a resident of Kenloch, reminisces of the time spent at social gatherings at the Kenloch (Strathlone Station). Her description characteristically represents the atmosphere felt in all stations the Judique Flyer touched: "Yes, I have good memories of that station. Many's the time we would be there till

three or four o'clock in the morning waiting for the train. There was nothing else to do so we went to the station and played cards and told stories. We had a real good time."

Another resident of Inverness County maintained that the Judique Station was pretty much like Truro today, "You couldn't move around there with horses and wagons and the platform loaded, people coming to meet the ones coming on the train. In every station it was nothing to see 30 and 40 teams around waiting for the trains."

Economic activity flourished with the coming of the Judique Flyer. The Judique Flyer was a vehicle by which produce was brought to market. Up to ten to fifteen cans of cream were brought to market every Tuesday and Friday. Calves were shipped as well, by the Judique Flyer. Pit timber was another commodity that was transported by the Flyer. This timber was used in the mines in Inverness and also in Sydney for the Dominion Coal Company.

Getting one goods to market was essential to the livelihood of many residents in Inverness County. Consequently, freight cars were in such demand, that fights often developed over who would get the cars to ship their produce.

Travelling on the Judique Flyer was a slow and tedious experience. The interior of these passenger trains were apparently very crude.

The inside of the train was composed of fairly comfortable seats. On either side of each coach was a pot belly stove, fuelled by coal that smoked continuously if improperly stocked. The source of light for the Flyer radiated from red kerosene lanterns. The common consensus of the people who rode the train was that it rattled, shook and moved from side to side on its journey down the tracks at a slow 20mph.

The Judique Flyer was a symbol of an age when the quality and character of society was of closeness to neighbour, and community, when individuals joined in celebrating their achievements and when life moved at a pace that could be enjoyed with a sense of fulfillment.

It is an important aspect of our culture and traditions and hopefully, we shall always reflect and strive for the "good times" the Flyer gave to its passengers.

GROCERIES

They are fit for a king to eat.

SOFT DRINKS OFF THE ICE.

They're Cold, They're Cold, They're Ice Cold.

Agent for Proieau and Carignan.

We can supply any quantity of their celebrated beer.

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Serve you by buying your clothes here.

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Company promised to build the line to Cheticamp. This breach of Trust did not destroy the Company's credibility but the majority of the residents of Cheticamp reluctantly accepted their fate, despite contributing their share of the cost. Following is a letter that appeared in the May 2, 1912 edition of the Inverness. News written by a concerned, frustrated and outraged citizen of Cheticamp, who advocated collective action against McKenzie and Mann.

To the Editor of Inverness News:

Dear Sir:

Seeing that you are very properly inviting a discussion in your columns of the Railway question in this county, I wish to submit a few observations.

It is now quite a number of years since this question was first noted in this county. For over a quarter of a century it has almost, if not entirely been the all absorbing one with our people. And yet, in this 20th Century after all our efforts we have but sixty miles of railroad in the county, exclusive

of a few miles through which the intercontinental runs its way to Sydney. Messrs. McKenzie and Mann who met with generous assistance, too generous some would say, of both the Federal and Local Governments and the Municipality the sixty miles referred to and who operate under the same were under contract to build the road as far as Cheticamp, and the municipality bonus of \$1,000 per mile was now granted on that condition. But when they got as far as Broad Cove (now Inverness), they went no further and then representative Mr. Sinclair proved too strong for some of our municipal councillors and then he secured a majority of them to give the bonus as far as Inverness.

This was a grave injustice to the people of Northern Inverness as they had to pay their share of that bonus and yet are without a road. For ten years they have waited patiently for the extension of the road but so far without any assurance of its being extended.

It is no wonder then that a few months ago they turned their attention in another direction. In January they sent out a strong delegation to the Minister of Railways for the purpose of getting a Government road built from Cheticamp to Orangedale. And so favorably did they impress the Minister that he promised them a survey of the proposed line this coming summer.

In the meantime, it would appear that other interested parties got busy. The Company known as the St. Rose and Orangedale Railway has been promising us a road for many years. Seeing they were about to

be side-tracked by the Government should the latter build the road to Cheticamp announced once more that they had all the money they wanted and would begin operations both on their road and on their coal areas whenever the snow went. McKenzie and Mann also evidently had their "north eye" open and feared they would lose the Northern traffic should either of the two roads referred to go on.

And then it was that the questions came before the Inverness Board of Trade.

They came to believe that on the whole it would be better for the interests of the county to have the Inverness Railway and Coal Company, extended their road to Cheticamp than for either the Government or the St. Rose and Orangedale Company to build their respective branches.

Let us all try to unite on these propositions, via, to get all the Inverness Railway and Coal Company to extend their road North, then bring all possible pressure to bear on the Government to acquire it and make it a feeder of the I.O.R. and likewise get a branch from some point on the I. & R. to Orangedale.

This, to my mind, at least, should solve for all time the railway problem of Inverness County.

And we should not lay down our arms till we get it. Let there be no partyism, no griftism, no Toryism in the matter at all, but stand straight, shoulder to shoulder in demanding our just rights, and if we do this with single eye to the advancement of the County there is no doubt whatever of the final episode.

Thank you for space,
Elector

Regardless of public opinion, in 1900, McKenzie and Mann built the railway. On August 10, 1901, it was named the Inverness Railway and Coal Company. Its first manager was J. L. Brass.

The first years of the Inverness Railway were profitable. Gradually, however, the Company ran into problems of flagrant over-capitalism. The company failed to pay back the interest on their bonds. The investors in the company were not getting their share of the profits that the company were supposedly accumulating. A remedial solution had to be found. The end result in 1915, was receivership for the Inverness Railway and Coal. J. MacGillivray re-

ceived and managed the Company until June 24, 1919. Then, the Eastern Trust Company, Inverness Railway and Collieries Ltd. took over its management. They in turn sold the Railway in 1929, for \$275,000 to the Dominion Government.

Inverness Railway & Coal Co.,

PASSENGER TRAIN SERVICE.

EASTBOUND TRAINS		TIME TABLE		WESTBOUND TRAINS	
Read Down		Atlantic Standard (except time)		Read Up	
No. 54	No. 54			No. 54	No. 54
A.M.	P.M.	MILES	STATIONS	A.M.	P.M.
11:15	1:55	0	Pt. Tpr. Jct.	11:08	10:35
11:21	2:01	1.2	Pt. Havelock	10:40	3:47
11:40	14:13	4.7	Pt. Hastings	10:50	5:10
	14:47	8.8	Troy	11:30	
	14:40	12.7	Crespinish	11:38	
	14:54	16.0	Crangemoor	11:51	
	1:07	21.5	Judique	12:45	
	1:40	27.0	Cheticamp Pad	1:32	
	1:55	32.5	Port Hood	1:48	
	1:43	36.0		1:54	
	1:50	37.2	Gleneloe	1:58	
	1:48	39.0		2:03	
	1:50	41.5	Malbu	2:08	
	1:50	47.4	Glendyer	2:13	
	1:50	52.2	Black River	2:18	
	1:50	56.6	Strathloran	2:27	
	1:50	60.0	Inverness	2:30	

Trains make close connection at Point Tupper Junction with I. C. & N. passenger trains excepting the Atlantic Express which leaves Point Tupper at night.

The golden age of the iron horse did not go into oblivion with the selling of the Railway. A series of passenger steam trains, all called the Judique Flyer made their way into history by their vibrant, unique and novel character.

The name of these passenger trains was derived from the long stop over at the Judique station. Others accredited the name to the aggressive character of Judiquers who frequently travelled the train.

The Flyer made two trips a day, depending on weather conditions. There were two passenger trains. One travelled to Port Hawkesbury from Inverness in the morning, and the other transversed from Port Hawkesbury to Inverness in the wee hours of the morning, as well. There were also two freight trains that arrived in Inverness at one and two thirty p.m. The schedule for the Judique Flyer shows us that it took approximately 3 hours and 15 minutes to travel from Inverness to Port Hawkesbury.

A very important link for the Flyer was the 24 hour service, CN Ferry, called the "Scotia." This ferry met the trains at Point Tupper and transferred them across a one mile stretch of water to Lulgrave. There were up to four tracks on the deck of the Scotia on which the trains across to the mainland, it also carried passengers and freight. The significance of the "Scotia" must not be overlooked because it proved a valuable link with mainland and Cape Breton, before the Causeway was built.

For Sale or to Let!

A most cottage just completed on Me- Isaac Street. It is a jewel. The plan is after the American style. The house contains four good sized chambers and hall, besides trunk, clothes and linen closets upstairs, while the first floor contains parlor, reception hall, dining room, with corner china closet and open fireplace, a fine kitchen, with hardwood floor and sink, large pantry and closet off kitchen. Apply to J. J. A. Gillis, Inverness.