

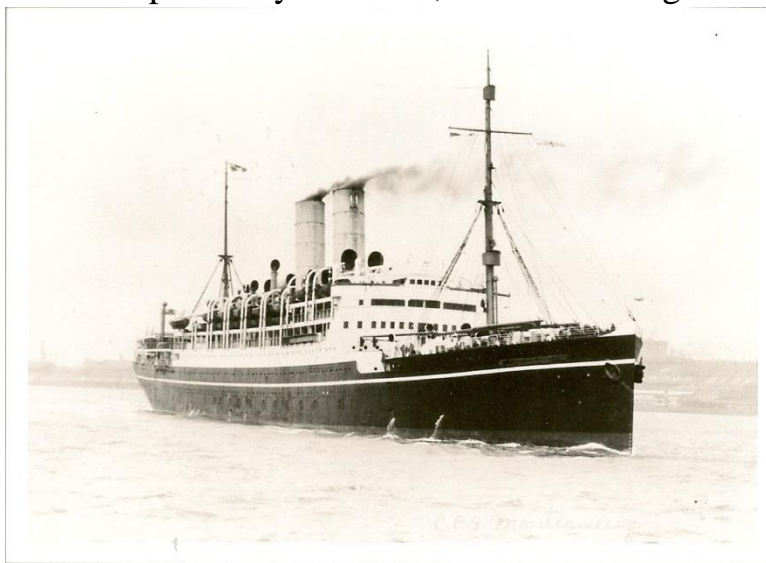
## MY PARENTS'S JOURNEY TO BECOMING CANADIANS

by Ernie Bies. June 12. 2019



Jan Bies, left the old country ninety-two years ago to seek a new life in Canada. He had completed the mandatory military service in the newly formed country of Czechoslovakia. Enticed by agents who promised work on Western Canadian farms, and with the financial support of his mother, he signed on. After boarding the Canadian Pacific Railway (C.P.R.) ship **S.S. Montnairn** in Antwerp on May 4th 1927, and celebrating a lonely 23<sup>rd</sup> birthday

during the crossing, he arrived in Quebec City on May 13, 1927. Of the 517 passengers on board, almost 200 were from Czechoslovakia and many, like my father, were bound to meet Mr. C.A. Van Scoy, Superintendent of Colonization, C.P.R. in Winnipeg Manitoba. His status was Landed Immigrant and he had \$25 in his pocket.



From Quebec City he went to Montreal where he boarded the C.P.R. train to Winnipeg ready to start his Canadian journey. Chester Allan Van Scoy, along with Dr. William John Black, his counterpart at the Canadian National Railway (C.N.R.) Department of Colonization, Agriculture and Natural Resources, were responsible for bringing hundreds of thousands of European immigrants to the Canadian west in the mid to late 1920s under terms of the Railway Agreement.



**The Railway Agreement of 1925.** Following the First World War, immigration policies in Canada were very restrictive. Landing in Canada of alien enemies was prohibited with some allowances made for those countries whose independence was recognized. Unofficially, there were two categories of immigrants, preferred, being British, American and Scandinavian, and non-preferred, being central and southern European. Canada's two intercontinental railways, the Canadian National and the Canadian Pacific, had control of vast tracts of farmland bordering their routes through Western Canada. They recruited settlers from the preferred countries but it was soon clear that thousands of farm workers and domestics would be required to help operate these new homesteads. The preferred immigrants tended to avoid the menial work offered on farms as they would rather pursue employment and business ventures in the towns and cities. A new strategy was required and the two railways, along with industrialists and farmers, began lobbying the government to amend the immigration policies. This led to the Railway Agreement, signed in September 1925, which gave control of the immigration of European farm workers to the two railway companies. The Federal government was still responsible for medical checks and issuing of visas but the railway companies were in full control of recruitment of agriculturalists and domestics and their assignment to farm jobs throughout the west. Both companies created Departments of Colonization and Development and set up networks throughout Europe. Their agents recruited candidates from Great Britain, Norway, Sweden, Denmark, France, Holland, Switzerland, Poland, Czecho-Slovakia, Hungary, Yugoslavia, Rumania, and Germany. The Railways were advertising simultaneously throughout the Canadian west with ads like this one "*ORDER YOUR FARM HELP NOW FOR 1927. To be of help to WESTERN CANADIAN FARMERS and assist in meeting their needs in securing competent farm help, the CANADIAN*

**CANADIAN PACIFIC RAILWAY**

**ORDER YOUR FARM HELP NOW FOR 1927**

To be of help to **WESTERN CANADIAN FARMERS** and assist in meeting their needs in securing competent farm help, the **CANADIAN PACIFIC RAILWAY** will continue its farm help service during 1927, and will include in this service, as last year, the securing of women domestics and boys.

Through experience in securing this farm help during the past few years, the Company is now in touch, through its widespread European organization, with good farm laborers in Great Britain, Norway, Sweden, Denmark, France, Holland, Switzerland, as well as in Poland, Czecho-Slovakia, Hungary, Jugo-Slavia, Roumania and Germany, and can promptly fill applications from Canadian farmers for farm help.

In order to have this help reach Canada in ample time for spring farming operations, farmers must get their applications in early to enable us to get the help needed.

Blank application forms and full information may be obtained from any C.P.R. agent or from any of the officials listed below.

**THE SERVICE IS ENTIRELY FREE OF CHARGE**

**THE CANADIAN PACIFIC RAILWAY COMPANY  
DEPARTMENT OF COLONIZATION AND DEVELOPMENT**

WINNIPEG - - -	C. A. VanSCOY, Supt. of Colonization
	THOS. S. ACHESON, General Agricultural Agent
	CANADA COLONIZATION ASSOCIATION
SASKATOON - - -	W. J. GEROW, Land Agent
	JNO. A. WILLIAMS, Asst. Supt. of Colonization
REGINA - - -	G. D. BROPHY, District Passenger Agent
CALGARY - - -	JAMES COLLEY, Asst. Supt. of Colonization
EDMONTON - - -	J. MILLER, Asst. Supt. of Colonization
VANCOUVER - - -	H. J. LOUGHRAN, Land Agent
MONTREAL - - -	J. DOUGALL, General Agricultural Agent

**J. N. K. MACALISTER,**  
Asst. Commissioner

**J. S. DENNIS,**  
Chief Commissioner



*PACIFIC RAILWAY will continue its farm help service in 1927, and will include in this service, as last year, the securing of women domestics and boys.*" Jan Bies was one of the workers who was sent to Winnipeg in 1927 to be assigned to a farm by C.A. Van Scoy. More than 185,000 Central Europeans benefited from certificates of immigration issued under the terms of the Railway Agreement between 1925 and 1930. These documents provided the



immigrant family details along with a picture. On the reverse, in their own language, was a warning that they were coming to Canada to do farm or domestic work and could be deported if they failed to do so. Van Scoy's photo and biography were detailed in The Montreal Gazette on July 29, 1943 on the occasion of his

retirement from the CPR. Note typo in news clipping. He joined the CPR in 1913, not 1931.

**CHESTER ALLAN VAN SCOY,** assistant commissioner, Department of Immigration and Colonization, Canadian Pacific Railway Company, was honored yesterday by members of that department, on his retirement after more than 30 years' service. He was presented an inscribed testimonial and a gift of war bonds and war savings certificates. Messages of appreciation and good wishes for the future from colleagues throughout Canada and the United States and from other friends previously associated with Mr. Van Scoy in his long record of colonization service were received at the headquarters offices. A native of Iowa, Mr. Van Scoy joined the C.P.R. in 1931 as travelling inspector for the Department of Natural Resources at Chicago, and in the same year was appointed land agent at St. Paul. In 1914 he was promoted to assistant superintendent of sales in the same department at Calgary. He became special irrigation agent with headquarters at Denver and Calgary in the following year. In 1916 he served in the same capacity with the Department of Colonization and Development and in 1917 his headquarters were at San Francisco. In 1919 he was appointed district representative there, remaining in that city until 1924 when he was appointed assistant superintendent of colonization at St. Paul. In 1926 Mr. Van Scoy was promoted to superintendent of colonization at Winnipeg, which post he held until 1930 when he received the appointment of assistant commissioner, Department of Immigration and Colonization, Montreal, from which office he now retires.

*C. A. Van Scoy*  
Superintendent of Colonization.

Organized labour, religious and service organizations lobbied successfully to end the agreement in 1930 over concerns that these workers, who were willing to work for \$15.00 a month, would depress wages and negatively affect the British character of the country. The Vermilion Alberta branch, of the Canadian Legion, passed a resolution on April 6, 1928 expressing concern about the number of immigrants from central and South Eastern Europe who were admitted to Western Canada in 1927. They felt that these immigrants flooded the labour market and lowered the standard of living of their own people. They wanted the majority of immigrants to speak either English or French as their mother tongue and strongly protested the continuation of this policy to the Minister of Immigration. The Right

Rev. Dr. G.E. Lloyd, Bishop of Saskatchewan was even more condemning in an hour-long speech given to the Grand Orange Lodge in Edmonton on July 26<sup>th</sup>, 1928. His speech was an appeal to rescind the Railway Agreement and to establish a quota system to ensure the British nature of the country.

At the urging of C.N.R., the informal designation of “non-preferred” immigrant was modified to the more acceptable “European agriculturalist” in the late 1920s.

Thousands of immigrants were recruited by Chester Van Scoy as evidenced by the passenger lists of the ships between 1925 and 1930.

There are several examples of queries on Ancestry message boards searching for information about C.A. Van Scoy:

*“Matija Marentic from Slovenia, a relative of mine, emigrated to Canada in 1928. He was a single male and indicated C.A. Van Scoy Winnipeg, Man. as his destination. Does anyone know anything about this name? Could it be an employer? I noticed many other names on the Manifest of his ship also indicated the same destination.”*

*“I am looking for information re the colonization he was involved in as my dad, Walter Chabudzinski's immigration destination also noted Mr. Van Scoy.”*

ORIGINAL No. 25881  
(In duplicate)

Cash. Nom. 70499.

CANADIAN NATIONAL RAILWAYS.  
DEPARTMENT OF COLONIZATION, AGRICULTURE AND NATURAL RESOURCES

Rotterdam, November 27, 1927.

To the Department of Immigration and Colonization of Canada:—

The bearer... MECSEI, Gabor  
Sex... M... Age... 48... of Tiesapalgar, HUNGARY  
being of... Hungarian nationality.  
whose signature is endorsed in the margin, accompanied by—

Erzsébet	Wife	Age	30
Iloca	Child	Sex	F
Korona		F	Age 15
Erzsébet		F	Age 13
Gabor		M	Age 8
Piroska		M	Age 6
		M	Age 4

belongs to a class whose admission to Canada is provided in P.C. 183 and is proceeding to Canada by S.S. ROTTERDAM, scheduled to sail from Rotterdam on November 27th, 1927, for the purpose of engaging in farming, farm labour, or domestic service in Canada.

Occupation in the service stated is guaranteed by this Company.  
Passport visa is hereby requested for the above named.

Signature of Agent

ROTTERDAM, Holland.

NOTE—Signature for purpose of acknowledgment to be made by applicant back of this form, contains printed in applicant's language

**Train Wreck.** My father took the CPR train to Winnipeg after landing in Canada on May 13, 1927. Little did he know that his adventure could have ended on his trip west but good fortune was his companion. On Sunday, May 15th, 1927, the returning CPR passenger train No. 2, eastbound for Montreal, was wrecked near Nipigon. This was about fifty miles east of Port Arthur (now Thunder Bay). The Porcupine advance, dated Thursday, May 19, 1927 reported that three CPR employees were killed and twenty-three passengers and crew, including several Slovaks, were injured. The rail line parallels the Jackfish River in this area and a rock slide had occurred onto the tracks. The train, travelling at about 40 mph, rounded a curve and struck the landslide, causing the locomotive, mail and an express car to leave the tracks falling forty feet down the embankment. John Hogg, Engineer, Fort William, Harvey Sly, Fireman, Schrieber, and William L.

Kirkpatrick, Mail Clerk, Fort William, died. The First Class and Pullman cars remained on the track when a coupling broke, saving injury to most of the passengers. The cafe car burst into flames which spread to mail and baggage cars resulting in the loss of all the east bound mail and parcels in spite of the efforts of a mail clerk who was severely burned. Passengers assisted Mrs. Butler, a nurse from Port Arthur, in providing medical assistance and support to the injured until the arrival of a relief train.

Many Slovaks came to Canada in response to the CPR ads promising work on the Saskatchewan and Alberta farms. This was seasonal work and many drifted back and forth across Canada seeking employment. Several Slovaks were listed as injured in this train wreck, many with no address but heading for Welland, Ontario, in search of work. There were also Russian, Chinese, Finns and Canadians who sustained injuries. (see appended news clippings)

Researchers tracing relatives may be interested in the names. The Slovaks listed, although the spelling may be distorted, were: John Hinciar, 30, Port Alfred Quebec, Wenaal Ralk, 50, no address, Thomas Sobeck, 27, no address, enroute to Welland, Andrew Sobeck, 33, no address, enroute from Fort William to Welland, Joseph Marcin, 24, no address, enroute from Winnipeg to Welland.

**Working out West.** My father was assigned to a farm but through some miscommunication, his contact at his destination did not appear. My sister Olga retells his story that he did manage to secure a job with a local farmer who said he could not pay him a salary but could give him room and board. In desperation he accepted the offer and was determined to learn English, studying his dictionary every day. The farmer had quarters for hired help above a hayshed. Jan spent a very lonely first Christmas away from home. Looking out his window he could see the family celebrating around the table. He desperately wanted to go home but knew he could not because of the sacrifice his mother had made to help with his initial passage. He did work at different farms in Wetaskawin near Edmonton, St. Paul in northern Alberta and Luseland, Saskatchewan. Earning meagre wages for a couple of years, he still managed to send a few dollars home. One such money order in the amount of \$5.20 was sent from Owlseye Lake, near St. Paul, Alberta, on February 28 1929. He lived in Montreal for a while where he had friends from home including the Stefick families, then back out West. He was able to assist his older brother Pavel and younger brother Michal with their passage to Canada. Pavel, age 29, came aboard the Melita, landing in St. John New Brunswick on March 21, 1929, and 23-year old Michal joined them in Canada aboard the Cleveland, landing in Halifax on Sept. 12, 1930. By this time the Great

Depression had hit and work was scarce for the three Bies brothers. Hopping a freight train back east, they lucked into a good paying jobs on a power dam in the Abitibi Canyon in Northern Ontario after a misadventure with the CNR and local police in Hearst.

Jan related his story in a taped interview to his grandson Russell Siska in 1975.

*"In 1930's it was the worst because I was out west. R. B. Bennett became Prime Minister of Canada and everyone was cursing him for the depression. I heard that some farmers couldn't afford to drive their cars anymore so they took out the batteries and the engines and hooked up a team of horses. These were called Bennet buggies."*



*I left the West hopping freight trains. There were 200 or 300 men riding on top of the box cars. At the first division point from Winnipeg, Reddit, there was a train wreck. The train was de-railed. After they got the track connected and cleaned up, they tried to chase us off the train. They started at the engine and by the time they got to the back the train was full again, Finally, they let some of us through. Sometimes the conductor was kind and warned us that there would be a big force of police waiting for us at the next stop. He would slow the train down to let us off and we walked through the town and got back on the train on the other side.*



*It was November and very cold and one sympathetic conductor let us ride in an empty box car near Sioux Lookout. When we came to Hearst, we were sound asleep and didn't realize they had unhooked our car in the yard. That's the first time I was in Hearst. There was a tough C.N. cop here in Hearst, Teggin, who chased us off the train and wouldn't let us back on. We tried for two days and we couldn't get on. I met some people in Chalykoff's or West's store who were speaking Slovak. That's how I first heard about the Slovak Colony at Bradlo. Since we couldn't get back on the train, we walked down the tracks to Mattice, 20 miles. At Mattice the station agent gave us some coal and let us stay in the waiting room, but he must have called the CN Police. We were planning to hop the train when we saw Teggin and the town policeman, that "long one", Desgrosseilliers, approaching so we ran to the ticket counter and bought tickets to Kapuskasing.*



**John Teggin** was a long serving member of the C.N. R. Police in Hearst and a well-respected citizen.

**Eugene Desgrosseilliers** (1900-1960), was indeed the "long one" standing six feet seven inches and towering over the men of Hearst. His granddaughter Yvonne Demoskoff, posted a blog with pictures. Eugene joined the Hearst police as a constable on Dec. 19, 1927, and was appointed Chief of Police on Feb. 20, 1928, serving until Dec. 27, 1934. He returned as police chief from Aug. 19, 1952 to Feb. 7, 1953.



Jan's story resumes:

*In Kapuskasing we went to Spruce Falls and got jobs in the camp cutting logs, but the pay was poor, only four cents for a 16-foot log. It was very difficult work and you needed to work together with friends to get anything done. Spruce Falls at that time took advantage of the men charging us \$1.05 a day for lodging and you had to buy your own bucksaw blade, axe, files, and all that, so most of the boys lost money. We worked there for about 6 weeks, up to Christmas time, when we were laid off. Then we heard about the Fraserdale Hydro construction project.*

*We went to Cochrane to try to get in there. There were thousands of men in Cochrane looking for work. We heard that the job was pretty dangerous and many people got hurt and even killed during construction so we got kind of scared away. Finally, in February, after camping in the bush in freezing weather, sometimes 50 below, we decided to go and see for ourselves but it was hard getting in. They had armed police and security stationed around the camp. I managed to sneak in but was stopped in the yard where a guy in plain clothes asked for my badge. While I was trying to bluff my way, he took a swing at me and told me to get the hell out. Backing up and talking fast I managed to convince him that I was just looking for a job and had been living in the bush waiting for a chance for a month. He backed down and helped me get a job that same day. My brother was still waiting in the bush and after a few days I was able to sneak him into the bunkhouse and hid him under my bed. I would sneak food for him from the cook shack. He would sleep in my bed and I would sleep in other workers beds when they were on shift. After about a week he also got a job there.*

*I got a job to the mixing plant unloading the cement. The cement came loose in the boxcars, 60 tons to the car. Four men unloaded each car and we were paid 10 cents a ton. We tried to make one boxcar each and it was really hard work but we kept on for three weeks. Finally, we got fed up, the cement burned us, the cement seemed red hot, we couldn't sit down or lay down, we didn't feel like eating or anything, so we all quit and looked for other jobs. They couldn't find anyone to unload the cement. Men would start but quit after a few hours because they couldn't get used to it. The Superintendent tracked me down and asked me to come back to the cement crew. I had a few days rest and was feeling better so I accepted. He said I would be the foreman and could choose my men. I chose ten big men and looked after them. We were getting time and a half so the money was good. We went to the machine shop and rigged up a scoop and pulley system for unloading the cement. We could clean out a boxcar in fifteen minutes. They needed a lot of cement on that job and we were in demand. We were the highest paid crew on the project."*



By 1931 he finally had enough money to return triumphantly to Czechoslovakia

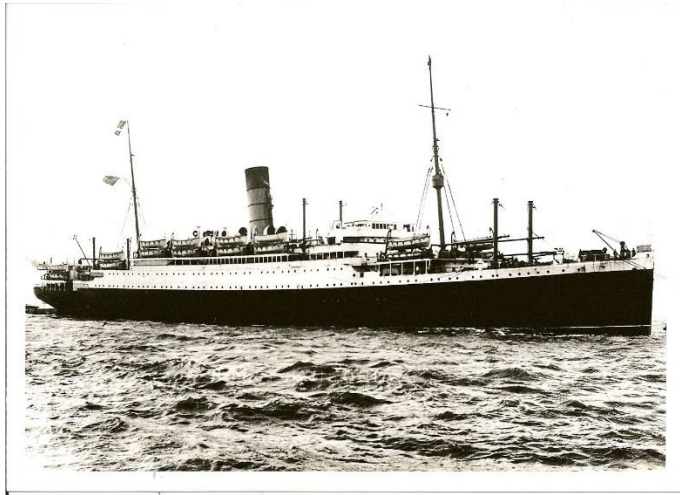
with his brothers Pavel and Michal. He had been corresponding with Anna Huckova while he was in Canada and he cut a dashing figure in his new suit, homburg and spats. After a quick courtship and marriage, he returned to Northern Ontario only to find that his well-paying job was no longer available as the company was now in receivership. Pavel had stayed in Czechoslovakia



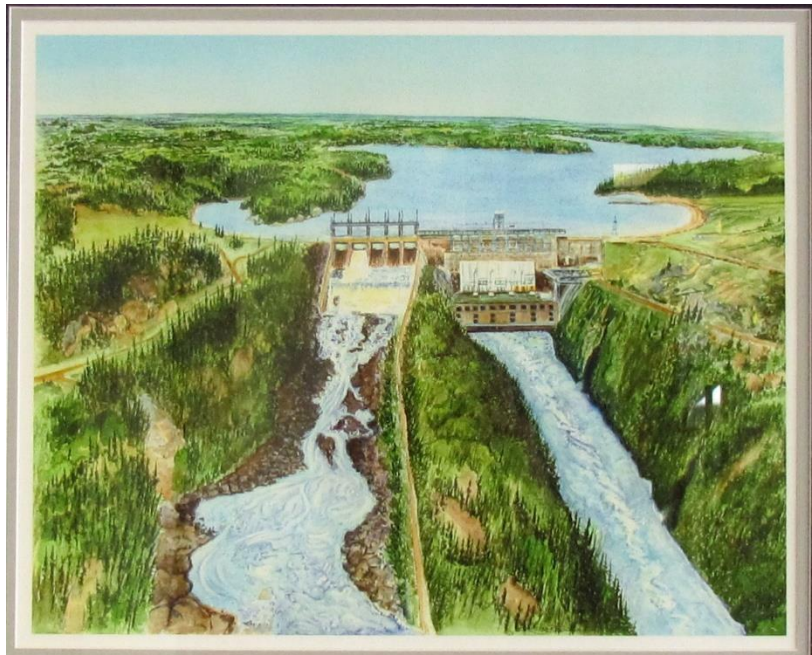
after the wedding but Michal returned to Canada with Jan. Michal is in the back row of the group wedding picture, second from right.



*Jan Bies Sailed from Havre April 8, 1932, via Southampton, aboard the S.S. Ausonia, arriving in Quebec City on April 19, 1932. There were only 138 passengers on board, with 7 Slovaks including Jan and his brother Michal. Their destination employer was William Helman, Cochrane, Ontario. Money in possession was \$200 and they were admitted as returned Canadians.*



**The Abitibi Canyon.** In 1926, the Abitibi Power and Paper Company, through its subsidiary, the Ontario Power Service Corporation, gained approval from Ontario's Ferguson Government to develop the Abitibi Canyon. This \$23 million dam and powerhouse was the largest power development project since the Niagara River. Abitibi Power was once the largest pulp and paper company in the world and through a series of diversification and development projects was well positioned to take on this major project. The development was designed by the George F. Hardy Company of New York and construction was entrusted to the Dominion Construction Company, a leading Canadian firm whose president Harry Falconer, assumed hands-on control. Construction was started in 1930 and a community named Fraserdale was established



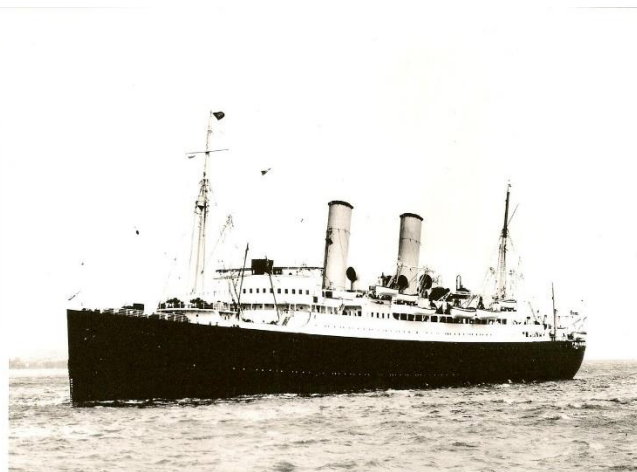
nearby to house the workers and their families. An article in the May 1<sup>st</sup>, 1931 edition of MacLean's Magazine, by Douglas Lapham, provides historical details of the project. The Abitibi flows through a steep canyon, 260 feet deep and 200 feet wide at the chosen location, providing a natural site to harness the river and build a dam. First, the river had to be temporarily diverted. Two tunnels were blasted through the rock walls of the canyon, one 1000 feet and the other 1200 feet long. These temporary measures cost more than \$600,000. They had to be lined with concrete for efficient operation. Now the worksite could be dried out. A cantilever bridge was built to facilitate dumping the more than 600,000 cubic feet of concrete that the dam required. The townsite named Fraserdale with modern conveniences such as chlorinated water, shower baths, sewers, electric lights, a school, a hospital, theatre and recreation hall soon sprang up in the wilderness. Located about 60 miles north of Cochrane Ontario, it was accessible only by train. There were bunkhouses for the single men and some family homes as well. The town was alcohol free and had a private police force for security. The dining rooms had first rate chefs and a variety of foods.

Construction of the dam was proceeding on schedule until the parent company found itself in financial difficulties in 1932 and was forced into receivership causing a temporary halt in the construction. The Ontario Government took over the project in 1933 and work was completed in 1936.

**Slovak Colony in Hearst.** With the work stoppage, Jan had to look elsewhere and found work on the new highway 17 construction project being built between North Bay and Ottawa. After he paid for his room and board, he had five dollars left so could not send for his wife who was now expecting their first child. Later in 1932 he went to Hearst, to the Slovak Colony, and bought two 75-acre farms, one for himself and the other for his brother Michael. My mother waited patiently for him to get established on the farm and finally, with financial support from her father, she and baby Olga booked passage to Canada in 1933.



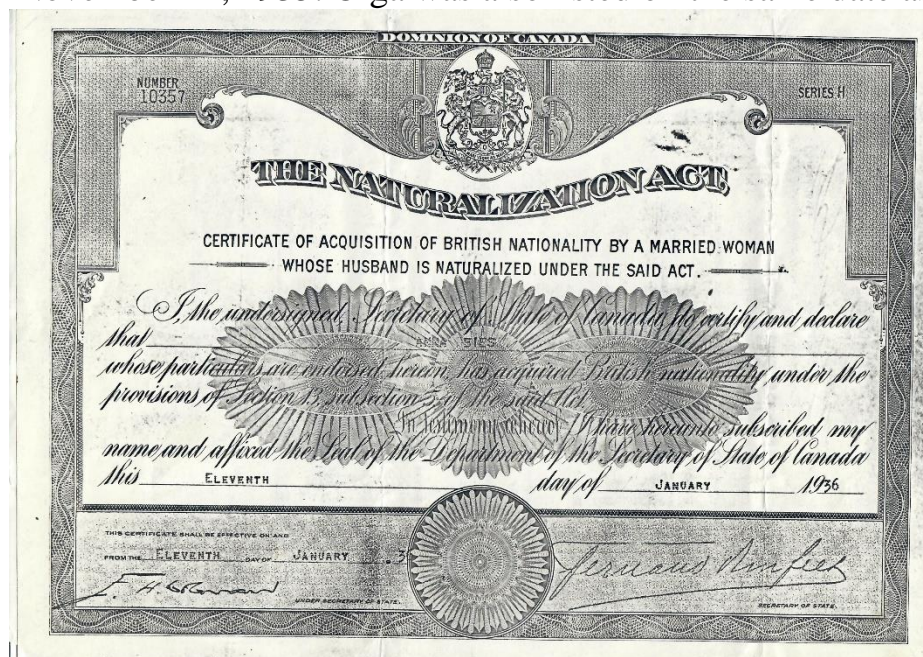
*The Montrose* sailed from Cherbourg July 15, 1933, via Southhampton, arriving in Quebec City on July 22, 1933. There were 209 passengers including 14 Slovaks. Anna Bies, age 27, Slovak, Occupation: Housewife. Destination: Husband, John Bies, P.O. Box 105, Hearst Ontario. Money in possession: \$50.



Status: Landed immigrant. Olga's info was the same except her occupation was shown as infant.

**Canadian Citizenship.** One of Jan and Anna's first objectives was to gain Canadian Citizenship, which, until the approval of the Citizenship Act of 1947, meant becoming British citizens under the Naturalization Act. Page 1845 of the Canada Gazette lists John Bies, farmer from Hearst Ontario, as becoming a naturalized alien on November 22, 1935. Olga was also listed on the same date as a minor child.

Anna Bies is listed on page 2618 of the Canada Gazette after being naturalized on January 11, 1936 as the wife of a naturalized alien. Having a certificate of British Nationality did not spare her the humiliation of



being registered as an undesirable alien during the second world war and having to report to the RCMP. Olga remembers her coming home in tears from the initial visit. She was a proud new-Canadian and could not understand the rude treatment



from the officer in charge. She was having difficulty filling out the registration forms while holding a clutch purse containing all her documentation under her arm. The officer snatched the purse from her and flung it across the room in anger. She was traumatized, as government people and police were all powerful and feared in the old country.

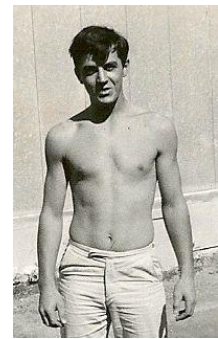
I wonder if the Canadian Slovaks are on the apology list?



Little Long Rapids campsite while working on the nearby Harmon



Of the seven Bies children several of us continued to have connections with the Hydro projects in Northern Ontario long after our father had worked there. My sister Olga taught in Moose River Crossing in the early 50s and visited friends who lived in Fraserdale on some weekend train trips. Ontario Hydro provided work opportunities for all four of the boys. My three older brothers worked at Otter Rapids on the Abitibi River in the 50s. I spent the summers on 1964 and 1965 at the



and Kipling dams on the Mattagami River. In 1965, like my father more than 30 years earlier, I worked on the concrete crew. A modern highway connecting the Abitibi Canyon to Smooth Rock Falls, a distance of 80 km., was completed in 1966. Olga and I visited the Abitibi Canyon power dam and the abandoned Fraserdale townsite in 2016.

Some fifty years after my father had first ventured to the west, I was transferred from Ottawa to Edmonton. My wife and I decided to take the train, in a sense retracing his initial journey. In 1978 my mother came to visit us, also taking the train, a three- day journey where she no doubt relived my father's travels.



We visited Wetaskawin and St. Paul Alberta where my father had worked. In St. Paul we met my father's friends Stefan and Zuzanna Habarda. They had stories from the past, identified some of the farms where my Dad had worked and gave me a photo of my Dad taken in 1927. It showed a young man full of hope, unaware of the forty years of toil facing him. He did persevere, overcoming the hardships of starting a new life in a strange country and surviving the Great Depression.



Except for a couple of ventures out to find employment in the mines in Dobie and Geraldton, Jan and Anna remained in the Hearst area where they raised their family of seven.

Jan was finally able to retire in comfort in 1967 and was able to enjoy the successes of his extended family until his death in 1976. Anna passed away in 1991.

Due to their sacrifices their family did enjoy the Canadian Dream.



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## NEWSPAPER CLIPPINGS

The Porcupine Advance  
May 19, 1927

Winnipeg Tribune, Jan, 7, 1930

## C. A. Van Scoy Honored by Former Associates

C. A. Van Scoy, recently-appointed assistant commissioner of Immigration and Colonization of the C.P.R., with offices at Montreal, was presented with a magnificent cello-ette this morning by the staff of the Department of Immigration and Colonization for Western Canada and the United States. The presentation was made by S. H. Murphy, his former assistant, among those at the brief ceremony in the C.P.R. depot offices being Colonel J. S. Dennis, advisor to the department; J. N. K. Macalister, chief commissioner; R. C. Bosworth, who has succeeded Mr. Van Scoy; J. A. Williams, superintendent at Saskatoon, and C. A. Buchanan, travelling agent at Saskatoon.

Mr. Van Scoy, accompanied by his wife, is going to take up his appointment immediately, and leaves Winnipeg Wednesday morning on the private coach Montmorency. Colonel Dennis and Mr. Macalister are also returning to Montreal.

THE PORCUPINE ADVANCE, TIMMINS, ONTARIO

## Three Killed, Twenty-three Hurt in Wreck Near Nipigon

Several North Bay People Among the Passengers Injured.  
Accident Caused by Landslide in Clay Formation Along  
Near Port Arthur.

On Sunday morning shortly before two o'clock the eastbound Canadian Pacific passenger train, No. 2, for Montreal, was wrecked at Fire Hill, near Nipigon, about fifty miles east of Port Arthur. The wreck was caused by a under-track landslide. The track parallels the Jackfish river for about a mile, and is on a clay formation. Apparently the river had washed under the bank and the earth slid under the fast passenger train as it reached the point. The locomotive, mail and an express car left the rails and fell forty feet down the embankment. The engineer, fireman and mail clerk were all killed, and twenty-three passengers and train employees were injured, some of them seriously so. It will be noted from the list below that several of those injured were from North Bay. A large consignment of eastern mail was burned. The breaking of a coupling allowed the first-class and Pullman cars to remain on the track, and so the majority of the passengers escaped serious injury. These passengers did noble service in assisting in the work of rescue and relief. Mrs. Butler, a Port Arthur nurse who was on the train, gave very valuable services in the relief work until the arrival of the relief trains.

The despatches point out that most of the cars on the wrecked train were of steel construction. This fact, in the opinion of railway officials, minimized the loss of life. Soon after the crash the wooden cafe car, the only occupant of which was a negro porter burst into flames. The fire spread rapidly, destroying this car and sweeping into the mail and baggage cars, where it consumed all the mail and parcels. One of the mail men was severely burned endeavoring to rescue the property in his charge.

It was three hours after the wreck before the bodies of the three employees were recovered. The evidence went to show that the accident occurred so quickly and unexpectedly that they had no chance whatever to save themselves. An inquest was opened into the deaths by the coroner from Port Arthur this week.

The three men killed are:—John Hogg, engineer, Fort William; Harvey Sly, fireman, Schreiber, Ont.; William L. Kirkpatrick, mail clerk, Fort William.

The following is a list of the injured as given out after the accident:—William Loiki, aged 45, 1306 Ontario Street, Montreal, back and internal injuries; may not recover.

Paul Newton, 28, mail clerk, North Bay, injured back and head; may not recover.

Gin Tang, Chinese, 55, Victoria-ville, Que., injured head and hands.

Din Lion, Chinese, 55, 8181 Valier Street, Quebec, leg injuries.

Tom Sing, Chinese, 52 Westboro, Ont., left shoulder, leg and hand injured.

George Hamilton, 35, expressman, North Bay, compound fracture of the right arm.

Jan Hinciar, Slovak, 30, Port Alfred, Que., back injuries.

Wenual Ralk, 50, Slovak, no address, head and body injuries.

Robert J. Elliott, 48, 11 Kincaid Avenue, Hamilton back injuries.

J. Servinski, 48, Russian, Ardill,

Sask., en route to Old Country, injured back and legs.

Thomas Sobek, 27, Slovak, no address, en route to Welland, injured head, back and arms.

Joseph Marcin, 24 Slovak, en route from Winnipeg to Welland, in search of work, no address; injured back, head and limbs.

L. Whitman, news agent, 33, 4893 Clarke Street, Montreal, face and foot injuries.

E. C. Potter, 50, 2073 Kimberly Street, Montreal, back and head injuries.

Andrew Sobek, 33, Slovak, no address, en route from Fort William to Welland, injured head and legs.

Tikka Aura, Finlander, Port Hanley, B.C., en route to Finland, injured back, chest and suffering from shock.

Robert R. McKerracher, 53, Elkhart, Man., en route to Montreal, slight cut on head.

Slightly injured: Lem Suey Fon, 21, Sudbury; Fong Ying, 43, Ottawa; Harry You Sen, 55, Quebec; Kung Kee, 37, Ottawa; Ham Yuk, 55, St. John, N.B.; Le Gue, 30, Halifax; Gin Tong Quong, Sudbury; Tong Tei, 45, Montreal. These were discharged from hospital at noon Sunday.

Mrs. Athelyne Craig Gibson, wife of J. G. Gibson, Elk Lake, died at Toronto recently, following an operation. She was 32 years of age and was born at Kinmount Victoria County. In addition to the bereaved husband and eight-year-old son, she is survived by her father and mother at Elk Lake, three brothers and one sister, Mrs. M. Wilson, of Elk Lake.

Mr. and Mrs. Joseph Henri Baron, of Ottawa, announce the marriage of their daughter, Marie Jeanne, to Mr. Jean Baptiste Pare, Jr., of Timmins, Ontario, the marriage to take place on Saturday morning, May 28th, at 7 o'clock in the Notre Dame Church, Ottawa.

An easy loser takes from the winner two-thirds of the joy of victory.

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5000 Minutes

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TEMPERATURE, WINNIPEG  
(Five Day Forecast—Rainfall)  
2000 hrs., May 15 ..... 5.50  
1200 hrs., May 16 ..... 5.50  
1200 hrs., May 17 ..... 5.50  
1200 hrs., May 18 ..... 5.50  
1200 hrs., May 19 ..... 5.50  
For full report of Meteorological  
office, see page one.

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## THREE KILLED IN WRECK OF C.P.R. PASSENGER TRAIN

(Canadian Press Despatch.)

Port Arthur, Ont., May 15.—Engineer John Hogg, Port William; Fireman Harvey W. Sly, of Schreiber; and Mailman W. L. Kirkpatrick, of Port William, were killed in the wreck of Canadian Pacific passenger train No. two, eastbound, at mileage 54, near a curve at Fire Hill, twelve miles east of Nipigon at 2.25 this morning. The train rounded a curve at nearly 40 miles an hour to crash into a landslide. The locomotive left the rails and tumbled down the embankment, practically burying itself in mud and sand.

Twenty-five persons were injured. The majority of the injured were in the colonist car, which with a dead-head cafe car in the rear of the locomotive, the mail, baggage and express cars left the rails. The colonist car reared itself on end and came down at an angle across the track. Other cars piled into the colonist car. The majority of the rolling stock was of steel. This fact, Canadian Pacific railway officials state, minimized the loss of life. Four of the twenty-five who were injured are seriously hurt. All are in St. Joseph's hospital, having been brought to Port Arthur at 7.45 this morning by a special, made up of the rear coaches of number two. Passengers en route east were transferred here from the wrecked train to train number four, which was held two hours at Port William. Number four left here at 8 o'clock.

Cafe Car Bursts Into Flames  
With the crash, the wooden cafe car, the only passenger in which was a negro porter, burst into flames. The fire spread rapidly destroying this car and sweeping into the mail and baggage cars, where it destroyed all mail and parcels. One of the railmen was severely burned attempting to rescue the registered mail bags.

Among those suffering minor injuries were ten Chinamen, the majority of other passengers in the colonist car were foreigners, mostly Hungarians. Dr. Cameron was on the train, en route from Vancouver to Ottawa, and he, with the assistance of the conductor, William Fox, the steward of the dining car, Mrs. Butler, professional nurse of Port Arthur, and other train officials, rendered first aid. Immediately following the wreck, the auxiliary telephone instrument was used, and Port William and Schreiber were notified. Auxiliaries were despatched to the wreck from both places. Doctors, taxi drivers, and operators of private ambulances were notified to meet the special, with the injured aboard, on arrival here. Dr. C. N. Laurie, coroner, was also notified, and left on train number four to investigate the wreck.

It was some time after the wreck occurred before the body of Engineer

Hogg was found in the cab of the wrecked locomotive.

News Agent Tells Story.

Louis Whitman, news agent, who runs between Winnipeg and Montreal, tells the story of the wreck. "I had been through the colonist on my last trip of the night and had taken off my uniform and lay down in my bunk alongside my trunks. There was a grinding noise and a loud hissing of escaping steam and the next instant I was on the floor of the car, the far end of which seemed to be going skyward. As the car settled itself I rolled along with a jumbled heap of loudly talking foreigners and Chinamen. In the direction of the vestibule door, I saw blood on the faces of others, and from the arm of one man."

(Continued on Page Three)

## Crashes Into Landslide 12 Miles East of Nipigon

Train Number 2, Eastbound, Hits Obstruction After Rounding Curve at 40 Miles an Hour—Locomotive Leaves Rails and Tumbles Down Embankment—Colonist, Mail and Express Cars Also Derailed, Colonist Car Bearing Half on End—Three Dead Trainmen—25 Persons Injured, Some Seriously, and One May Not Recover—Coroner Says No One to Be Blamed.

## EARLY DECISION HOPED FOR ON BORDER RULING

Kellogg Says Problem Being  
Actively Studied: Looks For  
Amicable Settlement

Massey Seeks Entire Suspension:  
Urges Case of Those  
Affected By Quotas First

(Canadian Press Despatch.)

Washington, D.C., May 15. — Hopewell are entertained by Canadians here for a speedy decision on the border ruling of the United States immigration authorities, following statements made by Secretary of State Frank B. Kellogg to the press on Saturday. Mr. Kellogg said that the department was actively studying the problem and hoped for an amicable settlement. He declined to make a definite announcement on any point of the controversy because the conference was with Hon. Vincent Massey, Canadian minister, is to be resumed this week.

It is known that Mr. Massey has asked for a decision at the earliest possible date to put an end to the uncertainty as to the fate of non-Canadians affected by the recent rulings seeking to compel them to conform to the

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Have a question?