



the CANORA CHRONICLE

"Capturing history – Building community"

UPCOMING EVENTS CAMROSE HERITAGE STATION

White Elephant Gift Shop

The gift shop at the Camrose Heritage Station will be open every Friday, 10 to 5 p.m. from Nov. 4 to Dec. 2.



December 3, 2016 ~ 1 to 4:30 p.m. Annual Cookie Walk, Tea and Christmas White Elephant Sale

Within our beautiful seasonally decorated Tea Room or King George Room, enjoy one of our major fundraisers for the year. Our volunteers bake batches of cookies (including gluten-free) and other festive baking including homemade Christmas carrot pudding and loaves. Enjoy tea with seasonal homemade desserts.

Planning a Christmas party during this festive season?

Contact the Camrose Station by email to canadiannorthern@telus.net or visit www.canadiannorthern.ca for information on renting our Camrose site. Book early, dates are limited.



Help us to increase our followers and "Like" us on Facebook!

Acknowledgements

- Thank you for cash donations received: Ernest Shatz of Oliver, BC, Grant Bailey of Nepean, ON, Harry Home of Jasper, AB, and Carol Roy of Camrose, AB. Thank you to Margaret Levesque and Ernest Petrusa of Big Valley, AB, for the kind cash donation received with their membership renewals.
- The Canadian Northern Society has been the recipient of a bequest from long time member Donald J. McCartney of Toronto. The late Mr. McCartney was one of our original members from the late 1980s who contributed generously over the years to our preservation efforts. We are sincerely indebted to his generosity in leaving funding for our society that will help replace aging interpretive signage at Big Valley and Meeting Creek, and be placed towards the eventual roof replacement at Meeting Creek station.
- Welcome new members: Kyle Toporchuk, Tannis and Bernie Voltner, Glen and Crystal Durand, Gerald and Melody Hollman from Hanna, AB, and Paul and Theresa Belter from St. Albert, AB.

ADMINISTRATIVE UPDATE

While mundane, the administrative functions of operating our society have to be done—and as we do not have many regular meetings it is important that the membership know that the society remains in good standing with Revenue Canada as a registered charity (we file an annual return each year), with the Alberta Corporate Registry (an annual return is required), and with the Alberta Liquor and Gaming Commission in respect to our eligibility for a casino each year. We also remain current with all of our payments to Revenue Canada with respect to our part time payroll taxes, and carry general liability insurance covering all of our locations.

RAILWAY ARTIFACTS WANTED

We are seeking CNR related artifacts and photographs from the "Goose Lake Line"—Saskatoon to Calgary—for display at the Hanna Roundhouse. If you know of anyone with artifacts, stories, or photographs to share please let us know. Of course, the society is always open to donations of suitable railway items, grain industry items, or general artifacts and items that can be used at our sites. A tax-deductible receipt can be issued for the fair-market value of the items.

CAMROSE HAPPENINGS

We would like to begin by sending our get well wishes to Ted Rawson and Bill Douglas who are recovering from surgery. We also send our prayers to their wives who have volunteered for the society for many years.

Events since the last *Chronicle*:

On June 21, we held Aboriginal Days with over 1000 people in attendance. *The Red Thunder (Next Generation)* Aboriginal dancers were wonderful. Bannock and juice boxes were sold to the students and public. This event takes considerable human and financial resources. This year the grant amount received for the event was substantially less than anticipated. If the society had not sold bannock we would have been left with a large bill. I want to thank those who helped make bannock for over 800 students and helped on the day: Dorothy Lyson, Diana Nickel, Theresa Mazure, Brenda Roper, Doug Roper, Karen Smith, Carol Rawson, Gladys Kupka, Ann Goddard, and our summer students, Sylvia Tulus and Ashleigh Dickson. Jane Cherry and her students also helped with set-up and take-down. Because of the unsure nature of the funding for this event and the amount of hours needed for preparing and delivering this event we have decided unfortunately to not hold this event in 2017.

On July 9, we held our annual Victorian Luncheon and Tour. A special thank you goes to Doug Roper and Linda Roth for coordinating the garden tours. We showed three exceptional private gardens this year. The luncheon again was appreciated by all. Carol Roy and Sharon Ofrim did a wonderful job of decorating the station. Decorations remained in place for three weeks in order to accommodate a booked tour of the gardens at which a Victorian luncheon dessert was served during an 80th Birthday High Tea. Thanks to all who helped set tables, cooked, baked, were hostesses, looked after the gift shop, cleaned up

and ran the kitchen and helped prepare the gardens to ensure they looked their best for all these events, and greeted guests. Thank you to all involved with promotions and marketing of this event: Carol Rawson, Barb MacDonald, Ann Reiten, Diana Nickel, Diane Weeres, Judith Bosch, Diane Prettiger, Ed Kuzalik, Linda Roth, Brenda Roper, Mae Ulrich, Carol Roy, Sharon Ofrim, Garry Middleton, Cathie Bartlett, Terese Mazure, Dorothy Lysons, Bruce Smith, Sylvia Tulus and Ashleigh Dickson. This event continues to be sold out every year.

Our Tribute to Retired Farmers was held on July 23. Thanks to Norm Metcalfe and Bill Walker for entertaining those who attended. We served free homemade tea biscuits and beverages to the farmers and their wives and those who had been farmers. We were well rewarded by the amount received that day in donations to cover any expenses.

Our Tribute to Women of the Railway and Prairie Women was held on July 30. We want to first thank Ya Ya Shafer for doing the research and display on Women of the Railway which we have had up most of the summer. Ya Ya is one of many volunteers who work behind the scenes to make our events a success. Colleen Nelson, daughter of the last agent at Camrose, gave a wonderful talk on her experience as a young woman working at the Camrose Station and her duties as an agent. Glenys Smith did a monologue of Lillian Lillico's experience as a railway child when her step father worked in the Brazeau area. Barb MacDonald told the story of Catherine MacDonald who arrived as a pioneer on the train and settled in the Heather Brae area. A mock hat fashion show was held at the end of the stories along with a wonderful berry dessert.

Founders Day was held on August 20 at the station. Thankfully with money left over from last year's festival the

Founders Day committee was able to pay for some marketing and the Mirror Lake Train for the day at the station. The City of Camrose is no longer funding this event. The Mirror Lake train crew were wonderful. Doug did a great job of advertising on Facebook and in the papers for this fun event.



Passengers on the Mirror Lake Train.



Ken Morrison (left) and Garry Middleton. Thanks to Ken for driving the Mirror Lake Express Train for the day.



Sir Topham Hatt, Garry Middleton, with excited children during Founders Day at the Camrose Station on August 20.



The Island of Sodor with Sir Topham Hatt was a hit (alias Garry Middleton). Some little children came dressed in costumes. It is always a blessing to have happy joyful children around the site. The Swing Band were the main feature and also a hit as they played in such a professional way in the gazebo, entertaining from 1 until 4:30 pm. With the weather being perfect all food and beverage items were served outside in the Sparling Centre. We had prepared many chocolate goodies and homemade pies. Carol Roy made and donated five sour cream rhubarb pies and all were sold but one. The one entry for the Chocolate Festival Contest was from Diana Nichol; a chocolate turtle pie to die for. Thank you to all who helped bake, host, take money, work in the gift shop, clean up, set up and take down which includes: Bruce Smith and Jeremiah Overlander, Garry Middleton, Doug Roper, Treyce Renschier-Holota, Diana Nickel (Diane made all the pie crust and donated saskatoon and rhubarb pies), Therese Mazure, Carol Roy, Sharon Ofrim, Ann Reiten, Dorothy Lysons, Florence Somers, Judith Bosch, Ingrid Middleton, Ashley Dickson, Pat Lyseng and Mae Ulrich. We cleared \$800 from the event.

Bookings have been steady this season. We hosted the Battle River Community Foundation barbecue, and have had several bookings for family birthday parties, showers, meetings and special booked tours this summer. We have two bookings for the first week in September as well.

Two special community events were held at the station this summer. Glenys Smith gave a presentation for the Wildlife Stewardship Committee on Naturescaping on July 21, which was well attended. On August 3, an evening facilitated by Glenys Smith and Bernice Kadatz was held as part of the Augustana Ronning Centre series *Spirit of the Land, Seeds for*

the Soul. The first part of the evening focused on companion planting and the second half on the Meeting Creek project. The evening was very well attended and engaged community interest in the Meeting Creek Natural Linear Park and Trail.



Liam Smith at the entrance to the Linear Park in Meeting Creek, AB.

Photo © S.I. Smith

The East Central Alberta Heritage Society has since 1998 worked to preserve the old Canadian Northern Railway Battle River Subdivision (ex CN and Central Western Railway Stettler Subdivision) as a heritage railway (Stettler to Big Valley) and as a linear park from Edberg to Stettler via Meeting Creek and from Big Valley south to Morrin.

At Meeting Creek our society is the owner and steward of the station grounds and over one mile of right of way where we have preserved a section of the original 60-pound steel railway and now are preserving prairie grasslands on the station grounds. Together with the East Central Alberta Heritage Society we have preserved an important piece of Canadian Northern history as well as an environment for plants, birds and wildlife that is second to none on the prairies. The parks and trails are used for walking and biking, as well as horseback riding, birdwatching, picnics, education for school groups and skiing in the winter months. For more information, visit www.albertarailheritage.com.

There are many people involved with the development of the park and trails in Meeting Creek and our sincere gratitude goes out to:

- For completion of the Labyrinth in

the Grassland – Bernice Kadatz, Michele Ratz, Loreen Bergstrom, Bruce and Glenys Smith and 6-year-old great-grandson, Jace Fleury, (who shovelled many of the wooden chips off the truck), Marg and Theo Thirsk who were able to attain rocks, Johns Tree Care for donating a huge truck load of wooden chips to place on the paths.

- Mowing of brome grass and right of way to Highway 56 underpass – Don Gillespie and Alberta Prairie for donating the labour and equipment. Bernice Kadatz for adding the amendments to the mowed grass following mowing.
- Erection of signs at the entry to the grassland by Donny Loewen on the history of the Meeting Creek Valley, aboriginal history, geological history and the valleys importance to the watershed and wildlife.
- Shawn, Karen, Liam and Adam Smith who spend many hours mowing and caring for Meeting Creek site.
- Bruce Smith and Jeremiah Overlander for taking the old trees removed in the spring from the culvert area to the Camrose dump for composting.

Thank you to the following for their efforts at the Camrose Site:

- Garry Middleton for fixing the wooden parts of *Percy* and driving *Percy* for rides. Garry helps with many tasks at the station on an ongoing basis from repairs to helping with the Garden Railway.
- Art Reiten who donated some parts and fixed the mechanical parts of the speeder and for driving the speeder for rides. Art has been working on Model T engines for many years and understands the workings of these old speeders. Art will facilitate a regular check of the mechanical parts of the speeder.
- Donation of a complete 12-piece set of Royal Albert dishes from

Patti Campbell on behalf of her deceased father Jack.

- Donation of Al Park's Via hat by his son Ryan.
- Donation of women's long skirt, blouse and hand-made wedding dress from the Oliver and District Heritage Society.
- Donation from Roy Fouts of a model of (diorama) the Camrose Railway Station, CNR lantern (coal oil 1950s) and his switch key which was used on the Camrose Line.

August 27 was the last day the station and park were open for regular season hours. For off-season bookings and tours please call the station at 780-672-3099. Mid to late September we will be starting the fall preparation of our flower beds for the winter season. End-of-season cleanup of the station will start on October 10. Any help is always appreciated. Contact the station for further details if interested.

HANNA ROUNDHOUSE PRESERVATION UPDATE

At Hanna, Alberta, the Canadian Northern Society has worked in partnership with the Hanna Roundhouse Society on the preservation of the 1913 Canadian Northern Railway Roundhouse. This is a rare surviving example of a traditional railway steam locomotive shop on the Canadian prairies.

The roundhouse is being preserved by community volunteers and features several events each year. An interdenominational church service was held at the roundhouse on August 7. Photos are on Facebook under Hanna Roundhouse Society. It was a real hit and will become an annual event, held on the first Sunday in August.

The roundhouse committee has been busy with local fundraising this summer such as the Super A Foods Barbecue held August 12 and concession for Hanna's Fall Fair held on August 13. The roundhouse has also been rented for family photos and wedding photography.

The Hanna Roundhouse Committee of the Canadian Northern Society is involved in interpretation, preservation, fundraising, and volunteer support of this historical structure. If you are interested in helping out please contact Sandra at: sandra.beaudoin1@gmail.com.

The following article is an excerpt from the original published in the *Crowsnest Pass Herald* on August 10, 2016, Vol.85 No.31, written by John Kinnear.

Preserve, Restore and Repurpose The Hanna Roundhouse

This July when I toured the amazing train roundhouse and turntable at Hanna, Alberta, these important tenets of saving our heritage jumped out at me in spades.

They are exactly what the executive director of the Hanna Roundhouse Society, Sandra Beaudoin, has in mind for this iconic piece of railroad history. And Sandra is as driven as any passionate preserver of heritage can be about their society's mission. She has vision and imagination and is pushing ahead along with her board with both determination and gusto on what will be a long hard battle.

Roundhouses were an integral part of the development of the West and as railroads pushed into Southern and Northern Alberta, both CNR and CPR picked divisional junction points along their routes to build these major train service centres. In Alberta, from Edson to Lethbridge to Medicine Hat and several other strategic locations, roundhouses were built to service the ever-increasing number of steam trains.

There are precious few of these amazing structures remaining in Western Canada. At Hanna they have both the massive ten-stall roundhouse building totally intact as well as the immense heavy-duty turntable bridge in front of that huge fan-shaped roundhouse. At one time Hanna had fifteen stalls: five were added later in 1919-1922 in the brick addition which was torn down in 2012 by the Town of Hanna for safety reasons. Future plans of the Hanna Roundhouse Society are to rebuild this beautiful brick addition over the existing floor which remains.

To tour the Hanna roundhouse was truly a humbling experience as the massive size and function of this industrial site was breathtaking. The massive double entry doors challenged my imagination as to what it must have looked like when one of these prairie workhorses chuff chuffed its way into the building off of the turntable and pulled up over a drop pit inside for servicing.

For the Hanna Roundhouse Society there is a long complicated road ahead as the fight to preserve, restore and enhance this truly important piece of Central Alberta railway history carries on. As I stood in the centre of this massive structure I could clearly hear the cheers from graduation classes posing for photos, music echoing out from a huge stage area at some gala event in the grand hall and see curious tourists like myself wandering around static displays and marvelling at this special piece of railway history. Repurposing of buildings is key to many communities' survival these days. It protects the original heritage of the structure and ensures it will be around for future generations to understand how they came to be.

For images and the full article, see:
<http://passherald.ca/archives/160810/index6.htm>

MEETING CREEK NEWS AND HAPPENINGS

We completed last fall's street-side picket fence with the finishing touches of white stain in mid July. The train order signal repair project is currently being slowly worked on by the fellows at Canadian Northern Plains Rail Services, and we hope to have it back in service by the end of summer. Thank you to Reg Harper for his assistance in levelling and underpinning the toolhouse.

We have created a summer campsite for our volunteers near the toolhouse on the "subdivision direction south side" of the station grounds. Any member of volunteers wishing to enjoy camping out at Meeting Creek are welcome to. We have power from the depot for RV units—call Karen Smith at 780-672-5782 for details.

There have been a number of family reunions and special tours such as the County Crop tour visit the station and grain elevator this season.

Thank you to our consistent volunteers: Don Gillespie, Richard Graydon, Shawn, Karen, Liam, and Adam Smith, Dean and Lorrie Tieg, Lorraine and Jerry Bergstrom for their continued support in grounds keeping and keeping the site looking very presentable. Special thank you to Liam and Adam for being tour guides for the visitors who drop in during Saturdays and Sundays when grounds-keeping and maintenance work is underway.

We have some siding repair required on the elevator where the prairie winds have caused some of the siding

on the trackside to come loose. We will need a picker truck to do so and a time to schedule over the next few months before winter sets in again.

The Canadian Northern Society has also contributed \$500 to the Meeting Creek playground fund that is intended to upgrade the equipment at the playground near the depot. Thanks to Lorraine Bergstrom for taking the lead on this very worthwhile effort—the playground remains in use by visitors and the local children regularly.

Our society hosted its annual community celebration at Meeting Creek on Sunday, August 28, as part of the County of Camrose annual "Prairie Fun Days" event. Over 200 visitors which included a bus tour were welcomed.

Our volunteers served delicious homemade chilli and bread together with homemade pies at the Meeting Creek community Hall. Our heritage railway station and grain elevator were open for tours—and next to a local effort led by the "mayor of Meeting Creek" Jerry Bergstrom—the antique elevator gas engine was once again operational. It was nostalgic to hear the classic sound of the elevator engine as it echoed throughout the station grounds. Given limited resources within our group, the engine was last operated in the 1990s.

While the weather was not great and the wind did prevent Jim Long's traditional horse and wagon rides, children were provided with arts and crafts, stories, entertainment, and rides on the track motorcar up-and-down our historic section of railway line. Several visitors took advantage of a hike on the right-of-way towards Edberg—now the East Central Alberta Heritage Society Linear Park.

Special thank you to Glenys Smith, Norm and Cheryl Prestage, Donna Langille, Jerry and Lorene Bergstrom, Doug Roper, Rebecca Fleury, Bernice Kadatz, Shawn and Karen Smith and family, Ashleigh Dickson, Loreen Bergstrom, Reg Harper and Alberta Prairie Railway for the volunteer efforts in preparing the grounds and putting on the event. Thanks to Half Diamond Sales for providing bales for scarecrows, though the weather prevented the activity.



Norman Prestage in the Meeting Creek elevator for Prairie Fun Days on August 28.



Liam Smith enjoying 'Mobley', the Meeting Creek resident cat on Prairie Fun Days.

The Viking Station Gallery and Tea House are open three days a week -Tuesday, Wednesday, and Thursday from 9 am to 4 pm.

Be sure to drop by to see the Station Gallery if you are in the Viking, Alberta district. The group has done a recent restoration of the second floor of the 1909 GTP depot, and always maintains a beautiful railway garden in the summer months. Thanks to the Town of Viking, and to Shawn and Adam Smith of the Canadian Northern Society who have helped with some of the pruning of the exterior trees and foliage, and the platform repairs around the building.

RAILWAY HISTORY PROJECT

Congratulations to our society Vice President, Les Kozma, for being published in *The Globe and Mail*.

PASSION PROJECTS

by Curtis Gillespie

EDMONTON — Special to *The Globe and Mail*, Published May 18, 2016.

The following article is an excerpt of the original—to view the entire article visit: <http://www.theglobeandmail.com/report-on-business/train-enthusiast-has-spent-his-life-writing-the-rails/article30080099/>

The train whistle is a siren call, a haunting note reaching out to the romantic, the traveller, the poet. There is no feeling on Earth like that of standing beside a train as it rumbles its massive weight down a railway line, feeling the movement of goods, people and history. These sensations are transporting in every sense of the word.

Les Kozma, a project director with international construction firm Leducor, remembers that feeling from his earliest days. His father moved the family out of Budapest during the 1956 Hungarian Revolution in which the Soviet empire crushed Hungarian democracy. The family, with three-year-old Les in tow, ended up on the north side of Edmonton (which, back then, in the early winter, probably didn't look much different than parts of Soviet-controlled Budapest).

The family landed in the Calder/Lauderdale area of North Edmonton, which sits hard against the rail yards that even today act as the city's main hub for rail freight moving east and west. It's a busy area and Mr. Kozma remembers well the excitement of being around the trains.

"I would watch them for hours every day," says Mr. Kozma. "Then I'd draw pictures of them back at home. I was fascinated! My dad was a goldsmith, but he came from a railway town and loved trains and he was always telling me things about them. By the time I was in school, I was collecting information, watching the trains, identifying them, learning things about them. I guess you could say I was obsessed."

After high school, Mr. Kozma graduated from architecture at the Northern Alberta Institute of Technology, then worked as an independent construction project director for many years. In 2000, he joined Leducor, one of the largest companies in Western Canada, a construction

firm with dozens of offices around the world (though founded just outside Edmonton, its head office is now in Vancouver).

Today, Mr. Kozma oversees a huge variety of projects and teams of managers and surveyors, and he liaises with architects and owners. He is the guy who, pardon the pun, makes the trains run on time.

But he recalls that it was during his years at the Northern Alberta Institute of Technology that things got serious with trains, even though he was studying architecture. He took a summer English course in 1974 and for his main essay decided to write about the world of trains. He got a good grade on the paper, *A Brief History of Railway Stations in Alberta*, and somehow Alberta Historical Sites heard about the paper. They asked him to put out a full report on the subject, which he completed a few years later.

"Oh, it was awful," he laughs. "But that's really where it all started. Then in 1979, the railway historian Charles Bohi put out his book *Canadian National's Western Depots*. I reviewed it for the *Alberta Pioneer Railway Association*."

That was a turning point for Mr. Kozma. In that review, he pulled no punches.

"It was a very good book," he says, "but I felt that I had to point out a few things that I thought were not exactly mistakes but that could have made the book better. Well, a while after that review came out, I got a call one day, and it was Chuck Bohi! He said to me, 'Are you the guy who reviewed my book?' I told him I was. And he said, 'Okay, it was a good review and you made some good points, so here's my idea... how would you like to collaborate with me on my next book?'"

Mr. Kozma accepted the offer. Skip a few decades ahead and he and Mr. Bohi are best of friends and often travel together to various parts of rural Western Canada to document rail history. "But what we do that's different," says Mr. Kozma, "is that Chuck and I go to these places. We see them, touch them, smell them. I love to be near one of those old stations like the Meeting Creek station south of Camrose, [Alta.,] and just imagine the work that went into building the structure, the busyness of the place during its peak, the people that must have passed through there."

This fascination with the tangible elements of our rail history has led Mr. Kozma to publish more than 100 articles and write four books (co-authored with Mr. Bohi). He's also been instrumental in the operations of the Canadian Northern Society, a non-profit volunteer-run organization that has preserved various depots and stations in rural and small-town Alberta, such as the Meeting Creek station, in Meeting Creek, Alta., about 50 kilometres south of Camrose. (Mr. Kozma is also a director of the Canadian Railway Hall of Fame.)

"Meeting Creek is a gorgeous little station," says Mr. Kozma, his grin evidence of his love for it. "It's just spectacular, with the building and the grain elevator we preserved, too. It's who we are. I can't remember who said it, but I once heard someone say of Canada that other countries built railroads, but railroads built Canada. We can't lose the tangible evidence of that."

Mr. Kozma's current project might just be his most ambitious yet. He's writing about the historic railroads that went west of Edmonton toward the Rockies, specifically the Grand Trunk line built in 1914 and the Canadian Northern in 1915. "What's fascinating," says Mr. Kozma, "is the war effort was on and they needed railstock for the front line at the Somme. The U.K. asked the Dominion to provide it, so they consolidated huge chunks of those two lines and sent the rest of it overseas."

This project, entitled *Parallel Lines*, will, says Mr. Kozma, "hopefully" be completed by next year. His ready grin surfaces again. "My basement is already a repository. I can hardly move down there. I'd better finish by next year."

So where do all these tracks lead for Mr. Kozma? He shrugs. "To me, it's really just about appreciating and documenting the effort that went into building our country. Especially now with so many things being digitized, the actual record of how we made things is starting to disappear. But I like to see things, feel things, smell things. Our culture is too disposable, but I want to help people appreciate how things came to be what they are."

A huge job, to be sure. Luckily Les Kozma the project manager has some experience at keeping things on track.

BIG VALLEY SUMMER NEWS AND EVENTS

The Monday of the August long weekend turned out to be a beautiful day in Big Valley, as the Village welcomed Alberta Prairie's regular excursion train, together with rail enthusiasts from across the Prairies. Thanks to the organization and planning work of APR—and to volunteers from both the Canadian Northern Society and Rocky Mountain Rail Society, a safe and successful day was held where visitors were given special in-depth insight into the history and operation of the railway. In addition to motor car rides by RMRS, APR hosted tours of the cabs of steam locomotive 41, 1957 GM GP9 diesel 7438, and the wooden caboose used regularly in the APR consist. Society Vice President Leslie S. Kozma provided visitors with hosted interpretive tours of the Big Valley roundhouse interpretive centre, and volunteer Adam Smith provided tours of the Big Valley depot. We also thank volunteers Rich Graydon, Wayne and Phyllis Garrison, Shawn Smith, and Jace Fleury for their contribution to the day.



Phyllis and Wayne continue to do a great job looking after the station and grounds. The grounds and station are looking amazing. Eddie Funicane has been pitching in when Wayne and Phyllis are away by opening up the station and making sure it is ready for Alberta Prairie train arrivals. Well done, guys!

In September we will be hosting a Paranormal group from Calgary that is interested in spending a night at the station and in Big Valley to see if there are any ghosts or unexplained phenomena in the building and other areas. This is a little unusual for us but it is an opportunity for some interesting public relations and can be a tourism draw. If you are interested in learning more, see the address below on a recent study on a Paranormal Tourism:

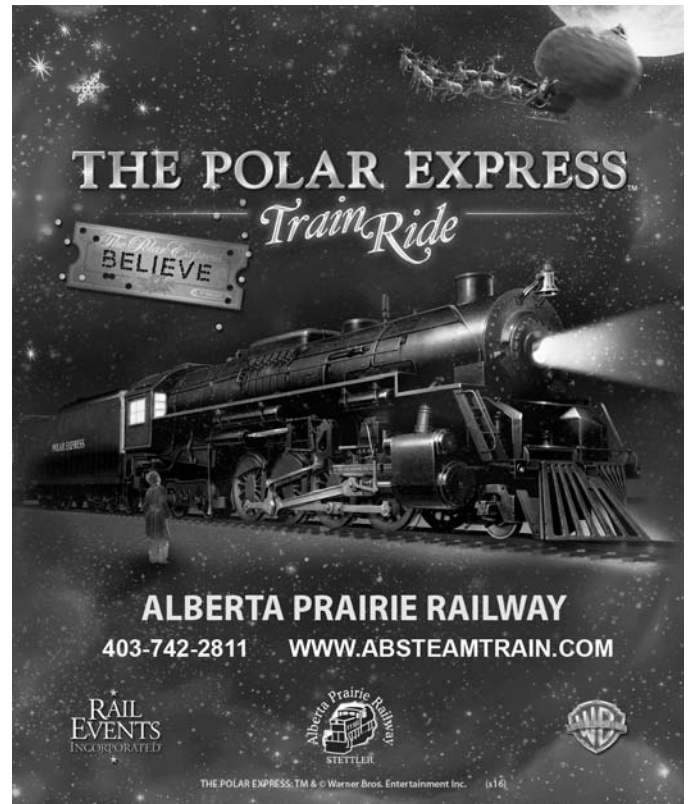
<http://krex.k-state.edu/dspace/bitstream/handle/2097/32634/EverettHaynes2016.pdf?sequence=3>.

~ Rich Graydon & Shawn Smith

Photo Left: Jim and Larry Potter on the track motor car during the August long weekend AP excursion train trip.

Below: Residents of Big Valley and passengers on the station platform enjoying AP steam locomotive.

The Christmas magic of the Polar Express will ride the historical rails of the Canadian Northern! Alberta Prairie Railway is hosting the Polar Express this Christmas—and this promises to be a wonderful journey for all ages.



MACKENZIE AND THE CANADIAN NORTHERN RAILWAY

Mr. Wm. Mackenzie is probably one of the best individual patrons of the telegraph in Canada. When he is in Winnipeg he seems to divide his time between attending meetings, sending telegrams and receiving them. Reporters and the amenities of life fill in the gaps. With a telegraph code in his hand Mr. Mackenzie translates nonsense into readable English and proceeds to turn his replies into gibberish for the benefit of the telegraph operator and the general public.

Wednesday evening Mr. Mackenzie was engaged in this pleasing occupation when a reporter of *The Tribune* met him and renewed the operation of endeavouring to extract items from the great railway promoter. With one part of his mind thinking of Havana and the Americans rushing there, and another devoted to Birmingham and its hard-headed English population Mr. Mackenzie was still fully present in Winnipeg. He was very solicitous about the health of the reporter, the city editor, the editor-in-chief but he hadn't any news. He believed Winnipeg was going along fine, and that there was a great future before the west, but he hadn't any news and wasn't in the prophesizing business.

As to the company's investments in Winnipeg, Mr. Mackenzie said that when the improvements to gas works and electric street railway were completed the company would have spent \$300,000 in improvements. He thought that this was sufficient for a while and that they should be allowed to rest and get returns.

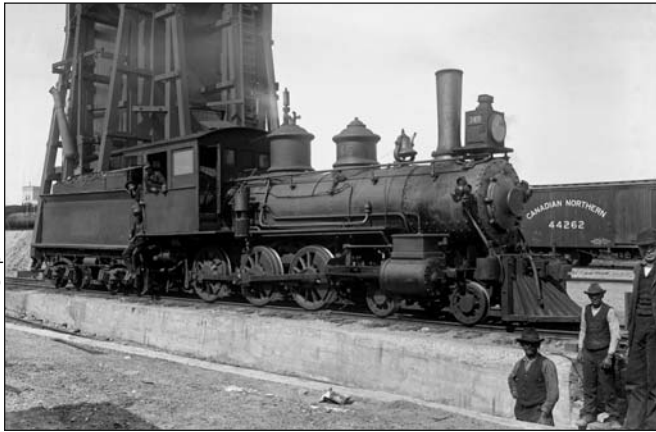
The one item of news which he said he could furnish was that hereafter the Lake Manitoba Railway and Canal Co. would be known as the Canadian Northern Railway.



Mackenzie circa 1875.

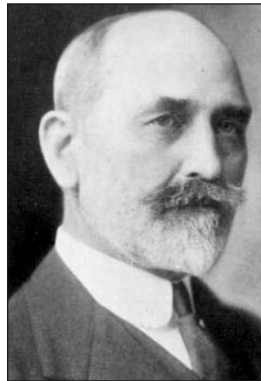
Photos©CNoS Archives

"Canadian Northern Ry.", *The Winnipeg Daily Tribune*,
26 January 1899, page 8.



A Canadian Northern Railway steam locomotive is serviced in the Winnipeg yards, circa 1910.

Photo©Rail Archive Stephenson



Mackenzie circa 1920.



Mackenzie Family circa 1889.



Photo©Rich Graydon

A PART OF ALBERTA GOES UP IN FLAMES

This photo of the Beiseker CP Train Station was taken this past spring in Beiseker, AB.

The 104-year-old Beiseker train station went up in flames early Friday, September 18, 2015. The building is the former Canadian Pacific Rail station in Bassano, but was moved to Beiseker and was set to be refurbished for the museum.

According to reports, this station had the honour in seeing King George VI and Queen Elizabeth during their stop in Bassano in 1939.

The *Canora Chronicle* is the tri-annual newsletter of the Canadian Northern Society—a registered charity dedicated to providing community service through heritage tourism initiatives.

Canadian Northern Society, P.O. Box 1174, Camrose, AB T4V 1X2 / Ph: (780) 672-3099 / Email: canadiannorthern@telus.net

Editors: Dean and Lorrie Tiegs / Ph: 780 484 4038 / Email: secretary@canadiannorthern.ca; Contributor: Shawn Smith

Design and Layout by Whale Tail Graphics • 780-484-4038 • www.whaletailgraphics.ca