

CHURCHILL
IN
CANADA

Churchill Aboard Train Toasts Step to Victory

Washington, Jan. 1 (AP).—Prime Minister Churchill welcomed the new year by proposing a victory toast at a midnight ceremony in the dining car of his special train "somewhere in Vermont," with members of his staff, newspaper correspondents, the train crew and porter.

Wearing his grey zippered lounge suit, Mr. Churchill walked into the diner, cigar in place, glass in hand, as his train pulled out of Brattleboro, Vt.

A few miles south, nearing the Massachusetts line, Mr. Churchill raised his glass with the toast:

"Here's to 1942.

"Here's to a year of toil—a year of struggle and peril.

"And a long step forward to victory."

Americans, British, Canadians and Australians roared "A Happy New Year to you" as they drank the toast.

The Prime Minister then pronounced his benediction: "God bless you."

"May we all come through safe and with honor."

The Prime Minister toasted with a whiskey and soda.

Mr. Churchill then joined hands with every one present in a living chain, through Air Marshal Sir Charles Portal on one side, and Corporal Walfred Horner, R.A.F., the Air Marshal's clerk, on the other, and led the singing of "Auld Lang Syne."

As the Prime Minister turned to leave the crowd sang "He's a Jolly Good Fellow."

Mr. Churchill acknowledged the tribute by raising his right hand in the V-for-Victory salute. A hundred hands shot up to make a hundred V's to return the salute.

It was believed to have been the first time in British history that a Prime Minister had spent New Year's Eve on a train travelling through a foreign country thousands of miles from his homeland.

The Prime Minister exchanged good wishes for the new year with Mrs. Churchill in England, by telephone, just before he left Ottawa.

He was met here by President Roosevelt's aides and motored to the White House.

As he strode down the station platform he stopped for a moment to shake hands with the engineer and fireman of his train, and wish them a Happy New Year.

JANUARY 1
1942

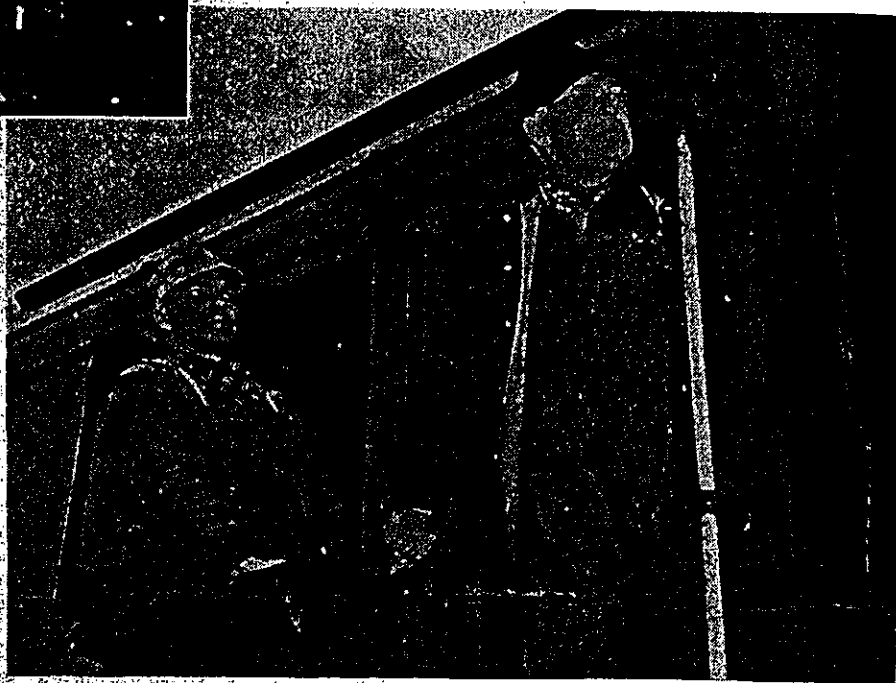
WHEN CHURCHILL CAME TO CANADA



TOP: Homer Glidden, Central Vermont Engineer of Churchill's train.

BELOW: W. R. Kickle, Engineer, and J. E. Lavigne, Fireman on the Canadian National 6400.

WHEN the Right Honorable Winston Churchill, Prime Minister of Great Britain, made his epoch-making visit to Canada's Capital, coming from Washington, D.C., he travelled with his party over the lines of the Central Vermont Railway and the Canadian National Railways, from White River Junction, Vt., to Ottawa, Ont., and return. Mr. Churchill's special train was hauled from White River Junction to St. Henry (Montreal) and return by C. V. locomotive 603, and the pilot train was hauled by C. V. locomotive 600; and from St. Henry to Ottawa and return C. N. locomotive 6400 handled the Prime Minister's train and C. N. locomotive 6403 hauled the pilot train. For the Central Vermont portion of the journey railway officers and train



crews were acting under the direct supervision of H. A. Carson, General Manager; and for the Canadian National portion Major F. L. C. Boyd, Vice-President and General Manager Central Region, and R. C. Johnston, General Superintendent Montreal District were in command for the operation of these important trains, both travelled on Mr. Churchill's train from St. Johns, Que., to Ottawa and return.

Mr. Walter S. Thompson, Director Public Relations, Canadian National Railways, representing the Public Information Service of Canada

LEFT: Homer Glidden makes the V sign. Others are Fireman Ed. Kirby, V. Barrett, Conductor, W. E. Muldoon, Conductor, and G. Arkison, Brakeman.

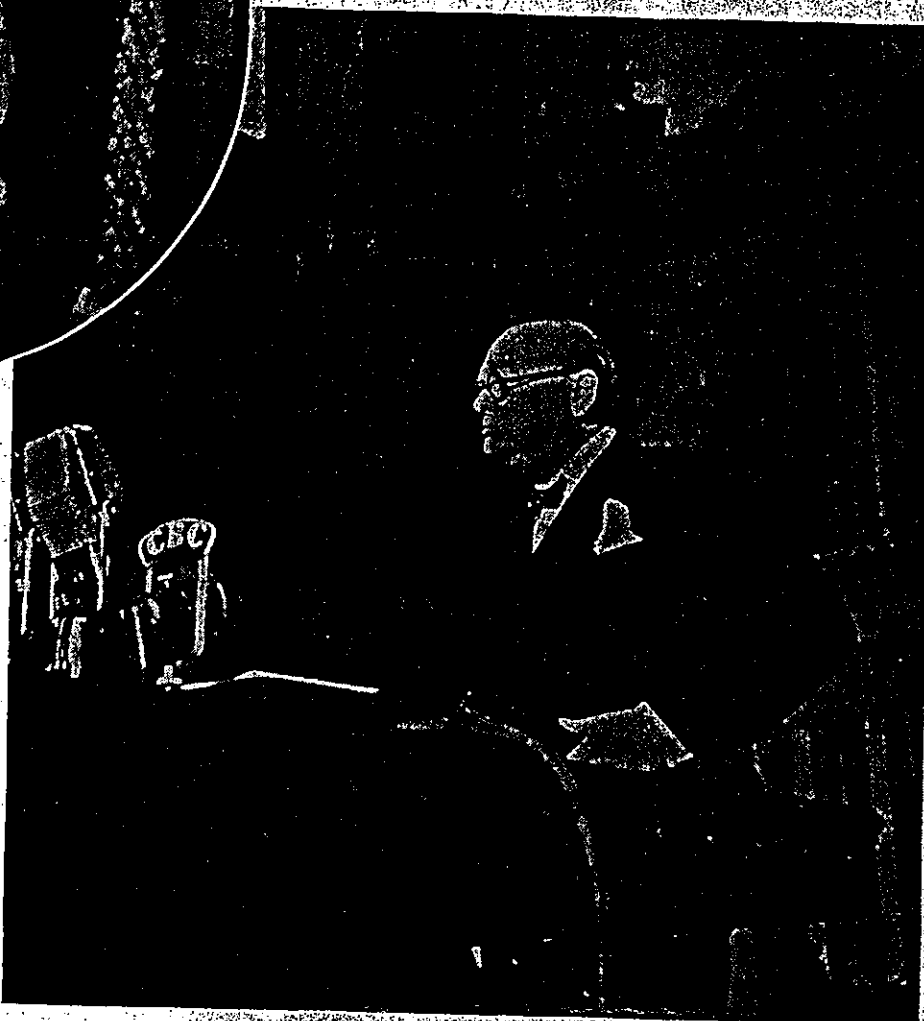


Two well known
signs — the V
and the cigar.



CENTRE.—Churchill speaking in the House of Commons.

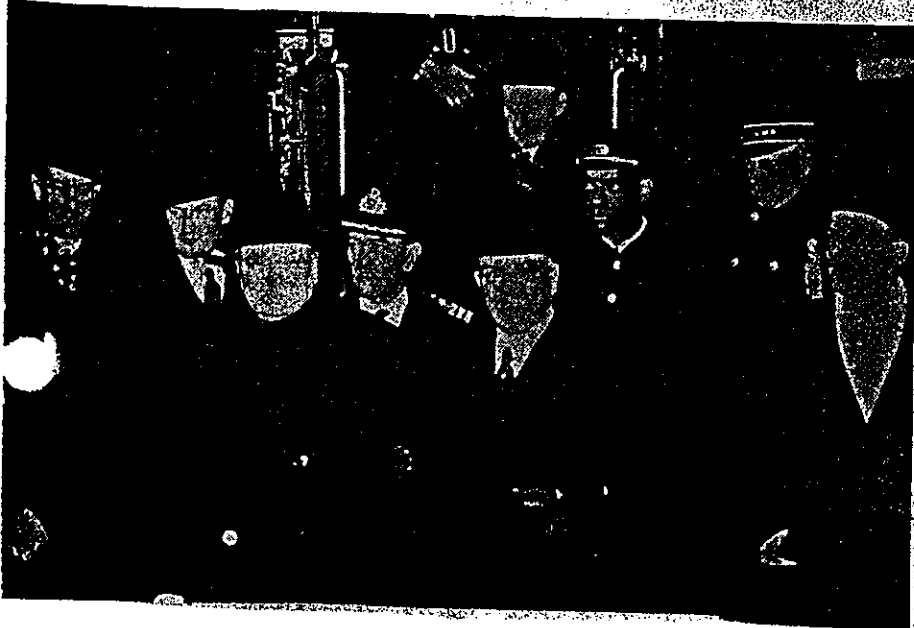
BOTTOM.—Two Prime Ministers on the arrival of the special train at Ottawa—Churchill and King. On the extreme left is Alex. Stewart, Canadian National Investigator. (The photographs on this page are from the office of the Director of Public Information.)



boarded Mr. Churchill's train at Montreal en route to Ottawa and remained with the party until the arrival back in Washington three days later.

The passenger traffic department was represented by G. L. Bryson, General Agent, New York, and by A. P. [unclear], District Passenger Agent, Washington, D.C.

The trip from Washington to Ottawa was made during the night of Sunday, December 28, and the morning of Monday, December 29. Returning, Mr. Churchill left Ottawa on the afternoon of Wednesday, December 31, and arrived back at the White House on New Year's Day. On this latter journey at the stroke of midnight, near Brattleboro, Vt., Mr. Churchill offered a toast to 1942, saying: "Here's to 1942. Here's to a year of toil—a year of struggle and peril—and a long step forward—VICTORY." Later the Prime Minister



joined hands with others in the car and directed the singing of Auld Lang Syne. As he turned to retire to his own car, the members of the party present sang "For He's A Jolly Good Fellow" and acknowledging their good wishes the Prime Minister quickly raised his hand in the familiar V sign.

Canadian National locomotive 6400 has an unusual distinction in that it was chosen to haul the Royal Train over a portion of Their Majesties' King George VI and Queen Elizabeth route through Canada in 1939. The same year it was sent on display to the New York World's Fair, and now it adds another honor by handling the special train of one of the world's greatest statesmen.

The pilot train, as operated over our lines, consisted of the locomotive and one first class coach.

For the northbound movement the personnel of the crew handling the

(Continued on page 18)

Fire Rangers' Pump Went to the Rescue Of President Roosevelt's Waterless Train

While President Roosevelt was holidaying on Birch Island in Lake Huron his special train was parked on a siding—late high and dry literally, for there were no water connections.

Some one figured out the best thing to do was call the "fire department." In this case the Ontario Forestry Branch. The dilemma was explained in less than an hour a portable pump, used for fighting

forest fires normally, was on route. It was connected with the train's water system. It functioned perfectly for eight days, providing all the water the train crew and other officials could use.

The pump the President used is now back on its old job of fighting bush fires.

"It's a routine performance for the rangers," Department of Lands and Forests officials said.

Important military-political conference in history, was completed here today when United States Secretary of State Cordell Hull arrived to confer with other leaders in this world drama of immediate concern to the United Nations and their enemies.

By the record name of the preceding Washington war conferences, the Atlantic meeting between Prime Minister Churchill and President Roosevelt and last January's Casablanca conference at which the Mediterranean campaign was mapped, had in their sessions as many of the top-ranking directors of military and political strategy.

As the Quebec conference progresses it is made clear from carefully guarded statements that military and political planning at this stage of the United Nations' effort against the Axis powers are indivisible. Mr. Hull's opposite, Foreign Minister Anthony Eden, arrived here two days ago. Despite the absence of a Soviet representative, it has been repeated by spokesmen with authority that there is no division between the democratic powers and Russia and that the closest possible liaison is being maintained between Moscow, their capitals and the Quebec meeting itself.

Reports that Prime Minister Churchill will shortly take the text of the Quebec decisions to Moscow for personal collaboration with Stalin were given increasing credence within the past 24 hours.

The two conference principals and their aides, Mr. Eden and Mr. Hull, came together for the first time at dinner tonight in the Citadel. Long into the night they discussed plans related to the military programs advanced by the chiefs of staff.

Foremost in their talks, if the recognized course of the conference is any guide, were questions relating to tottering Italy and the problems of administration and supply to reconquered areas which will be wrested from German control in the pending invasion.

Mr. King at Station

Prime Minister King, accompanied by Hon. Ray Atherton, United States Minister to Canada, and Norman Robertson, Canadian Under-Secretary for External Affairs, met Mr. Hull and his aide, James C.

The train on which the United States delegates arrived was a long one. The station is one of those in which the trains head into the platform and come to rest with the end coach somewhere in the suburbs.

The welcoming party provided for this and took a position well beyond the station.

But it was not enough and, at the end, Mr. King had to spring down a platform and across cinder—the distance of nearly two average city blocks before he reached Mr. Hull's car. To make matters more difficult, a passenger train on an adjoining track pulled out.

The meeting was not according to the best traditions, but was lively. Down in that narrow passageway, with one wall of cars hurtling past an arm-length away, the two met—opposites in office—for, in addition to being Prime Minister, Mr. King is also chief of the External Affairs Department. From far down the track, Mr. Hull's silver hatch showed up in bright relief against the background of moving cars.

Mr. Hull, following the precedent established by the conference delegates ahead of him, had nothing to say. He came up, he said, to find out what it was all about.

First Official Visit

The presence here of the United States Secretary of State in itself was not considered significant. The only difference between this and the preceding conferences held in Washington is that Mr. Hull had only to cross the street to attend them. This time, he had to come to Canada, for the first time—at least on official business—to join the conference circle.

But his presence in relation to the size and over-all character of the conference did heighten the interest in connection with the decisions which are being made of immediate concern to the occupied and enemy territories of Europe.

These come first. Brendan Bracken, British Minister of Information, made that clear yesterday in an interview in which he stressed at the same time that the Allies are fighting one war and that the European and Pacific battlefronts are simply two zones of that one war.

August 1943

Flags of Three Nations Will Greet Roosevelt When He Visits Canadian Capital Wednesday

Ottawa, Aug. 23 (CP).—Canada's capital city today began preparations to welcome President Roosevelt of the United States on Wednesday, with displays of the Stars and Stripes, the Union Jack, and the Canadian flag hung together the first and most common decorations of stores and other buildings.

On Parliament Hill, where the President will address an open-air meeting at noon, the wide lawn in

front of the Peace Tower was being closely mowed.

Parliament Buildings officials reported an unusually large number of visitors to the massive stone structures during the day, some of them from the United States.

Anticipating that the crowd gathered to hear the President—it is expected to reach 20,000—would make photographs difficult during the Presidential visit, many tourists were taking pictures of the Peace Tower.

Public Works Department officials are preparing for the decoration of the Parliament Buildings and the placing of chairs in the roadway in front of the Peace Tower for members of the House of Commons and Senate and other notables who will be present.

Officials said the time of the President's arrival in Ottawa from Quebec, where he has been conferring with Prime Minister Churchill, would not be made known in advance.

The public will see him for the first time at 11:45 a.m. when his auto reaches Parliament Hill. At the Peace Tower he will be met by Prime Minister Mackenzie King and will inspect a composite guard of honor representing Canada's three armed services.

At noon the carillon in the tower will ring out God Save the King and then the President will be introduced by the Prime Minister.

It was anticipated here that Mr. Roosevelt's address would deal largely with relations between Canada and the United States.

After his speech—expected to last about 15 minutes—the President will be thanked by Hon. Thomas Vren, Speaker of the Senate, and Hon. James Glen, Speaker of the House of Commons.

The ceremony will conclude with the playing of O Canada on the carillon.

From Parliament Hill the President will go to the National War Memorial nearby to lay a wreath in honor of First Great War dead. He then will go to Government House, where he will be guest of the Governor-General and Princess Alice.

The President will spend only one day in Ottawa.

Government officials said instructions had gone out to all Deputy Ministers directing them to see that sufficient time is given in addition to the usual luncheon period to permit civil servants to see and hear the President.

After a proclamation declaring Wednesday afternoon a public holiday, Mayor Stanley Lewis of Ottawa said all citizens should show how glad they were to welcome the President.

"This is an occasion for decorations, for cheers and for a roving demonstration," he said.

Although the Senate and House of Commons have not been called into session, many members were expected to be in the city to hear the President. In December, 1941, they crowded the House of Commons Chamber, along with other invited guests, to hear an address by Mr. Churchill.

In the event of rain, officials said

that the guests provided with chairs would be moved to the Hall of Fame within the Peace Tower while the President spoke. The platform from which he will speak is to be placed under the arch of the Peace Tower entrance, and will be sheltered.

His words will be carried across the lawn by a loud speaker system, and his speech also will be broadcast over a Canadian Broadcasting Corporation network.

August 23
1943

Roosevelt Joins Premier Churchill At Quebec Warleys

By KENNETH C. CHAGG

QUEBEC, Aug. 27.—President Roosevelt came to Quebec late today to complete the circle of military and policymaking leaders in the largest and most far-reaching war conferences that has yet been held between the Western democratic powers. His welcome reflected the stern character of the conference in the full military honors

that he was accorded in the heart of the Citadel. At his side as he reviewed the guard of honor drawn up on the fortress parade ground were Governor General A. L. McPherson, Prime Minister Churchill, and Prime Minister Mackenzie King.

The composition of the guard was a fitting tribute to the partnership that dominates the world in the war that exists between Great Britain and the United States.

Over the Citadel floated the Union Jack, the Stars and Stripes, the Canadian flag, and the standard of the King's representative in Canada.

August 18
1943

Fala Gave Press Tip When FDR in Montreal

Montreal, Aug. 17 (CP).—Apparently President Roosevelt passed through Montreal on his way to Quebec today. Nobody would talk, but Fala, the White House Scottie, sniffed wisely and gave a Canadian Press reporter a sly, revealing blink.

Park Avenue Station, in the north end of the city, was surrounded by police, and the station platforms were closed. Even the dining-room was closed and its windows blacked out. Reporters were told they could get no closer than 100 yards from the iron fence which borders the platforms.

Later this order was relaxed, and the newsmen and a little group of speculators moved near the fence and saw what was surmised to be the Presidential eight-car special pull in at 1:20 p.m.

Swarms of red-coated Royal Canadian Mounted Police, railway police and very muscular F.B.I. men patrolled the platforms, completely surrounding the train, and also standing guard on each car platform.

Incidentally, Joe Lefleur, a veteran taxman, said "no such precautions" were taken for the King and Queen.

Railway and police officials explained while shooting newsmen away that matters were out of their hands. "The F.B.I. at Washington asked for this security and we are very naturally providing it."

When the small knot of reporters and speculators had just about given up hope of getting any real proof that the President was aboard, a Filipino house-boy led the black and flop-eared Fala onto the platform.

A newsman whistled shrilly and Fala, starting to pace smartly along the platform, stopped dead in his tracks, turned and perked up his working ear. The other has a droop. "Hey! Fala is the President aboard!" shouted a Canadian Press reporter.

Fala wasn't talking, but he gave

the reporter a knowing look, nodded his head sharply, snorted and sniffed. That was as close as he would come despite more shouts of "Come on Fala old boy, loosen up."

But he also had been pledged to secrecy, too. He compromised by wagging his tail and giving a couple of little jumps at the reporter's repeated whistles. He even started to walk toward the iron barrier. But the house boy, smiling broadly, guided him along the platform for a brief exercise before the train pulled out at 1:41 p.m.

H. J. Humphrey, vice-president of the C.P.R. who, with other railway officials, had been on the platform to watch the handling of the train, turned aside all questions when he was met outside the station gate.

"Did the President say anything? Was Mrs. Roosevelt with him? Did he get off the train?" chorused the reporters.

"Was that the President's train?" countered Mr. Humphrey with a grin, and he wouldn't go any further.

Censorship regulations would not permit publication of this story until the President's arrival was announced at Quebec.

Knox Plans to Add 194,500 to U.S. Navy

Washington, Aug. 17 (AP).—The United States Naval Service, according to present expansion plans, will take an additional 194,500 officers and men during the remaining months of this year. Figures given out by Navy Secretary Frank Knox today showed the total strength of the Navy, Marine Corps and Coast Guard, including Women's Reserves, but exclusive of nurses and temporary Coast Guard Reservists, now stands at 2,866,500. By the year's end, this total will have been increased to 2,861,000.

August 17, 1943

ROOSEVELT WILL VISIT OTTAWA AT EARLY DATE

Expected to Spend One Day at Capital After War Parleys

Quebec, Aug. 18 (CP).—President Roosevelt will make his first visit to Ottawa, probably early next week, at the conclusion of his present conference here with Prime Minister Churchill.

That announcement was made today by Stephen Early, the President's press secretary.

The visit was expected to last only one day. The program will likely be made public Friday.

It is anticipated that members of Parliament and Senators will be invited to attend a joint meeting of both Houses to hear an address by Mr. Roosevelt, but that there would not be a formal summoning of Parliament which stands adjourned to late next January.

M. R. K. Surge, spokesman at the press conference for the British Ministry of Information, said there was no intimation that Prime Minister Churchill will visit Ottawa this trip.

Ottawa, Aug. 18 (CP).—President Roosevelt's visit to the Canadian capital next week will mark the first occasion a President of the United States has come to Ottawa, but it will be in return for many visits by Canadian State leaders, Governors-General, Prime Ministers and the King and Queen to Washington.

As the head of a State, the President will be the guest of the Governor-General, the Earl of Athlone, at Government House. He comes at the Governor-General's invitation.

Eden Arrives at Quebec With Brendan Bracken For War Conferences

By KENNETH C. CRAGG

Quebec, Aug. 18.—Foreign Secretary Anthony Eden early this afternoon led a British delegation into the inner circles of the Quebec war conference after a 20-hour flight from Great Britain, and, by his presence, immediately broadened the scope of the discussions to include issues of long-range political importance.

This phase, as apart from questions clinging strictly to military strategy, was heralded yesterday when conference spokesmen here at Quebec placed Mr. Eden's coming beyond the realm of speculation. It was underscored again from Washington, where Secretary of State Cordell Hull told a press conference he might go to Quebec later in the week for deliberations involving political planning.

As the time for the talks advances, it seems all doubt has been discarded that the question of recognition to the French Committee of Liberation as a wartime provisional Government for France will be high on the agenda. Unofficially, it is believed that Ottawa stands strongly in favor of recognition, but, in the end, will follow the decisions supported by the United Kingdom and United States delegations.

The broad and tapered grey belly of the four-engined flying boat of the British Overseas Airways which carried Mr. Eden, Brendan Bracken, British Minister of Information, and Sir Alexander Cadogan, permanent Under-Secretary for Foreign Affairs, and their immediate staffs from Ireland, flew up the St. Lawrence Valley and over the Isle of Orleans at 2:20. The craft made a broad circle over Quebec, swung south across the river, and came back over Lévis, steadily losing height, until it touched water at Wolfe's Cove 10 minutes later.

The party was brought down the river by naval cutter and disembarked at the old and historic King's Wharf, directly below the Chateau Frontenac, at the river edge of Lower Town.

Mr. Eden's pilot was Capt. Kelly Rogers, famous Irish Transatlantic aviator who has flown many leading British statesmen on important war missions.

Besides the delegates, standing in the cockpit were Malcolm MacDonald, British High Commissioner; E. H. Coleman, Canadian Undersecretary of State; Norman Robertson, Canadian Undersecretary for External Affairs, and Commander C. P.

EDEN ARRIVES—Page 2.

August 19, 1943

Empire Leader Reports Allied War Plans

By the Associated Press
WASHINGTON, D. C., June 10 (AP) — The Japanese government today reported that it had received information from a source in the United States that the United States was planning to attack Japan in the near future. The report, which was made public by the Japanese government, stated that the United States was planning to attack Japan in the near future, and that the attack would be carried out by the United States Navy. The Japanese government also reported that it had received information from a source in the United States that the United States was planning to attack Japan in the near future. The report, which was made public by the Japanese government, stated that the United States was planning to attack Japan in the near future, and that the attack would be carried out by the United States Navy.

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Churchill And His Daughter View Niagara Falls; Special Train Goes Through Welland

Mary Tries To Buy Post Cards In Park - Thrilled by Scenic Grandeur

A special train carrying Prime Minister Winston Churchill and his daughter Mary to Niagara Falls from Quebec City rolled through the M.C.R. station between 8 a.m. and 8.05 a.m. this morning. The train slowed down considerably as it traversed the Welland yards headed onto the Niagara Falls line.

Since complete secrecy surrounded the route being taken by the train, there was no crowd on hand to see it pass through. Railmen may have surmised that the train carried the prime minister and daughter but so far as has been learned no one gained a glimpse of member of the distinguished party. It could not be ascertained if precautionary measures were taken as the train went through town.

Niagara Falls, Ont., Aug. 12. (CP) —Prime Minister Churchill and his daughter Mary today visited this border tourist centre and then motored across the lower arch bridge over the Niagara river to Niagara Falls, N.Y.

The prime minister and his daughter, who arrived at Victoria Park station in a six-car special Canadian Pacific Railway train, viewed the falls area before motoring across the river. Mrs. Churchill remained in Quebec.

They saw the falls, which Mary pronounced "absolutely wonderful," the Whirlpool and the monument to General Sir Isaac Brock, killed in a battle during the war of 1812.

For the British prime minister, it was no new sight but for Mary the tour was one that kept her chuckling with delight. She bought souvenir postcards at one point.

"My lad, I saw the falls before you were born," Mr. Churchill told The Canadian Press when asked if he had been here before. "They have been going quite a long time."

Later he came over and told me he had seen them first in 1900. Asked if they had changed much, he said he had never seen them so green at the top.

Welcomed by Mayor

Mr. Churchill and his party went to the falls directly from the station where their arrival, news of which had been kept strictly secret, was witnessed by only a scattered crowd.

Maj.-Gen. C. P. Constantine, officer commanding Military District No. 2 (Toronto) and Mayor George R. Inglis of Niagara Falls were there to welcome him. A guard of scarlet-coated Royal Canadian Mounted Police was lined up on the platform.

Cmdr. C. R. Thompson, Mr. Churchill's aide, was first out of the train followed by Mary Churchill, a subaltern in Britain's Auxiliary Territorial Service, who was wearing her uniform which had two pips, denoting her rank, on the shoulders.

She told Mrs. Inglis, wife of the Niagara Falls mayor, that she nearly fell out of bed when she heard she was coming to Niagara Falls. She told the mayor that her mother was rather tired and she confided to The Canadian Press that her father had rested well on the overnight train ride.

Miss Churchill chatted for a moment with Lieut. Don Baldwin of Winnipeg, Gen. Constantine's aide. She explained to him that the two red patches at the top of her sleeve denoted her connection with an anti-aircraft battery.

WELLAND

August 12
1943

Prime Minister, Daughter Here

British leader pays ninety minute visit to Canadian side; His second trip here; Mary pronounce Falls "absolutely wonderful"; Visit Whirlpool and Queenston

Niagara Falls was host today to Britain's Prime Minister, Rt. Hon. Winston Churchill and his daughter, Mary, spent ninety minutes this morning viewing the wonders of the mighty cataracts of Niagara from the Canadian shore, and then crossed the Whirlpool Rapids bridge, over the Niagara River to Niagara Falls, N.Y.

The Prime Minister and his daughter, who arrived at Queen Victoria Park station in a special C.P.R. train from Quebec at 8.45 a.m., saw the falls area like any tourist does.

They saw the falls itself, which Mary pronounced "absolutely thrilling," the Whirlpool and Brock's monument.

Japs Fear U.S. Raids

Broadcast admits U.S. flyers hit north Kurile

NEW YORK, AUG. 12 (AP)—A Japanese broadcast today reported American flyers had attacked the "northern section" of the Kurile Island approaches to Japan and warned:

"Further appearances of enemy planes from the north are to be expected."

In a later broadcast, the Tokyo radio identified the planes as eight heavy bombers and said the raiders were Aleutian-based.

The earlier announcement had claimed that Japanese anti-aircraft "promptly repulsed" the American attackers.

The broadcast warned the Japanese that the raid must be regarded as resulting from "positive measures" that the United States had taken to "raid our mainland, Japan, from the north."

The first bombing of Japanese territory from Aleutian-based planes was made on Paramushiro on July 20 without loss.

Airmen returning to Attu Island from that 1,500 mile round trip raid said the bombing was no more difficult than the flights they had made against the Japanese base on Attu before it was retaken by American invading forces, and on Kiska, the only remaining Aleutian island still in Japanese hands.

CPR Employs Women For Track Work Now

LONDON, Ont., Aug. 12—(CP)—A shortage of manpower has caused local Canadian Pacific Railway officials to seek women for maintenance work on tracks in the district it was learned here today.

The work, which has been performed successfully by women in Windsor for some weeks past,

For the British Prime Minister it was no new sight, but

for Mary the day was one that kept her chuckling with delight. She even selected souvenir post-cards at Queenston.

"My dad I saw the falls before you were born," Mr. Churchill told Maxim T. Orly, general manager of the Niagara Parks Commission when asked if he had been here before. "They have been going quite a long time," he added. Later, Mr. Churchill said he first saw them in 1900. Asked if they had changed much he said he never had seen them so green at the top.

Mr. Churchill and his party went to the falls directly from the station where their arrival, news of which had been kept strictly secret, was witnessed by only a scattering of a crowd. Maj.-Gen. O. P. Constantine, officer commanding military district No. 2, and Mayor George R. Inglis were there to welcome him. A guard of scarlet-coated mounted police was lined up on the platform.

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Miss Churchill chatted for a moment with Lieut. Don Baldwin of Winnipeg, Gen. Constantine's aide. She explained to him that the two red patches at the top of her sleeve denoted her connection with an anti-aircraft battery.

A few moments later Mr. Churchill made his appearance and the small crowd cheered. Wearing a grey fedora, a light grey summer suit whose trousers had cuffs, he had the inevitable cigar in his mouth and carried a cane. As he descended the steps of the railway

(Please turn to Page Three)

consists mainly of weeding on the tracks and cleaning in the local yards.

Niagara Falls

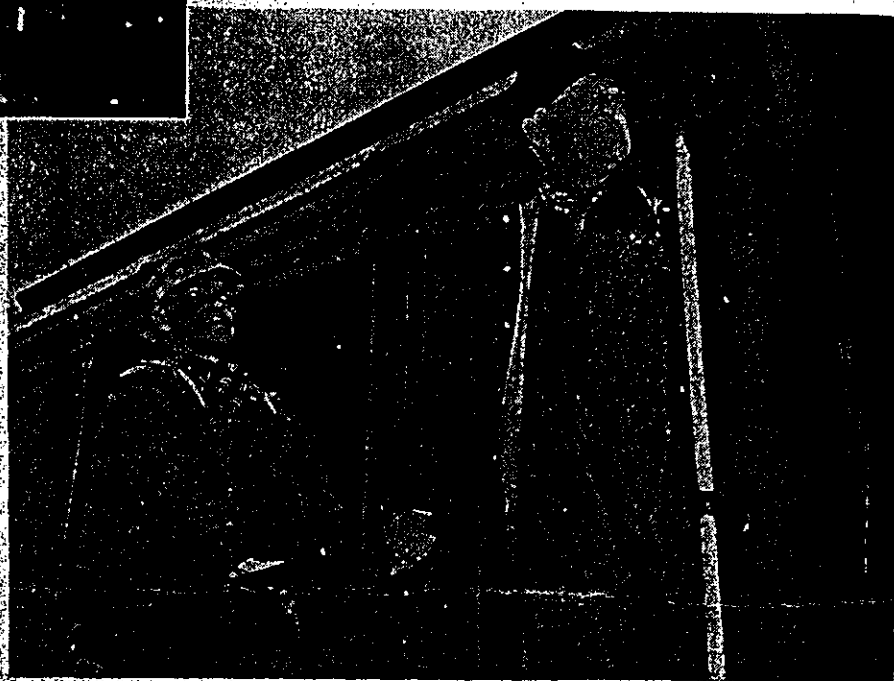
August 12
1943

Churchill And F.D.R. To Confer In Canada

WHEN CHURCHILL CAME TO CANADA

TOP: Homer Glidden, Central Vermont Engineer of Churchill's train.
BELOW: W. R. Kickle, Engineer, and J. E. Lavigne, Fireman on the Canadian National 6400.

WHEN the Right Honorable Winston Churchill, Prime Minister of Great Britain, made his epoch-making visit to Canada's Capital, coming from Washington, D.C., he travelled with his party over the lines of the Central Vermont Railway and the Canadian National Railways from White River Junction, Vt., to Ottawa, Ont., and return. Mr. Churchill's special train was hauled from White River Junction to St. Henry (Montreal) and return by C.V. locomotive 603; and the pilot train was hauled by C.V. locomotive 600; and from St. Henry to Ottawa and return C.N. locomotive 6400 handled the Prime Minister's train and C.N. locomotive 6403 hauled the pilot train. For the Central Vermont portion of the journey railway officers and train



crews were acting under the direct supervision of H. A. Carson, General Manager; and for the Canadian National portion Major F. L. C. Borden, Vice-President and General Manager Central Region, and R. C. Johnston, General Superintendent Montreal District were in command for the operation of these important trains, as both travelled on Mr. Churchill's train from St. Johns, Que., to Ottawa and return.

Mr. Walter S. Thompson, Director of Public Relations, Canadian National Railways, representing the Public Information Service of Canada

LEFT: Homer Glidden makes the V sign. Others are Fireman Ed. Kirby, V. Barrett, Conductor, W. E. Muldoon, Conductor, and G. Arkison, Brakeman.



SLEEPING TORONTO UNAWARE CHURCHILL, DAUGHTER HERE

"Pick Up Train," Crew
Told, Find It Was
Winnie's

Prime Minister Winston Churchill and his daughter, Mary, were in Toronto today, while most of the city still slept.



They arrived at North Toronto station at 5.30, in the semi-darkness of dawn, in a special six-car train. They left at 5.45 for Niagara Falls.

The train W. T. Evans had left Quebec City late yesterday afternoon and paused for 10 minutes in Montreal, en route to Toronto. The prime minister and his daughter left their car there and strolled the platform for a few minutes.

Only Police On Hand

They did not appear at Toronto. The long, bare platform, bathed in the glare of searchlights, was occupied only by five railway and civic police officers and a Mountie in dress uniform standing guard at the foot of the steps of one of the train's cars.



Only the sound of steam escaping from the big locomotive, with the Royal crest on its side, broke the dawn's stillness.

A lone light clicked on in the observation car. The engines were changed, almost soundlessly. The train pulled out, proceeding westward. The lone light gleamed on.

Railway signal maintenance and section men had patrolled the right-of-way from Montreal to Toronto throughout the night.

"Gave Him Smooth Ride"

Engineer F. Scriven, Clendenan Ave., and Fireman W. T. Evans, Westholme Ave., thought it was just a routine replacement when they were ordered to "pick up a train" at Trenton.

"My wife was across the lake," said Evans. "I was sound asleep when the telephone rang. It rang seven times. I thought it was an emergency. They told me to take a train to Trenton. Number 6, it was. It stopped especially for us at Trenton. We learned then that it

was Mr. Churchill's train we were to take to Toronto."

Neither fireman nor engineer saw the prime minister. "He was, probably sound asleep," Evans said. "We gave him a smooth ride."

Engineer E. Griffith and Fireman Earl du Maresq took the special out of the city.

TORONTO
STAR

August 12, 1943

Churchill at Charny Station: Just a Stopover, but a Great Moment in History

By Pierre Lemieux

On August 8, 1943 at 11:30 PM, at the Ottawa station, the Prime Minister of Canada, William Lyon Mackenzie King, climbed into his private car no. 100 on a train leaving for Quebec, in preparation for a summit meeting which would be crucial for the outcome of the Second World War – the Quebec Conference.

At the same moment, somewhere in the North Atlantic, the ocean liner Queen Mary, converted into a troop transport for the occasion, was on its way to Halifax, carrying a certain "Colonel Warden", a pseudonym for none other than the British Prime Minister, Sir Winston Churchill, who was traveling to Quebec for the same summit meeting, the sixth held by the Allies since the start of the war.

Churchill's trip was surrounded by the greatest secrecy imaginable, especially since barely two months earlier, the publicity surrounding his trip to Algiers to prepare for the Allied landing in Sicily had resulted in tragedy. Several days afterwards, tipped off by the press regarding the movements of this sworn enemy of Nazi Germany, some German spies in Lisbon noticed a portly,

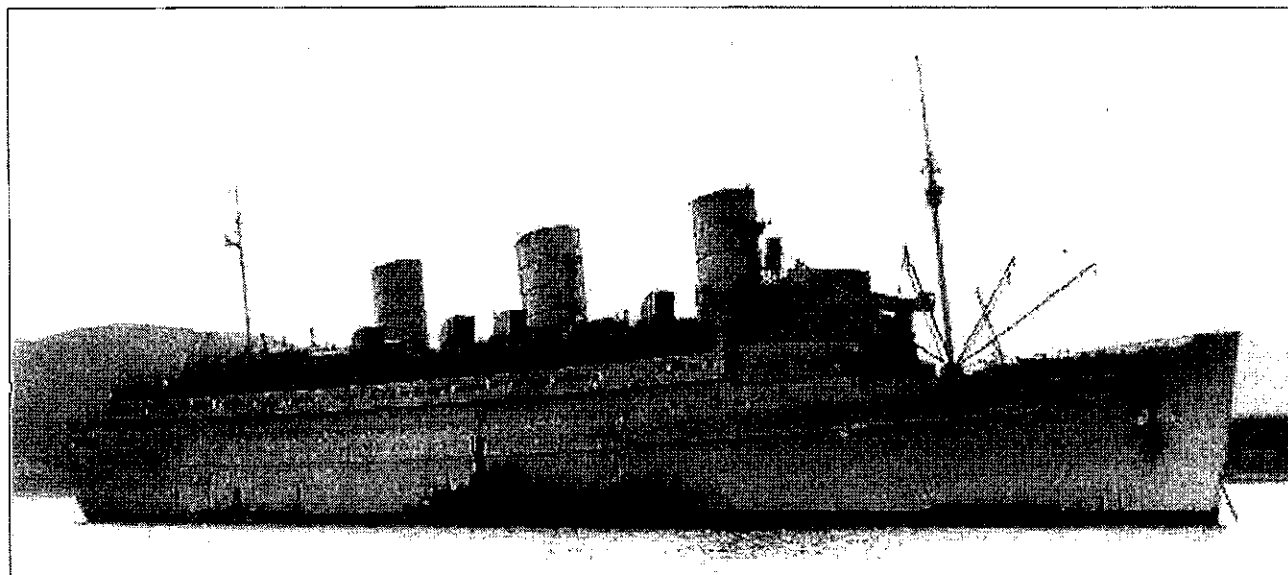
Churchill à la gare de Charny : Un simple passage mais un grand moment dans l'Histoire

Par Pierre Lemieux

Le 8 août 1943, à 23h30, à la gare d'Ottawa, le Premier ministre du Canada, William Lyon Mackenzie King, monte à bord de son wagon privé, le no 100, sur un train en partance pour Québec, en préparation d'un sommet crucial pour l'issue de la Seconde guerre mondiale : « La conférence de Québec ».

Au même moment, dans l'Atlantique Nord, le paquebot RMS Queen Mary, transformé pour l'occasion en transporteur de troupes, fait route vers Halifax, avec à son bord un certain « colonel Warden », nom de code de celui qui est nul autre que le Premier ministre britannique, Sir Winston Churchill, qui se rend justement à Québec pour cette conférence, la sixième que les Alliés tiennent depuis le début de la guerre.

Le plus grand secret entoure le voyage de Churchill, d'autant qu'il y a deux mois à peine, la publicité entourant son déplacement à Alger, pour préparer le débarquement allié en Sicile, avait entraîné une tragédie. En effet, quelques jours plus tard, informé par la presse de ce déplacement de l'ennemi juré de l'Allemagne nazie, des agents d'Hitler, en poste à Lisbonne, avait repéré un



RMS Queen Mary was built in Scotland and launched in September 1934. When the second world war started, it was decided to use it as a troopship, it often carried as many as 15,000 men in a single voyage. Eventually joined by the Queen Elizabeth, they were the latest and fastest troopships involved in the war. Their high speed meant that it was virtually impossible for enemy U-Boats to catch them.

Le RMS Queen Mary, construit en Écosse et lancé en septembre 1934, au déclenchement de la seconde guerre mondiale, il est converti en navire de transports de troupe. Il pouvait emporter jusqu'à 15,000 hommes dans une seule traversée. Il est avec le Queen Elizabeth les plus grands et les plus rapides impliqués dans la guerre. Leur grande vitesse leur permettait de voyager sans escorte, puisqu'il était impossible pour les U-Bootes de les rattraper.

elderly gentleman smoking a cigar and boarding an airplane bound for Ireland. Believing they had spotted Churchill himself, the Luftwaffe fired on the plane and brought it down. However, the mystery passenger was not Churchill, but the American actor Leslie Howard, who had the misfortune to look like the British Prime Minister.

In spite of all efforts at secrecy, a large crowd had gathered on the pier at Halifax to await Churchill's arrival. Here he was officially welcomed by the Minister of National Defense in charge of the navy, Angus Lewis Macdonald. As for Mackenzie King, he remained at Quebec, in the citadel, for security reasons. On August 9, Mackenzie King phoned the American President, Franklin Delano Roosevelt, to inform him of the safe arrival of Churchill in Halifax.

Meanwhile, Churchill immediately boarded a special train bound for Quebec. This CNR train consisted of a 6200 series locomotive and six cars. On the trip, Churchill was accompanied by his wife, Clementine Hozier, and his youngest daughter Mary, who served also as his assistant. The entourage also included members of the British General Staff, Churchill's personal physician, special agents in charge of security and war correspondents, as well as his personal photographer.

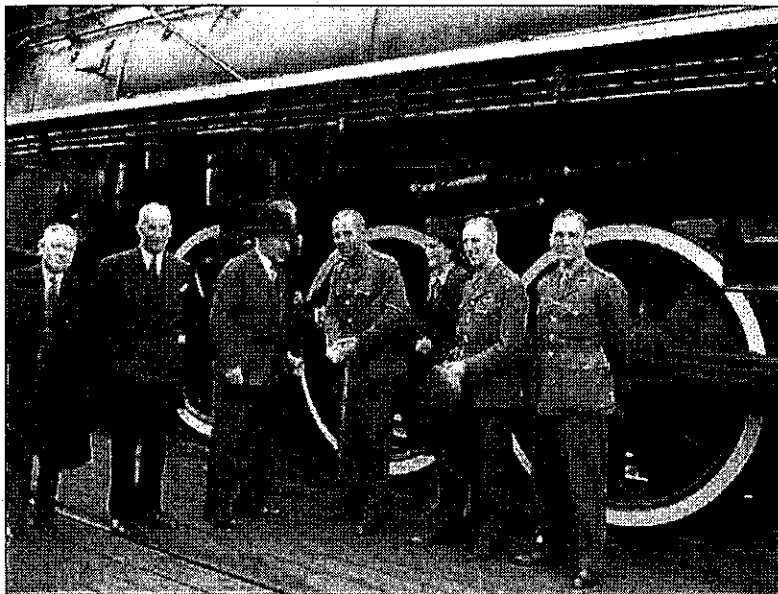
The Royal Canadian Mounted Police were responsible for maintaining the security of the train, but they found themselves unable to prevent people from approaching Churchill, since the British Prime Minister himself, at every station stop, came out onto the platform of his car to meet the crowds, sign

homme âgé, corpulent et fumant le cigare, au moment même où il montait dans un avion à destination de l'Irlande. Croyant qu'il s'agissait de Churchill en personne, la Luftwaffe avait ouvert le feu et abattu l'avion, dans lequel prenait plutôt place l'acteur américain Leslie Howard, malheureux sosie du Premier ministre britannique.

Quoi qu'il en soit, à Halifax, une foule importante est massée sur les quais pour l'arrivée de Churchill, qui est officiellement accueilli par le ministre de la Défense nationale pour le service naval, Angus Lewis Macdonald.

Quant à Mackenzie King, il reste à Québec, à la citadelle, pour des raisons de sécurité.

Le 9 août, Mackenzie King téléphone au président américain Franklin Delano Roosevelt pour l'informer de l'arrivée sans encombre à Halifax de Churchill.

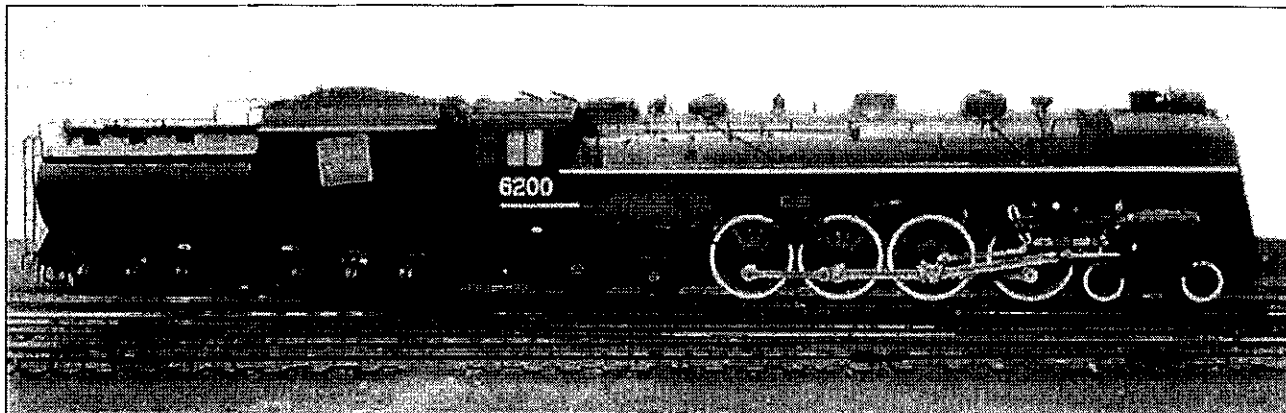


Members of the British Prime Minister's party keenly interested in the big « 6200 » locomotive of the Canadian National Railways special train which brought the Right Hon. Winston Churchill and his staff of officers and advisers to Quebec. Here some of the staff members are shown inspecting the giant of the rails during a brief operating stop. Shown on photo from right to left : Brigadiers Porter, Kirkman and Jacob, Major Bucley, Miss Bright, of the secretariat staff, N.B. Walton, Executive Vice-president, C.N.R., J.F. Pringle, General Manager of the Atlantic Region, and Oscar Masse, General Superintendent, Quebec district.

Voici des gens accompagnant Churchill photographiés devant la locomotive de type 6200 tirant le convoi spécial du C.N.R. Dans l'ordre habituel : Oscar Masse superintendant général du C.N.R pour le district de Québec, J.F. Pringle gérant général du C.N.R pour la région de l'Atlantique, N.B. Walton vice-président exécutif du C.N.R., le major Bucley, le brigadier Jacob, mademoiselle Bright secrétaire du personnel et les brigadiers Kirkman et Porter.

Ce dernier prend aussitôt un train spécial à destination de Québec. Ce train du CNR était composé d'une locomotive de type 6200 et de six wagons. A bord, Churchill est accompagné de sa femme, Clémentine Hozier, et de leur fille cadette Mary, qui est aussi son aide de camp. On y retrouve aussi les membres de l'état-major britannique, son médecin, des agents spéciaux chargés de sa sécurité, des correspondants de guerre, sans oublier son photographe personnel.

La sécurité du convoi est assurée par des policiers de la GRC, mais ces derniers s'avèrent impuissants à empêcher les gens de s'approcher de Churchill, car c'est lui-même qui, à chaque arrêt dans les gares, décide d'aller



Locomotive 6200

autographs, shake hands and wave many "Vs for Victory" in anticipation of the coming triumph.

On August 10, the train finally arrived at Charny station at about 3 PM. Churchill and his retinue were welcomed by Mackenzie King, by the Prime Minister of Quebec, Adélard Godbout, by the Lieutenant-Governor, Eugène Fiset, and by the mayor of Quebec, Lucien Borne.

After this welcoming ceremony, the plan was for Churchill to get into a car right away and be driven to the Citadel. But once again, he took matters into his own hands and plunged into the crowd of some hundred people who had spontaneously gathered in the small street in front of the station to get a look at the "VIP" who must be the cause of the obvious police presence.

Ironically, no journalists or photographers were present to record this event, since it had been agreed beforehand that the media would be advised of Churchill's arrival only when he was safely ensconced in the Quebec Citadel. The once exception was, of course, Churchill's official photographer, to whom we owe the photos of Churchill's trip that exist today.

Only late in the afternoon did the Canadian government press release appear, announcing that, "the Prime Minister of Great Britain has arrived in Canada in the company of Lord Leather, Minister of War Transport for the United Kingdom, and

au-devant de la foule en sortant sur la passerelle de son wagon, d'où il signe les autographes, serre des mains et multiplie les salutations en forme de V de la victoire à venir.

Le 10 août, le convoi arrive finalement à la gare de Charny. Il est autour de 3 heures de l'après-midi. Churchill et sa suite sont accueillis par Mackenzie King, le premier ministre du Québec, Adélard Godbout, le lieutenant-gouverneur Eugène Fiset et par le maire de Québec, Lucien Borne.

Après l'accueil, il est prévu que Churchill prendra place immédiatement dans une voiture qui le conduira à la citadelle. Mais encore une fois, il n'en fait qu'à sa tête, optant plutôt pour un bref bain de foule parmi la centaine de personnes qui se sont spontanément réunies dans la petite rue derrière la gare pour au moins apercevoir « la personne importante » vers laquelle le dispositif policier mis en place a attiré leur attention.

Ironiquement, aucun journaliste ou photographe n'est sur place pour capter la scène, car il avait été convenu d'avance que les médias ne seraient prévenus de l'arrivée de Churchill qu'une fois qu'il se trouverait en lieu sûr à la citadelle de Québec. Aucun, sauf, bien sûr, le photographe attiré de Churchill, à qui l'on doit aujourd'hui les photos de son passage.

Ce n'est qu'en fin d'après-midi que



Staff members of the dining-car for the special train.

Membres du personnel du wagon salle à dîner du train spécial.

the British chiefs of staff. Mr. Churchill has been received by Mr. Mackenzie King and during his stay in Canada, he will be the guest of the Canadian government. Mr. Churchill will confer with Mr. Mackenzie King and will later attend a meeting with President Roosevelt and the combined General Staffs of the United Kingdom and the United States."

The press release goes on to name the high-ranking political and military officials who are accompanying Churchill, as well as the members of his personal entourage, but, due to wartime secrecy, says nothing about the objectives of the conference.

As for Roosevelt, he arrived in Quebec only a week later, disembarking at Anse-Aux-Foulons from a special convoy from Washington on August 17, 1943, at 5:30 PM.

With the arrival of this third famous personage, the Quebec Conference officially got underway, involving fundamental strategic discussions which were of crucial importance to the outcome of the war. At this very moment, the Allies were setting foot on the western edge of the European continent for the first time, with the successful landing of their troops in Sicily. For the first time since the beginning of the war, the tide was starting to turn.

During the conference, Churchill and Roosevelt stayed at the Citadel, the official residence of the Governor General of Canada, Lord Athlone, who was also the uncle of King George VI. Even thousands of miles from the battlefield, no one could let down their guard: the Citadel was surrounded by anti-aircraft batteries and the airport at Ancienne-Lorette was a sea of British and American fighter planes.

Before it became known as the Quebec Conference, this summit meeting of the two most powerful Allied leaders was designated by the code name, "Quadrant". The results of this conference, which continued until August 24, would prove to be much more significant than this somewhat banal name would suggest.

tomba le communiqué du gouvernement du Canada annonçant que « Le premier ministre de la Grande-Bretagne est arrivé au Canada en compagnie de Lord Leather, ministre du transport de guerre pour le Royaume-Uni, et des chefs d'état-major anglais. M. Churchill a été reçu par M. Mackenzie King et durant son séjour au Canada, il sera l'hôte du gouvernement canadien. M. Churchill aura des conférences avec M. Mackenzie King et plus tard assistera à une conférence avec le président Roosevelt et avec les états-majors réunis du Royaume-Uni et des Etats-Unis. »

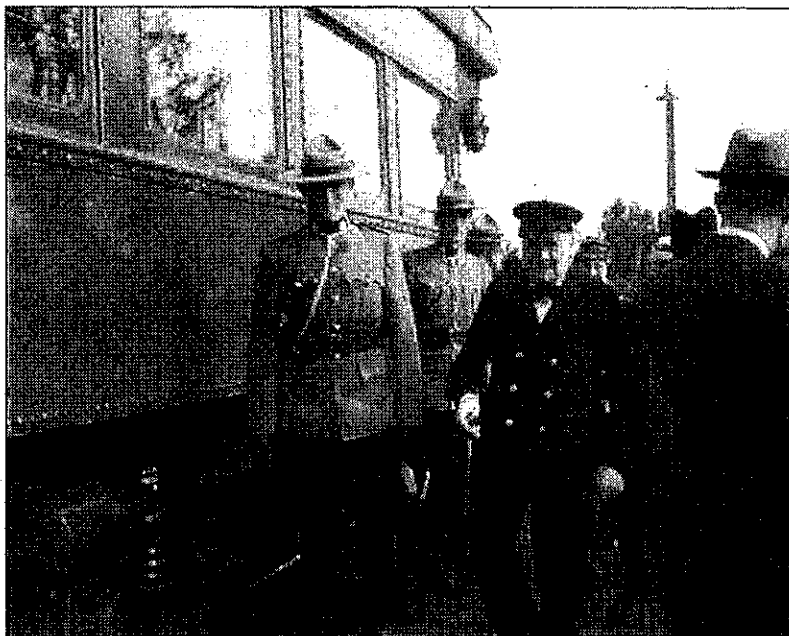
Le communiqué énumère ensuite les responsables politiques et militaires de haut rang qui accompagnent Churchill, ainsi que les membres de sa suite personnelle, mais, secret de guerre oblige, ne dit rien sur les objectifs mêmes de la conférence.

Puisqu'il est question de Roosevelt, celui-ci n'arriva à Québec qu'une semaine plus tard, descendant précisément le 17 août 1943 à 17h30 à l'Anse-Aux-Foulons d'un convoi spécial parti de Washington.

L'arrivée de cet autre illustre personnage marqua le coup d'envoi officiel de la conférence de Québec, qui donna lieu à des discussions stratégiques de fond d'une importance cruciale pour l'issue de la guerre, au moment même où les Alliés venaient, pour la première fois, de prendre pied sur la façade occidentale du continent européen, avec le débarquement réussi de leurs troupes en Sicile. Le vent venait de tourner pour la première fois depuis le début du conflit.

Pendant la conférence, Churchill et Roosevelt logent à la citadelle, résidence officielle du gouverneur général du Canada, le comte d'Athlone, qui est aussi l'oncle du roi George VI. Mais même aussi loin du champ de bataille, pas question de baisser la garde : la citadelle est entourée de canons antiaérien et l'aéroport de l'Ancienne-Lorette n'est qu'une mer recouverte d'avions de chasse anglais et américain.

Avant d'être connue comme « La conférence de Québec », cette réunion au sommet des deux plus puissants chefs alliés



Churchill débarquant du train à Charny.

Premier Churchill at Charny station.

What Churchill and Roosevelt worked out in Quebec was nothing less than the broad outline of the largest air and sea operation in history: Operation Overlord, whose name suggests an effort "beyond the will of God" or if you prefer, a philosophy of "do what you must and let fate decide." The date had not yet been fixed, but the strategy was henceforth very clear. The bombardment of Nazi industrial and military targets, especially of Luftwaffe air bases, had to be intensified to allow the accumulation in England of American reinforcements in unimaginable numbers.

Immediately and in parallel, a decisive attack was needed in the south, with the goal of overrunning Italy and depriving Hitler of his closest ally, in order to relieve pressure on the Russian army on the eastern front. Only when these conditions had been satisfied could Churchill, Roosevelt, and Mackenzie King begin to envision the great event of D-day, which would finally become a reality on the beaches of Normandy on June 6, 1944, with the unforgettable Allied landing which sealed the fate of Hitler's murderous and insane regime in Europe.

Today, few people remember or even know about the Quebec Conference. Even fewer people in Charny – at that time a small village clustered around the railroad – know that on a day long ago, their fellow citizens had the honour of welcoming among them, if only for a few minutes, the first head of state who decisively stood up to Hitler. It happened on August 10, 1943...

Pierre Lemieux, Charny

SOURCES:

- Photos 1,8 & 10, Canadian National Library and Archives; 2 to 7 & 9, Canadian Museum of Science and Technology (CN collection);
- Text: various newspaper pieces of the time (Le Soleil, L'Action Catholique, La Patrie) as well as the personal diaries of Sir William Lyon Mackenzie King (Canadian National Library and Archives), "1943: Action this day" (The Churchill Center), and the Wikipedia Free Encyclopedia.



Churchill signing an autograph during a brief operating stop.

Churchill autographiant un livre lors d'un arrêt dans une gare.

fut d'abord désignée sous le nom de code « Quadrant ». Les résultats de cette conférence, qui se poursuivit jusqu'au 24 août, allaient s'avérer tout le contraire de ce que laissait entendre cette appellation banale.

A Québec, c'est rien de moins que les grandes lignes de la plus grande opération aéronavale de l'Histoire que Churchill et Roosevelt mirent au point : « l'Opération Overlord », littéralement « par-delà la volonté de Dieu » ou, si l'on préfère, « fais ce que doit et adviene que pourra ». La date n'avait pas encore été décidée, mais la stratégie était dorénavant très claire. Le

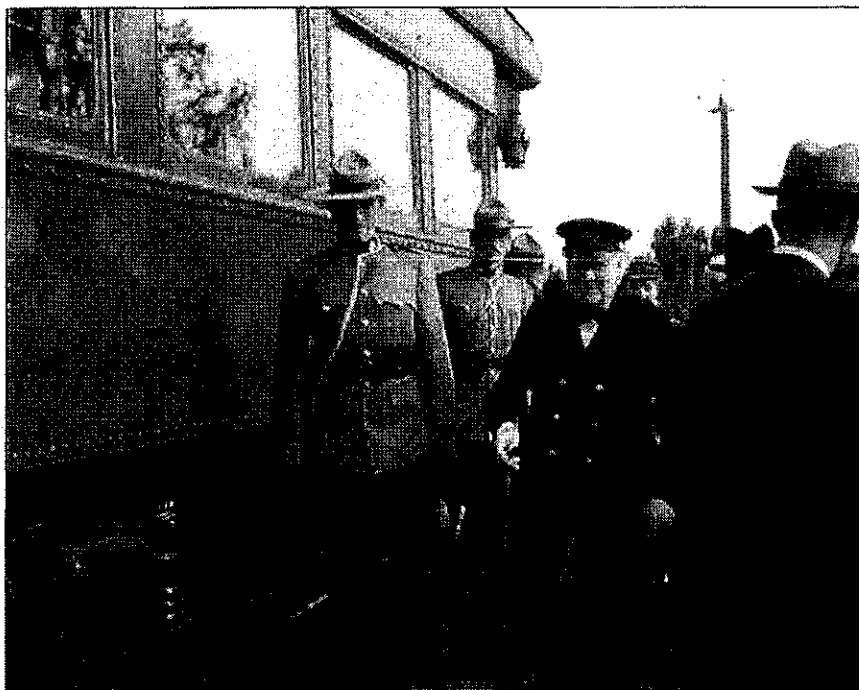
bombardement des cibles industrielles et militaires nazies, surtout des bases aériennes de la Luftwaffe, devait être intensifié pour pouvoir permettre l'accumulation en Angleterre de renforts américains inimaginables. Parallèlement et dans l'immédiat, il fallait également frapper un grand coup en envahissant complètement l'Italie pour priver Hitler de son meilleur allié afin de soulager l'armée russe sur le front est. Ce n'était qu'à ses conditions que Churchill, Roosevelt, mais aussi Mackenzie King, pouvaient envisager ce fameux jour J, qui allait enfin devenir réalité sur les plages de Normandie un certain 6 juin 1944, jour de cet inoubliable débarquement allié qui sonna le glas de la folie meurtrière du furher en Europe.

Bien peu de gens aujourd'hui se souviennent ou connaissent même l'existence de cette conférence de Québec. Encore moins nombreux sont ceux qui, à Charny – à l'époque un simple village où toute la vie était tournée vers « la track » --savent qu'il eut un jour l'honneur d'accueillir parmi lui, même brièvement, le premier chef de gouvernement à avoir tenu tête décisivement à Hitler. C'était un certain 10 août 1943...

Pierre Lemieux, Charny

SOURCES:

- Photographies 1,8 & 10 Bibliothèque et Archives Canada, 2 à 7 & 9 Société du Musée National des Sciences et de la Technologie (collection du CN);
- Texte : lecture des journaux de l'époque (Le Soleil, L'Action Catholique et La Patrie), du journal personnel de Sir William Lyon Mackenzie King (Bibliothèque et Archives Canada) et de « 1943 : Action this day » (The Churchill Center).
- Wikipédia l'Encyclopédie libre.



Churchill débarquant du train à Charny.

Premier Churchill at Charny station.



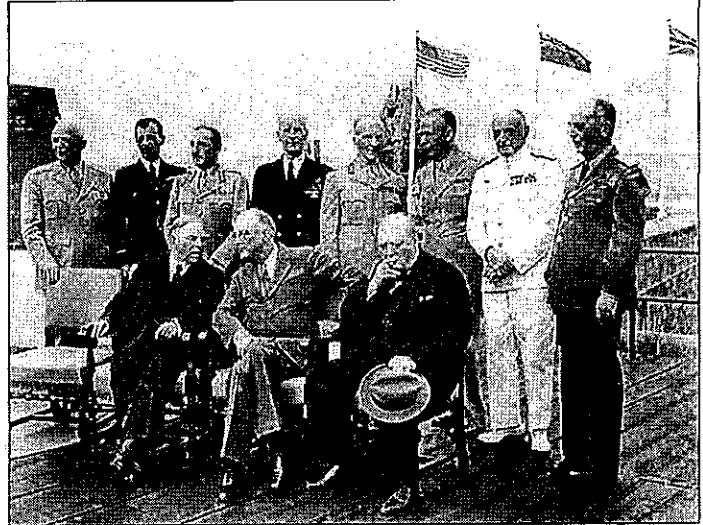
Churchill and Mackenzie King at Charny station. Behind Churchill, we see Mr Omer Roberge Charny's chief constable from 1936 to 1976.

Churchill et Mackenzie King à la gare de Charny. Derrière Churchill, on remarque M. Omer Roberge chef de police de Charny de 1936 à 1976.



Mackenzie King greeting Churchill, his wife and their daughter at the Citadel.

Mackenzie King accueille Churchill, son épouse et leur fille à la citadelle.



Roosevelt, King and Churchill with the British and American chiefs of staff during the Quadrant Conference.

Roosevelt, King et Churchill avec les chefs d'états majors anglais et américains durant la conférence de Québec.



Roosevelt, King and Churchill with a reporter's group covering the conference.

Roosevelt, King et Churchill avec un groupe de journalistes couvrant la conférence.

Publicity Squad Just Yawns As Rampage of C.P.R. Train Ends in Soft Quebec Mud

By KENNETH C. CRAGG

Montreal, Sept. 17 (Staff) - Five crowded coaches of a 14-car C.P.R. train today left the rails five miles east of Three Rivers and did not even hurt a passenger's feelings.

Two hours after the coaches plowed off the rails at 3:15, one burying its nose in soft swamp muck 25 yards from the rail line, passengers were moved off in a relief train backed to the nose of the disabled engine.

Conductors and trainmen, pitifully happy that no one was injured, declared it was probably the most spectacular wreck in Canadian rail history, taking into consideration the complete absence of injury, even perhaps of bruises.

It promised to be adequately publicized by a corps of newspaper and newsreel men and women returning from the Quebec conference. Harry Smith, C.P.R. chief of publicity, with the party, said it was his first wreck in 25 years of rail travel. Mr. Smith denied indignantly that the wreck had been arranged as part of post-conference C.P.R. publicity.

The story of the all-but miraculous absence of death and injury is told best by the case of Mrs. F. R. McTigue, Montreal, and her daughter, Caroline, 8 months. They were in the chair car, which ran down a 10-foot embankment into a field.

Child Sleeps Quietly

Caroline slept in mother's lap in the early part of the wreck. Afterward they remained in the coach, the forward vestibule of which was filled with the muck scooped up in its dive.

Mrs. McTigue and Caroline sat comfortably under two whirling fans. "Caroline was asleep and didn't wake up," she said. "I felt it coming and braced myself, and that is all there was to it."

Two others in that coach, Margaret Aitken, staff writer, the Evening Telegram, and Lt.-Col. Mary Dover, special assistant officer of recruiting, confirmed Mrs. McTigue's impression of the affair.

"The trees suddenly loomed up in front of me. I was looking out the window," said Miss Aitken. "It felt as if we were going to turn over. People were balancing themselves, and there we were. There were no screams—just a dead silence. There was no jerk—it all seemed like something in slow motion."

Col. Dover said: "Everybody sat very quietly. One girl let out a little squeak near me, and I would say the motion was a little like an earthquake."

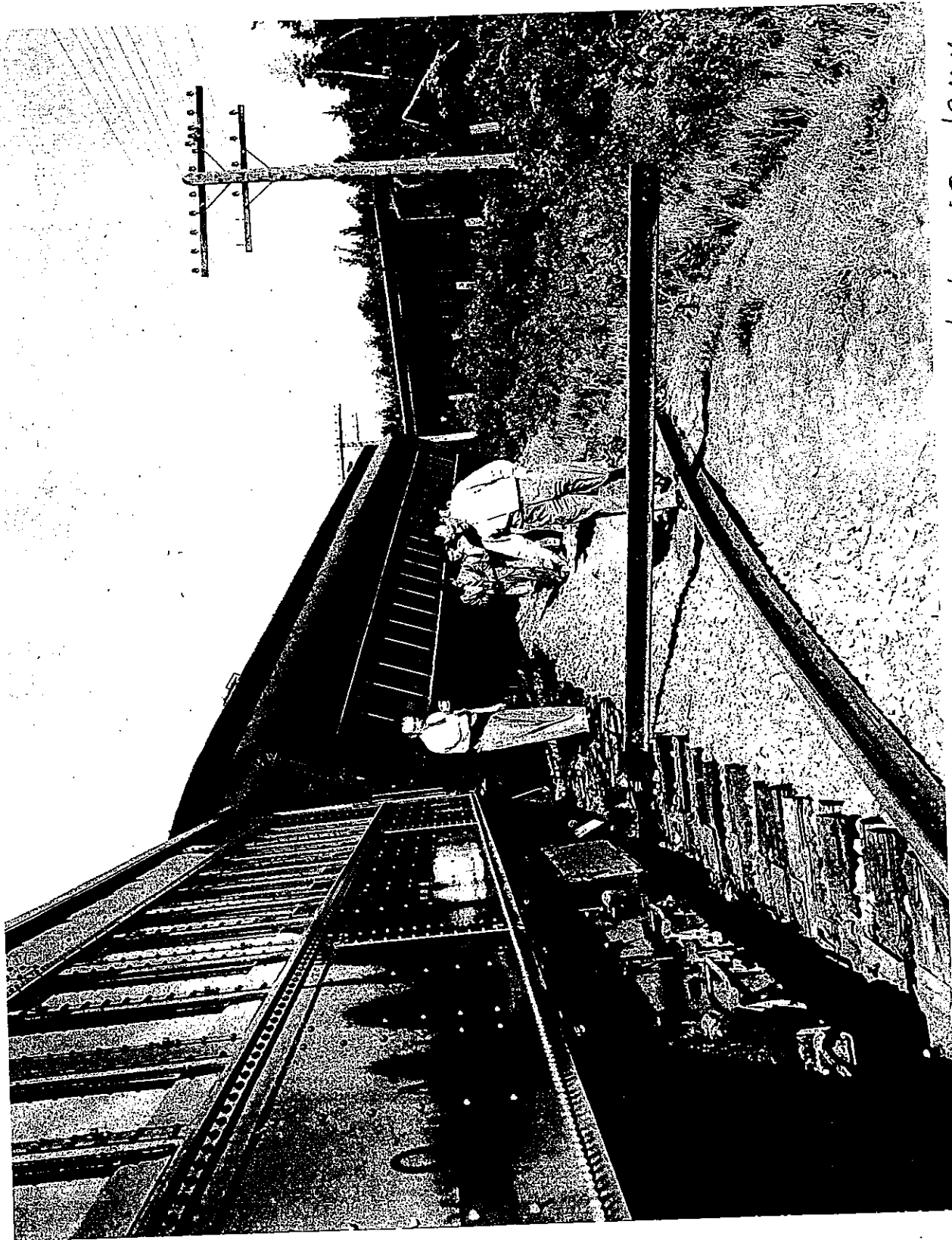
Fear Sixes Go to Waste

Saddest passenger was Sammy Shulman, New York photographer. Sammy, at the critical moment, held a nice little hand containing four sixes.

Then there was George Healy Jr., chief of the Domestic Division OWL, Washington, and in ordinary life managing editor of the Times-Picayune, New Orleans. He was riding in a coach of which one end was in the ditch, while the front trucks curled around twisted rails. In his Southern brogue, he described how he was standing in the aisle, getting ready to take a drink. "I felt a bump, braced myself and—(proudly)—never spilled a drop."

Toronto Globe
September 18
1944

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Thousands Turn Out To Greet Mr. Truman

By HARVEY HICKY

Ottawa, June 10 (Staff).—Under blue skies and a smiling sun, President Truman and his wife and daughter got their first sight of Canada's capital today when they arrived here for a three-day formal visit.

Thousands of Ottawa citizens turned out to greet them as they traversed the city to Rideau Hall, the governor-general's residence. People lined the curbs throughout most of the three-mile drive up the winding driveway, one of the most beautiful avenues in Canada.

As the Presidential party crested the plaza in the centre of the city, loud cheers rang out from great crowds clustered at the base of the national war memorial and jammed in front of the Chateau Laurier Hotel. Everywhere along the way school children waved flags and shrilly cried their welcome to the American visitors.

Stationed every few hundred yards along the route, red-coated RCMP constables in glistening riding boots, added a touch of Canadian color to the scene which greeted the visitors' eyes.

The Presidential party arrived right on schedule at 3:30 p.m. at a red-and-gold marquee erected at a level crossing on the driveway at the western limit of the city.

Accompanied by a U.S. secret service man and an RCMP staff sergeant, President Truman alighted from the train to find Canada's governor-general, Viscount Alexander of Tunis, waiting to shake his hand. Never a man to stand on ceremony, the governor-general had left the marquee and walked out onto the carpeted platform to greet the President the moment he got off the train.

Next to greet the President was Prime Minister Mackenzie King, who missed being late for the ceremony by no more than a few seconds. The presidential train was slowly steaming up the track and was no more than 100 yards from its stopping point when Mr. King's motor car pulled up on the driveway opposite the marquee.

Mr. King had to hurry through the welcoming party of federal city and diplomatic officials to get onto the platform with the Governor-General. He had been delayed in the House of Commons, where political colleagues and opponents alike had been eulogizing him on the occasion of his completing 30 years as Prime Minister of Canada.

A crowd of several hundred people, mostly women and children, lined the marquee at the respectful distance of 30 or 25 yards. A

JUNE 10
1947

Mr. King, Breathless but on Time, Runs to Meet Trumans at Train

By EVA-LIS WUENGO

Ottawa, June 10 (Staff).—The black suits of the Prime Minister and the huge engine puffing the Presidential train arrived at the small square canvas pavilion at the same time.

With a bounding sprint, Mackenzie King made the red carpet, breathless but on time, to greet Harry, Beanie and Margaret Truman who, with no pomp and circumstance, came down the dusty train steps.

Somehow the incident illustrates the spirit of the visit of the United States President to the capital of Canada.

There is a most noticeable lack of formality to the arrangements. Picture, if you can, the President of a great world power visiting a mighty neighbor.

He arrives at a wayside track some five miles from the capital. The trees are lush and green here; hazy diffused down blows on the wind; a handful of women and children line the railroad banks. Set by the track is a small canvas topped pavilion (the stripes of it the colors of Franco's Spain) with a red rug leading from its square shadow to the trackside.

There is a courteous silence as the slight, white-haired man jumps down the last step and hurries with a hand extended to the Governor-General, a bit stouter since his arrival in Canada. Lady Alexander in a royal blue dress, smiling, comes up behind her husband. Unmistaken, Mrs. Truman in a black dress, and behind her, shorter than she appears in her pictures, in a black and white checked suit, Margaret Truman follows.

The crowd cranes its neck, flash bulbs pop. Some children wave United States flags. The hot sun beats down. From the gardens along the road the wind drifts down the front of King. There is no cheering. Just a friendly, non-pressing welcome.

The many long-looking, big

American bodyguards of the President seem to crowd the scene. They have a baffled air as they, familiar with many a mob scene, survey the peaceful crowd, tagged out in summer finery, under the trees. It is more like a scene in a country village than in a nation's capital. The place, as well as words spoken, seems to point to one fact: this is a neighbor visiting neighbor. Not two powers come together in some dark scheming.

The red-coated Mounties add splashes of brightness to the crowd. They dot the way down Island Park Dr., along the Rideau Canal and keep the vast throngs at bay at the Plaza. Ottawa is deep in richness of June, tulips spill down the lawns, trees are weighted with blossoms. The weather, which in the morning worried every one from the postoffice to railway porters, cleared half an hour before train time and the sun is sufficing hot.

Despite the throngs that fill, more particularly the downtown area, the cheering is not frenzied. The people have turned out to pay their respects, to welcome a neighbor, not necessarily to celebrate. Everywhere, side by side, the breeze fans the flags of the two countries.

At Rideau Gate the matted bands of the Royal Canadian Regiment, the Van Doos, Royal Canadian Air Force and the Royal Canadian Mounted Police send forth bursts of snatches while they wait for the visitors. The RCMP inspector who wields the baton is a stout, strapping-faced man, an obvious favorite of the crowd.

An American points out the cracked pillars of the Government House fence and a Canadian easily explains it's due to the cold winter. Beyond the bend of the Gatineau the hills rise smoky blue, a tug puffs up the river, pulling a log raft, a church steeple on a point sticks a silver spike into the sky.

Just here is a ferry with the unaccustomed sun, neither the sun standing at attention. A South African flag across the small square

appears to be the only flag in sight. Right here, with equally little fuss, the King and Queen of Canada reviewed a similar handful of men, almost exactly eight years ago. Americans present remark that the President is used to vast demonstrations.

As the cars drive up, Truman and Alexander in the first, Mrs. Truman, Lady Alexander and Commodore E. L. Houghton in the second, everybody begins to comment on the seating arrangement in the third car.

Mrs. Truman is at one window, Prime Minister King at the other, and Admiral of the Fleet W. D. Leahy, an American in the centre. A woman standing on tiptoe, expresses the crowd's sentiments: "They should have let Margaret sit in the middle. Why, Willie should have told her about the sights."

As bareheaded, the President of the United States and Viscount Alexander stand in the June sun, the hand strikes up the anthems of Canada and United States and on a point above the river a cannon booms a salute of 21 guns. The smoke hovers heavily in the heavy air. The troops stand at Truman attention. The "unofficial" visit has begun.

Radioactive Test Likely for Cancer

Athletic City, N.J., June 10 (AP).—Radioactive cobalt, gold and tantalum—fabricated into "needles" and other forms for insertion into cancerous tissue, and having up to 10 times the penetrating power of radium—may become available for experimental use as from six months to a year.

Dr. Stafford Warren of the school of medicine of the University of California told a reporter today at the American Medical Association's centennial convention that such materials when ready for use would also be easier to handle and prepare than radium, and much cheaper.

JUNE 10, 1947

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and Vice-President Alexander, Prime Minister King and some members of the cabinet.

He even found time to go down a line of more than a score of mounted and city police and Canadian army men, shaking hands with each, and to hasten with several men who returned around.

To a reporter's question, the President said he had invited Prime Minister King to visit Washington again soon—Mr. King was last there in April—and that the Prime Minister had replied that he hoped he could.

At another point he was asked when he was going to "back" the \$40,000,000,000 United States tax reduction bill and the reporter who asked the question said the "time was running out." The President replied with a laugh that he would let the reporter know 30 minutes before the time ran out.

Despite the fact his departure from the special stop in the yards had not been announced, more than 100 people were on hand besides police and those connected with the Presidential party. Ralls of cheers came at intervals as photographers' flashbulbs lit up the scene and the President repeatedly waved a salute.

The Truman party stepped aboard the Presidential car at the end of the train about five minutes before it pulled slowly out. The President disappeared inside with a final wave and a broad smile.

The route to the invisible border and back to the White House in Washington will take the Presidential party on an overnight run through the lush farming lands of Eastern Ontario, past Toronto and Hamilton and then on to Niagara Falls, Ont., by 9 a.m. EDT.

There will be a slow run around the majestic Niagara Falls before the train crosses the international suspension bridge and enters United States territory for a run to Washington, which will be reached at 9:15 tomorrow evening.

The impression Truman has left behind is that of a simple, direct, easy-going man who is sincerely ready to extend a hand of neighborliness to this Dominion. Somehow his unequivocal statements leave no doubt that he feels the people of the United States stand behind his words. There is a sense of security that takes in this whole mighty continent in the friendship cemented in simple ways here in the past three days.

The visit of the President has been a striking example of how protocol, flag waving, tank brigades, shows of military strength and armed power can be dispensed with between friends.

JUNE 13
1947

World Solidarity Truman's Target

King Joins President's New Policy

By KYA-LIN WOODS

Ottawa, June 12 (CdnP)—A maple tree, on a sunny lawn of the Stignary Club, Laurence J. Hill, President, Harry Truman and Prime Minister Mackenzie King pledged themselves to aid world solidarity.

Yesterday, in the House of Commons, the President talked of continental solidarity and world solidarity. Today he extended the foreign policy of the United States.

The President and his family boarded their special train shortly after 11 p.m. at a makeshift stop tonight in the Ottawa railway yard. Most of the Presidential party got on the train at the Union Station a short time earlier.

He put it this way. His trips to Mexico and to Canada had been for the purpose of solidifying the friendship of the people who live on this continent. Now he wants to do the same thing for the people of the hemisphere. Then, he said, he wants to enlarge the scope of his plan to include all the world. All men who died in both Great Wars, he said, died to win peace for the people of every country in the world achieved peace. He said

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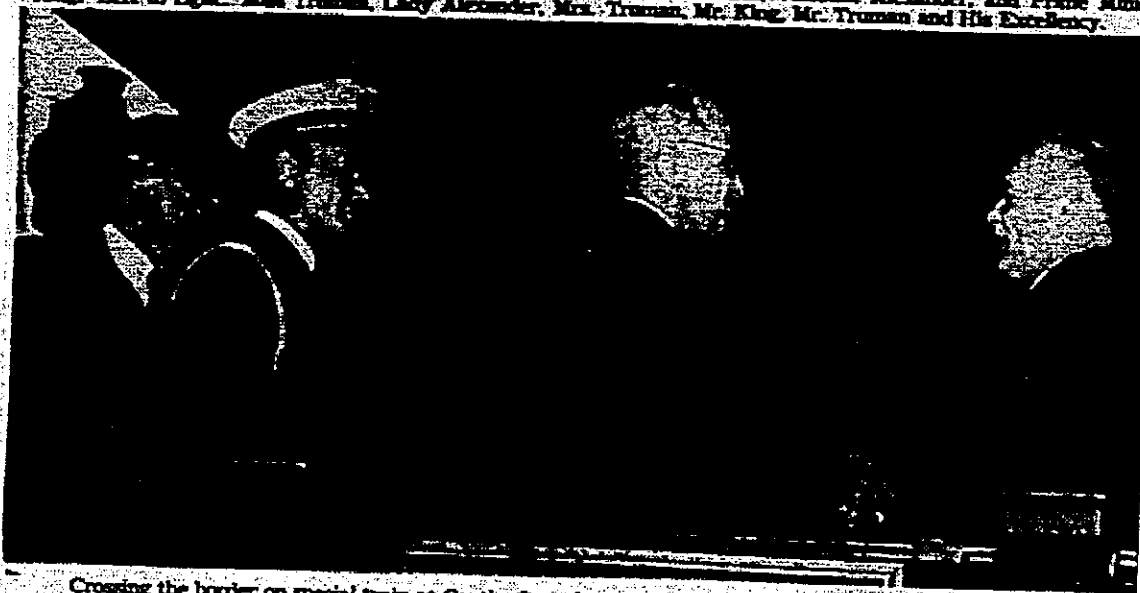
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JUNE 10
1947

Welcome to President Truman, Mrs. Truman and Miss Margaret Truman on arrival at the Island Park station the outskirts of Ottawa yesterday was extended by the Governor General, Viscount Alexander, and Prime Minister King. Left to right: Miss Truman, Lady Alexander, Mrs. Truman, Mr. King, Mr. Truman and His Excellency.



Crossing the border on special train at Cantic, Que., from Rouses Point, N.Y., President Truman is greeted by St. Laurent on the rear platform. At extreme left is Press Secretary Charles Ross. They pass through the scene of the beginning of the historic undefended boundary, where portions of a fort that was never man have been built into highways across the Canada-United States line.

JUNE 13
1947

President Truman, Family to View Canadian Falls

Ottawa, June 11 (CPI).—President Truman and his family will see Niagara Falls from the Canadian side when they travel back to Washington from their Ottawa visit.

The special train carrying the Presidential party is due to reach Niagara Falls, Ont., at 9 a.m., EDT, Friday morning and leave 15 minutes later.

No special arrangements have been announced, but it is understood the party will be given an opportunity to see the Falls while the train is being serviced.

Departure from Ottawa is at 11:30 p.m., EDT, Thursday night. The train will pass through Toronto at 8:15 a.m., Friday; Hamilton at 7:25 a.m. and Buffalo at 10:05 a.m. It is due in Washington at 2:15 p.m.

JUNE 11
1947

GIVE THEM HELL HARRY!

A combined force Mounties, F.B.I. and railway police threw a cordon around the TH&B Hamilton station in the early morning of June 13th, 1947. No unauthorized persons were allowed on the upper level platforms. A special twelve car train stopped in Hamilton for a change of crews.

The Hamilton Spectator reported that the tight security was best illustrated in a statement of a depot employee. " I was so close to Truman that I could have reached him with a 100 foot pole."

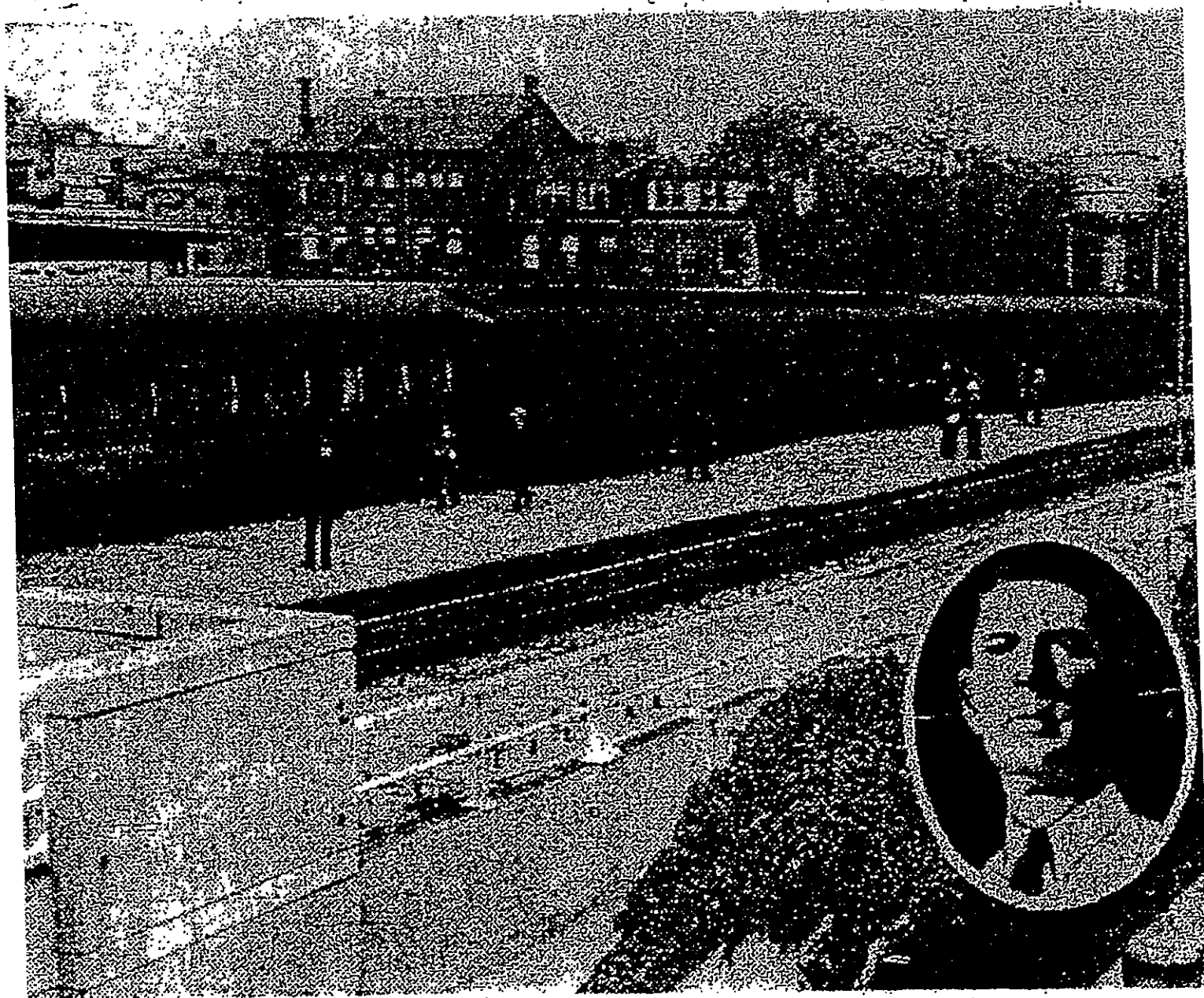
Some Mounties stood in the uniforms but it was quickly observed that other security men bustled with brief cases while others took the role of railway workmen.

The president's armoured-plated car Ferdinand Magellan was on the end of the train. It looked like a very ordinary Pullman car from the side but the Presidential Seal adorned the rear observation platform.

The train was taken over by a local TH&B crew; Engineer Edgar Dean, Fireman Peter McDade and other members of the crew were Robert Irvine, Thomas Kelly and William Hastings.

The platform party included TH&B President T. H. Malcolson, Superintendent W. J. Warwick, and other TH&B and NYC officials. The train only stopped for five minutes in Hamilton. The train then left for Welland then to Niagara Falls, where it stopped so that Harry Truman could do a little sightseeing then the train crossed the river onward to Buffalo.

Engineer Dean later stated that the heavy armoured Presidential Car was so heavy that with it on the back end instead of a twelve car train it handled like a sixteen car train.



PRESIDENT'S TRAIN STOPS HERE—A 12-car special train taking President Truman back to Washington, stopped for five minutes in Hamilton this morning to change of crew. A combined force of R.C.M.P., F.B.I. and railroad police kept unauthorized persons off the T.H. and B. platform while the train was standing in station. The upper photograph shows the tail end of the train. The President's four-plated car is the last one. Inset is Edgar Dean, T.H. and B. engineer, Charlton Avenue West, who was among members of the Hamilton crew which met the train to Buffalo. —

World Solidarity Is Goal In Truman, King Pledge

(Continued From Page 1, Column 1)

his guest. He played down his own position to direct all attention to Truman. Throughout their stay on the island, and during their return trip, King kept his eyes fixed on his visitor. On the long Chatham steps, the waiters had come out to listen to the impromptu speech of the President.

Meanwhile, down the cinder road at the main building, Mrs. Truman and Margaret Truman left for a walk along the sun speckled paths by the trout streams of the club.

This was the President's first press conference on Canadian soil. Without hesitation he launched his declaration of United States foreign policy, elaborating it from yesterday. Canadian correspondents, conforming to White House rules, were not permitted to quote him directly.

The President said that the Canadian trip had been most interesting to him. He felt it was an event close to the hearts of the two countries and, he said, he felt we understood one another better as the result of it. He sincerely hoped, he said, that the Canadians would pay a visit to the United States, but there wasn't a chance in the world the United States would be able to give them such a reception.

Americans had only one objective, he said, and that was peace in all the world for the benefit of all the peoples of all the world. Again he stressed that unless peace is achieved, all the men who died in both world wars died in vain. That, he said, was exactly what it meant. The United States has only one objective—that is, peace in all the world for all the people of every country.

Above him the hills rose blue toward a clear sky. His words rang clearly. In the high laughter of the simple trees a bird sang. Mackenzie King kept his eyes fixed on his visitor. On the long Chatham steps, the waiters had come out to listen to the impromptu speech of the President.

of the general staff on his return from meetings in August, 1945.

The President bade farewell to Canada tonight with a final wave and a last word from the steps of his 12-car special train after landing a personal invitation to Prime Minister Mackenzie King to come again to his guest at the White House in Washington.

The President, Mrs. Truman and their daughter Margaret boarded the train at Dewey City's main station in the Ottawa railway yards, wheeling up a three-day visit that has been a triumph in friendship. The red-carpeted special platform from which they stepped to the train was crowded with dignitaries who came to say goodbye to "Harry."

The President shook hands with them all and had a word for each, including the Governor-General and Vice-President Alexander, Prime Minister King and some members of the cabinet.

He even found time to go down a line of more than a score of mounted and city police and Canadian army men, shaking hands with each and to hasten with newspaper men who hurried around.

To a reporter's question, the President said he had invited Prime Minister King to visit Washington again soon. Mr. King was last there in April—and that the Prime Minister had replied that he hoped he could.

At another point he was asked when he was going to "back" the \$40,000,000,000 United States tax reduction bill and the reporter who asked the question said the "time was running out." The President replied with a laugh that he would let the reporter know 30 minutes before the time ran out.

Despite the fact his departure from the special stop in the yards had not been announced more than 100 people were on hand besides police and those connected with the Presidential party. Hails of cheers came at intervals as photographers flashbulbs lit up the scene and the President repeatedly waved a salute.

The Truman party stepped aboard the Presidential car at the end of

JUNE 13
1947

Welcomed Thrice

Forget Speeches, Just Act Natural

By GEORGE KAHN

Ottawa, Nov. 13 (Staff)—President Eisenhower's day began with a pajamas and dressing gown appearance to say an early morning hello to a knot of people at a local point railway station, and ended with a glittering evening dress and decorations state dinner and reception at Government House.

Between these extremes in the formal and formal functions—and the hours of approximately 1 a.m. and 11 p.m. which separated them—the President was welcomed three times and in three places, was entertained at a private lunch by the Governor-General, and planted a tree in the park-like grounds of Government House.

Most of these events tended to be more easy-going than starchy.

The first welcome was at about 10 a.m., aboard the President's train as it rolled up the Ottawa valley at about 60 mph, trying to make up time. It was 40 minutes late at the border, but had caught up about 15 minutes of that by the time it inched into Ottawa's Union Station.

External Affairs Minister Pearson, U.S. Ambassador H. Douglas Stuart, H. E. Fraser, Canadian chief protocol, led a party which had gone down overnight to pick up the President's train at Banter Point and to extend Canada's first welcome. There were speeches ready.

Mr. Pearson reported later: "We had pretty little speeches all prepared but from the start the meeting was so spontaneous and informal that we forgot all about them."

The President's train backed slowly into the usually dingy station—now showing many splashes of unaccustomed color—with a stream of reporters and photographers running alongside. They had been let off before the train stopped so they might get to positions on hunting-draped flatcars which were parked on adjacent tracks.

As they stepped down from the

train, and the President turned in her direction, smiling, and replied with a wave.

The party walked the 300 yards from the station entrance to the platform, the President occasionally acknowledging a greeting by smiling in a half-military, half-casual manner.

A veterans' guard in civilian clothes was stationed at the approach to the National War Memorial. Behind it were the bands of the Royal Canadian Navy and the Royal Canadian Air Force. When the President had placed a wreath of red, white and blue carnations at the base of the memorial, the bands played the hymn "Abide With Me," and he stood at attention with his hat at his breast.

At the four corners of the memorial, already banded with wreaths from Wednesday's Remembrance Day observance, navy, army and air force sentries were stationed, resting on arms reversed. Around the plaza in which the memorial is located, Canadian ensigns and the American Stars and Stripes were planted alternately, about 20 feet apart.

From the plaza, the President and Mrs. Eisenhower drove with Governor-General Massey directly to Government House. In a second

FORMAL—Page 2

NOVEMBER 13

The President's train backed slowly into the usually dingy station—now showing many splashes of unvarnished color—with a stream of reporters and photographers running alongside. They had been let off before the train stopped so they might get to positions on hunting-draped flatcars which were parked on adjacent tracks.

As they stepped down from the train, President and Mrs. Eisenhower were extended the official welcome of Canada and the government by Governor-General Massey and Prime Minister St. Laurent. Madame St. Laurent presented a bouquet of red roses and blue orchids to Mrs. Eisenhower, who wore a kelly green dress and a milk cape over a dark grey dress.

The Prime Minister in turn introduced to the President members of his cabinet and their wives, the leaders of the parties in opposition in the Commons, Mayor Whitton, wearing her heavy gold chain of office, the chiefs of staff. Also presented were members of the U.S. Embassy staff.

Frequently it is reported that the red carpet was rolled out for a visitor. It was in fact rolled out today—500 feet of it, running from the back steps of the President's coach through the rotunda of the station, up the stairs and out to the street.

Just outside the station a three services honor guard, spanking smart in their white-bellied best dress, awaited the President's inspection. The inspection was performed at a brisk pace and with a practiced eye.

It was outside the station that the President was given the third welcome of the morning—this one from some 10,000 citizens of Ottawa. Ottawa crowds are not notably demonstrative, but, while there was no cheering, there was generous handclapping and a number of called greetings.

A teen-aged girl shouted: "I like

JUNE 10 1947

was entertained at a private luncheon by the Governor-General, and planted a tree in the park-like grounds of Government House.

Most of these events tended to be more easy-going than starchy.

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[illegible]

home and the work-day lives of the army detachments.

At points against the enemy and in groups around the gate were more uniformed the battalions of the 1st Grenadier Corps, while throughout the country were and other characters with the main responsibility of guarding the city and the most important places.

To the left of the village, a mound was the Old Garrison Church, built deep in the ground as protection for its walls against cannonading. A few yards from the church, on a steep-sided knoll, stood a simple cross—the Vimy Cross. It is called in memory of the officers and men of the Royal 22nd Regiment who died in the first Great War in Canada on Vimy Ridge.

Mr. Churchill and Mr. King, and others of the official party left the residence at 5:30 for Walker Cove, where they returned at 11:30, most remarking that in this city where the two Prime Ministers have moved with only the most casual security that the President's personal body guard rode the riding horse or airplane and screened both him and the Governor-General. In the glimpse that was afforded of Mr. Roosevelt he appeared well and vigorous under the tan he acquired during the recent Manitoulin fishing vacation.

Stephen Early, the Presidential Secretary, said the President was accompanied by John Edgar Hoover, Maine land administrator, and Wapington and by General Nelson Brown, his paymaster.

Announcing the appointment, James Earl Ray, U.S. Attorney General, said: "A will, drafted in 1942, and dated 1943, was found in London and Lay Bowles, at the War Relocation Administration. It was revealed that while the United States Minister in Canada, the Hon. Ray Atkinson, and the Canadian Minister in Washington, the Hon. Lester B. Pearson, were in London."

There is an atmosphere of expectancy of great events to follow from this Allied summit. Many believe that the present talks will be followed by a summit in Berlin or Germany this fall, which will be a psychological landmark in the Allied military march against the Germans.

[illegible]

August 1943

KOMURA'S RETURN

Japanese Envoy Will Go Home Over C.P.R. Line

Ottawa, Sept. 24.—Baron Komura, the Japanese peace plenipotentiary, is to make his homeward journey by the Canadian Pacific route. Sir William Van Horne, chairman of the board of directors of the C.P.R., has placed his private car, Saskatchewan, at the disposal of the Japanese envoy, and, accompanied by Baron Kaneko and Mr. Sato, chief attache of the Japanese legation at Washington. Baron Komura will leave New York on Wednesday morning for Montreal. The Saskatchewan will be attached to the Imperial Limited the same evening and proceed direct to Vancouver, arriving there on Monday, Oct. 2, the sailing day of the Empress of India, on which vessel the two Japanese statesmen and their staff have taken passage. As Baron Komura is still in feeble health it will not be possible for him to accept any hospitality or participate in any public function while in the Dominion. Indeed, as a precautionary measure he is to be accompanied to Vancouver by a New York physician and a trained nurse. Consul-General Nosse, who has strongly urged the baron to travel by the Canadian route, will accompany the party a portion of the distance. Mr. Sato goes as far as Vancouver. It is probable that the Japanese residents of that city will unite to give the two barons a cordial farewell.

September 25,
1905

Quebec Conference, 1943

From Wikipedia, the free encyclopedia

The **First Quebec Conference** (codenamed "QUADRANT") was a highly secret military conference held during World War II between the British, Canadian and United States governments. The conference was held in Quebec City, August 17, 1943 – August 24, 1943. It took place at the Citadelle and at the Château Frontenac. The chief representatives were Winston Churchill and Franklin D. Roosevelt, hosted by Canada's prime minister, William Lyon Mackenzie King.^[1] Although Churchill suggested that Mackenzie King be involved in all discussions, Roosevelt vetoed the idea.^[2] As a result, Mackenzie King's hospitality was almost purely for ceremonial purposes. Joseph Stalin had been invited to join the conference, however he had to decline due to military reasons.^[3]

The allies agreed to begin discussions for the planning of the invasion of France, codenamed Operation Overlord in a secret report by the Combined Chiefs of Staff. It was agreed that Overlord would commence on May 1, 1944, however, this was later disregarded and a later date was finalised.^[4] However, it is important to realise that Overlord was not the only option; for example, Operation Jupiter remained a strong possibility had the Germans proved too powerful on the French coast.^[5] In the Mediterranean (a theatre on which Churchill was very keen) they resolved to concentrate more force to remove Italy from the alliance of Axis Powers and to occupy it along with Corsica. Churchill and Roosevelt made it clear that would only accept unconditional surrender from Italy, with there to be a complete and immediate cessation of fighting.^[6] News came through of the fall of Sicily to allied forces; an invasion that had taken just 38 days.^[7] It was then decided that an invasion of Italy would commence, with this finally happening on September 3, 1943. However, an armistice was signed that same day, which officially put Italy out of the war.^[8]

There were discussions about improving the coordination of efforts by the Americans, British, and Canadians to develop an atomic bomb. Churchill and Roosevelt, without Canadian input, signed the Quebec Agreement, stating that the nuclear technology would never be used against one another, that they would not use it against third parties without the consent of one another, but also that the discussion of Tube Alloys would not be discussed with third parties. Canada, although not being represented at the particular meeting, played a key proponent of this agreement as she was a major source of uranium and heavier water, both essential in the atomic bomb.^[9]

It was decided that operations in the Balkans should be limited to supplying guerrillas whereas operations against Japan would be intensified in order to exhaust Japanese resources, cut their communications lines and secure forward bases from which the Japanese mainland could be attacked.



Mackenzie King, Franklin D. Roosevelt and Winston Churchill at the first Quebec Conference.



Mackenzie King, Franklin D. Roosevelt, Winston Churchill, and the Earl of Athlone at La Citadelle.

In addition to the strategic discussions, which were communicated to the Soviet Union and to Chiang Kai-Shek in China, the conference also issued a joint statement on Palestine, intended to calm tensions as the British occupation was becoming increasingly untenable. The conference also condemned German atrocities in Poland.

It was clear that eliminating Italy from war was the allies' main priority; this was expected to be done by the end of 1943. Following this, the next hope was that Germany would be defeated by the fall of 1944, which would leave just Japan remaining in the axis powers.^[10]

Following the conference, Churchill holidayed at a fishing camp^[11] and then, on August 31, 1943, delivered a radio address^[12] before travelling by special train to Washington, D.C. to resume talks with Roosevelt.^[13]

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- 3 Further reading
- 4 External links
- 5 Gallery

See also

- Second Quebec Conference
- List of World War II conferences
- Manhattan Project

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- Bernier, Serge. "Mapping Victory," *Beaver* (2008) 88#1 pp 69–72

External links

- *The first Quebec Conference and related conversations at Hyde Park and Washington*, WISC.
- *Churchill at the first Quebec Conference, 1943* (archival news footage), The Churchill Centre.
- full audio recording of address delivered by Winston Churchill, August 31, 1943 (http://ms.radio-canada.ca/archives_new/2008/en/wma/quebec_400_19430831.wma)

Gallery



Wikimedia Commons has media related to *Quebec Conference, 1943*.



On August 18, 1943 at the first Quebec Conference. (King, Roosevelt, Churchill. Behind: General "Hap" Arnold, Air Chief Marshal Charles Portal, General Sir Alan Brooke, Admiral Ernest King, Field Marshal Sir John Dill, General George C. Marshall, Admiral Sir Dudley Pound, and Admiral William Leahy).



Franklin Delano Roosevelt greeting Anthony Eden



Winston Churchill and Anthony Eden



Anthony Eden at the first Quebec Conference

[1]

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Inductee

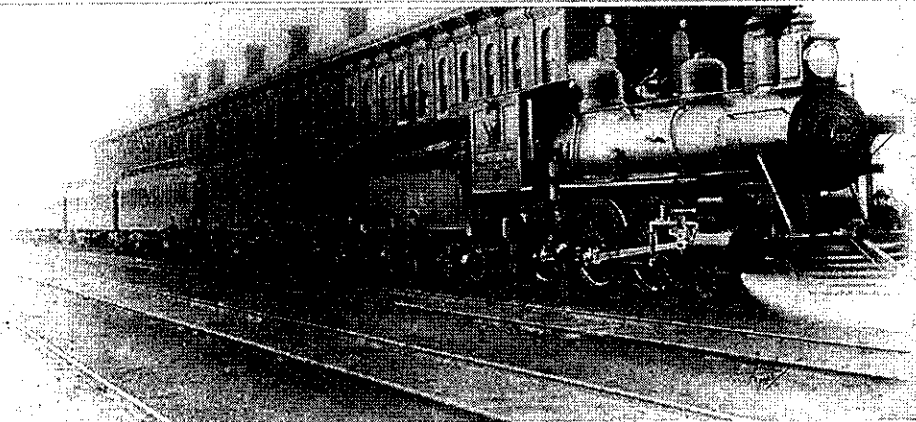
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Canada Southern Station (ca. 1908). Copyright @ North America Railway Hall of Fame.

The Canada Southern Station, completed in 1873, embodies the unique contribution the city of St. Thomas made to the railroad industry in North America.

The new building was constructed between June 1871 and April 1873. Once completed, the Canada Southern Railway Station served double-duty. The passenger station occupied the ground floor and the corporate headquarters of the Canada Southern Railway (CSR) were located on the upper floor. During its busiest period, in the 1920s, as many as 2,000 passengers passed by the station per day. A large formal dining room, which took up approximately a third of the ground floor, served hot meals to passengers who were on a stop-over. A full kitchen with a full-time cook served meals throughout the year. Modest living-quarters for the kitchen staff, which included the cook and several servers, were located on the second floor, directly above the kitchen.

The CSR built 31 railway stations in Ontario during the 1870s; the station in St. Thomas stands out from the rest in two respects. It is the largest of them all and the only one that was built in the Italianate style of architecture. The building comprises two storeys and is 107.9 metres (354 feet) long and 10.9 metres (36 feet) wide, and boasts 162 arched windows. It took 400,000 white bricks to construct the station. The exterior was painted red at a later date.

Originally, the station had eight chimneys and a canopy that wrapped around the entire building; the chimneys were dismantled when the new central heating system was installed around 1918 and the canopy was removed once passenger service ended.

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