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M,R,Chappell derful scenic feature. It's something that the visitors look forward to, on the fer? ry." And so on and so on. When he got through--and he took quite a- while explaining it--I said, "Yes, Mr. Mc- Lachlan, I agree with everything you said-- one hundred per cent. But," I said, "did you ever try to cross there in the winter? time? Have you been in a group aboard the trains, for instance, wanting to get a- cross, and found you were held up for two days in the ice? Have you ever tried that?" "Oh, it's a wonderful scenic view,,,"--all that tripe. (During supper, C. D, Howe told Mr, Chap? pell that he was going to get the perma? nent crossing, but the only real accom? plishment of the meeting was to delay the building of a new ferry until the need of a lock in a proposed causeway had been re? examined. Moreover, the building of a bridge was still being considered.) M. R. Chappell: I came to Sydney in 1910 with my family. And I went with my father to a Board of Trade meeting. A man there said that he could build piers for a bridge that would withstand the tides, the currents in the Strait--well, of course he didn't know what he was talking about. Be? cause he couldn't build piers that could withstand the ice jams that were coming down. Absolutely impossible. There were at least three different engineers designed bridges for the Strait, I forget their names, but it doesn't matter. We didn't build the bridge. And there was talk of a tunnel. (The idea came up over the years.) But the tunnel would have to go back so far, it would be a tremendous job--it would cost perhaps 100 million dollars at that time. They'd have to go miles away from the Strait of Canso and start underground. And it was possible, but costly. We discussed a tun? nel, a bridge, and a causeway. It was all in a brief we finally submitted to the government. I had no personal interest in it. It was the interest of the country I had in mind, I never got one cent for it, I never sold them anything. All I did was work on the background, working up reasons for getting a causeway. It didn't stop around Sydney, I went on two trips to Vancouver, I spent \$15,000 of my own money on it. I can't tell you how many days and nights I spent on the thing, over a number of years. It wasn't a matter of just a year or two. For me it really started in 1910, And if our Association hadn't got busy when we did, PEUGEOT A different kind of luxury car from EUROCAR SERVICE LTD. Westmount, opposite Dobson Yacht Clul ' We Buy & We Sell and We're as Near as your Telephone Sid's Used Furniture 436 Charlotte St, Sydney . 564-6123 It's our 25th ad and here we are To tell you all it's not very far to GEORGE ' S We're open 7 days, it's true To serve our friends, however few • We have milk & bread 6c ice &. that And papers to read in our Laundromat, GEORGE'S ENTERPRISES in BADDECK I_!Hotel de Id Marine & Fortress Louisbourg Cauldron Restaurant Our Licensed Dining Room is Open 11 to 7 seven days a week, featuring complete Family Meals as well as Lunches Located on the site of Princess Tourist Mine, in Sydney Mines Fresh Seafood a Specialty f' L'Hotel de la Marine has been carefully recreated to portray the lifestyle of 18th century Louisbourg. The food, prepared from authentic 18th century French recipes and served in the'style and atmosphere of that period, makes a visit an unforgettable experience. For a more relaxed dining experience eat at L'Epee Royale SEPTEMBER