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night there, closing the thing up, it was rolling boulders half the size of this room out of there. Then the tide would slacken and we'd give her the hell then. I drove the first car across the Canso Causeway. The morning after it was finished. I went down and there was a cofferdam (to build the navigation lock) going out there. And you could get from the cofferdam out to the Causeway, I went down; I was looking around the job, as usual, I said to myself, I bet I can get across, I went up the office and I got my secretary, Tinker MacDonald, and the office man, Gerry Doane, and Harlene, my instrument man, and I said, "Come on, we're going for a ride." So they didn't know where we were going. They got in the car and we started off, "Where are you going?" I said, "We're going over to Canada," So we went down, I drove through this cofferdam, I got out where the lighthouse was. There was Rod MacLean--he was a Member out there, in those days, a great big fellow, and I knew him, and I called out to Rod, There were some big boulders that hadn't been dozed off, you know, and I had to duck the car feet away from the lighthouse, I could get right through. So he walked ahead of me, and this way and that way, I had to dodge around the boulders--and I drove right across the Causeway and up over Porcupine and down to the ferry (at Mulgrave), Baker was the captain on the ferry, and I had just gone across there an hour before. He saw me coming down the hill and he blew three times, and I blew the horn three times--the one-two salute, you know--I drove onto the ferry and I made the round trip. That was the first trip, and that was December 11th, the day after, the morning after. We closed at 8:30 on December 10th, and we started her in the pouring rain and we finished her in the pouring rain. And for the opening (August 13, 1955), I took the bus across. I said, "I walked across for the last time," And if I die tomorrow, there's monuments I've left around Nova Scotia. But the Canso Causeway-- that'll be there forever. Only one thing I'll always regret, Angus L, didn't live to see it completed and to see a hundred pipers go across. y at Noon today in job 10,000,262.7 tons total AREYOUR SHOCK ABSORBERS THIS OLD? mm Then they could be causing excessive tire wear, rough riding, and endangering your safety. New shock absorbers will prevent the veering, bottoming, swaying, and rocking that makes your ride rough, steering difficult, and braking unsure. Replace your worn shock absorbers today. LET US INSPECT YOUR SHOCK ABSORBERS TODAY! THE MASTER MUFFLER 349 George St., Sydney 539-6691 mutflercentre (48)