

## CANADA'S NEW GOVERNOR-GENERAL ARRIVES



1.—Crayon sketch of Viscount Willingdon drawn on board Empress of Scotland just prior to the vessel sailing for Canada.  
2.—Crayon sketch of Viscountess Willingdon drawn on board the Canadian Pacific liner Empress of Scotland just prior to the vessel's departure for Canada.  
3.—Misty (inset) Cairn Terrier, belonging to Their Excellencies which gained instant popularity.  
4.—Menu card designed for use on Empress of Scotland when she carried the Governor-General to Canada, showing on a map of the world the various positions held all over by the Empire by Viscount Willingdon.  
5.—Canadian Pacific Flagship Empress of Scotland which carried Their Excellencies to Canada.

Their Excellencies Viscount and Viscountess Willingdon made many friends on their voyage from England to Quebec on board the Canadian Pacific flagship Empress of Scotland, when His Lordship came here in October to become Governor-General of the Dominion. They paid visits to all parts of the vessel chatting with new settlers for Canada and presiding at the various functions that take place aboard ship during an ocean voyage. Sharing their popularity was their Cairn Terrier, Misty, who was friends with everyone except perhaps a plump Chow who looked to him as though he might develop into a dangerous rival.

Canada's thirteenth Governor-General had a fine reception when the ship docked at Quebec. He struck a tactful note when he told his French-Canadian audience he too could claim descent from the Normans and that French blood flowed in his veins equally as in theirs. "In this country," he said, "the descendants of our two races have worked for many years under the British Crown for a common purpose and

object, namely, to promote the welfare and prosperity of the people of this wonderful country."

First impressions are vital in establishing successful relations and perhaps no impression gave so cordial an effect as one of His Lordship's speeches aboard the Empress of Scotland, which was broadcast all over Canada. In it he said: "I wonder if I may venture to add one word of rather an intimate and personal character. It is this—in wishing all my fellow-passengers the best of good luck in the future and all health and happiness they can possibly expect and obtain, may I ask them one and all to give an occasional thought—a kindly thought—to one who is about to undertake very grave responsibilities for the British Empire in the great Dominion of Canada."

That is the true democratic note, sounded with modesty and feeling and sure of an unreserved response throughout the length and breadth of Canada.

## FREDERICTON MAN PLAYED AN IMPORTANT PART IN CHIGNECTO MARINE RAILWAY ENTERPRISE

(By Will R. Bird)

That narrow neck of land known as the Isthmus of Chignecto owns more than historical fame. The fifteen-mile strip that connects Nova Scotia with New Brunswick was the old-time key to Acadian possessions. It spans the world-renowned Tantramar marshes and it was once the scene of the most interesting and gigantic undertakings the Maritime Provinces have ever known.

The Acadians and the Indians had a waterway across the Isthmus for their small craft with the exception of one short portage, and all the supplies for the garrison at Louisbourg were transferred by this route. The farmers of the fertile Grand Pre sent their produce up the Bay by means of small boats, and those at Beaubassin joined them on the trip across the Isthmus. From Baie Verte trading schooners conveyed their goods to the Cape Breton stronghold and brought back European goods in exchange.

During the last quarter of the past century proposals for a canal that would follow this old Acadian water route were included in more than one election platform. But the difference in the tides, which rise only three or four feet at Baie Verte and the nearly sixty feet in Chignecto Basin, made the canal seemingly impossible.

H. George Ketchum, of Fredericton, N. B., a man of energy and strong personality, had carried out several important contracts for the Intercolonial Railway, and had gained the confidence of the leaders of his day. He explored the Chignecto region and at once conceived the idea of a "ship railway". He planned to install great docks at Chignecto Basin, near Amherst, N. S., and at Tidnish, on the Baie Verte side, that would be equipped with hoisting machinery of sufficient power to lift small schooners and place them on a specially constructed truck, or series of trucks, which would convey the ship across the Isthmus, and the machinery would there lower it into the water again. A broad roadbed would be constructed that would carry four heavy rails. He went to England and submitted his plans to Sir Benjamin Baker, who was considered a supreme authority on engineering problems. Baker made a personal inspection of the situation and endorsed Ketchum's plans without hesitation, stating that craft not exceeding forty-five hundred tonnage could be easily handled.

## English Capital Secured

Having Baker's assurance of assistance, Ketchum went back to England and organized a company which was to operate on English capital, the financiers being Baring Bros. The company engaged Meggs & Sons as the contractors, and they in turn sublet to smaller companies. The masons were brought from the Old Country and were in charge of Symonds, a noted Scotch builder. Over four thousand men were employed and a miniature city sprang up over night on the Isthmus. A large percentage of the track laborers were Italians, but work was given to all the locals who desired it and one contractor brought a large crew of French-Canadians from Quebec. They had their own carts and tools, and were installed in the old barracks at Fort Cumberland. The land needed by the Railway company was given free by the County Council who appointed appraisers to settle with all the property owners involved. Thus 1888 witnessed wonderful workings on the Isthmus. In every instance a clear deed was given the company by the landholder, and the property thus gained remains in the company's possession to this day.

The Dominion Government gave assistance. The company therefore was allowed three years' time for construction purposes and were to receive a subsidy of \$200,000 per annum for twenty years. The dock at the Amherst end was constructed inland in such a way that the water could be let in afterward without difficulty, and the work there proceeded rapidly. At the Tidnish terminal a temporary dam was built, covering an area of nearly half a mile in depth, and the protected ground was dredged to permit operations. The docks were strongly built of stone and cement. They were forty feet in depth and had inlets to permit the workings of the ribbed frame that was clamped to the vessel for hoisting purposes. Hydraulic machinery of the latest type then known was installed for the lifting and lowering of the vessels, and all this, together with the rails, engines and boilers, were brought from England, over \$800,000 in customs

duties being paid to the Canadian government. The completed track from dock to dock was to measure exactly 17½ miles. About ten miles up the Isthmus a very boggy district was encountered, and every settler maintained that the place was impossible as a track-bed. The engineers sank rock for sixty feet to a solid foundation, and then built a roadbed that has remained firm and unchanged to the present.

## Failure the End

The first work on the track commenced in the fall of 1888 and all was going well when, late in 1890, Baring Bros. who had become involved in disastrous deals in South America, failed to continue their financial support and forced the Ship Railway Company to suspend operations for a time. A little later the fortunes of the company suffered through the death of most influential public men favorable to the project and through certain other changes in public affairs. However, the company was granted an extension of seven months within which to complete the work. Other contractors took it up, and owing largely to inadequate equipment, progress was painfully slow. The four-railed track was finished with the exception of a small trestle about three miles from Tidnish. The Amherst dock was within a few weeks of completion and the machinery was installed. But at Tidnish more difficulties were encountered, and the work was not so far advanced. Yet at most it was only the matter of some weeks before all would be in working order. Five million dollars had been spent and less than a million would complete the undertaking. As the finish drew in sight a grand opening day was planned. A full-rigged ship, suitably decorated was to make the passage carrying a load of all the noted personages of the East. A final drive for the finishing funds was inaugurated and the needed amount was raised. But just as word came that the financial situation had cleared, the expert time allotted by the government expired. A message came stating that the government had withdrawn all their support. The hopes of the Chignecto Ship Railway were blasted.

Ketchum had a cottage at Tidnish and a house at Amherst. Coming into town one warm afternoon after a survey of his ruined prospects, he lay down to rest as soon as he reached home, and passed away in his sleep. His sudden death was not unexpected, for he had worn himself out.

## The Works Today

Much of the completed work stands as a monument to the skill and thoroughness of the British masons. The brick power-house still remains, but the wonderful masonry of the Amherst dock has been covered, by the tides of successive years, with filling of mud. Nearby are long irregular piles of gray cubes and pyramids of stone. The cubes were once barrels of cement, but the wood containers have long since vanished. The rails and machinery were sold long ago. Only the roadbed remains to be exploited. Merely bush-grown, that magnificent way lies waiting some progressive individual who will utilize it in some method of transportation from Amherst to the seaside resorts along Tidnish.

The engineering skill displayed in the work attracted many engineers, who have since become famous, and among whom were O'Rourke, who planned New York's first skyscraper, and Sir Maurice Fitzmaurice, famed for his irrigation work on the Nile and for tunnelling under the Thames. He was made chairman of the committee that took charge after the Quebec Bridge disaster, but owing to pressure of his duties as chief consulting engineer for the City of London, had to leave the work to others.

After the project collapsed the English shareholders, who had supplied most of the money, sought redress, and the Canadian Government offered half a million dollars. The offer was refused and the shareholders have never received a dollar.

The ship-railway is a thing of the past, but it is held that the Isthmus possesses natural conditions that may be turned into account as producers of immense water power, for it is held that the surging might of the Bay of Fundy's sixty-foot tide can surely be harnessed.

Mrs. Foster—I think that your little girl is the very picture of you.  
Mrs. Crandall—Shh! She'll overhear you and I want her to be modest.

## RECEPTION TO NEW MINISTER

Amherst, N. S., Oct. 12—Hon. J. L. Ralston, minister of national defence was tendered a non-political reception here tonight by the citizens of Amherst, the new minister having for many years been a resident of this town.

A congratulatory address was extended to Hon. Mr. Ralston by John S. Smiley, K. C., and a beautiful bouquet was presented to Mrs. Ralston. Hon. Mr. Ralston delivered a brief expression of thanks to the citizens.

## Attended Rugby Game.

A number of people motored here Tuesday to see the rugby football game between the touring Bermuda team and the University of New Brunswick. Included in the number were Dr. and Mrs. Stanley Bridges, Atwood Bridges and Miss Marjorie Kerr of Saint John, also M. J. Rutledge and J. H. Turner of Woodstock.

## Canadian National Railways

## TENDERS FOR HARDWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Hardwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Beech, Oak, Hard Maple, Chestnut and Yellow Birch Timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and August 1st, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1. 2, revised July 15th, 1926, for Number 2 Square sawn Hardwood ties.

Tender forms can be obtained at the office of the Tie Agent at Moncton, and Toronto, or General Tie and Timber Agent at Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.

G. P. MacLAREN,  
General Tie and Timber Agent,  
Montreal, Que.  
Sept. 28th, 1926.

## Canadian National Railways

## TENDERS FOR SOFTWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Softwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Fir, Hemlock, Jack Pine, Princess Pine, Tamarack and Cedar timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and September 30th, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1. 2, revised July 15th, 1926, for Softwood ties.

Ties of each grade to be loaded separately.

Tender forms can be obtained at the office of the Tie Agent at Moncton, Toronto or Winnipeg, or General Tie and Timber Agent, Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.

G. P. MacLAREN,  
General Tie and Timber Agent,  
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