

DAILY CROSSWORD

Crossword puzzle grid with clues for Across and Down. Includes a 'YESTERDAY'S ANSWER' section with a grid of numbers.

TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox and Mink Farming

For the first time in years the annual meeting of the Canadian National Silver Fox Breeders' Association was held in the Head Office, Summerside, last Tuesday afternoon.

The first order of business was the submission of the Directors' report by Secretary Thomas Carruthers. This showed that seven provinces, Alberta, Manitoba, Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, had 136 members in good standing and they had made 1255 registrations and 276 transfers during the year.

Following the precedent established some years ago appropriations were again available for each province in Canada desiring to sponsor a registered live fox show according to the rules and regulations of the Association.

The Directors co-operated with the Canadian Council of Fur Associations and assisted in financing their activities, one endeavor being to secure a reduction or the removal of the excise tax on raw furs, and the year pleased to report this tax has been reduced from 25 per cent to 15 per cent.

At the conclusion of the annual meeting a meeting of directors was held and Colonel D. A. MacKinnon was asked to present to the retiring President, Dr. W. E. Russell of Kitchener, Ont., a beautiful wrist watch as a memento of his occupancy of the position.

The officials for 1952-1953 are: President, Edward Burrell, Ellerslie; Vice-President, Harry Zimmerman, Tavistock, Ont.; Executive, Robert Humphrey, Kensington, George MacLeod, Black River, N.B.; Gordon MacMillan, Cornwall, P.E.I. Registration Committee, Lowell Hancock, Summerside, Lt.-Col. D. A. MacKinnon, Charlottetown, Allen A. Hooker, Orms- town, P.Q. Delegate to the Canadian National Live Stock Records, Dr. W. E. Russell, Kitchener, Ont. Fur Committee, Ernest Mill, Mill Point, P.E.I., B. B. Jones, Bunbury, P.E.I. Manager Fur Marketing Department and Chief Inspector, Geo. A. Callbeck, Summerside, Secretary, Thomas Carruthers, Summerside, Treasurer, Vernon Matthews, Summerside, Directors, Morris Johnson, Cochrane, Ont., A. M. Doyle, Winnipeg, Man., Dr. W. E. Russell, Kitchener, Ont., H. H. Bollert, Simcoe, Ont., Allen A. Hooker, Orms- town, Que., H. A. Doraty, Old Chelsea, Que., C. B. Sherwood, Norton, N.B., S. A. Messinger, Bridge- town, N.S., Lt.-Col. D. A. MacKinnon, Charlottetown, L. W. Hancock, Summerside, Ernest Mill, Mills Point, B. B. Jones, Bunbury.

NEWSY NOTES - Proposed Chignecto Canal

The first authentic record of a proposal that a canal should be constructed to connect the Strait of Northumberland with the Bay of Fundy was made about 265 years ago, by the Intendant of New France, Monsieur Jacques de Meulles.

His idea was that a way should be cleared across the Isthmus of Chignecto to allow the great tides of the Bay of Fundy to excavate a channel across; with this vision he wrote: "There are only four leagues to be traversed by land to go from French Bay to Bale Verte, and the portage may easily be cut through by canal, since all the land is very low. It would shorten the way from Quebec to Fort Royal (Annapolis) by at least 200 leagues (600 miles). If the sea once passed through, it would make in a very short time a very fine river, by which ships from Quebec could easily pass."

This suggestion was sent to Louis XIV at a time when there was continual conflict between the French and the English over the whole territory, then known as New France; and no doubt the military advantage of shortening the distance between the two French fortresses was what appealed most to Monsieur Meulles.

A survey was completed by competent engineers in 1822, who showed that a canal across the Isthmus was very desirable and could be constructed. This plan was strongly endorsed by the Nova Scotia, Prince Edward Island and New Brunswick legislatures, and at one time approved by Upper Canada (Ontario and Quebec).

There have been ten surveys of the isthmus within the last 130 years, and all have agreed that the canal is feasible. The representatives of Ontario and Quebec definitely pledged the construction of the Chignecto Canal as an inducement to New Brunswick to join Confederation. These commitments were recorded by Senator Amos E. Boisford and Senator R. D. Wilmut and John Burpee, M.P., all of New Brunswick, and Senator Robert B. Dickey of Nova Scotia. Others have confirmed these statements, and they have not been contradicted.

In 1870, Sir Hugh Allan was appointed Chairman of a Royal Commission to make an extensive survey of all Canadian canal projects. The report of this commission divided these canal projects into four classes, and placed the Chignecto Canal in the first class, which listed "all those works" which "for the general interest of the Dominion, should be undertaken and proceeded with as far as the means at the disposal of the government will warrant."

This led the government of Sir John A. MacDonald to call for tenders for the construction of the canal. Disputes, however, between the engineers of the department of Public Works and the expert engineers of the Allan Commission, prevented the starting of this work. Sir Charles Tupper made it clear in the House of Commons that personal ambitions, prejudices and jealousy caused obstructive delays. The defeat of the first Canadian Government in 1873 was also a factor that caused delay. The following Liberal Government, led by the Hon. Alexander Mackenzie, twice included money in the Federal Estimates for the Chignecto Canal.

It appointed Hon. John Young as chairman of a Royal Commission that examined the question of the Chignecto Canal. The chairman and other members of the commission spoke enthusiastically in its support, but due to the great depression of the time, and a financial catastrophe that threatened the country, a majority of the commission recommended: "That the matter be dropped."

Proposed Chignecto Marine Railway

The Maritimes, having failed to get the Canadian Government to build a canal, then backed a civil engineer, Mr. H. G. C. Ketchum, who had an international reputation, and proposed that a marine railway could be constructed that would carry ships across the isthmus at one-third the cost of a canal. They helped him secure, in 1882, a charter for the Chignecto Marine Railway Transport Company and an annual subsidy of \$150,000, from the Dominion Government for 25 years, provided the work was completed in seven years.

Mr. Ketchum secured funds for his proposal in England, and spent \$4,000,000, but was unable to complete the work within the time limit. The government refused to extend the time limit, he made every effort to secure further funds, but failed, and the scheme collapsed. There are still some traces of this venture at different points on the isthmus.

The Surveyer Commission The prohibitive railway freight rates, tariffs and the steady drain of young workers from the Maritime Provinces to the Eastern States, the Canadian West and to the industrial centres of Central Canada, produced abandoned farms, wrecked industries or those closed by the economic conditions which were caused by compelling transportation of materials to move ever long east and west hauls, when natural outlets and short transportation hauls lay north and south. These led the representatives of the Provinces by the Sea to demand again that the Chignecto Canal be constructed. The Mackenzie King Government, in June 1930, appointed a Royal Commission to investigate the project again. It had representatives from the three Maritime Provinces, and Prof. C. D. McArthur, of Queens University, Kingston, Ont., as chair-

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