

mically-depressed areas in Keewatin are being taught new skills in order to regain the self-sufficiency that was lost to them with the disappearance of the caribou. At the same time, research into the causes of the depletion of caribou herds has been intensified.

Change, Mr. Robertson pointed out in his address, does not come to the North unwelcomed. "Indeed", he said, "the most significant factor in the changing economy of the Arctic to-day is the desire of many of the people themselves for a change. It must be recognized that in these circumstances change will come. Our objective must therefore be to encourage social and economic development which will meet, as far as possible, the recognized needs and wants of the people involved, while helping to preserve those elements of language, background and tradition that will retain a sense of continuity and identity, and thus aid in meeting the problems of a new way of life."

This was the first time that the Council of the Northwest Territories had met at Chesterfield Inlet. During the session a resolution was passed by the Council calling upon the Federal Cabinet to give Indians equal liquor rights with white residents and Eskimos. This resolution was prompted by a recent court decision which overthrew a Council ordinance restricting Eskimo use of beverage liquor. As a result of the ruling, Indians alone are under special restrictions, and are thus at a disadvantage compared to the rest of the population.

The major piece of legislation passed by the Council was an ordinance setting up a hospital insurance plan for the 25,000 residents of the Territories. The Commissioner hopes to have the plan in operation by April 1960.

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FIRST IN P. E. I.

Prince Edward Island is to have its first national historic park. To be called "Fort Amherst National Historic Park", it will include the remains of the fort named in 1758 for Lord Jeffrey Amherst, Commander-in-Chief of the British forces at Louisbourg.

Fort Amherst succeeded the French settlement of Port La Joie established there nearly two and a half centuries ago. According to church registers, French settlement in the harbour south of the present Provincial capital began in 1721, and an historian has described the thriving community as "a group of houses within a fort, surrounded by a deep moat with drawbridge". A British warship captured the town in 1745, and Britain ruled it for the next four years. In 1749 the Treaty of Aix-La-Chapelle returned the town and the island, then known as "Ile St. Jean", to France.

For nine years it continued a French possession but with the capitulation of Louis-

bourg the British again assumed control. They rebuilt and expanded the fort, and named it for their Commander-in-Chief. It was garrisoned and kept in repair for two years, but later fell into disuse and was destroyed in 1770. The site now is marked only by the remains of the earthworks and the moat.

No known visual records of the old French fort have survived, but plans of projected fortifications dated 1776 are preserved in the Public Archives of Canada at Ottawa.

Plans will be drawn to landscape the fort area over the next few years in a way which will be attractive to visitors and appropriate for the setting. Archaeological digging may also be necessary to establish more clearly the nature and extent of the original fortifications.

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MARITIME CHAIRMAN

The appointment of Alexander Watson, Director of Ship Construction and Supply of the Department of Transport, to the position of Chairman of the Canadian Maritime Commission was announced on August 7.

The appointment of Mr. Watson fills the vacancy created by the appointment of Chairman L.C. Audette to the chairmanship of the Tariff Board.

Dr. Watson holds an Extra First Class Marine Engineer Certificate, is a Member of the Engineering Institute of Canada, a Registered Professional Engineer in Canada and is a past Member of the Institute of Naval Architects of London, England.

Joining the Department of Transport in 1937 as Assistant Marine Superintendent, Mr. Watson has been responsible for the operation of the Department's fleet of more than 250 vessels and for new ship construction for the Department.

Mr. Watson has also been responsible for organizing and operating the annual water re-supply of Canada's weather stations, radio posts and other outposts in Canada's northern and Arctic waters and for the re-supply by water of Mid Canada and Dew Line posts.

Among the ships designed and constructed under Mr. Watson's supervision in post-war years are the powerful 14,000 hp icebreaker "d'Iberville", the smaller icebreakers "Ernest Lapointe" and "Montcalm", three ferry ships "Bluenose", "William Carson" and "Lord Selkirk", eight supply and buoy vessels, the conversion of troop and tank landing craft into specialized equipment for use in northern operations. He has also been responsible for the designing of special type lightships and shore-based lifeboats, and the major conversion of war-time frigates into weatherships. Also under design or construction at the present time are twenty icebreakers and coastal ships including an 18,000 hp icebreaker and two passenger vessels for The West Indies Federation.