

HISTORIC FORTRESS RESTORED

The Federal Government's plan for the restoration of the eighteenth-century French fortress of Louisbourg on Cape Breton Island has been completed and will be announced shortly. The completed plan for the restoration of the old fort was presented at a meeting of the Louisbourg Restoration Committee, which includes representatives of Cape Breton Island public groups, at Louisbourg on December 3.

Mr. Dinsdale, the Minister of Northern Affairs and National Resources, says the restoration project has proved vaster than it was expected to be when it was first approved in March 1962. The plan is bold and imaginative in outline and represents the largest historic restoration ever attempted in Canada.

A Fortress of Louisbourg Restoration Section has been formed within the National Parks Branch of the Department of Northern Affairs and National Resources. Composed of engineers, architects, historians, and archaeologists, the Section is based at Louisbourg, Nova Scotia.

RESTORATION COMMITTEE

To co-ordinate the responsibilities of the levels of government in the restoration, the Louisbourg Restoration Committee was formed in July 1962. Two of its members represent the Federal Government, two the Nova Scotia government and one each the county of Cape Breton and the Town of Louisbourg. Mr. E.A. Manson, Nova Scotia Minister of Trade and Industry, is chairman.

A working force of 200 men, mainly Cape Breton coal miners, has been assembled and is employed full-time on construction, excavation and other jobs. This winter, some of these men will begin on-the-job training under highly skilled supervisor-instructors in the crafts of stone-cutting, masonry, metal working and carpentry, which will be required to reconstruct and furnish the French buildings and fortifications of the fortress demolished in 1759 and 1760 by British military engineers and sappers.

The project headquarters, a group of 11 workshops, offices and storage and service buildings, is nearing completion at Louisbourg. Water, sewer and power services are being installed as required to service various phases of the project.

ROLE OF THE EXPERTS

While the engineering and construction work proceeded, historians assembled a mass of historical data from Canadian, British and French archives, while archaeologists carried out related on-the-ground investigations amid the ruins of the town and even below the waters of Louisbourg Harbour.

The major engineering work to date has been the construction of a concrete seawall to protect the original foundations of the Royal Battery, a fort with two 60-foot towers that faced the harbour entrance about a mile from the fortress itself. Sea erosion imperilled the survival of the remains of the historic structure. The original stones of the French foundation wall will eventually be placed back in position, the modern concrete wall being used as a core.

The restoration of Louisbourg is intended to provide Canada with a major historical attraction for the 1967 Centennial. Although the work is expected to continue over 12 years, the main portion of the reconstruction will be finished by 1967. Beside its historic value and the training it will provide archaeologists, craftsmen, engineers and architects in the techniques of historical restoration, the Louisbourg project holds both immediate and long-range benefits for the people of Cape Breton Island and Nova Scotia.

A large number of Cape Bretoners have already found steady employment at Louisbourg. There has been an immediate effect on the local economy and employment. In the years ahead, Nova Scotia can build a thriving tourist industry on the attractions of Louisbourg alone. The stimulus the restoration will have on the provincial economy will be impressive.

CIVIL AVIATION IN 1961

Canadian air carriers transported a record 4,950,897 revenue passengers in 1961, an increase of 4.7 per cent from the 1960 total of 4,727,415, while volume of revenue freight carried declined 4.2 per cent to 228,077,376 pounds from 237,986,139, according to the annual Dominion Bureau of Statistics report on civil aviation. Foreign carriers licensed to operate in Canada carried 9.0 per cent more revenue passengers in 1961 at 789,680 versus 724,301 in the preceding year and 30.8 per cent more revenue goods at 21,991,694 pounds versus 16,814,222.

Both operating revenues and operating expenses of Canadian air carriers reached record levels in 1961. Operating revenues increased 8.0 per cent, to \$254,873,901 from \$235,973,562 in 1960, and operating expenses 8.3 per cent to \$257,445,532 from \$237,714,284. The operating loss in 1961 (the second in succession) amounted to \$2,571,631, compared to \$1,740,722 in the preceding year. The deficit, after deductions for income taxes and other charges, was the highest on record, and amounted to \$13,146,423, more than twice the 1960 deficit of \$6,450,886.
