

eighteenth century French-Canadian furniture. Such antique objects as could not be acquired – eighteenth century-style flour barrels and armoire locks, faience dishes and wine-glasses – were faithfully copied under Palardy's supervision. His selection is based on a bankruptcy list for Governor Duquesne, who died in 1744 and whose possessions were sold to clear debts.

Reconstructed in the Château area and open to the public are the field-stone Governor's carriage house and stables, guardhouse, soldiers' barracks, powder magazine, the King's Storehouse, artillery storehouse, and icehouse.

BUILDING PROJECT

Louisbourg was designated a national historic site in 1928, and established as a national historic park in 1940.

Reconstruction plans are based on extensive archaeological and historical research. The "dig" turns up evidence still existing on the site, allowing architectural engineers to prepare drawings on which reconstruction will be based. Archival research revealed the original use of buildings and even rooms. It also turned up original building plans and contractors' invoices showing quantities and types of material and labor actually used in the eighteenth century construction.

Although modern engineering methods are used, buildings must duplicate the appearance of the original structures and, while hidden steel is used to reinforce masonry, and modern quick-setting cement substituted for the crumbly lime mortar used to bind the original walls, special bricks were made to match the originals in size, color and texture; slates were brought from Virginia, and an expert slater was brought from France.

An impetus to the Louisbourg project came in 1961 with the recommendations of the Rand Commission (a Royal Commission to investigate the decline of the coal-mining industry in Cape Breton and its economic consequences) for employment of displaced Cape Breton miners. As a result, 159 miners have been retrained on the project as stonecutters and masons, decorative iron workers and carpenters. In July 1969, only 40 remained. Most have written provincial examinations entitling them to journeymen's papers, and many have moved on to jobs in industry.

FORESTRY COMMISSION MEETS

The North American Forestry Commission, a United Nations agency composed of senior forestry officials of the United States, Mexico and Canada, will meet in Ottawa, from September 15 to 20.

The Commission, sponsored by the UN Food and Agriculture Organization, was established in 1959 to encourage discussion and co-operation on forestry problems of common concern to member countries.

Included on the agenda for this fifth session of the Commission are consideration of forest inventory methods, multiple-use management of forest lands, forestry education, and external aid in the form of multilateral and bilateral technical assistance programs. The Commission will also hear reports on the activities of its working committees on forest insects and diseases, forest-fire control, wildlife and outdoor recreation, tree improvement, and forest engineering.

The Canadian delegation will be headed by Dr. A.W.H. Needler, Deputy Minister of Fisheries and Forestry, who will also chair the session.

Delegates will have an opportunity to visit the Forest Industries Equipment Exhibition, which takes place during the same week in Ottawa, and will also tour the Larose Forest, which is located southeast of Ottawa and administered by the Ontario Department of Lands and Forests.

An international festival of forestry films and posters will be held in conjunction with the Commission session.

This is the second occasion on which Canada has been host to the North American Forestry Commission; its second session was held in Ottawa in 1963. The Commission will meet at the Centennial Center in downtown Ottawa.

FLYING TEACHERS BACK TO SCHOOL

The Department of Transport will again sponsor refresher courses for civil flying instructors with the object of improving flying instructional ability and helping to maintain a high standard of training throughout Canada.

Transport Minister Don Jamieson said recently that the courses, which are being held for the eighteenth consecutive year, will give flight instructors an opportunity to keep up with developments in aviation requirements.

Courses include classroom lectures and air practice of flying-training exercises. All class members fly two hours a day in light training airplanes, two together, exchanging instructional methods and training techniques on a mutual instructional basis. Both visual and instrument exercises are included.

Five hours a day are devoted to classroom lectures on visual and instruments flight instruction, meteorology, air-traffic control procedures and operational techniques, supplemented by précis and training films. Lectures include a series on the principles of teaching and learning as applied to flight-training.

DOT personnel are responsible for the lectures of technical subjects and day-to-day supervision of all phases of training through the ten-day courses. The courses are administered and managed jointly by the Royal Canadian Flying Clubs Association and the Air Transport Association of Canada. Costs of conducting the courses are met by a Federal Government grant.