

*Questions*

11. How many historians capable of writing brochures and historical reports in French will be employed at the Louisburg site during 1966?

**Hon. Arthur Laing (Minister of Northern Affairs and National Resources):** 1. Mr. Maurice Berry, Architect en chef des monuments historiques from Paris is retained under contract as the general architectural consultant of the Louisburg Restoration Project. In this capacity he was in Ottawa recently to discuss problems relating to the reconstruction of the Chateau St. Louis.

2. No.

3. E. McM. Larrabee, J. D. Swannack, Jr., B. W. Fry, I. C. Walker, J. O. Vogel, J. P. Marwitt, R. B. Lane.

4. E. McM. Larrabee.

5. The initial phase of the project's archaeological investigations called for an overall excavation of the Citadel complex. To coordinate the efforts of the professionals employed at this task, a senior archaeologist was attached to the project. The second phase of the archaeological work (which has now begun), entails excavations of specific areas best handled by small groups each under the direction of an archaeologist whose responsibility will include the elaboration of a final report relating to the specific area excavated. Since the present nature of archaeological effort does not require a co-ordinating senior archaeologist, the co-ordination now exercised is through the park superintendent, the need for the services covered by the contract with Mr. Larrabee no longer exists. His contract was therefore not renewed.

6. Mr. J. D. Swannack Jr. and Mr. I. C. Walker recently won promotional competitions and will be employed by the Canadian Historic Sites Division in Ottawa.

7. Research indicates that the so-called ovens were never fully functional and were abandoned by the French prior to the period to which the Chateau is being restored. While a comprehensive record was made of those remains of the structures deemed original, officers responsible for the management of the project decided that retaining them in the restored Chateau would not contribute to the interpretation of the site and would lead to substantial unnecessary expense.

8. The Natural and Historic Resources Branch is very much aware of these UNESCO recommendations and subscribes to them in the context of Canadian requirements.

[Mr. Prittle.]

9. The restoration is predicated on the principle that original parts of the structure will be retained and integrated into the reconstruction wherever such is consistent with public safety and long term conservation. This principle has been basic to the project since its inception and as a result precautionary measures, such as mortar stability tests and controlled exploration of key areas, are an integral part of the reconstruction procedure. The poor quality of the original mortar, centuries of frost action, and the British demolition in 1760 by gun powder, are factors which prevent retention in several instances.

10. A large number of the description placards are in both official languages but a shortage of competent staff to ensure translations has slowed down the process.

11. While the total complement of historians to be employed at the Louisburg site is dependent on recruitment now underway, the goal is to have a 50 per cent French language capability.

AIR CANADA SERVICE, OTTAWA TO NORTH BAY AND ROUYN

**Question No. 581—Mr. Lefebvre:**

1. Has the government studied the possibility of extending Air Canada service from Ottawa to North Bay, Ontario, and Rouyn, Quebec?

2. If a study has been made (a) when was it made, and (b) what were its findings?

**Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport):** 1. No. Air Canada provides a daily service between Ottawa and Rouyn, using Viscount Aircraft. Service between Ottawa and North Bay is via Toronto.

2. N/A.

FOREIGN BUILT VESSELS UNDER CANADIAN REGISTRY

**Question No. 595—Mr. Smith:**

From January 1, 1965 until January 31, 1966, how many foreign built vessels trading in Canadian waters were brought under Canadian registry, and of such vessels, what was (a) the date of Canadian registry (b) name of ship owner (c) vessel name (d) former port of registry (e) tonnage (f) country, and (g) year of building?

**Mr. J. A. Byrne (Parliamentary Secretary to Minister of Transport):** From January 1, 1965, to January 31, 1966, a total of 35 foreign built commercial vessels were registered in Canada, particulars of which under (a), (b), (c), (d), (e), (f) and (g) are as follows: