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# Canada's East Coast Forts

Charles H. Bogart

Thirteen members of the Coast Defense Study Group (CDSG) spent 19-24 September 2011 touring the coastal defenses on the southern and eastern coasts of Nova Scotia, Canada. Thanks to outstanding assistance and coordination by Parks Canada, we were able to visit all remaining sites within the Halifax area. Mary Ann and I came to Halifax a few days before the start of the tour to visit some other fortifications in Nova Scotia. We drove to the northwest side of the province to see two colonial coast defense sites; Fort Anne at Annapolis Royal and Fort Edward at Windsor. Annapolis Royal under the French had been known as Port-Royal, a name they inherited from even earlier Scottish settlers. To defend the port, they built a fort. The fort was captured by the British twice in 1654 and in 1690. Rebuilt by the French in 1702, the fort held off British attacks again in 1704 and 1708, but finally fell to the British in 1710. The British renamed the fortification Fort Anne and the town Annapolis Royal. The town was the capital of Nova Scotia until 1749, when the capital was transferred to Halifax. The fort was garrisoned by the British during the American Revolution and during the War of 1812. The earthen fort is in remarkably good condition today, managed by Parks Canada.

Fort Edward, a wooden blockhouse surrounded by an earthen fort located at Windsor, was built in 1750. The blockhouse still stands,

**Abstract: Canada's East Coast has long been defended by forts and other defensive works to prevent attacks by hostile parties. The state of these fortifications today is varied – some have been preserved and even restored, while others have fallen victim to time and the environment. In the fall of 2011, a US-based organization, the Coast Defense Study Group, spent five days visiting surviving coastal defences in Nova Scotia. This article details what they found.**

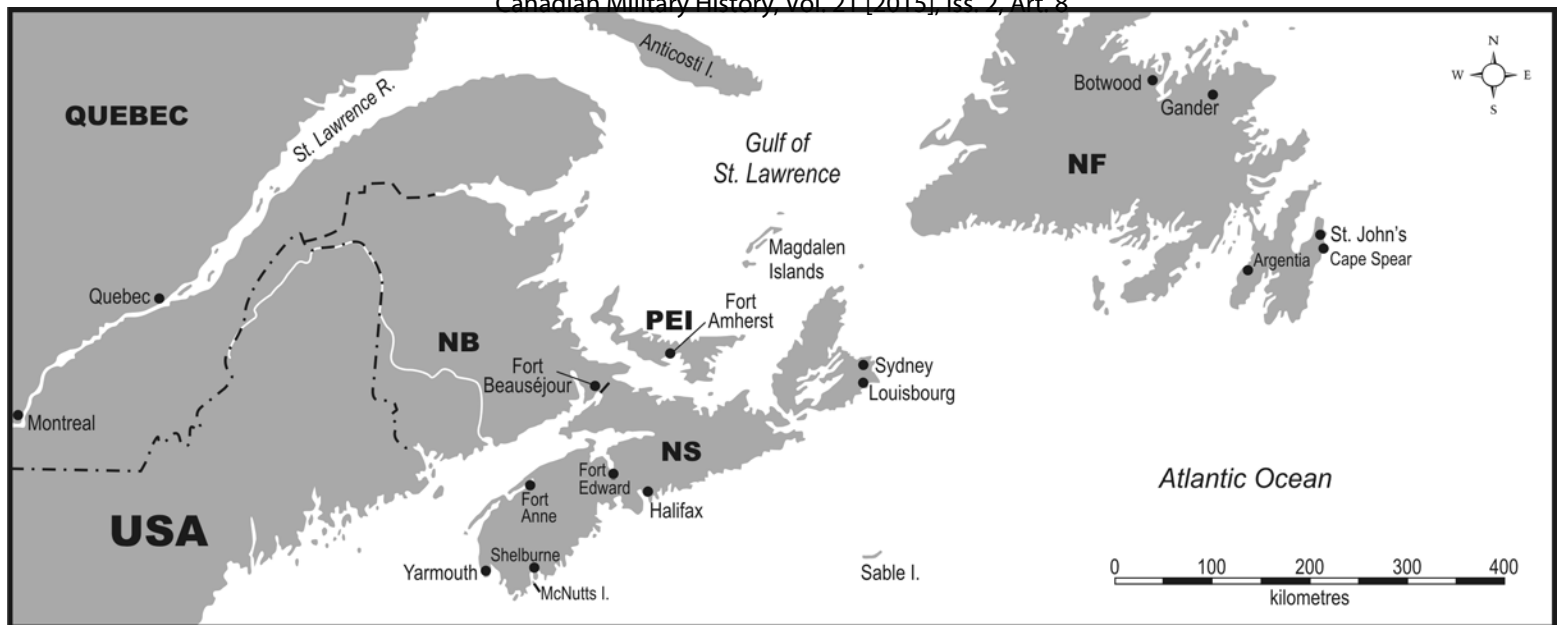
the oldest surviving blockhouse in North America. The fort was garrisoned during the Revolutionary War and the War of 1812 and used as a recruiting camp during the First World War. The blockhouse and earthen fort are in good repair, and is part of the local park system.

Our tour at Halifax started on 19 September with a visit to the massive Halifax Citadel built from 1828 to 1856. The granite and brick citadel was occupied by British troops until turned over to the Canadian military in 1906. The citadel served as headquarters for the defense of Halifax during both world wars. This site is managed by Parks Canada and staffed by re-enactors in period costume. It is also home to the local military history museum, which includes a timeline of the defense of Halifax. One interesting display is a diorama showing how the fort would have withstood an attack by the Americans. The walls of the fort

are lined with various period muzzle-loading rifled and smoothbore cannon. Besides exploring both the interior and exterior of the citadel, CDSG members were allowed to peruse photographs, maps, and reference materials in the Citadel's library. Our guides made a particular point to allow us to examine all of the various guns on display within the Citadel.

The afternoon was spent driving south along the west shore of Halifax Harbour to visit four defensive positions: York Redoubt, Sandwich Battery, Chebucto Head Battery, and Connaught Battery.

The first site visited was York Redoubt, first fortified in 1794 with a blockhouse. In 1798, this was replaced with the Duke of York Martello Tower, which was incorporated into an eleven-gun (9-inch and 10-inch rifled muzzle-loaders (RML)) coast defense battery built in the late 1860s and early 1870s. In the late 1880s the armament was reduced to eight muzzle-loaders in dispersed, concrete emplacements with high angle carriages, and these are still in place. While we were there, work was being undertaken to stabilize the Martello tower. Next to the tower were concrete emplacements for two 6-pounder quick-firing (QF) breech-loading (BL) guns, built in the late 1880s cycle of construction to protect a minefield planned for installation in the channel below the fort in the event of war against



Map drawn by Mike Bechthold ©2012

enemy minesweeping efforts. With the outbreak of the Second World War, York Shore Battery was built on the shoreline below the old fortifications. A recent chain link fence to protect visitors enclosed the heavily deteriorating battery, but we circumvented it by climbing around the ends of the fence. At the start of the war, the battery was armed with two 12-pounder guns from Fort Ives, which were later replaced with two twin 6-pounder mounts in an enclosed concrete emplacement. This battery was emplaced above the anti-submarine net installed across the harbor entrance, between York Redoubt and Maugher's Beach in the fall of 1939 that remained in place until the end of the war in 1945. Three dispersed beam searchlight emplacements are just north of the battery to illuminate the main channel; the twin 6-pounders had the task of sweeping the illuminated area with rapid fire. Due to time constraints and rain, we did not visit the Spion Kop Fortress Fire Command centre about a half-mile south of York Redoubt. It was built in the late 1880s and used until the middle of the Second World War, when it was superseded by the large bunkered complex built within York Redoubt on the hill top at the south end of the fort. York Redoubt was abandoned by the military in

1956 and is now managed by Parks Canada. Our Parks Canada hosts did a great job showing us around the site and letting us inside various structures in the rain.

We then traveled to Sandwich Battery on the grounds of the Royal Canadian Navy Damage Control School. The RCN went out of their way to make us welcome, even though we were not quite sure they understood why we came so far to view broken concrete. The battery, built before the First World War, contained two 9.2-inch and two 6-inch breech-loading guns. This battery, along with Fort McNab, were Halifax's principal defense works during the First World War and the first part of Second World War. The 9.2-inch guns were removed for installation on modern high-angle mountings at other sites, but the 6-inch batteries remained in service for close-in defence. The concrete firing platforms and magazines have deteriorated badly, with the concrete breaking off in large chunks, as the batteries were used in the late 1940s and early 1950s for demolition training.

The next battery we visited was at Chebucto Head, the western headland of the port. It was completed in 1943 with an armament of three 6-inch Mark 24 guns on Mark 5 high-angle mounts to cooperate with Devil's

Battery on the opposite headland in the outer defense of the port. It was in operation until 1956, when the guns were transferred to Portugal as part of a NATO military assistance program. There were two searchlight positions on the shore below, equipped with long-range concentrated beam lights for night operations by the battery. The concrete gun positions are now the foundations of some expensive homes which are located at the end of a private road, but we had permission to visit. The night battery observation post and searchlight control station on top of the cliff in front of the guns positions has also been turned into a private residence. One searchlight position has been made into a patio area for viewing ships entering and leaving the harbor.

Finally on the way back to Halifax we saw Connaught Battery, built from 1910-15. It was the first coast defense battery constructed by the Government of Canada. The battery for three 4.7-inch quick-firing guns in a single large emplacement was abandoned by the Canadian Army after the Second World War. The unarmed battery is in a local park.

On 20 September, Parks Canada arranged for us to use an ex-US Army LARC (Lighter Amphibious Resupply Cargo) to negotiate the water between Halifax and Georges Island, home of Fort Charlotte. The



**Top: Fort Anne.**

**Middle: Halifax Citadel.**

**Above: York Redoubt.**

**Right: York Shore Battery.**



LARC landed on the island, driving up onto the beach. Our Parks Canada host was Carla Wheaton. The island was first fortified in the early 1750s, shortly after the founding of the city, and among subsequent additions to the defences was the construction of a Martello tower in 1812 that was torn down in 1877 after modernization of the island's defenses between 1864 and 1870. The modernization saw the installation of a casemated battery of four 10-inch RMLs and a barbette battery of eight 9-inch RMLs on the south end of the island. At the turn of the century, part of the barbette battery was built over with concrete emplacements for three 4.7-inch QF guns. During the 1870s a submarine mine defense depot was established on the north end of the island, but the Royal Navy brought the end of this type of harbor defense in 1906, just when Canada took over Halifax (the navy did not trust the army not to create hazards for friendly shipping). In 1915, during the First World War, an anti-submarine net was installed on either side of the island, to the Halifax waterfront on one side, and to the Dartmouth shore on the other. During the Second World War, an anti-aircraft gun was mounted on the island. The island was abandoned by the Canadian Army in 1960 and in 1965 came under Parks Canada. The 1864–70 fortifications are armed and in remarkable shape, but the submarine mining station is little more than a ruin. Access to the island is presently limited due to damage to the island's dock, thus our use of the LARC.

Upon our return to the mainland at noon, we traveled to city-owned Point Pleasant Park, home of the Prince of Wales Tower, Cambridge Battery, Northwest Arm Battery, Chain Rock Battery, Fort Ogilvie, and Point Pleasant Battery. Prince of Wales Tower, built from 1796 to 1798, is 26 feet high and 72 feet in diameter, has been restored by Parks

Canada and is in remarkably good condition. In 1813, the tower's upper level mounted two 24-pounder guns on traversing platforms and six 24-pounder carronades on traversing slides, with four 6-pounder guns on the barrack floor. The tower has been recently closed to the public due to budget cuts, however, our three Parks Canada guides opened it for us to explore. We were able to explore all three floors, but it was quite evident that mildew was attacking the lower level due to lack of daily ventilation.

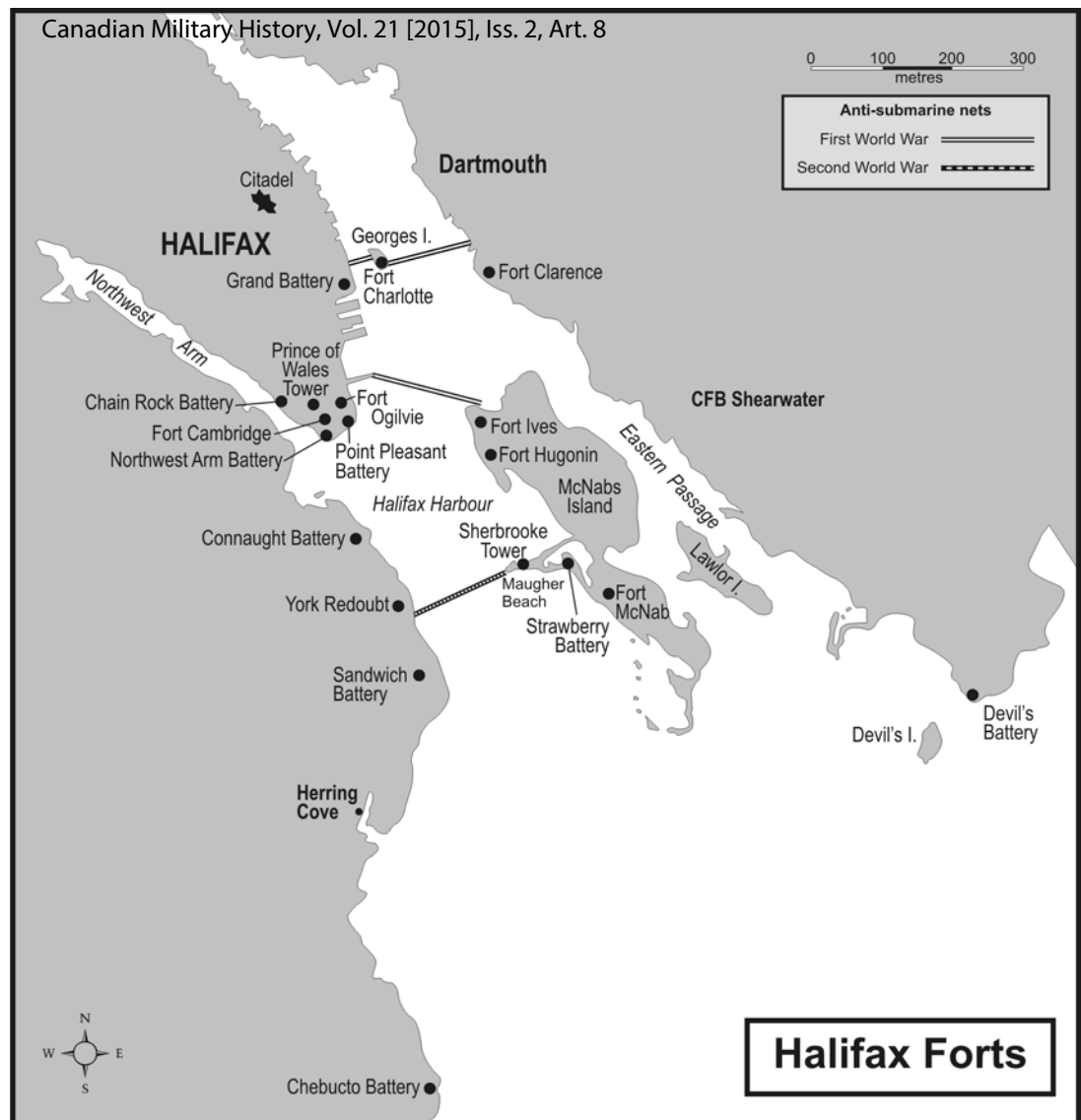
The other five batteries within Point Pleasant Park belong to the Halifax City Park system. Cambridge Battery had been armed with five 10-inch RML and three 7-inch RML when built in the 1860s to early 1870s, but, at the turn of the century, they were replaced with two 6-inch BL guns (removed in 1918). The battery sits in the open near Prince of Wales Tower and is in reasonably good condition, but unarmed. Point Pleasant Battery located along the park's waterline, with waves undercutting its foundation, was the site of smooth-bore works dating back to the 1760s, which were built over early in the twentieth century with the present concrete structures. Although it is protected by a chain fence, we were able to visit the battery via the shoreline. The battery had been armed with two 12-pounder QF guns. We were also able to view the remains of the searchlight emplacement and its power room near the battery which date to the 1880s, among the first searchlight installations at Halifax. We then walked to the remains of earthen Northwest Arm Battery, another of the smoothbore works dating to the

1760s, where a few muzzle-loading cannon remain. Further up the Northwest Arm was the Chain Rock Battery, established in the eighteenth century to cover a chain and log boom that blocked the entrance to the Arm. Crossing over the peninsula, we visited Fort Ogilvie, originally an earthen battery for smooth-bores constructed in the 1790s, and completely rebuilt in the 1860s and 1870s to mount 7- and 9-inch RML guns in an enclosed battery (masonry faced ditch on the harbour front, which survives, and masonry wall to the rear, part of which survives). Around 1900 the fort received two 6-inch BL guns (replaced with two 4.7-inch guns during the Second World War). Presently the fort has several RML with one displayed in 6-inch emplacement. A large "blockhouse-style" battery command

and observation station was also built within the fort's perimeter early in the Second World War.

On Day Three, 21 September, we traveled by launch from downtown Halifax to McNabs Island to visit Forts McNab, Ives, and Hugonin. Only Fort McNab belongs to Parks Canada; most of the island, along with the other fortifications, is now under provincial control. Upon arriving on the island, we viewed the site of Sherbrooke Tower, a Martello tower built between 1815 and 1828 on the seaward tip of Maugher Beach. The tower was torn down during the Second World War and its location is now occupied by a lighthouse.

Our first visit was to Fort McNab, a walk of a mile. Parks Canada opened all the casemates and other portions of the battery for us to explore. Fort McNab had been built between 1888





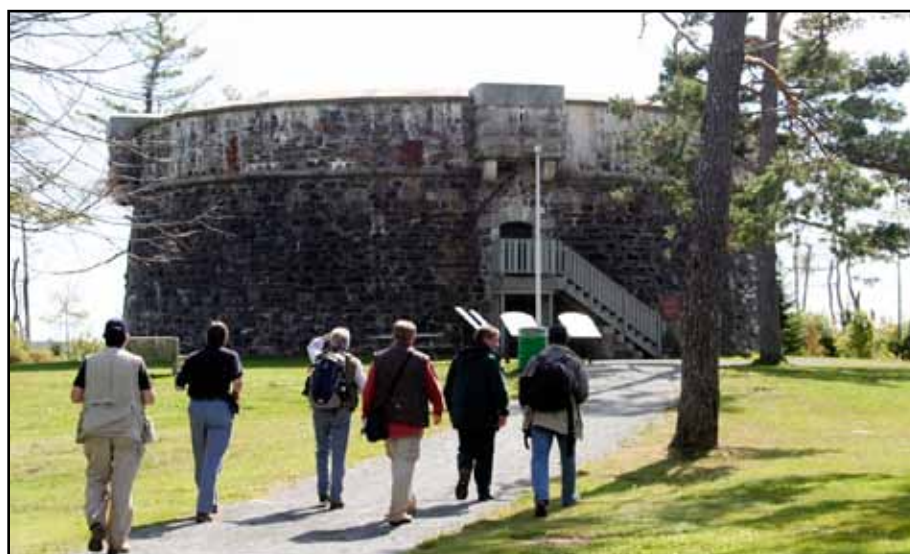


Canada's East Coast Forts

**Top: Chebucto Point photographed from the air, 15 June 1944.**

**Middle: Searchlight emplacement at Chebucto Head today.**

**Bottom: Prince of Wales Tower in Point Pleasant Park, Halifax.**



and 1892 and it was armed with one 10-inch BL and two 6-inch BL guns. The fort is basically a defended battery with a ditch around the emplacements, bombproof casemates for gunners, and un-climbable fence around the rear of the gun line. In 1906, the fort received new guns in the form of one 9.2-inch BL (replacing the 10-inch BL) and two more modern 6-inch BL guns. During the First World War, Fort McNab controlled the examination anchorage for ships entering the Halifax Harbour. As a result, a 6-pounder QF "bring-to" examination gun and searchlight positions were added to the fort. Following the First World War, the fort was in caretaker status, although the 9.2-inch gun received a new barrel. The fort was again manned during the Second World War. In 1942, the 9.2-inch gun was moved to Hartlen Point, the location of the new Devil's Battery. A 75 mm gun replaced the 6-pounder in 1943. In 1944, the older 6-inch guns were taken out and replaced with new guns from Sandwich Battery. In 1940, a new battery command post was constructed atop the casemates and a CDX microwave radar command post was built into the empty 9.2-inch emplacement in 1944. The fort was again mothballed after the Second World War but reactivated with the start of the Korean War. At this time the 6-inch No.2 gun was replaced with a naval twin 4-inch gun mount. In 1960, the fort was declared surplus to the Canadian Army's needs and left for use as a park. The fort is in excellent condition. The original 10-inch BL barrel is displayed in its emplacement, while a 6-inch Mark 7 gun on a Mark 2 mount has been



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**From top: Fort McNab (with Halifax in the background); Fort Charlotte on Georges Island; Fort Ives; A row of guns preserved at Fort Ives; Fort Beauséjour.**

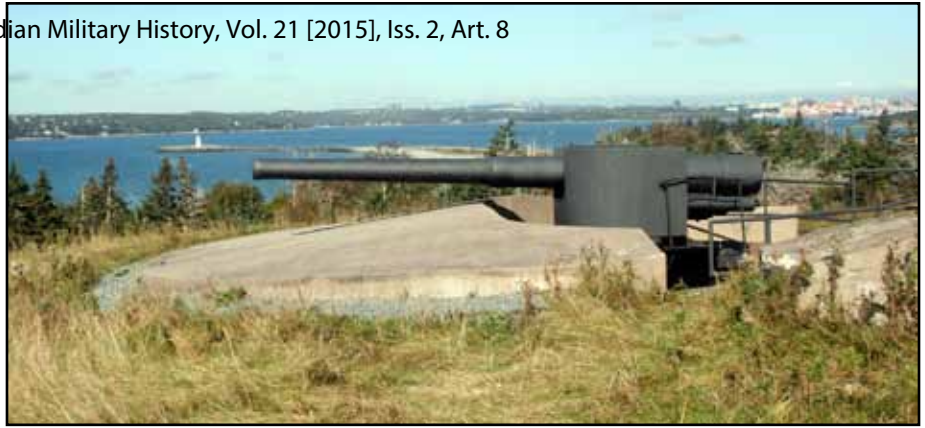
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installed in the remaining 6-inch emplacement.

Next we walked to Strawberry Battery, which had been built in 1940 to replace Fort Hugonin and armed with two 12-pounder quick fire guns removed from Fort Hugonin. Also constructed were four large searchlight stations below the battery. This battery was emplaced to cover the anti-submarine net in cooperation with York Shore Battery at the other end of the net. The battery was disarmed in 1947, but guns were reinstalled with the start of the Korean War. The gun battery was finally withdrawn from service in 1956. Our excursion to Strawberry Battery required crossing a knee-deep tidal inlet. This battery is also in good condition.

After drying out, we hiked about a mile to visit Fort Hugonin, which was built from 1899 to 1900 for four 12-pounder QF guns. The fort was in service during the First World War, but following the war, it was allowed to deteriorate. In 1922, two of its guns were moved to a practice battery at Sandwich Point. In 1940, its remaining two guns were moved to Strawberry Battery. The fort supported a naval acoustic range during the Second World War and was retained until declared surplus circa 1990. The fort is in good condition.

The last fort to be visited was Fort Ives, whose construction started in 1865. The fort was built with two faces, one to cover the channel on each side of the island. The west face was armed with six 9-inch RMLs and the southwest face with three 10-inch RMLs. During the 1890s the fort received a battery of three 6-pounder QF guns to cover the minefield which was to be laid in war time between Fort Ives and Point Pleasant. A mine





# Surviving US Coast Artillery in Canada

Terrance McGovern

I recently had the opportunity to visit Newfoundland and Nova Scotia in Canada, including the three sites that contain rare surviving US coast artillery. At the former Fort McAndrew at Argentia, Newfoundland, two World War II 200-series batteries were constructed to defend the US advance naval base. Batteries Construction Numbers 281 and 282 each mounted two 6-inch guns on shielded barbette carriages. Battery 281's guns were moved to Fort Columbia, WA, when the naval station closed in 1994, but the guns of Battery 282 have remained on site. They are 6-inch M1905A2 guns (#13 & #8) on M1 barbette carriages (#44 & #45). I toured the site with several Coast Defense Study Group (CDSG) members on 17 September 2002, and found the battery in an abandoned condition, although the property is owned by the Argentia Management Authority (AMA). We talked with a representative of the AMA about their future plans for these two guns. While they hope to turn the battery into a museum about the Second World War history of the base, they have no resources to do so, and it does not appear that they will have any anytime soon. We offered the help of the CDSG Fund in carrying out basic preservation as the guns. As can be seen in the accompanying photographs, they have not received any care in a long time.

The second site I visited was Cape Spear (considered the easternmost point in North America), near to St. John's, Newfoundland, on 18 September 2011. During the Second

World War, the United States provided two 10-inch disappearing guns to supplement the coast defenses here. Although Newfoundland was not part of Canada at that time, the guns were manned by the Canadian army. The two disappearing guns came from Battery Harker, Fort Mott, NJ. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the guns were to be scrapped. Due their large size the 10-inch barrels remained at the site, while the carriages were removed. Today, the two 10-inch M1888 guns (#41 & #3 Watervliet) still lie within their emplacements. The barrels and emplacements are being maintained and interpreted by the Parks Canada.

The third site I visited was McNutt Island, near Shelburne, Nova Scotia, as part of the CDSG special tour to Nova Scotia. A lobster boat transported us to the island on 22 September 2011. During the Second World War, the US Army supplied the Canadians two 10-inch guns on barbette carriages to provide coast defense for the anchorage at Shelburne as ships assembling here for convoys to Europe. The two barbette guns came from Battery Quarles, Fort Worden, WA. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the batteries were abandoned. Several years later, efforts were made to scrap the guns, and one gun was cut into chunks before these efforts were abandoned. Today, the two 10-inch M1888 guns (#12 & #37 Watervliet) on M1892 barbette carriages (#11 & #1 Watertown) remain abandoned within their emplacements. As you can see in the accompanying photographs, one gun with its carriage remains intact (but with most of its small pieces removed), while the other gun and carriage are in pieces (and several of those pieces are missing). Ownership of the site is not clear, but mostly likely it is owned by the provincial government.



**Gun No.2 on McNutt Island. It is a former US Army 10-inch M1888 gun.**

All photos by author





**Top left and top right: The US Army provided two 10-inch disappearing guns to supplement the coast defences at Cape Spear, near St. John's, Newfoundland.**

**Above: A view of the No.1 Gun at McNutt Island. The gun, visible on the left, was ordered destroyed after the Second World War, but the attempt was abandoned.**

**Above and right: A 6-inch gun on a shielded barbette carriage at Battery 282, Fort McAndrew, Argentia, Newfoundland were constructed to defend the US advance naval base.**

Terrance McGovern has authored five books and numerous articles on fortifications, three of those books being for Osprey's Fortress Series. He has also published eleven books on coast defense and fortifications through Redoubt Press or CDSG Press. The CDSG Press ([www.cdsg.org](http://www.cdsg.org)) is part of the US based Coast Defense Study Group (non-profit organization dedicated to the study of coastal fortifications), where Terry has been its Chairman and continues to be a long-time officer. He has also been the editor of the UK based Fortress Study Group annual journal, FORT. He also a director of the International Fortress Council and Council on America's Military Past.



casemate was built into the fort's southwest face. Between 1899 and 1903, the 9-inch RML guns were replaced with two 6-inch BL guns and two 12-pounder QF guns. Next to the 12-pounder battery a large powerhouse was constructed in 1910 to support the fort's searchlight stations. The fort was manned during the First World War and additional searchlight positions installed on the shoreline. These, together with the lights at Connaught Battery on the west side of the harbor, created a broad illuminated zone for night defence by the QF batteries. The guns and lights at Ives were the main protection for an outer anti-submarine net, laid in 1917 to augment the inner one at Georges Island. Fort Ives was deactivated after the First World War, only to return to service in the Second World War when it served as a barracks area. Two 10-inch RMLs on their original carriages grace the walls of the fort. An impressive collection of RML barrels are laid out in the fort's parade. The fort is in good condition, although all windows and openings are bricked up. The shoreline searchlight positions are accessible but in poor shape.

We returned to the mainland at 1600 hours and drove to Devil's Battery on the golf course of the Royal Canadian Air Force Shearwater Base. We had permission to visit and walked through the golf course rough to find the three emplacements. They had been stripped of all material equipment and are overgrown within the high grass. For some reason, the golfers thought we were bird watchers and were amazed that we were seeking the old gun batteries. The battery, completed in 1942, consisted of three dispersed 9.2-inch guns on high angle Mark 7 mountings, each in its own pit but connected by underground passages that also linked to a command post and power station. All three gun pits were visited and recorded.

Considering the benign neglect of the RCAF, these gun emplacements are in fair condition.

The next day, 22 September, we drove south to visit McNutts Island, in Shelburne Harbour. Shelburne served as an alternate convoy port and naval anchorage to Halifax during the early years of the Second World War, and became an important naval ship repair facility. It was one of the four east coast ports fortified on an emergency basis, in part with armament from the US, in 1940. We had chartered a lobster boat and sailed from Gunning Cove. Captain Crowell also provided land transportation for us in the form of a large ATV pulling a farm trailer and an old SUV. While the ride was bumpy in the fog, it was better than the 3-mile walk to the battery for two former US Army 10-inch M1888 guns on M1893 barbette carriages. Gun No.1 has been dismounted and partly cut up, while Gun No.2 still rests on its carriage. The site was heavily overgrown, and vegetation is working its slow destruction of the battery's concrete emplacement and connecting passageways. However, considering that the battery has lain abandoned since 1945, the site is in fairly good shape.

After returning to the mainland, we drove to the site of Gunning Cove Fort, built in 1783, but no remains were visible. We then headed for Government Point Battery, also built in the 1940 program, which comprised two casemates, each housing a 4.7-inch gun, plus a searchlight position. Both casemates still stand, although in very rough condition, full of junk and hidden in high vegetation. After our visit here, we returned to Halifax.

The next day, 23 September, we drove north to Cape Breton Island and the harbour of Sydney, about a five-hour drive from Halifax. Our first stop at Sydney was Fort Petrie, where the curator opened the fort for our visit. Built during the First World War, it housed two 4.7-inch QF guns

in concrete positions, together with a 4.7-inch field artillery gun which was added to the position. Abandoned after the war, the fort was reactivated in 1939. A two-gun concrete battery was built to house two 6-inch naval guns. These were replaced by two twin 4-inch Mark 14 gun mounts in 1944. A 6-pounder Hotchkiss gun was also emplaced in 1943 to serve as an examination gun. Two waterline searchlight positions were emplaced on either side of the gun block circa 1940. A three-story observation tower once, disguised as a church steeple, overlooks the gun battery. Dismantled in 1947-8, the fort's armament was reinstalled in 1951 but removed again in 1956, when the fort was abandoned. The site was to have been demolished in 1990, but was saved by the Sydney Harbour Fortification Society. The observation tower now houses a museum, and the magazines have been pumped out but are still dripping water. The fort's operating costs are met through donations. Considering their age, the above-ground installations are in excellent shape, but one searchlight position has toppled down to the beach.

After Fort Petrie we drove to the west side of the harbor to visit Stubbert's Point Battery, Chapel Point Battery, and Oxford Battery. Stubbert's Point Battery lies adjacent to the highway on a high cliff. In service from 1939 to 1946, the battery contained a twin 6-pounder gun and three searchlight positions. The battery anchored the anti-submarine net that stretched from South Bar to Daly Point. The site is now a refuse pit and graffiti heaven. The concrete is in very poor condition and appears to be in danger of collapsing onto the beach below.

Next we traveled to Chapel Point Battery which is, in layout, almost a mirror image of Fort Petrie, on an abandoned piece of land in back of a subdivision. A large earth battery for eight 32-pounder smooth-bores

was built there in the mid-1860s. Two 4.7-inch field guns may have been briefly located at the old battery early in the First World War. In 1939 two 4.7-inch guns were emplaced here on temporary concrete pads, until the new concrete works were built in 1940. In 1944, these guns were replaced with two twin 4-inch gun mounts. The four-story concrete fire control observation tower was disguised as a church tower, and several searchlight positions were also constructed. The site today is overgrown with recognizable concrete that has been heavily vandalized. Fort Petrie was visible across the water.

The last site visited this day was Oxford Battery. Construction of this battery started in 1944. It was to be armed with three 9.2-inch Mark 15 guns on Mark 9 carriages in three dispersed pits. Only two of the guns were mounted before the war ended. The site was disarmed in 1948. The battery lies hidden in a scrub wood lot with an ATV mud path leading into it. The gun pits are full of junk, with one containing a burnt-out car; the flying insects are omnipresent; and the concrete is breaking up. All in all, the entire site is in poor condition, but we can say we were there. We ran out of time and did not visit the three-story command post. After our visit here, we drove to Louisbourg, where we stayed overnight.

Saturday morning, 24 September, we first visited the site of the Royal Battery, which was located outside of the fortress. The battery, built between 1724 and 1732, contained 52 guns and, with Island Battery, controlled the entrance to the harbor. We then drove to the visitors' center where we met our Parks Canada guide, Troy Allen. We visited Battery Wolfe, one of the British siege batteries that took part in the 1758 capture of Louisbourg. Following this excursion, we toured the visitors' centre museum before taking a bus to

Fortress Louisbourg, which is located a mile from the museum. The fortress is a 1961 reconstruction of one-fourth of the original fortress, as the British destroyed the site when they abandoned it in 1761. Our guide was only interested in telling the military history of the fortress, so we skipped all of the cultural activities to visit the fortress's defensive works and military buildings. We spent four hours with our guide visiting the Dauphin Demi-Bastion, the King's Bastion, Eperon Battery, the Piece de la Grave Battery, Frederic Gate, and Dauphin Gate. Fortress Louisbourg is a world-class site, well worth visiting as the restoration has been done very well, and the re-enactors are very good at portraying their characters. We closed out the tour with a traditional period meal at a tavern within Louisbourg, which was excellent.

With this, our CDSG visit to Nova Scotia ended, and we broke up to go our separate ways. Mary Ann and I, instead of driving onward, returned to Louisbourg to take a tour of the history of its commercial foundation. One needs to understand the commercial and military basis of Louisbourg before one can understand its purpose. The next day, 25 September, we headed east to Fort Beauséjour in New Brunswick and Fort Amherst on Prince Edward Island. Both were French colonial earthen coast defense fortifications. Fort Beauséjour guarded the overland route between the Bay of Fundy and the St. Lawrence River. It was built in 1751 but captured by the British in 1755 and renamed Fort Cumberland. Its capture was one of the events that led to the expulsion of the Acadians. Cumberland was attacked by the Americans in 1776, but they were unable to take the fort. The fort was abandoned by the British after the Revolutionary War but re-garrisoned during the War of 1812. Managed by Parks Canada, it is in remarkably

good condition. Features of both the French and British periods are present and interpreted on the site.

We reached Prince Edward Island via the toll bridge and drove to Rocky Point, site of Fort Amherst. This fortification was built by the French in 1720 to guard Port-la-Joye, now Charlottetown. The fortification was captured by British and New England forces in 1745, transferred back to the French in 1748, and rebuilt into its present form circa 1750. The fort was retaken by the British in 1758 and renamed Fort Amherst. It was garrisoned by the British until 1770, when it was abandoned. The fort is now located in a city park, and the earthen work is in fair condition; unfortunately, the museum was closed for the season. The next day Mary Ann and I returned to Halifax and caught our flight back home.

I would like to thank Gordon and Terry for organizing our visits to several sites and for keeping me on track. Roger Sarty also played a role in helping us arrange visits to several sites. Special thanks to chaperons Hal Thompson, William Naftel, and Kevin Robins. The Canadians were great hosts and they insured we reached all the sites and had transportation we needed to visit. We would not have had a successful tour without their help.

Note: All photos by author except where noted.

Charles H. Bogart, a graduate of Thomas Moore College and Ohio State University, is a past chairman of the board of the US Coast Defense Study Group and is active in numerous historical organizations including the Council on America's Past and several Kentucky-based organizations. He is the historian for Frankfort, Kentucky's Fort Boone Civil War Battle Site, and a prolific author, particularly in the history of US coast defenses, and railroads during the Civil War.