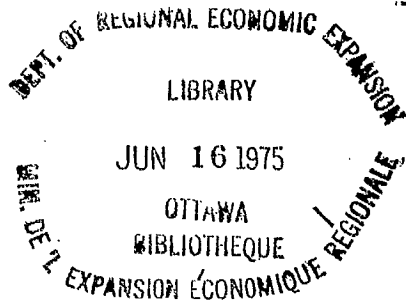


An Overview Study of Historic Sites in
Labrador, With a View to Tourism
Potential Ratings

1974

By: Mary Devine

G
155
C3L2
D4



/AN OVERVIEW STUDY OF HISTORIC SITES IN LABRADOR, /
WITH A VIEW TO TOURISM POTENTIAL RATINGS

PREPARED FOR:

DEPARTMENT REGIONAL ECONOMIC EXPANSION,
GOVERNMENT OF CANADA,

PRESENTED BY:

MARY DEVINE, RESEARCHER,

UNDER THE SUPERVISION OF THE HISTORIC RESOURCES
DIVISION, DEPARTMENT OF TOURISM,
GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

JULY, 1974

G
155
C3L2
D4

HISTORIC SITES
IN
LABRADOR

PART I

TABLE OF CONTENTS

- PART I - Preface
- Exploration and related sites
 - Missionary era and related sites
 - Native people and related sites
 - Early commercial ventures and sites
 - Industrialization and the "New Labrador"
- PART II - Recommended historic sites with a view
to tourism potential
- Appendix containing :
 - Sample questionnaire
 - List of people who were
sent questionnaires
 - Transportation routes
 - Accommodations
 - Bibliography

ACKNOWLEDGEMENTS

In the preparation of this study I am deeply grateful to the following people: the staff of the Newfoundland Center, Memorial University, Mrs. Bobbie Robertson of the Newfoundland Historical Society, the staff of the Newfoundland Archives and Mr. Joseph Goudie, President of the Labrador Heritage Society. A special note of thanks must be given to Mr. Martin Bowe, Director of Historic Resources, Department of Tourism, Government of Newfoundland and Labrador, who supervised this report.

PREFACE

The purpose of this overview study is to provide a list of historic sites in Labrador, with a view to tourism potential. The history of Labrador has been divided into five themes; exploration, missionary, nature people, early commerce, and finally, industrialization. Each section gives a concise historical account of that theme and is then followed by related historic sites.

The criteria for selecting a site is as follows:

- that the site is culturally and historically significant.
- that the site must be accessible to a large number of people and preferably close to a population center.
- that the developed site attract the interest of the local population and visitors.

Only with the combination of all three factors can development of a site be justified. Given the immense size of Labrador and its lengthy history, many sites are representative of similar sites. To include all would result in a study far too enormous. It must be remembered that suggested sites, IF accepted, will require further research before they are developed.

With few exceptions each theme can be identified with a particular region of the country. For example, the dawn of the missionary era is pinpointed to the coastal areas north of Hamilton Inlet; the early fishery to the south eastern section and the "New Labrador" to the west.

Part II of the study recommends a list of historic sites, in descending order of importance which the researcher believes are of greatest significance. While a number of these sites are of national interest, others are of a more provincial nature.

A supplement to this report includes index cards which contain information on each historic site. The site name is recorded as well as location, historical significance, and the source of the information. When a new site is uncovered, it can then be added to the original collection.

Research material was obtained through four major sources; The Newfoundland Center, Memorial University, The Newfoundland Historical Society, The Newfoundland Archives, and a questionnaire distributed throughout Labrador titled "Historic Sites in Labrador".

INTRODUCTION

Definition of the Territory

LABRADOR - The northeastern portion of the North American continent, forming a six hundred mile shoreline and covering a total area of approximately 100,000 square miles. A dependency of the Province of Newfoundland, Labrador is surrounded on the west and south by the Province of Quebec and on the east by the Atlantic Ocean. The boundary line was a decision of the Judicial Committee of the Privy Council in 1927. It begins on the east side of Blanc Sablon Harbour in the Strait of Belle Isle and runs north to the 52° parallel to Romaine River, and then north easterly and westerly along the left bank of the said river and north to the height of the land to Cape Chidley. In simplest terms, the land from Blanc Sablon eastside to the entrance of Ungava Bay.

PHYSICAL FEATURES AND CLIMATE

The eastern coastal section of Labrador is fringed with thousands of islands. Numerous bays and inlets indent the land and steep cliffs surround much of the coast. The northern limit of the trees is about 58° N. From Port Manuers to Cape Chidley the land is highest; the highest midway between Nachvak and Cape Chidley.

The climate ranges from cold temperature on the southern coast, to Arctic on the Hudson's Strait and the high lands of the northern interior.

The coastal water temperature for Labrador averages 25°. It circulates from Hudson's Bay and Foxe Bais, out the Hudson's Strait and into the Atlantic. In the cold winter months, the ice from the Hudson's Strait meets that of Baffin Island. This either moves down the coast of Labrador or further out the Atlantic, leaving the shore frozen from mid November to mid May, when breakup begins in the southern region and continues up the coast until it reaches the northern region by July.

EXPLORATION

EXPLORATION

The time sequence for the exploration theme ranges from about 1000 A.D. to the twentieth century. The first phase of exploration commences in 986 A.D. and encompasses six hundred years. The initial voyages, and their supposed encounters with Labrador were those of surprise and apparent disinterest in the land. The sporadic visits involved an element of chance and were further complicated by the crudest of navigational technology.

Discussions dealing with the earliest experience in Labrador result in numerous points of view regarding both geographic locations and specific dates. At best, they border on fact and saga. The vagueness of such encounters makes their development as historic sites an impossibility until further evidence of their visits is obtained. Mention, however, must be made of them in this brief account.

For a look at the earliest visitors to Labrador, we turn to the Norsemen. One of the first accounts concerning Labrador states that in 986 A.D. Bjarne Herjolfsson, while enroute to Greenland from Iceland, was blown off course and discovered Markland and Vinland, the former Newfoundland and possibly part of Labrador.¹

About the year 1000 A.D., Leif Ericson passed and sighted Labrador, but for him the land appeared "good for nothing" and promptly sailed away. He referred to it as "Helluland", the "Flat Stone Land", the name used by the navigator of the Bjarne expedition.² Thorfinn Karksefni was the next in the sequence of Norse explorers. He sailed with the northerly winds from Cumberland Crescent on Baffin Island, a distance of three hundred miles or two days sailing distance. This distance covers the land from the southern end of the Peninsula, out of the sight of the land across the northern tip of Labrador. In the east part of his journey, Thorfinn crossed the gap and then sighted the northern tip of Labrador. Now it was clearly illustrated that this point was the northern end of the eastern seaboard of Markland. Thorfinn used Markland to refer to the land running from northern Labrador to the southern end of Nova Scotia, thus extending the concept of Markland. It is believed that Thorfinn attempted to establish a settlement. Although it lasted three years, it eventually ended in failure due to rivalry among the party and the troubles with the Skraelings.³ A.P. Low in the Report on Explorations in the Labrador Peninsula contends that the Scandinavians continued to visit Labrador from Greenland to obtain wood supplies until 1347.⁴

A more consistent and relevant history of Labrador begins in the fourteen hundreds and the Sebastian journeys to the New World. From the southern influence of Italy, Portugal, and Spain, there spread to England the growing need for greater navigational knowledge. In the late fifteenth century, John Cabot, "Citizen of Venes" established himself in Bristol as a trader. Following Columbus' return from America, John Cabot petitioned Henry VII to grant him and his sons letters patent for the discovery of the islands and countries yet unknown to Christians. This request was granted in 1497, and Cabot sailed the coast of Labrador and the western shores of Davis Inlet. Kohl in the Documentary History of the State of Maine contends Cabot then retraced his steps southward along the coast of Labrador, and probably anchored in the area of Newfoundland or Nova Scotia. His goal, like so many other explorers to follow, was to find the western passage to Cathay.⁵ Though unsuccessful in this ambition, the discovery opened up a series of possibilities for the merchants, adventurers, and fishermen of Europe. Two years later, in 1499, it was reported that either Cabot or his son, Sebastian, reputedly sailed up the coast of Labrador the 60°. ⁶

The Contreals succeeded the Cabots to the coast of Labrador. In the year 1500, they were commissioned by Emanuel the Great of Portugal to find the valued "North West Passage".

Gaspar Cortreal sailed from Lisbon and travelled along the coast of "Newfoundland". On this voyage, fifty-seven Labrador natives were taken to Europe.⁷ The next year he made another voyage, but never returned and in 1503 Miguel Cortreal went in search of his brother. this expedition also ranged from Newfoundland to Labrador.

The first documented voyage to Labrador commenced with the explorations of Jacques Cartier in 1534. The importance of his account in the history of Labrador lies in the fact that for the first time Labrador became clearly distinguished from the Island of Newfoundland. In addition, tribute must be paid for the discovery of the Strait of Belle Isle, the "Isola De Demoniof" of earlier voyages, of Chateau Bay and other parts of the coast of Labrador.⁸ The national importance of Cartier in Canadian history cannot be minimized for on his second voyage to the New World in 1535, he again sailed through the Strait of Belle Isle, coasted along the southern part of Labrador to the Gulf of St. Lawrence.

Here one finds the first reference to "Canada" and the documented discovery of the St. Lawrence River. Labrador historians tend to confuse the Cartier voyages. Gosling, in

Labrador - Its Discovery, Exploration, and Development states that he entered the St. Lawrence on the first voyage, entered it again on the second trip, and third trip, and wintered at the St. Lawrence in 1541, then returned to St. Malo in the spring of the following year.⁹ However, Packard states that on the second voyage, Cartier discovered the St. Lawrence,¹⁰ as does the Privy Council Report and A.P. Low who claimed that he explored the Gulf as far as Hochelaga in 1535. It was not then until 1535 that the River and Gulf of the St. Lawrence was explored. His discovery was not a discovery in the usual sense of the word, for the Breton fishermen knew this area prior to his visit, but it was Cartier who explored the land and made it known to the Old World.

Explorations such as the Cartier voyages continued for two hundred years. Men ventured from the safety of home ports to seek adventure and wealth. Frobisher's voyage in 1574 was another effort "for the strait or passage to China". It was he who provided the first accurate description of the Labrador Eskimo. With time, records of voyages became more detailed, as were the accounts of the explorer John Davis. Packard contends that it was Davis and a later explorer, Weymouth, who were responsible for leading Henry Hudson "into his straits". Davis' information illustrates a remarkable precision when implements of the day are considered.

The second phase of exploration can be titled "Diversification of motivation behind exploration," and it begins with Captain James Cook's survey of the coast of Labrador. Exploration experienced a traumatic twist when Cook stated that the North West Passage was an impossibility. Thus one of the prime factors for northern exploration was eliminated. A new philosophy for travel was created, and like the "passage" commercial interests were involved. Men would no longer look beyond the riches of the north, but rather sought the benefits that could be obtained from the north itself. Eighteenth century Labrador witnessed a new influx of explorers, traders, missionaries and the courier des bois, who wandered over the land with the assistance of the Indians. It is unfortunate that of these early interior journeys little is known of their experiences, for few records exist.

The final stage in the exploration theme dates from the early nineteen hundreds and is the most valuable in terms of historic sites. This era is outstanding in its presentation of both historical and geographic data, and also interior discovery. Once again, the reasons for movement and exploration varied - John McLean of the Hudson's Bay Company was among the first white men to reach the much sought Hamilton

Falls, present day Churchill Falls, while Kollmeister and Knoch, two Moravian missionaries travelled from Okkak to Ungava Bay in an effort to establish missions among the Eskimo people. The stirring accounts display a preservice in achieving their destination regardless of the obstacles involved such as distance and northern weather conditions. It was not until the explorations of A.P. Low in the 1890's that surveys were conducted scientifically, yet despite precautions, risks were still high, as was demonstrated by the unsuccessful trip of Leonidas Hubbard in 1910.

The list of historic sites for the development of the exploration theme are presented on the following pages. They are recorded according to the date on which the exploration occurred and include a representative number of sites for the three eras which the exploration theme has been divided. They reflect upon the most important explorers and expeditions and are of provincial and national interest.

A problem not to be overlooked is the nature of exploration. One must account for the fact that the exploration involved movement; thus there is limited evidence of past record existing on the land today. The territory explorers traversed was immense and they travelled with the

bare essentials. Only their publications truly reflect the rewards and disappointments in their dedicated and energetic existence as northern explorers.

FOOTNOTES

- ¹ Fitzhugh, William W. Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador. A Survey of Central Labrador Coast from 3000 B.C. to the present, Washington, 1972, pp. 208.
- ² Hatton, Joseph; Harvey, Rev. M. Newfoundland - The Oldest British Colony, Its History...Its Prospects. London, 1883, pp. 342.
- ³ Pohl, Frederick, Viking Settlements of North America. New York, 1972, pp. 231-233.
- ⁴ Low, A.P. Report on Explorations in the Labrador Peninsula Along the East Main Koksoak Hamilton Manicuanan and Portions of Other Rivers in 1892-93-94-95. Ottawa 1896, pp. 8
- ⁵ Ibid, pp. 9
- ⁶ Packard, R.A.S., The Labrador Coast, New York, 1888, pp. 33.
- ⁷ Burch, Ernest S. The Traditional Labrador Eskimo. Princeton, 1960, pp. 234.
- ⁸ Packard, R.A.S., The Labrador Coast, New York, 1888, pp. 41
- ⁹ Gosling, W.G. Labrador - Its Discovery, Exploration, and Development. London 1910, pp. 73

EXPLORATION SITES

EXPLORATION SITES

1. DAVIS INLET 55° 51' 60" 50'

To commemorate the voyage made by John Cabot who discovered Canada's east coast, June 24, 1497. Cabot and his sons were granted by Henry VII letters patent permitting them to seek lands yet unknown to Christians. On May 2, they sailed from Bristol, England on the "Matthew" in the hope of finding a route to Asia by way of sailing westward across the Atlantic. In the belief that he discovered the route when he reached the east coast, Cabot was rewarded by a (ten) £10 grant. The following year, they returned with two ships and three hundred men and sailed along the Labrador coast and the western shores of Davis Strait. Ice conditions prevented them from sailing further northward and they returned to England in the fall of that year.

- REFERENCE:
1. Chatterton, E. Keble, English Seamen and the Colonization of America, London, 1930, pp. 32
 2. Gosling, W.G. Labrador, Its Discovery Explorations and Development, London, 1910, pp. 19
 3. Low, A.P. Report on Explorations in the Labrador Peninsula along the East Main Koksoak, Hamilton Manicouagan and Portions of Other Rivers in 1892, 93, 94, 95. Ottawa, 1896. pp. 9

2. CHATEAU BAY 51° 58' 55° 52'

The first explorer to provide a documented account of his voyages was Jacques Cartier. Cartier discovered the Strait of Belle Isle, Chateau, and other parts of the coast of Labrador. He was also responsible for clearly distinguishing Labrador from the Island of Newfoundland. The expedition left St. Malo, April 20, 1534 to find the northwest passage. He reached Blanc Sablon in the Strait of Belle Isle and anchored at Chateau Bay on the 27 of May. He then travelled westward to Gaspe and claimed the land for France. In 1535, he again entered the Strait of Belle Isle and discovered the St. Lawrence River. The land he called "Canada" from the Indian word Kannala. A third voyage was made in 1541 under Roberval. Cartier wintered at St. Lawrence and departed the next year.

- REFERENCE:
1. Gosling, W.G. Labrador, Its Discovery, Exploration and Development, London 1910, pp. 73
 2. Low, A.P. Report on Explorations in the Labrador Peninsula, Ottawa pp. 9
 3. Packard, A.S., The Labrador Coast, New York, 1888, pp. 41.
 4. Prowse, D.W., The History of Newfoundland, London, Second Edition, 1892, pp. 587.

3. OKKAK 57° 28' 62° 20'

To the English navigator, Martin Frobisher, who penetrated Hudson's Strait, credit must be given for providing information on the geography of Labrador. On the first voyage, 1576, to find the passage to the east, it was stated on July 29 they "had sight of a new land of marvellous great height which by the account of the course and the way to be the land of Labrador". The area spoken of was Okkak. His description of the Labrador Eskimo was the first accurate account, and although intercourse was friendly in the beginning, trouble erupted when five of his men were entrapped and neither they nor their boat were ever seen again.

On the two following voyages, Frobisher again sighted and sailed by the Labrador coast. When Frobisher attempted to establish a settlement at Baffin Island, it is believed that Chateau was used as a depot for the supplies and wood.

- REFERENCE: 1. Gosling, W.G. Labrador, Its Development, Exploration and Development, London, 1910 pp. 104-123, 162
2. Packard, A.S. The Labrador Coast, New York, 1888, pp. 48.

4. DAVIS INLET 55° 51' 60° 50'

To commemorate the discoveries of John Davis along the coast of Labrador. His accounts of the 1585, 1586 and 1587 voyages provide valuable information on the east coast. Among his many "discoveries", the one for which he is best remembered are Davis Inlet, the entrance of Hudson Strait and the sighting and naming of Cape Chidley, the most northern tip of Labrador. He made a thirty mile journey into Davis Inlet and probably anchored south of Sandwich Bay, where two of his men were killed by natives. Davis referred to Labrador as "the land of desolation", yet he was undaunted by the forbidding coast and penetrated into the vast sea of Hudson's Bay. He returned to Dartmouth, England, in the fall of each year.

- REFERENCE:
1. Anspach, Rev. Louis A. A History of the Land of Newfoundland, London, 1819, pp. 331
 2. Packard, A.S. The Labrador Coast, New York, 1888 pp. 51-52.
 3. Young, Richard, A Prospectus of Historic Sites in the Northwest Territories, Ottawa, 1970, pp. 15

5. SLEEPER BAY, DAVIS INLET 55° 51' 60° 50'

In 1602, Captain George Weymouth sailed along the east, north, and west coasts of Labrador. He was financed by the London merchants of Turkey and Muscovy in yet another attempt to discover the Northwest Passage to the east. He sighted Greenland and travelled in Hudson's Strait, where a mutiny outbreak occurred and the accused later punished. On his return, the coast of Labrador was explored and on the 17th of July, they anchored at Sleepers Inlet, where they encountered a raging storm. Like so many others before, Weymouth was unable to solve the Northwest Passage riddle; he returned to Dartmouth, England.

- REFERENCE:
1. Burch, Ernest S. The Traditional Labrador Eskimo, Princeton, N.J. 1960, pp. 234
 2. Chatterton, E. Keble, English Seamen and the Colonization of America, London, 1930 pp. 96
 3. Fitzhurs, William W. Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, Wishington, 1972, pp. 209

6. NAIN 56° 32' 61° 41'

To commemorate the tragic voyage of Master John Knight. In 1606, his ship arrived on the Labrador coast, but a storm ensued and he lost sight of land for six days. It was on this site that Knight eventually anchored. He, the ship's mate and three hands then left the ship but were never seen again. On June 29, the ship was attacked by the Eskimos and the remaining eight mariners defended the vessel. Though damages to the vessel were heavy, the men reached the safety of Fogo, Newfoundland on July 22 and left for Dartmouth, England the next month.

- REFERENCE:
1. Burch, Ernest S., The Traditional Labrador Eskimo, Princeton, N.Y. 1960
 2. Packard, A.S., The Labrador Coast, New York, 1888, pp. 55

7.

Two voyages were made by Henry Hudson, discoverer of Hudson's Strait and Hudson's Bay, to the Labrador coast in 1607 and 1608 in an attempt to find the Northwest Passage. Two years later, he discovered the Straits and ventured as far north as th 80^o and half into the frozen zone. The next year they encountered Eskimos in Hudson's Strait and four of his crew were killed. The Hudson explorations ended in tragedy when the crew mutinied and he and seven others were thrown into the sea.

- REFERENCE:
1. Anspach, Rev. L.A., A History of the Land of Newfoundland Containing a Description of the Island, the Banks, the Fisheries, and Trade of Newfoundland and the Coast of Labrador, London, 1819, pp. 332
 2. Burch, E.S., The Traditional Labrador Eskimo, New York, 1888, pp. 56
 3. Packard, A.S., The Labrador Coast, New York, 1888, pp. 56

8. CAPE CHIDLEY 60° 23' 64° 26'

To commemorate the voyage of Sir Thomas Button 1612-13. The year following the return of Hudson's ship, Button commanded an expedition fitted under the merchants of London. He believed Hudson's Bay was the beginning of the passage to the orient and on a trip into the Bay, a member of the crew reported "they came not through the maine channel of Fretum Hudson, nor through Tumley's Inlet, but between those islands first discovered and named Chidley's Cape by Captain Davis". Although unsuccessful in the northwest passage objective, Button extended man's knowledge of the "unknown" north when he discovered and mapped a great portion of western Hudson's Bay.

- REFERENCE:
1. Gosling, W.G. Labrador, Its Discovery, Exploration and Development, London 1910, pp. 124
 2. Packard, A.S. The Labrador Coast, New York, 1888, pp. 56.
 3. Young, R.J. A Prospectus of Historic Sites in the Northwest Territories, Ottawa, 1970, pp. 16

9. NAIN 56° 32' 61° 41'

In 1614, Captain Gibbons, the explorer who followed Button in the discovery of Saglek Bay, was detained here for a period of twenty weeks due to heavy ice conditions. When sailing was permissible, Gibbons found he was unable to continue his northern journey, for his boat had received considerable ice damage and the exploration season was too far advanced. The expedition returned to England.

- REFERENCE:
1. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, London, 1910, pp. 125
 2. Packard, A.S., The Labrador Coast, New York, 1888, pp. 205

10.

The second phase of Labrador exploration commences with the survey conducted by Captain James Cook, English explorer and navigator, on the coast of Labrador, 1763 - 1764. Cook joined the Royal Navy in 1755 and began surveying the St. Lawrence during the scourge of Louisburg. In the "Eagle" under Captain Palliser, Cook was promoted to Master, and later served on the "Pembroke" and "Northumberland" in that same capacity. In 1764, Sir Hugh Palliser, who was now governor of Newfoundland, recognized the need for accurate charts

of Newfoundland and Labrador, recommended that Cook be engaged in the task. A man of high character and extensive scientific ability, the outcome of his training resulted in the most detailed and accurate charts. So advanced was his survey that the present day navigational charts are based on his instructions completed over two hundred years ago; yet one part of a highly successful career which ended in Hawaii.

- REFERENCE: 1. Prowse, D.G., The History of Newfoundland Second Edition, London
2. The Columbia Encyclopedia, Second Edition

11. MOUTH OF THE HAMILTON RIVER 53° 22' 60° 11'

To commemorate the work of Father Laure, the Jesuit missionary who produced the first map of the Hamilton River. The map is dated August 23, 1731 and the name applied to the area is "Checoutimi." Prior to this date, accounts of interior explorations were nil, thus Laure embarked on an area, which at this point in time was more mysterious than the northern coast of Labrador.

- REFERENCE: 1. Browne, Rev. P.W., Where the Fishers Go. The Story of Labrador, Halifax, 1909, pp. 161 - 162.

12. OKKAK 57° 28' 62° 20'

The first notable explorers of the nineteenth century who gave detailed recordings of the Labrador interior were two Moravian Missionaries, Benjamin Kollmeister and George Kmoch. The "Journal of a Voyage from Okkak to Ungava Bay Westward of Cape Chudleigh" traces their journey from the northern coast of Labrador, Okkak to Ungava Bay. A map of the area was also enclosed. The missionaries hoped to establish missions in these areas where there was a large Eskimo population. The results of their findings disclosed that the climate and soil of the Ungava area were favourable, thus establishing a new mission a possibility.

REFERENCE: Low, A.P., Report on Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 15

13.

To commemorate the British Navy survey of the Labrador coast conducted by Rear-Admiral Bayfield. Over a twelve year period, commencing in 1815, Bayfield surveyed and mapped the coastline, as well as Newfoundland and the Gulf of St. Lawrence. The information was included into the British Admiralty charts of the day, and until 1880, maps

related to the Labrador Peninsula were strongly influenced by his work.

REFERENCE: 1. Packard, A.S., The Labrador Coast, New York, 1888, pp. 58

14. NORTHWEST RIVER POST, HAMILTON INLET 53° 32' 60° 08'

In a book titled "Twenty Five Years in the Hudson's Bay Territory" the account of another interior exploration through Labrador is revealed. The writer and explorer is John McLean. In January and February of 1838, he made a rigorous journey from the Hudson's Bay post at Fort Chimo on Ungave Bay to Hamilton Inlet, following the Indian route by way of Lake Michikamau. By April of that same year, he retraced the route, though the party suffered severe hardships. In 1839, McLean made an attempt to reach the Northwest River Post at Hamilton Inlet but only reached as far as Churchill Falls. Thus McLean was undoubtedly one of the first white men to reach the Falls and write a description of the territory. The two following summers, he successfully reached Hamilton Inlet by way of this route.

REFERENCE: 1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 7

2. Low, A.P., Report on Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 15

15. ECLIPSE HARBOUR 59° 50' 64° 08'

In the year 1860, the United States Coastal Services conducted an expedition in the Northern Labrador, and on this site a station was established to observe a solar eclipse. In addition to the survey, valuable data was recorded on the geology of northern Labrador by the distinguished Newfoundland geologist, Alexander Murray and notes by Oscar M. Leiber.

- REFERENCE: 1. Low, A.P., Report on Explorations in The Labrador Peninsula, Ottawa, 1896, pp. 17

16. MOISIE RIVER

In a two-volume publication "Explorations in Labrador, The Country of the Montagnais and Nasquapee Indians," Henry Youle Hind provided one of the first illuminated writings about Labrador and its native people. In 1862, Hind travelled up the Moisie River, recorded his own personal experiences and gathered information from the interior Indians. For a period exceeding one hundred years, Hind has been considered an authority on Labrador.

- REFERENCE: 1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 6
2. Low, A.P., Report on Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 17

17. CHURCHILL RIVER 53° 19' 60" 10'

To commemorate the exploration of Pere Louis Babel, who between 1866 and 1870 journeyed from Minegan to Churchill River. Babel lived with the Indians and explored both branches of the Churchill River, visited Churchill Falls and the headwaters of many streams of the southern slope. This lengthy and difficult journey produced writings and a map, which despite time-orientated drawbacks, is remarkably accurate, and provided a pathway for explorers to follow. A description of this journey is found in "Les Annales des Oblats."

- REFERENCE:
1. Browne, Rev. P.W., Where the Fishers Go. The Story of Labrador, Halifax, 1909
 2. Low, A.P., Report on Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 17

18. NORTHWEST RIVER 53° 32' 60" 08'

It was during the summers of 1876-1880 that the Roman Catholic missionary, Father La Casse made two notable journeys from North West River. LaCasse was the first known white man to cross the Labrador Peninsula, with the exception of the Hudson's Bay men. The trips covered the territory from

the Northwest River mission to Port Chimo on the Ungava Peninsula, by way of the Nascopee and Waguash Rivers.

- REFERENCE:
1. Browne, Rev. P.W., Where the Fishers Go. The Story of Labrador, Halifax, 1909.
 2. Cabot, William, In Northern Labrador, Boston, 1912, pp. 162.

19. LAKE WINIKAPAU 53° 10' 62° 52'

This site marks the final point of the expedition led by R.F. Holmes in 1887. He made an excellent map of Lake Winikapau and wrote a journal on the trip which was later published by the Royal Geographical Society. Although Holmes originally intended to reach Grand Falls (Churchill Falls), his efforts were handicapped due to a poor crew and trouble with his equipment.

- REFERENCE:
1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 6
 2. Low, A.P., Report on Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 18

20. CHURCHILL RIVER 53° 19' 60° 10'

In 1891, Austin Gary and D.M. Cole of Bowdoin College ascended Churchill River and visited Churchill Falls. Their voyage suffered a severe setback when the equipment

was destroyed by fire, and they were forced to walk on foot a distance of two hundred and fifty miles to the mouth of the river.

A few days after Gary and Cole started their journey, a second expedition left for Churchill Falls. Henry G. Bryant and C.A. Kenaston successfully completed the trip, passing unseen the two stranded explorers while they were on their way up the river. Records of both journeys are recorded in "A Journal to Grand Falls of Labrador," Geography Club, Philadelphia.

- REFERENCE: 1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 7
2. Low, A.P., Report of Explorations in the Labrador Peninsula, Ottawa, 1896, pp. 18.

21. LAKE ST. JOHN 48° 23' 54" 41'

The explorer who made one of the greatest contributions to Labrador geography and history was A.P. Low. In a number of surveys he conducted throughout the 1890's, Low's systematic and rational approach to surveying was a breakthrough when compared with earlier studies and marks the third and final stage in exploration. The journeys were the first diametrical crossing of the country and the voyagers of his major expeditions were Montagnais Indians from Lake St. John.

A fine example of Low's accuracy and the most notable of all his Labrador journeys involved exploration from Lake St. John to Fort Chimo by way of the Mistassini, Nichic, Kaniapishkau, and Koksoak rivers.

- REFERENCE: 1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 9
2. Grenfell, Sir Wilfred, Fourty Years for Labrador, Cambridge, 1919, pp. 618

22. NORTH SIDE OF HAMILTON INLET 54° 00' 57" 30'

It was on this site in the year 1903 that Leonidas Hubbard, Dillon Wallace, and their Indian guide, George Elson, began their expedition that would cover the land from Hamilton Inlet to Ungava. The tragic death of Hubbard due to starvation brought the journey to a halt before they arrived at their destination. Six years later, Hubbard's widow, with the assistance of George Elson, crossed by the Nasquapee route and completed the trip to Ungava. The time taken to complete the journey was sixty-one days.

- REFERENCE: 1. Cabot, William, In Northern Labrador, Boston, 1912, pp. 11
2. Young, Rev. Arminius, The Methodist Missionary in Labrador, Toronto, 1916 pp. 1-3

MISSIONARIES

MISSIONARIES

The missionaries are the second theme to be discussed in this study on historic sites in Labrador. The earliest missionaries to establish themselves on the coast of Labrador were the Unitas Fratrum, or as they are more commonly referred to as the Moravians. The Bohemian reformer, John Huss, founded this protestant Christian sect in the 15th century, and the church had its early roots in Bohemia, Moravia, and Poland. In the 1600's, the church was disrupted and suppressed, but later revived in Saxony in the 1700's. The Moravians became interested in establishing a mission among the Eskimos upon hearing reports of the "barbarious and lawless" treatment they received from foreign traders and whalers. Their first attempt to establish a mission in Labrador ended tragically in 1752, but their return in 1771 commences one of the longest and most unique facets of Labrador history.

Regardless of one's personal beliefs on the benefits and drawbacks of missionary work, it is impossible to deny their remarkable contribution to the development of Labrador. The Moravians were followed by Wesleyan, Roman Catholic, and Anglican missionaries in the 19th century. The existence of the missionaries in Labrador was an outcome of exploration and early commercial ventures, yet their role

was far more diversified. While catering to the spiritual needs of the people the mission stations, present day reminders of missionary activity often provided a centre for permanent settlement. Inroads were made in exploration, education, health, and agriculture. Occasionally, the missionaries took action which brought them under criticism. Though it is due in certain cases, one must seriously consider the thought patterns of the day before making an evaluation.

Recognition of these mission stations is essential in the development of a historic sites program. When considering their vital role in the history of Labrador. The remaining and/or remnants of these mission stations are evidence of the first non-transient white residents of Labrador, and the first attempt to seek a peaceful relationship with the Eskimos and Indians.

From a purely historical point of view, the following buildings are recommended for future marking:

1. MAKKOVIK 55° 05' 59" 11'

The first expedition of Moravians to arrive in Labrador set sail under John Christian Erhardt and landed on this point in July, 1752. At a distance between 56° and 57° degrees north latitudes, they made contact with the Eskimos. The Moravians intended to explore the coast and erect a temporary mission at Ford's Blight. When Erhardt and six others were assumed murdered by the Eskimos, The idea of establishing a mission was suspended until 1771.

- REFERENCE: 1. Burch, Ernest S. The Traditional Labrador Eskimo, Princeton, 1960, p. 236.
2. The Story of Two Hundred Years Service Among the Eskimos and Settlers of Coastal Labrador, 1971.

2. NAIN 56° 32' 61" 41'

This Moravian mission is presently established in the most northernly year-round settlement of Labrador. Established in 1771 under the guidance of Jens Haven, this station is the oldest on the coast of Labrador. The Moravians were greatly assisted in their work through the support of Sir Hugh Palliser, Governor of Newfoundland. In a combined effort they hoped to keep the Eskimos in northern Labrador and protect them from "unscrupulous" traders. From the year 1771 - 1957, Nain acted as the headquarters for the Moravian Church in Labrador. The wooden complex included

Church, mission house, and store-keeper's house. The Church was rebuilt in 1924 following a fire which occurred two years previously. None of the original buildings remain today.

3. OKKAK 57° 33' 61° 58'

The immense size of the Labrador coastline was impossible to serve with only one mission station at Nain, so a second house was established here in 1776. This particular site was selected because its difficult access offered reasonable protection from traders and whalers. The Moravians were able to control the economy of Labrador until the twentieth century through the use of trading stores. The land for the Okkak mission was purchased from the Eskimos and the settlement was the largest Eskimo village. At all stations, the Moravians encouraged the Eskimos to maintain their own way of life.

4. HOPEDALE 55° 28' 60° 13'

This Moravian mission house, built in 1782, is one of the oldest, if not the oldest, frame building east of Quebec. The pre-fabricated complex was sent from Germany and included a church and manse. The mission was established to encourage friendly intercourse between the Eskimos and Red Indians of the interior who were constantly fighting. The buildings were used until the mid 1800's and is present-

ly the property of the Department of Indian Affairs and Northern Development Parks Branch.

5. HEBRON 58° 12' 62° 38'

The Moravian missionaries first came to Hebron in 1782 and erected a complex which consisted of Mission house, church, and store keeper's house. The architectural style is similar to a farmhouse in Northern Germany and is one hundred and sixty-seven feet long. The building was abandoned in 1957 when the government, the International Grenfell Association, and Moravian Mission "curtailed their operations in the community". The complex is still standing.

6. MAKKOVIK 55° 05' 59° 11'

This most southernly Moravian mission was established to serve the people of Rigolet and Hopedale. In 1896, the pre-fabricated church and school arrived on the Moravian ship, the "Harmony" and the first minister of the church was Reverend Janasach. In 1920, the old church was taken over by the Hudson's Bay Company, and the present church built on the same premises.

7. TUB HARBOUR 54° 11' 57° 25'

The first of the Wesleyan "British Esquimaux Indian Missions" opened here in July 1824 under Thomas Hickson who has previously explored the coast and wrote an account of the journey. The mission remained open for one month and was re-opened the next year, under Richard Knight. In 1826, George Ellidge was selected to serve the mission. Here Ellidge built a winter residence and remained over the winter months until the fall of 1827. The mission closed in 1859 when the Eskimos began to move from the coast into the interior of the country.

REFERENCE: Wilson, Rev. William, Newfoundland and its Missionaries, Cambridge, Mass., 1866, pp. 293-304

8. BATTLE HARBOUR

St. James Anglican Church - This wooden frame building is possibly the oldest Anglican Church still existing in Labrador today, and is dated about 1850. Though fully furnished and still in operating condition, the church is in need of repair, since it is only used during the summer months.

REFERENCE: Rev. B. Morgan

9. BATTLE HARBOUR 56° 16' 55° 35'

In June of 1892 the first visit was made by the Deep Sea Mission to the coast of Labrador. They travelled on the ship "Albert" along the coast of Labrador for three months, where they helped the sick, the poor, and preached the Gospel. From this trip came the decision for two hospitals on the coast, on the recommendation of Dr. Wilfred Grenfell. The first hospital opened at Battle Harbour on July 29, 1893 and it was a gift of W.B. Grieve and fitted by the Mission's Committee. The hospital operated under one doctor and one nurse. In 1902 a new wing was added and the next year a store built. In 1904 the doctor's house was built.

- REFERENCE: 1. Grenfell, Sir Wilfred, Fourty Years for Labrador, Boston, 1919
2. Prowse, History of Newfoundland, London, 1896, pp. 602

10. BATTLE HARBOUR 56° 16' 55° 35'

To commemorate the contribution made by the medical missionary, Sir Wilfred Grenfell, to the welfare of the people of Labrador. He was born at Mostyn House School near Chester, England, February 25, 1865, trained at London University, London Hospital and Oxford; then went to the North Sea as a missionary of the Deep Sea Mission. When Grenfell made his trip to Labrador in 1892 aboard the "Albert", he remarked on the isolation,

privation and neglected people. From this report came the decision to build two hospitals in Labrador, one at Battle Harbour, another at Indian Harbour. For a period of forty years, Grenfell remained on the coast of Labrador and Northern Newfoundland. He died in the autumn of 1940.

- REFERENCE: 1. Grenfell, W., Forty Years for Labrador, Boston, 1919
2. Pumphrey, G.H., Grenfell of Labrador, London, 1958

11. FRANCIS HARBOUR

This is the site of the first Anglican Church built in Labrador in the mid 1800's. Only remnants of the church are existing today.

REFERENCE: Rev. B. Morgan

NATIVE PEOPLE

NATIVE PEOPLE

The third theme of this overview study deals with the native people of Labrador. They are the Eskimo and Montagnais - Naskapi Indians. In a study on specific historic sites, the researcher encountered certain problems with this particular theme. The first deals with their lifestyle. The native people were a nomadic people, thus they covered an extensive area of Labrador and their place of dwelling changed seasonally. Early accounts of meetings with the native people are white man's accounts and must be carefully assessed both for personal bias and location. Care must also be taken not to overlap the work of the archeologists. To include all sites would result in a report of considerable magnitude. It is the quality and not the quantity of the sites that we are concerned with. Lastly, repetition of sites must be avoided. For example, Eskimos may have fought with the Europeans at a particular site and as a protection against the Eskimos, a fort was later built. In this case, the site is placed under the "Forts" section rather than native people.

The emphasis on this introduction is the Eskimo, Montagnais - Naskapi way of life. To downplay this area would omit a vital factor in the complete comprehension of Labrador

...
history. The historic sites listed concentrate on the early relationship between the native people and the white men.

The Eskimo are the first native people studied in this report. The term "Eskimo" is defined as "eaters of raw meat", but they refer to themselves as "Innuvit" meaning "men" and other men as "kablunaet" meaning "sons of dogs".

Reports indicate that at one time the Labrador Eskimo's territory stretched from the outside boundary of the entire northern peninsula from Eastmain River to the southern ends of the Strait of Belle Isle. Though most of their lives were spent on the coast, they occasionally travelled inland on the northern sections. For various reasons, throughout the years the Eskimo occupied a diminishing area which extended further north. The major reason was friction with the Indians and Europeans.

The migration patterns of these nomadic people were determined by the availability of various animal resources. The months from May to December were spent at the various fishing spots. From December until May the men hunted the caribou and then headed to the coast with their families, until they reached the course of the seals. Here they remained until June. The seal

fishery was followed by the trout and cod fishery. Autumn was spent at the caribou hunt and then the seal fishery again in November.

The Eskimo relied primarily on the seal as the source of economic stability. The caribou, which was located in the southeastern parts of the land, or on barren or semi-barren ground, was second in economic importance. Soapstone was the chief mineral resource.

During this stage, Eskimos lived as far south as Sept Iles and Mingan. The Eskimo place names and traditions of territory battles over seals with the Montagnais are numerous. Continual friction with both the Montagnais and Europeans forced the Eskimo further north. Contact between the Eskimos and Europeans was basically limited to the west coast from Richmond Gulf South and the southeast coast. The southeast region involved a relationship of trading and fighting which as Birch (p. 49) wrote "The former frequently followed the latter". In 1763, Labrador became a British possession and the period prior to this date marked the first stage of contact with the Europeans. Bird (p. 179) contends from archeological research that the ancestors of the modern Eskimo entered this region about four hundred years ago. Generally speaking contact made

...
with early explorers proved disastrous. Prior to his entrance into Hudson's Strait (1576-78) Martin Frobisher met Eskimos on the Labrador coast and wrote of their friendliness. Later five of his men were entrapped and never seen again. When John Davis (1585-1586-1587) encountered the Eskimo they attacked and killed two of his men. John Knight met his unfortunate end along with some members of his crew, when they were killed by Eskimos.

The second phase of contact dated from 1763 into the 1800's. Although more peaceful, this phase is still marked by "frequent misunderstandings". For early historians such as W. H. Gosling, one fact is clear. Up until the line of English occupation, the Eskimos were the terror of southern Labrador and they interfered with the prosecution of the fishery. The blame must lie, however, with both parties. A comment made about the early visitors is the fishing grounds of Labrador described them as "of the scum of the most disorderly people from the different colonies". The English were regarded as the aggressors, though there are cases, where if treated properly the two groups were compatible. The French were more fortunate in their dealings with the Eskimos than the English. Contact made with the Europeans resulted in extensive and rapid cultural change in the Eskimo way of life.

As the Eskimo moved further north contacts between the Eskimo and Europeans fell into a different pattern and this

change marks the third stage of contact. The role of the Moravian mission plays a substantial part in this phase since it was their policy to help the Eskimo in the north, where contact with outsiders was minimal. Although there was contact in the north with the Europeans, change through outside influence occurred at a much later date and its influence on the Eskimo way of life was not so extensive.

MONTAGNAIS - NASKAPI INDIANS

The Montagnais-Naskapi Indians are members of the Macro-Algonkian linguistic group and occupied the central portion of the Labrador Peninsula and were generally surrounded by the Eskimos, except to the south. Though certain authors refer to the two groups collectively as the "Montagnais-Naskapi" Indians, others distinguish between the two and write separate accounts of these people. The Montagnais (Mountaineers) occupied the territory south of the designated area, while the Naskapi held the northern section. The former were given their names from the French explorers and traders. The Naskapi refer to themselves as "Nenenot" (true people) but the Montagnais applied the term "Naskapi" (lowly) to them.

Frank Speck described the Labrador Indians as exceptionally crude and simple people (1908-1932). The geographic and seasonal variations of the environment determined their life style pattern. The most important economic resource was the caribou, for it provided food, shelter, clothing and tools. In addition to hunting, the Indians spent part of the year fishing in the lakes and streams. As a final note on the Labrador Indians, mention must be made of the fact that the Eskimos and Iroquois were the enemies of the Montagnais-Naskapi Indians. Many of the place names along the Labrador Peninsula

MONTAGNAIS-NASKAPI INDIANS (cont'd)

testify to these bloody battles. That were - often due to fighting over the most popular sealing grounds.

- REFERENCE:
1. Bird, Junius, Anthropological Papers of the American Museum of Natural History, Vo. 39, Part 2, New York, 1945
 2. Browne, Rev. P.W., Where the Fishers Go. The Story of Labrador, Halifax, 1909, pp. 300
 3. Burch, Ernest, The Traditional Labrador Eskimo, New Jersey, 1960
 4. Cabot, William, Labrador by Wilfred Grenfell and Others, Massachusetts, 1909, pp. 184-225
 5. Desbarats, Peter, What They Used to Tell About Indian Legends from Labrador, Montreal, 1969, pp. VII-XVIII
 6. Fitzhugh, William, W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, Washington, pp. 52-63
 7. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, London, 1910, pp. 55, Chapter X
 8. Harper, Francis, The Friendly Montagnais and Their Neighbours in the Ungava Peninsula, University of Canada, 1964
 9. Henriksen, George, Hunters in the Barrens. The Naskapi on the Edge of the White Man's World, Toronto, 1973, pp. 8-16
 10. Hind, Henry Voule, Explorations in Labrador, The Country of the Montagnais and Nasquapee Indians, Long, 1863
 11. Leacock, Eleanor, American Anthropologist, the Montagnais, Hunting Territory and Fur Trade, Vo. 56, No. 5, Part 2, 1954.

- REFERENCE:
12. Low, A.P. Report on Explorations the Labrador Peninsula Along the East Main, Koksoak, Hamilton, Manicouagan and Portions of other Rivers in 1892-93, 94, 95. Ottawa, 1896
 13. Packard, A.S. The Labrador Coast New York
 14. Williamson, H.A. Population Movement and Food Gathering Economy of Northern Labrador. Montreal, 1964.

HISTORIC SITES

HISTORIC SITES

CAPE ST. CHARLES 52° 13' 55° 38'

1770 Eskimo settlement established "some distance to the northward " of Cape St. Charles. In the winter a family of nine Eskimos remained at Captain George Cartwright's settlement. Eleven more Eskimos joined them in July of 1771.

REFERENCE: 1. Packard, A.S. The Labrador Coast, pp. 256

DENBIGH ISLAND 52° 33' 55° 50'

Deserted Eskimo winter house recorded by Cartwright.

REFERENCE: 1. Packard, A.S. The Labrador Coast, pp. 256

CHARLES HARBOUR 52° 13' 55° 50'

On August 30, 1772, about five hundred Eskimos from the Chateau Bay area met here to greet those relatives who had travelled with Captain George Cartwright to London, England. Cartwright stated that certain members of the party who accompanied him on this voyage died of smallpox.

REFERENCE: 1. Packard, A.S., The Labrador Coast, pp. 256

ESKIMO ISLAND 54° 03' 58° 34'

Prior to 1640, a fort was erected here by the Eskimos to act as a protection from the Montagnais (Mountaineer) Indians. Remnants of bones were discovered from a battle between the two groups and Captain George Cartwright recorded the remains of the fort. By this date, the Montagnais had obtained guns from the French and were, therefore, more effective in their bid for territory. This fort represents the northward direction of Eskimo migration.

REFERENCE: 1. Packard, A.S., The Labrador Coast, pp. 265-67

LECESTER'S ISLAND in BEARES SOUND

An Eskimo burial ground is recorded on this site. Although the Eskimos did not bury their dead, some tombs of large rock slabs were erected above ground and the bodies placed in them.

REFERENCE: 1. Packard, A.S., The Labrador Coast, pp. 260

MUSKRAT FALLS 53° 15' 60° 47'

To commemorate one of the first descriptions of the Labrador indians in Hamilton Inlet recorded by Captain William Martin. The record of the territory was compiled for Sir Charles Hamilton, then governor of Newfoundland (1818-24). From the passage it appears the land was that around Muskrat Falls.

REFERENCE: 1. Fitzhugh, Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, pp. 209.

QUIRPONT 51° 35' 55° 26'

To commemorate the peaceful encounter between the Eskimos and Moravians on September 4, 1764. Although the first meeting ended in disaster when six Moravians were killed (1752), Jens Haven's arrival twelve years later marked the initial success of the Moravians in Labrador. They landed at Chateau Bay but found no Eskimos and moved to Quirpont (or Quiveron) where they met with the Eskimos.

REFERENCE: 1. Packard, A.S. The Labrador Coast, pp. 265.

HOPEDALE 55° 28' 60° 13'

The Eskimo settlement of Hopedale was settled 1782 when the Moravian Mission established a station. By 1864, there were thirty-five houses and about three streets. The population at that date was about two hundred people.

REFERENCE: Packard, A.S. The Labrador Coast, pp. 269

INDIAN HOUSE LAKE (Barren Ground Lake) 48° 32' 56° 49'

To commemorate the traditional "home" of the Naskapi Indian - Indian House Lake. Prior to the 20th century, this lake acted as the gathering point for the Indians. Every fall they waited here for the herd of caribou, their principal resource, to cross the northern end of the lake.

REFERENCE: 1. Henriksen, Georg, Hunters in the Barrens. The Naskapi on the Edge of the White Man's World. 1973, pp. 8

RIGOLET 54° 11' 58° 26'

To commemorate the work of the Ethnologist, Lucien McShan Turner (1848-1909) who published a massive treatise on the Eskimos and Naskapi in the Eleventh Annual Report, 1894, Bureau of Ethnology of the Smithsonian Institution. Turner resided at Fort Chimo on the Ungava Peninsula 1882-84 and made a collection and extensive study of Labrador and Ungava birds and mammals. On July 2, 1882, Turner visited Rigolet after a fourteen day voyage from Quebec.

REFERENCE: Harper, Francis, The Friendly Montagnais and Their Neighbours in the Ungava Peninsula, 1964, pp. 99-107

To commemorate the contribution made by the modern ethnologist, Frank G. Speck (1881-1950) to the study of the Ungava Labrador Natives. His book entitled Naskapi and numerous publications on the Montagnais-Naskapi indians included folk-tales and customs and a distribution map of each band. Speck's ability to gain the full confidence of these people enabled him to produce an indepth account of Indian way of life.

REFERENCE: Harper, Francis, The Friendly Montagnais and Their Neighbours in the Ungava Peninsula, Kansas, 1964, pp. 109-110

COMMERCE

...

The most significant area of concentration in the study of commercial historic sites for Labrador is the fishery. In the fifteenth century, men from Europe made their way to Labrador to reap the abundant fish from her shores. Through the passing of time, the marks of these voyages were left on the land, chiefly through fishing establishments and trading posts along the coast. Essentially, they are the "living" reminders of a livelihood at sea and must not go unnoticed in this inventory of historic sites.

The rediscovery of Labrador took place following the return of the Cabots in the year 1497 and 1498. They expounded on the cod fishery and with time enterprising Norman and Briton fishermen sailed for the Gulf Shore of Labrador and the Straits of Belle Isle. Simultaneously, the Basque whalers 'the most daring of early Maritime adventurers' from the Bay of Biscay frequented the Straits and the Gulf in large numbers. Records give an account of their existence in this area from the year 1525-1700. These men also carried on the earliest seal fishery in Labrador. A.P. Low states that in the year 1517, fifty vessels called at the port of Brest, Labrador and in 1578 one hundred French vessels, two hundred other vessels and thirty Biscayan whalers were recorded off the coast of Newfoundland the south and eastern portions

...

of Labrador (Low p. 8). The whalers established three stations, Bradore, Forteau, and St. Benoits. Another old whaling station was Cape Charles. When trouble erupted with the Eskimo in the late 17th century, they were forced to abandon the station at Forteau Bay. The whaling fishery was resumed by the Bretons, west country fishermen from Devon, Newfoundlanders, Scotsmen, and Americans. The latter were from the New England area and became the principal whalers on the coast.

In addition to the whale, the Labrador fishery encompassed a variety of sea species, the principal of which are seals, cod, salmon, herring, and mackerel. The cod fishery was considered the chief industry and greatest asset of Labrador. The earliest Europeans to engage in this fishery were the Basques and Bretons who had established large fishing establishments in the Straits of Belle Isle by 1550. By the eighteenth century, this fishery was prosecuted mainly by the British. To write of the Labrador fisheries invariably meant to write of the Newfoundland-Labrador fishery which began in the mid-nineteenth century. A major factor which brought this particular fishery about was the end of French shore on the northern coast of Newfoundland. Fishermen were then permitted to fish further up the

...
coast than ever before, thus further opening up Labrador by making it more accessible. There were two kinds of fisheries in Labrador - the "stationer" and the "floater".

It was the practice in the 'stationer' fishery that families spent the summers on the coast of Labrador. While the men fished, women and children split and dried the fish. The season opened when they left for Labrador in mid-June and returned to Newfoundland with the fish in October. The system could be compared with the English Ship Fishery, only in this case Newfoundland was the base of operation and Labrador the fishing station. (Seary, Story, Kirwin, p. 30). The arrival of such large numbers of people on the coast of Labrador was undoubtedly "a nineteenth century phenomenon". While the 'stationer' consisted of fishing from small boats on the shore by the families, the 'floater' fishery were crews on schooner ships that had no connection with Labrador establishments and usually brought their catch directly to Newfoundland. The best years for the "Newfoundland-Labrador" fishery were the years between 1894 - 1908 when one thousand four hundred vessels, eight thousand seamen, plus seven thousand seamen during the summer months were recorded employed in this particular fishery. (Seary, Story, Kirwin, pp. 33).

...

To properly discuss the historic sites of Labrador it is essential to take into account a section of land just west of Labrador, Bradore Bay, under the jurisdiction of the province of Quebec. At Bradore, the first attempt to form a permanent establishment on the coast was made by Augustin Legardeur, Seigneur de Courtemanche (Fitzhugh, pp. 209). The governor of New France granted him a concession for a ten year period that extended from Kegashka River up to Hamilton Inlet (Bird, pp. 126). His operation was granted exclusive rights to the fisheries and fur trade. At this time, a fort was built which he called Fort Pontchartrain. About forty Montagnais Indians were encouraged to settle near the fort but constant harassment from the Eskimos placed considerable tension on the settlement. It operated fairly steadily until 1760. When Courtemanche died in 1717, he was succeeded by his son-in-law, de Brouague, who served the post for forty-one years (Gosling, Ch. 9). Until 1763, when the land was ceded to the British under the terms of the Treaty of Paris, the French controlled the Labrador trade market. Following the conquest of Canada in 1763, Adam Lymburner purchased the Seignoval rights from Garnish to Blanc Sablon under an operation known as the "Labrador Company" (Innis, pp. 194). The company lasted fifty years and dealt mainly in the seal fishery. In 1805, this fishery began to decline and finally failed in 1820.

...

The "Labrador Company" were then forced to sell out. The part of the country once under its control was now open to settlement and private fishing establishments.

Settlement was a later developer in the history of Labrador, and like Newfoundland she was to exist as a "nursery for seamen", another "great ship moored mid-Atlantic". For a great part of her history, the Labrador Fishery was a "ship" fishery. When the seasons permitted, men made their way to her shores, fished off her coast and later returned to their homelands.

The arrival of fishing establishments provided the stimulus for settlements. The Jersey firms established around 1793 and remained until the 1900's. While the company of Boutillier Freres began their business at Isle aux Bois; Falle and Company established at Admiral's Point, 1793; and Robin near Long Point. The Jersey merchants were followed by the West of England, American and Newfoundland merchants. Cape Charles was first established by Nicholas Darby, 1768. Other firms included Warren 1830; Noble and Pinson, the principal establishment on the Labrador coast during this time; Slade, Hunt and Henley, 1800; and Motty. Their establishments ranged as far north as the 54° range at Indian Tickle and south to Chateau, which was established in 1770. (Browne Ch. 9)

The Newfoundland firms were Newman's, Slades and Coughlan, and the territory they fished extended from the Strait of Belle Isle to Cape Charles.

The establishment of firms gave the land a sense of permanence for the European-American traders, trappers, pioneers, and fishermen. The residents of southern Labrador were referred to as "liveres" while those of the north were called "setters." Northern settlers lived in small family groups of about fifteen to twenty people usually around a mission station or trading post.

- REFERENCE:
1. Bird, Junuis, Anthropological Papers of the American Museum of Natural History, Vol. 39, Part 2, New York
 2. Browne, Rev. P.W., Where the Fish Go. The Story of Labrador, Halifax
 3. Fitzhugh, William, Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, Washington
 4. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, London 1910, Chapter 9
 5. Innis, Harold, The Cod Fisheries. History of an International Economy, Toronto, 1954
 6. Low, A.P., Report on Explorations of the Labrador Peninsula along the East Main, Koksoak, Hamilton, Manicouagan and other rivers in 1892, 93, 94, Geological Survey of Canada, Ottawa

...

REFERENCE: 7. Seary, E.R., Story G.S., Kirwin, W.J.,
National Museum of Canada Bulletin 219.
The Avalon Peninsula of Newfoundland.
An Ethnolinguistic Study. Dept. of the
Secretary of State, Ottawa, 1968

...
CHATEAU 51° 59' 55° 54'

The first mention of Chateau appears during the voyage of Jacques Cartier in 1534, and from his commentary it appears that the area was well known to European fishermen. Permanent settlement was established in the early 1700's with the arrival of the Acadians. The settlement was again mentioned in 1743 when Louis Fornel made his voyage to Hamilton Inlet.

Under the terms of the Treaty of Paris, Chateau was placed under the jurisdiction of the British. In an effort to protect the rights of the British fishermen, a British garrison was established at Chateau in 1763. This was captured by the American Privateer ship "Minerva" and three vessels in 1778 and total loss estimated at £70,000 worth of property. Eighteen years later, it was again attacked, this time by a French fleet. The British troops were forced to retreat when their ammunition was exhausted.

Jeremiah Couglan, a Newfoundland merchant whose business extended from Fogo to Cape Charles and later to Alexis River began his Labrador operation in a partnership with Captain George Cartwright and Lieutenant Lucas. Couglan claimed in a report to Governor Montagu, 1777, he was the first English-speaking subject that settled in the "seal

fishery at Chateau". His firm employed one hundred men on the Labrador seal and cod fisheries, and forty in the salmon and fur. The firm of Noble and Pinson also did extensive business out of Chateau and they began their operation in 1768.

- REFERENCE:
1. Browne, Rev. P., Where the Fishers Go. The Story of Labrador, pp. 112
 2. Chatterton, E.K., English Seamen and the Colonization of America, pp. 12
 3. Dike, A.P., Community Inventory of Labrador, pp. 38-40
 4. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, pp. 203
 5. Hatton, J., Harvey, Rev. M., Newfoundland the Oldest British Colony, pp. 348-349

RED BAY (BAYE ROUGE) 51° 44' 56" 25'

This post first charted during the exploration of Constantine in 1715 and two years later a petition requested that he should be in charge of the boats and fishing gear during the winter. An inquiry of 1719 reported that Constantine constructed a fort here and was rebuilt three years later, having been destroyed by the Eskimos. In 1732, this post was leased to Francois and Pierre Rotat, and Pierre Hamel. It was unoccupied in 1723, but an ordinance

de Galissoniere, October 8, 1748 indicated that Constantine was again operating out of this post.

- REFERENCE:
1. Birch, E., The Traditional Labrador Eskimo, pp. 236
 2. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 7
 3. Dike, Community Inventory of Labrador pp. 32

CAPE ST. CHARLES 52° 13' 55" 38'

In 1735 Antoine Marsal was granted the concession for Cape Charles and this lasted until 1750. A nine year concession was then granted to Captain Bonne, but this was interrupted in 1753 when it was regranted to Marsal. When he died (1758) his creditors and executors were granted the remaining years of the concession. A report contained in the Labrador documents of 1926 stated that Daniel Bayne and William Brymer established a room at this locality in 1763. They were followed by Nicholas Darby from Bristol, England in 1765, along with one hundred and forty men in an attempt to establish a settlement. According to Captain George Cartwright, his house was "up the river...which is as high as a boat can go". He found Darby's house, the servant's house, workshop and fishing stage. Constant friction between

settlers, and the Eskimos and traders forced the settlement to move south of Chateau Bay where a blockhouse was erected. It was in this same settlement of Cape St. Charles that Captain George Cartwright first settled in 1770 and built his Ranger Lodge. Later he moved to Sandwich Bay, present day Cartwright.

- REFERENCE:
1. Browne, Rev. P.W., Where the Fishers Go. The Story of Labrador, pp. 180
 2. Dike, A.P., Community Inventory of Labrador, pp. 51
 3. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, pp. 201

CHATEAU BAY 51° 58' 55" 53'

Brazil was granted exclusive rights to establish sedentary fisheries at Baye des Chateaux (Chateau Bay) from 1738-1745. Fornel, in a partnership with Havy and Brazil developed the concession and experienced success while trading with the Eskimos. Following in the concession for Chateau Bay was Sieur Gaultier who deeded his claim to Sieur de Lanaudiere in 1754.

- REFERENCE: Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 6

PINWARE 51° 37' 56" 42'

A letter written by Courtemanche to Constantine indicates that this post was built in 1715. Constantine was granted a concession east and west from his post on the riviere des Francois (Pinware) in 1716, but later leased to the Rottots and Hamel. In 1737, Constantine occupied his post near Riviere des Francois and is reported there in 1748.

- REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 13
2. Dike, A.P., Community Inventory of Labrador, pp. 29

FORTEAU 51° 28' 56" 58'

This community experienced continuous settlement since the arrival of the French settlers in 1710. The "Loges" built at Forteau were destroyed by the Eskimos in 1716 according to Courtemanche. In 1748, the concession was granted to Adrien Desmarais but was ratified by the king the following year. A Jersey merchant, De Ovetville, established a fishing business in 1774. The firm remained here until the 1873 crash and the bankruptcy of the Banque Union in the Island of Jersey.

- REFERENCE:
1. Browne, Rev. P.E., Where the Fishers Go. The Story of Labrador, pp. 165
 2. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 7
 3. Dike, A.P., Community Inventory of Labrador, pp. 5
 4. Innis, The Cod Fishery, pp. 413

SAINT MODET 51° 35' 56° 41'

The concession for this post was first granted to Boucault and Foucault in 1735 and five years later to Constantine who prohibited unauthorized persons to hunt seals near St. Modet. Upon his death, the post was placed under Breard from 1751-60, then in 1753 under the Hocquart, then to Jean Taché. The latter was granted the concession from 1756 for ten years. For three years, he leased the post to John Ord. In 1838, it was purchased by Antoine Talbot from James Dumaresq who operated the post until 1848 until it was leased by William Henry Ellis in 1848.

- REFERENCE:
1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 57

L'ANS-A-LOUP 51° 31' 56° 50'

Trade with the Eskimos in L'Ans-A-Loup was first recorded in 1719 when two shipmasters wrote Brouaque of the

...

operation. Joseph Deschenaux was granted the first concession of L'Ans-A-Loup by Galissoniere and Bigot in 1748 for a seven year period.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 4

NORTH WEST RIVER 53° 32' 60" 08'

In a Memoir dated 1743, an unknown writer, possibly Cugnet, Director of the Domaine du Roy stated that a father and son, two Piletes were left here to explore and trade in the basin of the Hamilton Inlet. During the winter months, they erected a winter post. When Fornel sent a vessel to Esquimaux Bay, the Piletes had about seven Indian families with them.

Two requests were made by Cugnet in 1743 and 1744 for the Esquimaux Bay concession and all the rivers draining into the sea. While pointing out the advantages of the post being located at "une riviere renant du Nord Quest, the name "North West River" came into being. The post erected by the French is the first building erected by the white men in the basin of Hamilton Inlet. Fitzhugh in Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador reports "the clearing north of the Hudsons

Bay Company contains the remains of the earliest European settlement" in this area. He contends that the structures probably date back to the Louis Fornel settlement in 1734.

Following numerous changes in ownership, the post was purchased by Vachon and Faucher in 1799, a partnership originally represented by the companies of Marcoux and Dumontier. In April, 1837, they sold out to the Hudsons Bay Company.

- REFERENCE: 1. Dike, A.P., Community Inventory of Labrador, pp. 181
2. Fitzhugh, W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, pp. 81, pp. 209

L'ANSE-AU-CLAIRE 51° 25' 57" 05'

Jean Tache was granted the concession for L'Anse-au Claire by Jonquiére and Bigot for nine years in 1750, but was interrupted in 1752 and regranted to Michel Fortier until 1758. In 1754, an ordinance stated this post was in the Baye-Phelypeaux concession. The seal fishery rights of this area were granted to Brooke Watson, Lymburner and Company in 1761. William Grant bought this post from Lymburner and Crawford, the deed dated 1808.

- REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 5

....

CARTWRIGHT 52° 13' 55" 38'

In memory of the founder of Sandwich Bay, present day Cartwright, Captain George Cartwright who attempted to establish a settlement here in 1775. Born 1739, Cartwright came to Newfoundland with his brother in 1766 and 1768. In March of 1770, he entered into partnership with Lucas and Perkins and Coughlan of Bristol. He brought settlers from Dartmouth and he intended in trade and promote friendly intercourse with the Eskimos. Prowse claimed that Cartwright's relationship with the Eskimos was uniformly kind and considerate. One of his greatest contributions to Labrador was a full and accurate three volume diary titled "A Journal of Transactions and Events During A Residence of Nearly Sixteen Years on the Coast of Labrador". Throughout his stay in Labrador, the settlement suffered numerous setbacks, the greatest of which was the plundering of all his possessions by the American privateer, John Grimes, loss was estimated at £1400. Totally discouraged and without sufficient funds to remain in Labrador, Cartwright left in 1786 and died in England at the age of eighty-one.

- REFERENCE:
1. Browne, Rev. P., Where the Fishers Go. The Story of Labrador, pp. 47
 2. Fitzhugh, W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, pp. 209
 3. Gosling, W.G., Labrador, Its Discovery, Exploration and Development, pp. 200

...
PITT'S HARBOUR 52° 00' 55° 53'

Sir Hugh Palliser - The Man and His Fort - Born February 26, 1723 at Yorkshire, England and entered the Royal Navy at the age of twelve. He served time in India and on the St. Lawrence. Governor of Newfoundland 1764 and presided over the island's affairs until 1769. Although personal bias may prevent agreement with all his policies, one cannot deny his extensive influence on Labrador. In addition to taking a strong interest in its cod fishery, he devoted himself to the study of the conditions of the native people. Palliser forbade all attacks on the Eskimos, tried to ensure they were fairly treated and fostered trade between the English and Eskimos. He also encouraged the Moravian missionaries to settle in Labrador and to go among the Eskimos. All these terms and many more were included under Statute 15, George III, C. 31., commonly referred to as Palliser's Act. Palliser died in his county seat of Vach, Buckinghamshire, England, March 19, 1796.

...
PITT'S HARBOUR 52° 00' 55° 53'

Sir Hugh Palliser - The Man and His Fort cont'd - In an attempt to protect the English fishery in Labrador and to promote friendly relations and trade with the Eskimos, Sir Hugh Palliser suggested the construction of Fort York to the Lords of the British Admiralty. This request was approved in the summer of 1766. The fort was planned by Captain Doubieg and Lieut. Bossett and erected by the crews of H.M. ships Niger, Zephyr and Cutter Wells. It included a two-storey wooden block-house and masonry magazine surrounded by a star-shaped ditch and rampart fitted with four six PDR brass cannons. For the most part the fort offered little protection and was of "no material benefit to the winter residents". The garrison withdrew in 1775.

- REFERENCE:
1. Chatterton, E.K., English Seamen and the Colonization of America, pp. 13
 2. Gosling, W.G., Labrador, It's Discovery, Exploration and Development, pp. 190
 3. Jamieson, E.W., A Proposal for the Development of Historic Sites in the Province of Newfoundland, pp. 18

...

RIGOLET 52° 11' 58° 26'

According to William Phippard, one of the first white men to reside in Labrador over the winter months of 1779, ruins of a French settlement were located at Rigolet. Marcoux built a post here in 1788, Nathaniel Jones of Quebec had two posts at Esquimaux Bay and D.R. Stewart had posts at Rigolet, North West River and Kibokok. In 1836, the Hudson's Bay Company erected a post here and the next year purchased all the Stewart property, this post became the company's first district headquarters in Labrador.

- REFERENCE:
1. Browne, Rev. P., Where the Fishers Go. The Story of Labrador, pp. 86
 2. Dike, A.P., Community Inventory of Labrador, pp. 172
 3. Hatton, J., Harvey, Rev. M., Newfoundland, The Oldest British Colony, pp. 353

ENGLISH RIVER 53° 54' 58° 52'

The first settlers of Hamilton Inlet, William Phippard and John Newhook landed here in 1780. Fitzhugh, in Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador claimed that about 1777 the first English traders began moving into Hamilton Inlet, but these

vessels remained only for the summer months. According to the wishes of Phippard and Newhook, they were put ashore one hundred and twenty miles up the Inlet on the south shore. They originally planned to remain only one year in order to obtain fish and furs. When the vessel did not return until three years later, the men declined the offer to leave. Phippard and Newhook then moved to Double Mer and married two Eskimo women.

- REFERENCE: 1. Young, Rev. A., The Methodist Missionary in Labrador, pp. 11
2. Fitzhugh, W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, pp. 209

KAIPOKAK 55° 04' 59" 35'

The earliest record of Kaipokak appears in Crantz, when in 1790 several families of Red Indians "came to Kaipokak, an European factory about twenty miles distant from Hopedale". In 1836, D.R. Stewart of Quebec operated a post here and the next year it was purchased by the Hudson's Bay Company. The post was placed under the jurisdiction of Newfoundland in 1870. Nine years later, no appointments were made by the Hudson's Bay Company for this post and it was then closed.

- REFERENCE: 1. Crantz, History of Greenland, Vol. II, pp. 312

...
BATTLE HARBOUR 52° 16' 55° 35'

To commemorate the lengthy history of fishing establishments in Battle Harbour. Legends state that the name Battle was originally "Batales" meaning boats or that it is derived from a battle between the Montagnais and the Eskimos. The fishing "room" is one of the oldest on the coast of Labrador. The business was formerly established in Labrador by Slade and Company of Twillingate, Newfoundland in 1795 and their operation ceased in 1870. Most fishermen made their living by working with the fishing companies, and there were few independent fishermen. Company records of 1793 state only three of the seventy men were independent fishermen. The premises were then taken over by Baine Johnston and Company and are presently operated by Earle Freighting and Company. The foundations of these premises "still retain many features of the old English foundation". Unlike many Labrador communities of the nineteenth century, Battle Harbour recorded both a winter and summer population, and a school house 1874. In 1892, a hospital was built here by the International Grenfell Association.

- REFERENCE: 1. Browne, Rev. p., Where the Fishers Go. The Story of Labrador, pp. 240
2. Dike, A.P., Community Inventory of Labrador, pp. 64
3. Hatton, J., Harvey, Rec. M., Newfoundland The Oldest British Colony, pp. 348

- ...
REFERENCE: 4. Jamieson, E.W., A Proposal for the Development of Historic Sites in the Province of Newfoundland, pp. 1
5. Newfoundland Pilot, pp. 591-593

SANDY BANKS North Side of Hamilton River

The first mention of this post occurs in 1844 when the Hudson Bay Company correspondence stated that D. Henderson was assigned to the post. It was temporarily closed around 1877, but reopened in 1895, according to the commissioner of the Hudson's Bay Company in 1923.

- REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 58

ZOAR 56° 08' 61° 24'

Little is known of this post prior to the establishment of the Moravian Mission "halfway between Hopedale and Nain in 1863" since the name Zoar was given by the Moravians. It was established by the Hudson's Bay Company in 1858. In a letter to Fraser of the Company, Donald Smith states that the post closed in 1861.

- REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 67

....
NORTH WEST RIVER 53° 32' 60° 08'

Donald A. Smith, later Lord Strathcona resided at this post for thirteen years. In May 1848, he was sent as assistant to Chief Trader, William Nourse, Smith did much to improve existing conditions by cultivating the land, building roads, increasing the salmon trade and raising cattle.

Fort Smith, the name rarely applied to this post, was built beside the D.R. Stewart Post. In 1857, this Hudson's Bay property was referred to as "North West River" and has remained so to this day.

In 1901, another trading post was established by the Rebellion Freres of Paris, but was bought out by the Hudson's Bay Company.

- REFERENCE:
1. Dike, A.P., Community Inventory of Labrador, pp. 181-84
 2. Fitzhugh, W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador, pp. 81
 3. Rich, Isaac, Box 187, Happy Valley, Labrador

...
AILLIK 55° 13' 59° 13'

The Hudson's Bay post at Aillik was referred to as "Eyelack" in 1840 and under the charge of George McKenzie. The next mention of the post does not appear for twenty-seven years and at this time it was under E.A. Goldson and assisted by Rennie Labbie. Since no appointment was made for the post following James Scott's in 1876, one can assume the post closed in 1876 or 1877.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 3

KENAMU 53° 29' 59° 55'

This post was in operation in 1799 when Dumontier engaged the services of men at the "posts de Kenomish dans le dite baie des Esquimaux". Later the post was referred to as "Kinimisa" and purchased by the Hudson's Bay Company in 1836.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 27

...
WINOKAPAU 53° 10' 62° 52'

In 1863, Donald Smith stated that he would establish a post at "Lake Winekegan" and by March of the following year, it had been erected. Mention was made of two officers; Cameron, who left the post 1872 and James A. Wilson, who was appointed here in 1876. No appointments were made after the latter date, so it was assumed the fort closed around 1877.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 64-65

LAMPSON POST

According to Donald Smith, this post began operations in 1867. Appointments for the post are mentioned in the Hudson's Bay correspondence for 1874, 1875, 1876, but since no appointments were made after this date, one can assume the post then closed.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 29

...
NACHUAK 59° 07' 63° 20'

This Hudson's Bay post was established by Donald Smith, later Lord Strathcona in 1868. The officer-in-charge was A.B. Bright and the next year E. Goldsmith was sent to the post from Kaipokak. In a report to William A. Smith of the Hudson's Bay Company on May 16, 1870, Donald Smith stated that the Nachuak post was now under the jurisdiction of Newfoundland. In the fall of 1905, this post was closed.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 41

DAVIS INLET 55° 52' 60° 52'

In 1869, the firm of A.B. Hunt and Company sold its holdings at Davis Inlet and St. Paul Island to the Hudson's Bay Company. The next year, this post was placed under the jurisdiction of Newfoundland and it was reported open in 1923.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 14

...

NORTH RIVER 53° 49' 57" 05'

In the "Deed of Surrender of Rupert's Land dated November 10, 1869" North River is counted as one of the Hudson's Bay posts.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory

MUD LAKE

This post was one of the newer posts of the Hudson's Bay Company in Labrador and was not opened until 1906. Although it was still in operation by 1923, the post has since closed.

REFERENCE: 1. Canada, Forts and Trading Posts in the Labrador Peninsula and Adjoining Territory, pp. 39

GROVE'S POINT - TERRINGTON BASIN 53° 21' 60" 23'

Site of a trading post operated by the Grove Family who carried on a business from late 1800's-early 1900's. One building remains-possibly the home. The site is accessible by boat and snowmobile.

REFERENCE: 1. Joseph Goudie, c/o Company of Young Canadians, Happy Valley, Labrador

...
HAWKES HARBOUR 53° 02' 55° 48'

Site of an old Newfoundland Whaling Company station. The old platforms that were used to haul the whales into the factory are still existing but are in danger due to natural deterioration.

REFERENCE: 1. Isaac Rich, Happy Valley, Labrador

SCHOONER COVE 51° 30' 56° 49'

The site of a whaling station built around 1906-1907. The existing remnants of the station include whale bones, parts of the whaling factory and pieces of concrete with incipations. The station was abandoned shortly after it was constructed.

REFERENCE: 1. Irving Letto, 601 Carol Drive,
Labrador City

MUD LAKE 53° 19' 60° 10'

This is the site of the Dickey Lumber Company, Nova Scotia, who began their operation out of Mud Lake and Kenamu River area in the late 1890's. When fire destroyed the premises

...

the business was never rebuilt. The only remnants of its existence are two boilers from a vessel used by the company.

REFERENCE: 1. Joseph Goudie
c/o Company of Young Canadians
Happy Valley, Labrador

MUSKRAT FALLS 53° 15' 60° 47'

This portage was used by the trappers and migrating Indians, who travelled from the Labrador coast to the interior of the country since the 1800's. In early September, they travelled the two hundred and fifty miles past Churchill Falls by canoe and portage. The group normally consisted of about fifteen people. Once they reached the trapping grounds, they separated into smaller groups. Although the territory was crown land, each man had his own particular area to trap. The animals were thawed when taken from the traps, then skinned. These skins were tacked to boards to prevent shrinking, and then cleaned. On the 20th of December, the trappers began the treacherous journey homeward. There is a danger of losing this site with possible development for hydroelectric power.

REFERENCE: 1. Joseph Goudie
Company of Young Canadians
Happy Valley, Labrador

2. Isaac Riche, Happy Valley, Labrador

3. Harry Paddon, Happy Valley, Labrador

4. Wallis McClean, Happy Valley, Labrador

...

The fifth and final theme covered in the inventory of Labrador historic sites is titled the "New Labrador" of the twentieth century. The pattern of traditional Labrador life experienced a staggering transition, which began during Second World War 1939-45 and continues though to this day. The onset of change was the decision of the Canadian and American governments to erect airforce bases at Goose Bay during World War II helped place Labrador "on the map" in world affairs. Those people who arrived in Labrador throughout the war, and in the years to follow brought both the benefits and drawbacks of outside influence to the native people. From these bases grew the town of Happy Valley and the initiation of centralized population who were no longer fully dependent on the changing seasons and prevailing winds for a livelihood based upon the fishery. At the same time, the first intrushes were made, improving both communications and transportation in Labrador.

Another factor in Labrador development can simply be termed "natural resources." Prior to the 1940's, the lack of world markets and the high cost of extracting the minerals from this windswept wilderness were unfeasible. The war brought the need for new mineral deposits and for the first time the mineral potential of Labrador was recognized and ...

...
regarded in a progressive light. The existence and growth of the western Labrador centers of Wabush and Labrador City must be attributed to the discovery and exploitation of hemalite ore. An Oblate Missionary first mentioned the ore in 1860 and his account was confirmed by A.P. Low of the Geological Survey of Canada, 1896.

Hydroelectric power is a factor which also fostered the development of the "New Labrador", although it is a comparatively recent addition. The sites specifically dealing with this factor are pin-pointed to the massive project undertaken at the Upper and Lower Churchill Falls, formerly referred to as Grand Falls.

At this early stage of Labrador's modern development it is difficult to access what future generations will regard as historic sites. The selected sites included on the following pages must be interpreted as representatives of the development theme which is still continuing. Due to the short time factor involved the sites can be more easily considered points of interest, rather than historic sites. The decision to regard them in the latter category will be left to those historians who follow. They cannot be excluded for our purposes because they are the final chapter in the complete history of Labrador to this date.

GOOSE BAY 53° 20' 60° 25'

In an attempt to locate a long-distance air base in Labrador during the Second World War a survey was conducted by Eric Fry of the Dominion Geodetic Survey Branch. Fry discovered Goose Bay July 1941, and recommended that this site be used for the base since it offered large runway space, proper soil and easy access to the Labrador waters. A few days later American explorers, who were also attempting to find a suitable base location, spoke with Fry and they exchanged information on the construction of the Goose base. The area of land was leased by the Newfoundland Government and three temporary runways were built: On December 9, 1941 the first landplane landed at Goose Bay, initiating air transportation in Labrador.

Reference: Atlantic Bridge, The Official Account of R.A.F. Transport Command's Ocean Ferry., pp. 29-31.

SITE: GOOSE BAY 53° 20' 60° 25'
Facing Lake Melville or Terrington Bassin, on
Perimeter Road.

This concrete bunker was constructed during World War II by the N.B. Regiment and was used to protect Goose Bay Airport from possible German U-Boat invasion. There is

...
easy access to the site and the bunker is in good condition, but no armament or fixtures remain.

Reference: Fr. F. Prouex
P.O. Box 297
Goose Airport
Labrador

LABRADOR CITY 52° 57' 66° 55'

The construction of Labrador City in 1959 was a direct outcome of 20th century industrial development. To accommodate the workers at the Carol Mining Concentrating and Pelletizing Division, this city was built by the Iron Ore Company of Canada. The townside which lies near the base of the Wapussakaloo Mountains was incorporated on June 27, 1961. It is the largest town existing in Labrador today and the fourth largest in Newfoundland-Labrador.

Reference: Vickers, Michael, Editor, Labrador City Decade of Growth 1959-1969, authority of the Board of Trustees, 1969.

CHURCHILL FALLS 53° 36' 64° 19'

In 1839, John MacLean of the Hudson's Bay Company gave the first accurate description of Churchill Falls. A survey was made of the area by W. Thibaudeau of the Quebec Steams Commission in 1915 and it was he who initially thought of

...
rechannelling the waters of the falls for power. The Newfoundland Government and the British Newfoundland Corporation conducted extensive exploration during the 1950's and in 1961 the Churchill Falls corporation was granted a ninety-nine year lease to develop the hydraulic resources of the Upper Churchill River watershed. Ten years later on Monday, December 6, electricity from these falls, one of the world's largest hydroelectric projects, started flowing into the Hydro-Quebec system.

Reference: Coté, Langevin, Heritage of Power, The Churchill Falls Development from Concept to Reality, pp. 51-53.

Gwyn, Richard, Smallwood the Unlikely Revolutionary.

CONCLUSION

THE NEW LABRADOR

PART II

...

Part I of this overstudy presented a brief resume of four phases or themes on the history of Labrador, and each theme was followed by related historic sites. The first theme, Exploration was followed by the Missionary Era, Commercialization, the Native People and finally the New Labrador of the Twentieth Century.

The exploration theme and the Labrador fishery, which is a subsection of the commerce theme, are the most extensive sections of this report. They are the backbone of Labrador development and for this reason the researcher feels their related sites should receive the greatest attention in the future marking of historic sites.

On the basis of research conducted for this study and in conversations with people dealing with historic sites in Labrador the following recommendations are made:

The first recommendation calls for a Labrador Historic Sites Marker Program. Through the assistance of knowledgeable historians and interested residents each site is studied and then clearly defined in terms of its importance in Labrador history. The present and long range plans for site development are established while certain sites are listed under the

...

commemorative plaques program, a few of which have already been erected, the long range plans for highly selective sites would be restoration/redevelopment. At the present time the only project of this kind is the Moravian Mission House at Nain. To undertake a large project would require considerable redevelopment, immediate efforts should be made to place heavy restraints on artifacts which remain on these sites and to obtain either through donations or purchase extremely important artifacts directly related to a site, which has been previously removed.

The establishment of museums is a high point of interest for those residents who are aware of their heritage and its preservation. The Labrador Heritage Society has generated an enthusiasm along these lines to many people. Through the proper use of its position in the communities, both residents and historic site developers have much to gain from such a group. The objectives of the Society are as follows:

- (a) The collection and preservation of all printed books, manuscripts, records (or copies of such manuscripts and records properly authenticated) having reference to the history of this territory in respect of its religions, social and political evolution; and in respect of its tradition, folklore and nomenclature; its fauna and flora and physical geography.

- (b) The reading at the meetings of the Society of papers upon all such subjects of historical interest, and upon related subjects illustrating the same.
- (c) The publication of all such papers that throw light upon the history and development of the territory.
- (d) The formation of a library of books, papers, manuscripts, and records, films, photos, maps, diaries, and oral records, etc., pertinent to the history of the territory.
- (e) The collecting, preserving, and restoring of artifacts of Labrador's history and culture.
- (f) Fostering development of branches of the Society in all communities of Labrador.
- (g) The preparation of resource material to be used in education and encouragement that said material be adopted in school curricula.

The second major requirement for a feasible well-planned historic sites program would necessitate the employment of a historic sites representative who would reside in Labrador. The position would involve researching to a greater extent selected sites for development.

Before any site is developed, either in the form of a commemorative plaque or restoration/redevelopment, further research is essential. Due to the nature of an overview study, this report must be used only as the initial step in the development of a sites program.

...

Secondly, the representative would act as a liason between government departments involved with these sites and interested Labrador groups such as the Labrador Heritage Society. This individual should be well informed on Labrador history, government acts dealing with historic sites both Federally and Provincially, and aware of funds which are available through Institutes and government departments to further the people's awareness of Labrador's past.

The third responsibility would include overall management of the developed sites. The general upkeep of a site, such as repairs, painting, a replacement of a commemorative plaque would be under this final responsibility.

The third recommendation is the construction of an interpretation center and museum in Happy Valley, the service center of Labrador. This center could effectively capsulize the history of Labrador, the size of the resident population (10-12,000), the flow of traffic to and from Happy Valley and the availability of accomodations makes it an ideal location for both a museum and interpretation center.

There are many historically significant sites, but the communities in which they exist are no longer inhabited and accessibility to the site is difficult. Through the use of audio visual techniques, an impressive and lively presentation of these sites would enable the visitor to view important aspects of Labrador history regardless of the fact that it is no longer accessible through scheduled transportation facilities. The information available at the center would encompass all themes that exist in this study. The greatest concentration should justifiably be placed on the fishery, and early settlements. The settlements of southern and eastern Labrador are the areas involved with the fishery, early settlements and the missionaries, while the northern coast and the interior with the native people.

The exploration theme begins with the coastal areas and the great feats of men in their attempt to find the north west passage. Later this theme would tell of explorer's wanderings through the interior of the country and then lead into the development of western Labrador.

In addition, generating interest in the country's history and attracting visitors the center would provide employment for local residents. Economic returns are gained

through four sectors, construction, maintenance of the building, restaurant, and a distribution point for selling native people artifacts. An organization which presently produces and markets native products is the "Makkovik Handicrafts". Similar groups would also be invited to bring handicrafts to this center for "guaranteed sale".

The three recommendations which are provided in this study attempt to encompass all aspects of Labrador history while simultaneously encouraging community involvement with historic sites. With a fresh beginning and definite objectives defined through historic sites program, the development of these sites could only be termed successful. If a community is encouraged to maintain an interest in their history, then the growth of an elite group, who restrain the enthusiasm of the residents, is not likely to occur. A program which provides a variety of topics, avoids redundant projects, attracts the attention of visitors and residents and makes a lasting positive impression of a people and their past.

...

The final pages list a number of sites which comply to both the criteria of national and provincial historic importance and to present/or possible tourism development. The criteria of the latter studies accessibility of the site, the length of the tourist season, transportation to the site, available accommodations, and other attractions that would increase the number of visitors to a particular community. It must be remembered that tourists who visit Labrador tend to travel along the coastal route or scheduled steamship lines.

Name: North West River

Location: 53° 32' 60" 08'

Historic Site: Possibly the oldest trading post of Hamilton Inlet, established by the French trader Louis Fornell, 1743. Important Hudson's Bay people associated with the post are Donald Smith, later Lord Strathcona who spent twenty-one years at North West River, and the interior explorer John McLean, the first white man to see Churchill Falls and write an account of his trip, visited the post 1840. Early trade relations with the native people and the white men could also be included in this site.

...

Note: Access to North West River is available by road from Happy Valley; by steamship line from Happy Valley; by air from Goose Bay. The combined population for these three centers and Mud Lake is approximately 7,500 people.

Name: Chateau

Location: $51^{\circ} 59' 55''$

Historic Site: The historical significance of the explorer Jacques Cartier, both provincially and nationally, cannot be unplayed. Prior to his "discovery" of Canada, Cartier visited Labrador and provided the first documented account of the land. On the 27th May 1534 he anchored at Chateau.

This site could serve to commemorate the survey of Captain James Cook, the world renowned explorer and navigator who charted the waters of Labrador and Newfoundland 1763 - 1767.

Note: There is a summer population at Chateau, thus accessibility to the site is possible.

...

Name: Cartwright

Location: 53° 42' 57° 01'

Historic Site: The history of this community, called after Captain George Cartwright, provides an example of settlement in Labrador during the 18th century. It is the story of success and failure for a man involved in the fish trade and his pieceful dealings with the Eskimos. Although it is not the first European settlement, Cartwright does reflect similar efforts and should be remembered to give a cross-section account of Labrador history.

Note: This site is a major steamship line stop for Labrador. The census for 1965 gives the population count of 280.

Name: Nain

Location: 56° 32' 61° 41'

Historic Site: The oldest Moravian Mission station in Labrador. The establishment of these missionaries in northern Labrador, 1771, is a unique chapter in Canadian history and would provide a great interest to visitors.

Note: Scheduled steamship line runs are made to this most northern year-round community. The number of people who live here is approximately 615.

...

Name: Hopedale

Location: 55° 28' 60" 13'

Historic Site: This Moravian Mission station is considered one of the oldest frame buildings east of Quebec. The Department of Indian Affairs and Northern Development is the owner of this building and plans for its restoration have been made. The use of this building as a museum would be an obvious attraction for visitors.

Note: Scheduled steamship line stops are made at Hopedale. The number of residents in Hopedale is 350.

Name: Pitt's Harbour (Pitt's Arm)

Location: 52° 00' 55" 53'

Historic Site: In 1766 a wooden blockhouse and masonry magazine was erected in Pitt's Harbour upon the recommendation of Sir Hugh Palliser, a man who played a predominant role in 18th century Labrador history. The construction of the fort expresses two points: (1) the policy of the British government which discouraged settlement in order to protect the fishery; (2) attempts to reach friendly relations with the Eskimos.

TRANSPORTATION

AIRLINE SERVICES

Eastern Provincial Airways operate daily between Montreal, Wabush, Churchill Falls, Goose Bay, Deer Lake, Stephenville, Gander, and St. John's.

Newfoundland and Labrador Air Transport Ltd. operates a year-round scheduled service between Deer Lake and Blanc Sablon (Forteau, Pinware), St. Anthony, and Port aux Choix. During the summer months the flight operates on Tuesdays and Fridays leaving Deer Lake at 10:00 a.m. Return flights depart Labrador 11:30 a.m. During winter months, the flight operates on Mondays, Wednesdays, and Fridays leaving Deer Lake at 10:00 a.m.

Labrador Airways Limited operates a year-round scheduled air service out of Goose Bay to all towns on the Labrador Coast between Forteau on the south Labrador Coast to Nain on the North Labrador Coast. Flights operate twice per week connecting St. Anthony, Newfoundland with all points on the South Labrador Coast between Forteau and Cartwright.

Quebecair operates a scheduled service from Montreal to Churchill Falls with stops at Quebec City, Rimouski - Montjoli, Baie Comeau, Sept-Iles, and Wabush.

The final scheduled transportation service operating to and from Labrador is the Canadian National East Coast Marine Ferry Service. At the present time, there are five runs - St. John's to Goose Bay with twenty-three stops; St. John's-Goose Bay - Nain, thirty-eight stops; Lewisporte, Newfoundland-Goose Bay - Nain, sixteen stops; Lewisporte - Southern Labrador - Corner Brook, seventeen stops; and finally Lewisporte - Goose Bay with twenty-seven. Seasonal adjustments are made to these runs, and schedules can be obtained from the local Canadian National offices.

The TransCanada Highways runs from Red Bay - Forteau to Goose Bay and from Goose Bay to Churchill Falls. The road from Goose Bay to Labrador City should be completed within the year.

Railroad connections are made from Sept Isles to Schefferville.

Accommodations

Labrador South:

- L'Anse au Clair:
Letto's Tourist Home
5 Rooms - Operated continuously.

- Robert's Tourist Home
5 Rooms - Operated continuously.

- Forteau:
Flynn's Tourist Home
2 Rooms - Operated continuously.

- L'Anse au Loup:
O'Briens Cabins
4 Rooms of which 2 have private baths.
Operated from May to November 15.

Labrador West:

- Happy Valley:*
Hotel Goose, David Scaplin, Manager.
29 Rooms of which 21 have private baths.
Dining Room, Coffee shop and Cocktail
Lounge.
Operated continuously - Telephone 896-2966.

- Wabush:
Sir Wilfred Grenfell Hotel
A.K. Rudkowski, Manager.
68 Rooms of which 52 have private bath.
Dining room, Snack bar, and Codtail
Lounge.
Operated continuously

* According to Mr. Joseph Youdie, a new fifty room hotel is to be constructed in Happy Valley which will include a shopping centre.

Fishing Accommodations

Pinware River	51° 39' 56° 42'
L'Anse au Loup (Lodge)	51° 31' 56° 50'
Pinware (Cabin)	51° 37' 56° 42'
Gilbert River (Cabin)	52° 39' 56° 06'
Ann Marie Lake (Lodge)	55M South of Goose Bay
Eagle River (Lodge)	53° 36' 57° 26'
Eagle Lake	54° 44' 66° 13'
Parke Lake (Cabins)	60M Goose Bay
Little Minipi Lake (Lodge)	52° 25' 60° 45'
Atikonak River & Kepimets (Cabins)	52° 40' 64° 32'
Kepimits (Fishing Camp)	52° 45' 64° 56'
Ashuanipi (Cabins & Lodge)	52° 46' 66° 05'
Shabogamo Lake (Tent Camp)	53° 15' 66° 30'
Big River (Lodge)	54° 50' 58° 55'
Michael River (Lodge)	52° 06' 59° 27'
Sand Hill River (Lodge)	53° 34' 56° 21'
Umakovik Arctic (Tent Camp)	57° 24' 62° 50'
Hunt River (Cabins)	55° 31' 60° 42'

.....

BIBLIOGRAPHY

BIBLIOGRAPHY

- ANSPACH, Rev. Louis Amadeus, A History of the Land of Newfoundland Containing a Description of the Island, The Banks, The Fisheries, and Trade of Newfoundland and the Coast of Labrador, T. & J. Allman, London, 1819.
- Atlantic Bridge. The Official Account of R.A.F. Transport Command's Ocean Ferry. Prepared for the Air Ministry by the Minister of Information., London, His Majesty's Stationery Office, 1945.
- BARROW, Sir John, Voyages of the Arctic Regions, London, 1818.
- BLACK, W.A., The Labrador Floater Codfishery, Annals of the Association of American Geographers, Vol. 50, No. 3, 1960, pp. 267 - 295.
- BROWNE, Rev. P.W., Where the Fishers Go. The Story of Labrador, Cochrane Publishing Co., T.C. Allen Co., Halifax, N.S. 1909.
- BURCH, Ernest S. Jr., The Traditional Labrador Eskimo, Princeton University, New Jersey, 1960.
- CABOT, William, In Northern Labrador, Richard G. Badger, The Gorham Press, Boston, 1912.
- CANADA Canadian Hydrographic Service Marine Services Branch, Dept. of Mines and Technical Surveys, Labrador and Hudson Bay Pilot, Ottawa, 1965.
- CANADA Department of Mines, Labrador Bureau of Economic Geology, F.C.C. Lynch, Director, Ottawa, 1933.
- CANADA Gazetteer of Canada, Newfoundland and Labrador, (Ottawa: Published by Authority of the Canadian Permanent Committee on Geographical Names) 1968.
- COTE, Langevin, Heritage of Power, The Churchill Falls. Development from Concept to Reality. Montreal Gazette Printing Co., Ltd., 1972.
- CHATTERTON, E. Keble, English Seamen and the Colonization of America, Arrow Smith, W.C. London, 1930.
- CRANZ, David, The History of Greenland Containing a Description of the Country and Its Inhabitants with an Account of the Mission of the United Brethren in Labrador, 2 Vol., London, 1902.

DALIBARD, Jacques, Report on the Buildings at Hopedale Moravian Mission. Historic Sites and Monuments Board of Canada. Ottawa, 1970.

DELABARRE, E.B., Report of the Brown-Harvey Expedition to Nackvak, Labrador, Preston & Rounds Co., Providence, R.I., 1902.

DESBARATS, Peter, Ed., What They Used to Tell About, Indian Legends from Labrador, Department of Anthrology of The University of Montreal, McClelland and Stewart Ltd., Toronto, 1969.

DIKE, A. Prince, Community Inventory of Labrador, Department of Labrador Affairs, Captain Earl W. Windsor, Minister, St. John's.

ELTON, Charles, Voles, Mice and Lemmings Problems in Population Dynamics, Charendon Press, Oxford p. 234-489, 1942.

FITZHUGH, William W., Environmental Archeology and Cultural Systems in Hamilton Inlet, Labrador. A Survey of the Central Labrador Coast from 3000 B.C. to the Present, Smithsonian Institution Press, Washington, 1972.

FORBES, Alexander, Northernmost Labrador Mapped from the Air, American Geographic Society Special Publication, No. 22, New York, 1938.

GORDON, Rev. H., The Labrador Parson, Journal of the Reverend Henry Gordon, 1915--1925. F. Burnham Gill Revising Editor, (St. John's, Provincial Archives of Newfoundland and Labrador, 1972.)

GOSLING, W.G., Labrador: Its Discovery, Exploration, and Development. Alston Rivers Ltd., London, 1910.

Note p. 1 Great Britain

GREENE, Major W. Howe, The Wooden Walls Among the Ice Floes - The Romance of the Seal Fishery of Newfoundland, Hutchinson and Co. Ltd., London, 1933.

GRENFELL, Sir Wilfred, Fourty Years for Labrador, Houghton, Muffler and Co., The Riverside Press, Cambridge, 1919.

...

- GRENFELL, Wilfred and Others, Labrador, The MacMillan Co., Toronto, 1909.
- HATTON, Joseph, Harvey, Rev. M., Newfoundland, The Oldest British Colony: Its History...Its Prospects. Chapman and Hall Ltd., London, 1883.
- HAYTON, F.V., Selwyn, A.R.C., Edward Stanford, London, 1883.
- HENRICKSEN, George, Hunters in the Barrens, The Naskapi on the Edge of the White Man's World. Newfoundland Social and Economic Studies No. 12. Institute of Social and Economic Research, M.U.N., U. Of T. Press, 1973.
- HILLIER, J.K., The Foundation and Early Years of the Moravian Mission in Labrador, 1752 - 1805, Memorial University of Newfoundland Masters Thesis, 1968.
- HIND, Henry Youle, Explorations in Labrador, The Country of the Montagnais and Nasquapee Indians, Longman, Green, Longman, Roberts and Green, London, 1863.
- HOLLOWAY, R.E., Through Newfoundland with a Camera, Dicks and Co., St. John's, 1905.
- INNIS, Harold, The Cod Fisheries, The History of an International Economy, Revised Edition, University of Toronto Press, Toronto, 1954.
- JAMIESON, E.W., A Proposal for the Development of Historic Sites in the Province of Newfoundland, Government of Newfoundland and Labrador, 1971.
- JEFFERY, Thomas, Jeffrey's Northwest Passage, Appendix, An Account of the Discovery of Part of the Coast and Inland Country of Labrador, 1753., London, 1768.
- KOHL, F.G., Documentary History of the State of Maine, An Appendix on the Voyages of the Cabots by M.D'Avezac of Paris, Maine Historical Society, Portland, 1869.
- LEACOCK, Eleanor, The Montagnais "Hunting" Territory and Fur Trade. American Anthropologist, Vol. 56, No. 5, Part 2, 1954.
- LOW, A.P., Report on Explorations in the Labrador Peninsula Along The East Main Koksoak, Hamilton, Manicouagan, and Portion of Other Rivers in 1982, 93, 94, and 95. Geological Survey of Canada, S.E. Dawson Printer, Ottawa, 1896.

MATHAIS, Phillip, Forced Growth. (Toronto, James Lewis and Samuel Publishers) 1971.

NEWFOUNDLAND Historic Sites in Newfoundland. A Proposal for the Development of Historic Sites in the Province of Newfoundland. Historic Resources Division, Dept. of Provincial Affairs - Government of Newfoundland and Labrador, 1972.

NEWFOUNDLAND Pamphlets, Transportation and Roads, 1974, Fishing Guide, 1974, Where to Stay, 1974, (St. John's Tourist Services Division of the Department of Tourism Province of Newfoundland, Canada) 1974.

O'BRIEN, Lawrence, History of Business Establishments at L'Anse au Loup, 1771-1935. Maritime History Group Unpublished Paper, Memorial University, St. John's, 1973.

PACKARD, A.S., The Labrador Coast. Who First Saw the Labrador Coast? Bulletin of the American Geographical Society XX, 2, June 30, 1888, New York, 1888.

PERLIN, A.B., (Ed.) The Newfoundland Record Special Issue, Newfoundland in 1964. St. John's, Creative Printers, 1964.

PERRY, Ross, Sir Hugh Palliser, A Brief Outline of His Career With Emphasis on His Associations with Newfoundland and Labrador. Maritime History Group, Unpublished Paper, Memorial University, St. John's, 1973.

POHL, Frederick, Viking Settlements in North America, Clarkson N. Potter Inc., New York, 1972.

PROWSE, D.W., History of Newfoundland, Second Edition, London 1896.

RUNDALL, Thomas, Narrative of Voyages Towards the Northeast In Search of a Passage to Cathay and India, 1496-1631. London, 1849.

SMALLWOOD, J.R., (Ed.), The Book of Newfoundland, 2 Vol., St. John's: Newfoundland Book Publishers, Ltd., 1937.

SEARY, E.R., Story, G.M. Kirwin, W.J., The Avalon Peninsula of Newfoundland, An Ethnolinguistic Study. National Museum of Canada, Bulletin 219., Dept. of the Secretary of State, Ottawa, 1968., pp 23 - 33.

WILLIAMSON, H.A., Population Movement and the Food Gathering Economy of Northern Labrador, Department of Geography, McGill University, Micro. 81, 1964.

WILSON, Rev. William, Newfoundland and Its Missionaries, Dakin and Metcalf, Cambridge Massac, 1806.

YOUNG, Ewart, Wabush Wilderness Wonderland Souvenir of Labrador, Labrador City Northern News and Varieties Ltd.

YOUNG, Rev. Arminuis, The Methodist Missionary in Labrador, Messrs. S. and A. Young, Toronto, 1916.

YOUNG, R.J., A Prospectus of Historic Sites in the Northwest Territories, A Report Prepared for the Government of the Northwest Territories Through the National Historic Sites Service, 1970.

PHOTOGRAPHS

Photographs included in this study were obtained from the Moravian Mission; Historic Resources Division, Dept of Tourism, Government of Newfoundland and Labrador.

HISTORIC SITES
QUESTIONNAIRE



THE GOVERNMENT OF
THE PROVINCE OF
NEWFOUNDLAND

DEPARTMENT OF TOURISM

CONFEDERATION BUILDING, ST. JOHN'S

Dear Sir or Madam:

This questionnaire is distributed as part of Labrador Historic resources inventory being undertaken during the winter months of 1974. Without the support of local residents of Labrador, it would not be possible for the Department of Tourism of the Government of Newfoundland to identify historic sites. Your considered attention to the completion of this questionnaire is therefore both valued and highly appreciated.

An historic site that is eligible for recording in this questionnaire includes a wide range of items such as buildings of all types, locations of significant events, shipwrecks, fishing rooms, whaling stations, churches, etc.

You have been provided with a set of questionnaires and a map. Instructions for the completion of the questionnaire and the recording of the location of the site on the map are also supplied.

Please note that a separate questionnaire must be prepared for each site. All sites noted should be located on the one map provided in the manner indicated in the instructions.

Thanking you for your assistance in this important project.

Yours truly,

Martin Bowe,
Director,
Historic Resources Division,
Department of Tourism.

INSTRUCTIONS FOR THE COMPLETION OF THE SITE QUESTIONNAIRE

Questionnaire No. - Number the questionnaire in the space provided. Several questionnaires may be filled out by a person or a community. Each will carry a number beginning with 1 and proceeding through 2, 3, etc. The questionnaire No. is to be shown on map provided as indicated on question two (b) below.

QUESTIONS

1. Name and briefly describe the nature of the site. Here, the site will be named and briefly described. The site may be a building in which case the answer to the question might be a church, a frame building erected in 1850, or a whaling station, a frame building erected in 1900. The site may be simply a scene of an important event for which there are no structures; for example, the landfall point of an early explorer. In this case, the question might be answered as follows:- Landing of explorer in 1700 - no visible remains. Among the many things that may be recorded are buildings of a religious, commercial or industrial nature, landfall points of explorers, important shipwrecks or old homes, or Indian and Eskimo remains, etc.

2. Location of the Site - In section (a) of this question give a brief description of the location of the site such as the name of the community in which the site is located, the location in the community, or distance from nearest community.

To answer section (b) of this question, which is extremely important, place a small x on the map provided indicating the location of the site as closely as possible. If there are several sites within a community, use just one x and place the pertinent questionnaire numbers beside it. Your answer to this question clearly links each site questionnaire to the map.

3. Briefly describe the importance of the site and any events or persons with which it is significantly associated. Here, the major importance of the site will be recorded; for example:- This is the oldest Church in Labrador, the first or only remains of the early whaling or sealing era in Labrador, etc. Any important people or events associated with the site should be noted.

4. What remains are found at the site? The answer to this question may be "None" as is usually the case of an explorer's landfall. In some cases, the answer might be an abandoned building with no furnishings or a fully furnished and operating church, etc.
5. What is the condition of the remains? If the answer to Question 4 is "None", then this question does not apply. If there are remains, then circle one of the four descriptive terms that appears to best apply.
6. Is there any immediate danger to the site? If a check is placed in the box "No" indicating that no danger is present, the question is fully answered. If a check is placed in the box "Yes" indicating that the continued existence of the site is in danger, please provide a brief description of the nature of the danger. For example, the site may be in danger of being pillaged by travellers or work crews. The site may be in danger of destruction by river or shoreline erosion or a building may be in an imminent state of collapse.
7. Are there any people who might be contacted for further information on this site? If the answer is negative, check the box "No". If it is "Yes", please indicate the names and addresses.
8. Additional Comment - This space is provided for those wishing to discuss some aspect not covered in the previous list of questions. There may be no additional comment.

LABRADOR HISTORIC RESOURCES INVENTORY

SITE QUESTIONNAIRE

Questionnaire No. _____

1. Name and briefly describe the nature of the site.

Sample Answer: (If date unknown indicate approximate age)

The site of George Cartwright's home
"Corilou Castle", built approximately 1775

Answer:

2. Location of site.

(a) Brief description

Sample Answer: The site is located in the
settlement of Cartwright

Answer:

- (b) Locate the site on the map provided on the last page of questionnaire with a small x as closely as possible and place the questionnaire number beside it.

3. Briefly describe any events or persons with which the site is associated.

Sample Answer: George Cartwright founded the
settlement of Sandwich Bay, present day Cartwright,
1775 and carried on a trading firm with
Perkins, Coughlan and Lucas. He left Labrador 1786.

(Continued)

2.

3. and sold interests to the firm of Hunt & Henley.

Answer:

4. What remains are found at the site?

Sample Answer:

None

Yes

Describe:

The foundation of the home is hardly visible as it is covered with grass and soil.

Answer:

None

Yes

Describe:

5. What is the condition of the remains?

Sample Answer:

None

or circle one of the following:-

Very Good

Good

Poor

Very Poor

Answer:

None

or circle one of the following:-

Very Good

Good

Poor

Very Poor

6. Is there any immediate danger to the site?

Sample Answer:

No Yes

Briefly describe danger

Natural deterioration

Answer:

No Yes

Describe

7. Are there any people who might be contacted for further information on this site?

Sample Answer:

No Yes

As follows:-

I found a reference to the home in W. G. Gosling's "LABRADOR: ITS DISCOVERY, EXPLORATION AND DEVELOPMENT"

Answer:

No Yes

As follows:-

8. Additional Comment _____

9. To be answered by person completing the questionnaire.

Name _____
Address _____

