Chapter Four

INFLUENCE *of the* Land

4.1 A time of change
During the early 20th century the economy of Newfoundland and Labrador became increasingly diversified. The fishery was no longer the primary means of employment. (top left) Grand Bank, c. 1907; (top right) Ore Bed, Bell Island, c. 1920s; (left) Loggers stacking logs, c. 1916.

TOPIC 4.1

Diversification

What resources led to the creation of your town and other towns in your region?

What problems are associated with one-industry towns?

Introduction

European settlement in Newfoundland and Labrador was originally driven by demand for saltfish that was exported to southern Europe and the British West Indies. By the mid-1800s, however, several problems arose that limited the ability of the fishery to remain the primary economic activity. Recognizing this, the Newfoundland government began to look for ways to diversify the economy.

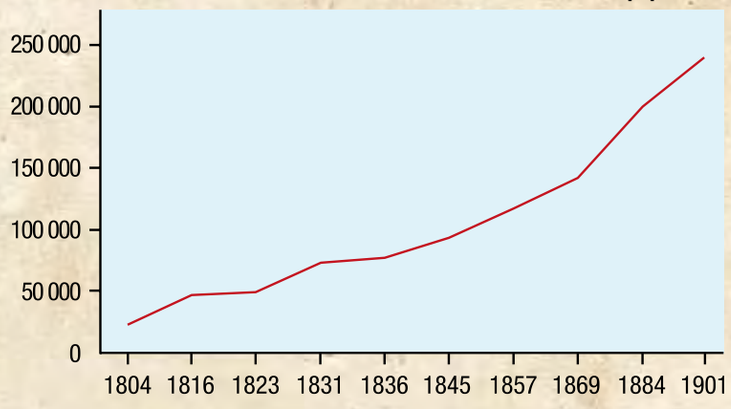
Changes in the Fishery

During the nineteenth century, the resident population of Newfoundland and Labrador grew, increasing the number of people seeking work in the fishery. This created two problems. First, the harvest rate per person declined as there was a limited amount of fish available to catch. In economic terms, all things being equal, each person involved in the fishery earned less. As you will recall from your study of chapter three, to compensate for declining harvests per person, fishers sought new fishing grounds, such as those in Labrador, and took advantage of new technologies, such as cod traps, which increased their ability to catch more fish in less time.

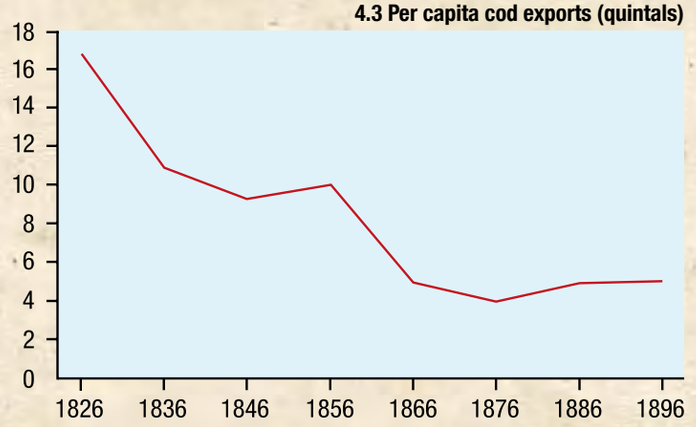
The second problem was the decrease in the cod **biomass** off Newfoundland and Labrador. One factor which contributed to this was a period of lower ocean productivity – this means the rate of cod reproduction was lower than in previous centuries. The combination of the increased rate of fish harvest with the reduced ocean productivity severely taxed the cod stocks. In fact, fisheries experts who have examined this period estimate that the cod biomass off Newfoundland and Labrador decreased by approximately 50 per cent between the late 1700s and the 1880s.

Remember, during the last half of the nineteenth century, the seal fishery also declined – thus, many people lost an additional source of income.

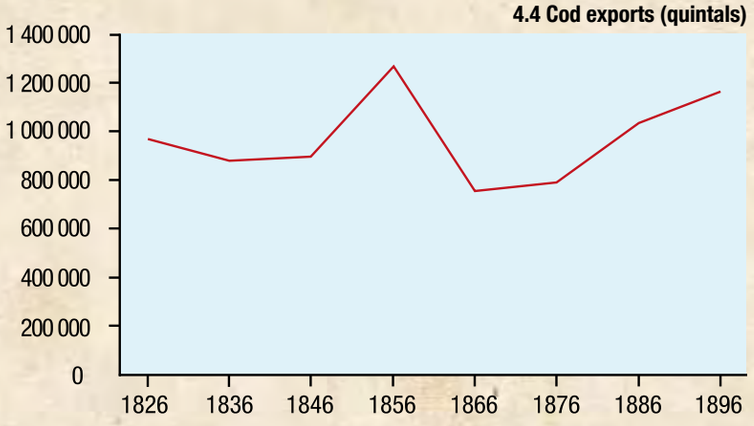
4.2 Newfoundland and Labrador population



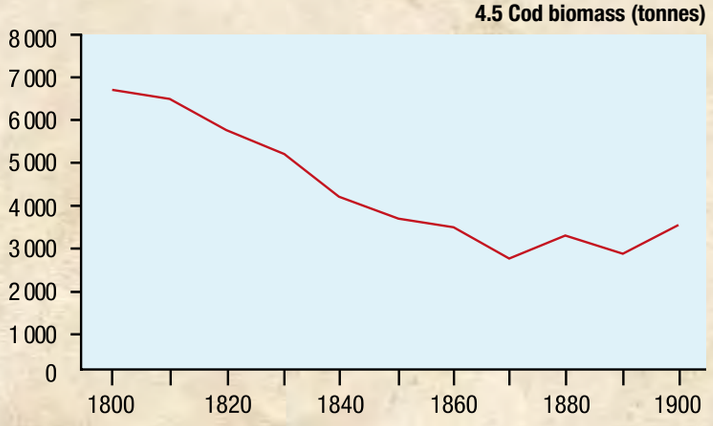
4.3 Per capita cod exports (quintals)



4.4 Cod exports (quintals)



4.5 Cod biomass (tonnes)



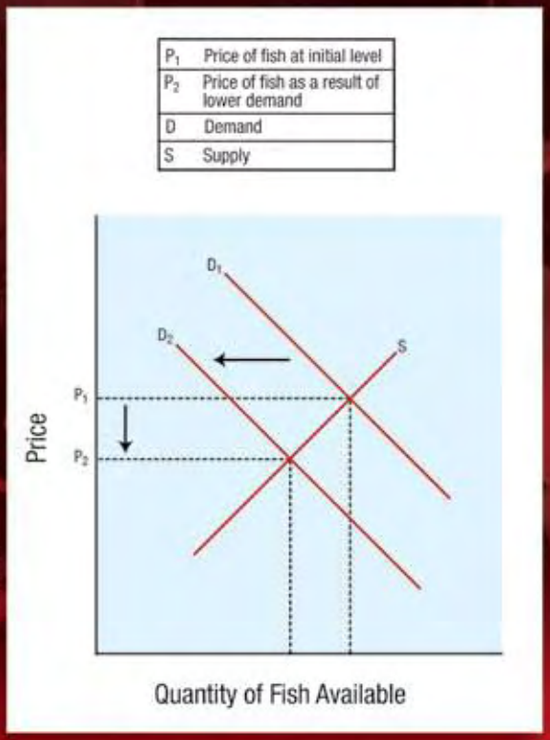
Source: Based on information from "Reconciling overfishing and climate change with stock dynamics of Atlantic cod over 500 years" by G.A. Rose in *Can. J. Fish. Aquat. Sci.* 61: 1153-1557 (2004)

An unsustainable pattern

As noted in chapter three, the pattern of expanding settlement along the coast of the island of Newfoundland, coupled with the growth of the Labrador and bank fisheries, provided a source of new stocks. However, this pattern masked an ecological imbalance between fishers and cod: as the discovery of new fishing grounds allowed for an increase in the number of fish caught, it became less apparent that older grounds had been over-exploited. Overall, catch levels remained relatively steady. However, with an increase in the number of fishers working to catch these fish, there was a steady decrease in cod landings per resident.

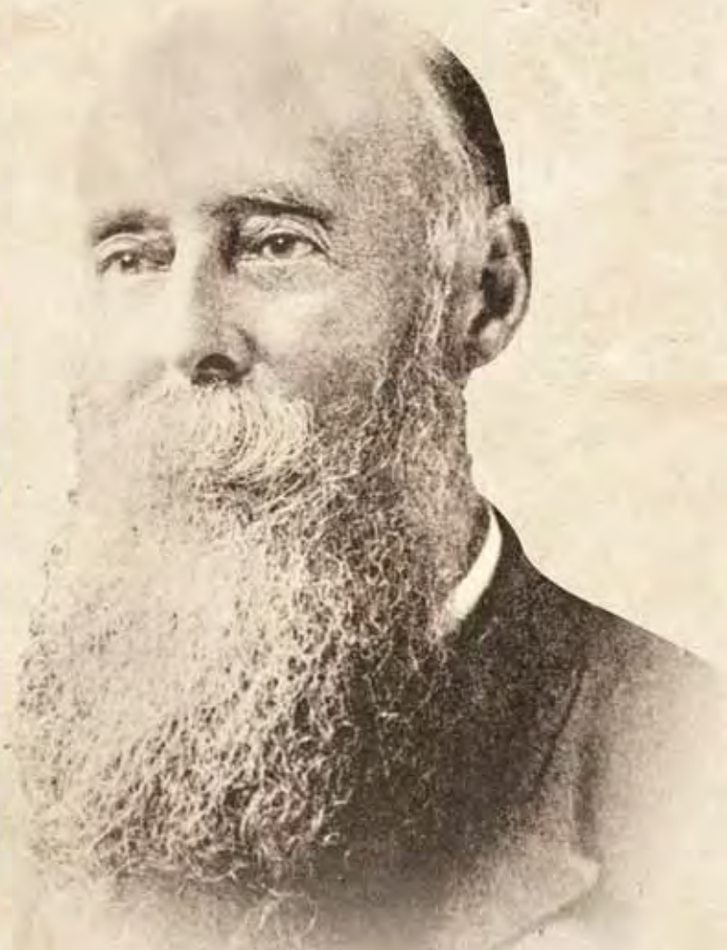
CHANGING MARKETS

Increased foreign competition was another problem for the fishery during the last quarter of the nineteenth century. With the construction of rail lines and steamships in Europe, France and Norway could ship fish to southern Europe cheaply and reliably. As Newfoundland merchants rushed to compete, our fish was often of poorer quality, thus fetching lower prices at market. By the early twentieth century, demand for saltfish in some markets further declined as canned meats became more popular. The saltfish market was also reduced by the introduction of fresh frozen fish in the 1920s.



4.6 Decline in demand for saltfish
This graph shows the decline in the demand for saltfish as a result of the introduction of frozen fish. This lower demand (D2) forced prices down (P2).

4.7 Geological map of Newfoundland, 1919
This map was created by the Geological Survey of Newfoundland, which was formed in 1864. James P. Howley (1847-1918), who became the director in 1883, explored and mapped the northeastern and western coastlines of the island, central Newfoundland, and other parts of the interior. Much of the information in this 1919 map by Howley came from these explorations.



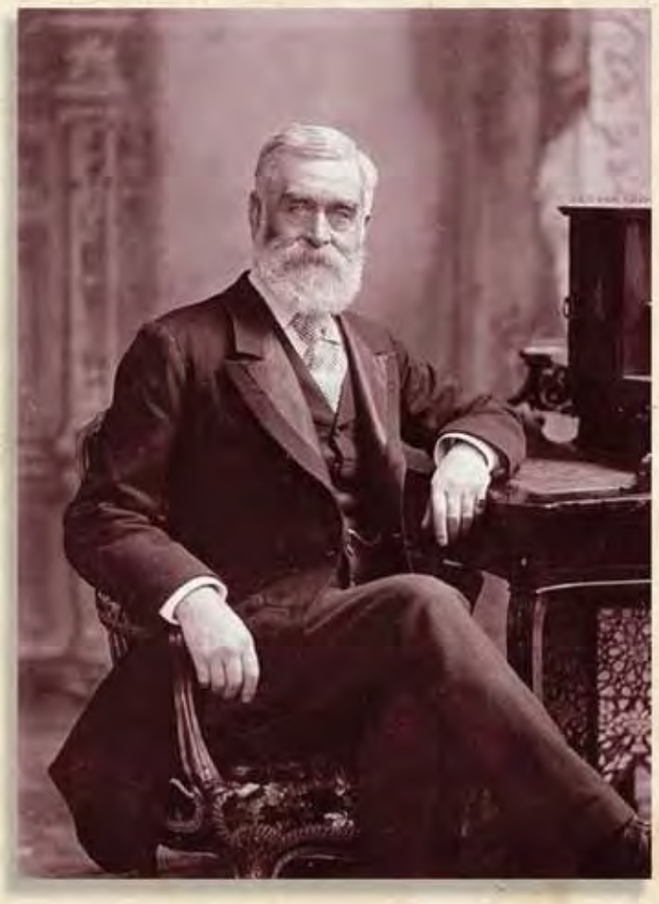
4.8 Frederic Newton Gisborne (1824-1892)
During the 1800s, several explorers and surveyors added greatly to the government's knowledge about resources in the island's interior. Gisborne* was one of these. He journeyed across the southern interior in 1851 and kept a detailed journal and survey record. His knowledge and work helped to initiate the telegraph system on the island.

*Gisborne and several other surveyors employed Mi'kmaw guides to assist them. The guides had a strong knowledge of the interior and were invaluable in helping the explorers plan travel routes and map many of the physical features of the interior.

The Need to Diversify

An examination of the economic activities of this time period highlights another problem associated with over-reliance on the fishery. While subsistence activities helped Newfoundlanders and Labradorians produce many of the items they needed, some items, such as flour, tea, molasses, rum, tobacco, bulk salt, and medicines, still had to be imported. With an increasing population and a struggling fishery, the cost of imports was often greater than the value of fish exports.

In 1878, Sir William Whiteway was elected as Premier of Newfoundland on a "Policy of Progress." This involved a determined push to create employment through the development of natural resource industries – especially forestry and mining. Whiteway felt that the building of a railway across the island was the essential first step to opening up the interior and developing these industries.



4.9 William Whiteway
Whiteway served as Premier of Newfoundland from 1878-1885, 1889-1894, and 1895-1897.

4.10

THE

Newfoundlander.

Excerpt from a letter to the editor of ***The Newfoundlander*** who reported on a speech given by William Whiteway in Heart's Content on October 22, 1878.

... They were received most enthusiastically, and after the subsidence of the many hearty cheers which greeted them, E. Weedon, Esq., was moved to the Chair, from which he briefly in a few well-chosen words explained how he had accepted the duties of Chairman in courtesy to the Hon. W. V. Whiteway and colleagues. Silence being restored, the Hon. the Premier advanced to the front and began giving an account of his stewardship during the past four years, and also the many wise measures which his Government or party had passed for the general welfare of the country. He also touched on the vast mining enterprises now producing such good fruit to the country in giving so much employment to hundreds of our fishermen who would otherwise be idle during the winter months. He alluded to the importance of cutting roads through the interior so as to open up the vast tracts of valuable agricultural land for settlement, also what labour the lumbering business would give, and how great a source of wealth it would be for the country. Coastal steam was next brought before the meeting, and the advantages derived from the splendid boats now on the northern and western routes, and how happy all should feel in being able to hear from their friends on the Labrador every fortnight. The future Railway across the country, telegraph extension around the Island, and several other topics of interest, were adverted to and thoroughly explained to a most admiring audience ...

*The government did not undertake any surveys in Labrador during this time.

**Remember, European exploration in the fifteenth and sixteenth centuries was driven in part by a desire to find and exploit the wealth of the "new world." Newfoundland and Labrador was no exception.

Although government leaders recognized that an economy based on a single industry was problematic, very few jobs existed outside the fishery. In an effort to correct this problem, the government began looking for ways to develop other resources. Government-sponsored surveys,* completed during the second half of the nineteenth century, confirmed the existence** of agricultural, forest, and mineral resources in the island's interior that could be developed. However, a way to access them had to be found. An 1880 government report suggested that a railway across the island could be the solution.

When fish prices were low, fishers sometimes ended up owing more for the supplies they bought than what they made from selling their fish. In these cases, local merchants often assumed the financial risk of carrying fishers through the winter.

4.11

19th Century Newfoundland Trade

Year	Exports	Imports	Surplus/ Deficit
1826	759 319 (£)	862 453 (£)	−
1836	850 334	632 576	+
1846	759 103	802 247	−
1856	1 338 797	1 271 604	+
1866	5 694 305 ($)	5 784 849 ($)	−
1876	6 551 380	7 205 897	−
1886	4 862 951	6 020 035	−
1896	6 638 187	5 986 861	+

4.12

Employment by Primary Sector
(as percentages of total workforce)

	1858	1869	1874	1884
Agriculture	4	4	2	2
Fishery	89	84	86	82
Forestry	1	1	1	2
Mining	-	1	-	0.5
Other	6	10	11	13.5

4.13

The question of the future of our growing population has for some time engaged the earnest attention of all thoughtful men in this country ... The fisheries being our main resource, and to a large extent the only dependence of the people, those periodic partial failures ... [result in] pauperism ...

Our fisheries have no doubt increased, but not in a measure corresponding to our increase of population. And even though they were capable of being further expanded, that object would be largely neutralised by the decline in price which follows from a large catch ...

It is evident, therefore, that no material increase of means is to be looked for from our fisheries, and that we must direct our attention to other sources to meet the growing requirements of the country.

Your Committee believe that no agency would be so effective for the promotion of the objects in view as that of a railway ...

— Excerpt from *Report of Joint Committee of Legislative Council and House of Assembly,* 1880

Bond was knighted in St. John's by the Duke of Cornwall in 1901.

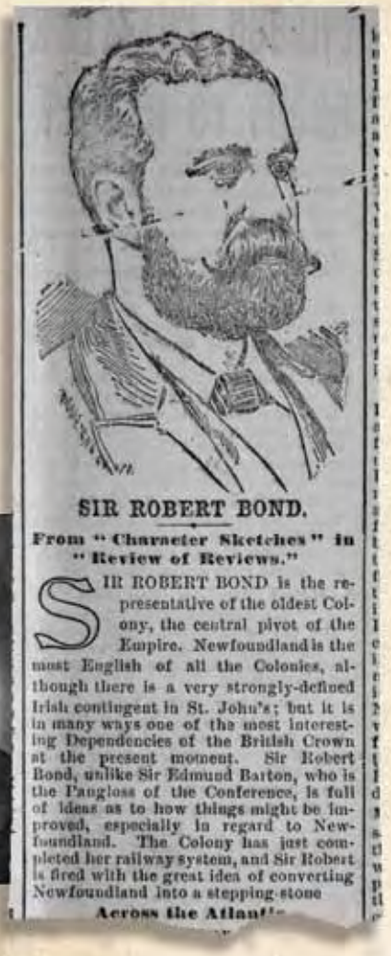
A Golden Age

In the decades that would follow, much of Premier Whiteway's vision would be realized. In fact, the first decade of the twentieth century began with promise in the colony. The recession of the late nineteenth century was ending, the prices for fish and other exports were increasing, and the forest and mining industries were growing. This pre-war period, 1900-1914, has often been considered a "Golden Age" in the country's history.

Much of this period (1900-1909) corresponded with Sir Robert Bond's term as Premier of Newfoundland. While serving as Colonial Secretary under Premier William Whiteway, Bond had worked to protect Newfoundland's fishing industry, challenging French and American fishing rights, and maintaining the colony's independence from Canada. As premier, he renegotiated the railway contract to the benefit of the colony and finalized the entente cordiale. These successes, along with the development of the mining and forest industries, helped strengthen the colony's economy. In fact, the government recorded numerous budget surpluses under Bond's leadership.

Bond also tried on several occasions to negotiate a free trade agreement with the United States, but was blocked

4.14 Excerpt from *The Evening Telegram*, Aug. 26, 1902



SIR ROBERT BOND.

From "Character Sketches" in "Review of Reviews."

SIR ROBERT BOND is the representative of the oldest Colony, the central pivot of the Empire. Newfoundland is the most English of all the Colonies, although there is a very strongly-defined Irish contingent in St. John's; but it is in many ways one of the most interesting Dependencies of the British Crown at the present moment. Sir Robert Bond, unlike Sir Edmund Barton, who is the Pangloss of the Conference, is full of ideas as to how things might be improved, especially in regard to Newfoundland. The Colony has just completed her railway system, and Sir Robert is fired with the great idea of converting Newfoundland into a stepping-stone Across the Atlan[tic]

4.15 Edward Morris was prime minister from 1909-1917

Experiencing The Arts

In this chapter you are asked to select an event or overall experience and compose a song to tell that story. There are a variety of experiences in this chapter:

- Changes in the fishery
- New industries such as the railway, forestry, and mining
- Changes in lifestyle and culture (both Aboriginal peoples and European settlers)
- The labour movement

Your task is to identify the subject for the composition of your song and to create the title for that piece. The song should focus on telling a story related to your area of interest. Remember, use this as an opportunity to explore something that interests you or is important to you. Set aside a notebook exclusively for the purpose of writing this song.

by American, Canadian, and British interests. Such problems in international affairs eventually led to Bond's downfall in 1909 and his retirement from politics in 1914. Edward Morris followed Bond as prime minister.* Until the outbreak of war, Morris promoted extensive railway construction, new industry, and resource development.

*After 1909, the leader of the colony was known as prime minister instead of premier.

4.16 Robert Bond served as premier from 1900-1909

Robert Bond was born in St. John's on February 25, 1857, the sixth of seven children born to John and Elizabeth (Parsons). His father was a successful businessman and, upon his death, Bond inherited a large fortune. Bond was educated in St. John's and in Somerset, England. Although he studied law and became a clerk for William Whiteway, he did not practise as a lawyer. Instead, he entered politics and became one of Newfoundland's best-known politicians.

Along with his political career, Bond pursued several business ventures, which included mining speculation and interior development. In 1884, he bought 20 square kilometres of land on the Avalon Peninsula near Harbour Grace Junction and renamed the community Whitbourne (after 17th century colonizer Sir Richard Whitbourne). Bond built a large estate at Whitbourne, where he retired after leaving politics. He spent the remainder of his life there, enjoying his property and bemoaning the state of politics in Newfoundland. He died at Whitbourne on March 16, 1927.

Questions:

1. In 1620 Sir Richard Whitbourne commented on the suspected wealth of the island's interior. "… *there is great abundance of Trees fit to be imployed in other seruiceable uses … there might be found many other commodities of good worth. Amongst the which … there is much probabilitie of finding Mines, and making of Iron and Pitch.*"

   Why did it take so long for the colony's economy to diversify? Identify three factors that might account for this.

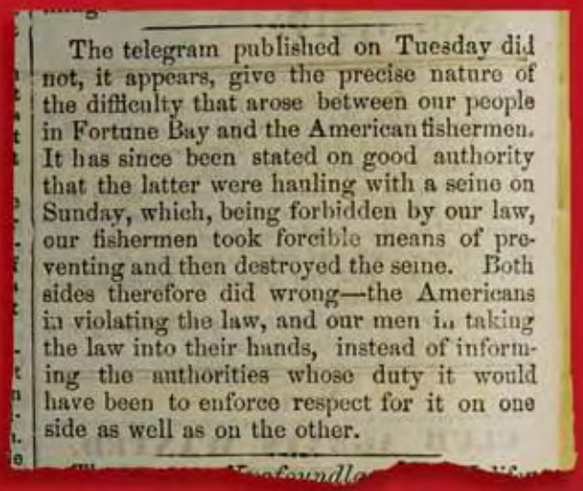
2. To what extent is the economy of your community or region economically diversified? What are the strengths and/or limitations associated with this?

3. What trends (both local and global) are affecting the economy today? Which trend might have the most significant impact on your community/region? Explain.

INTERNATIONAL AFFAIRS

During the mid to late 1800s, pre-existing British fisheries treaties with France and the United States were a concern for the Newfoundland government. There was considerable frustration among Newfoundland fishers with the privileges these treaties granted to French and American fishers in Newfoundland waters. Several premiers appealed to Britain to revisit these agreements. In most cases, Britain was unwilling to do so, fearful of damaging its own relationship with France and the United States.

In January 1878, a group of fishers from Newfoundland attacked Americans fishing in Fortune Bay. They forced the Americans to dump their catch and leave the area, claiming that they were violating Newfoundland fishing rights. Whiteway supported the Newfoundlanders and rejected American compensation claims. However, without consulting the colony, Britain paid £15 000 to the Americans and then expected Newfoundland to pay them back. Whiteway refused. Eventually a compromise was reached: Newfoundland would pay £3400 of the compensation and Britain promised to consult the colony in the future in cases involving payment from the colony.



The telegram published on Tuesday did not, it appears, give the precise nature of the difficulty that arose between our people in Fortune Bay and the American fishermen. It has since been stated on good authority that the latter were hauling with a seine on Sunday, which, being forbidden by our law, our fishermen took forcible means of preventing and then destroyed the seine. Both sides therefore did wrong—the Americans in violating the law, and our men in taking the law into their hands, instead of informing the authorities whose duty it would have been to enforce respect for it on one side as well as on the other.

4.17 Excerpt from *The Newfoundlander*, Feb. 8, 1878

CASE STUDY

The Significance of Events

Throughout the late nineteenth and early twentieth centuries there were numerous events that affected Newfoundland and Labrador. Each of these events, in its own way, was significant. However, were they all equally significant?

IT IS YOUR TASK IN THIS CASE STUDY TO EXAMINE SIX EVENTS and assess the relative significance of each. Remember that determining the degree to which an event is significant depends on three criteria:

1. How important were the consequences?
2. How many people were affected?
3. How long were the consequences felt?

Additionally, significance depends upon an individual's or group's perspective. This perspective can be affected by time, geographic location, and interests.

4.18 Use this table to help assess the significance of the events in this case study.

Assessing Significance

Criteria	Event #1	Event #2	Event #3	Event #4	Event #5	Event #6
How deep were the consequences?						
How many people were affected?						
How long were the consequences felt?						

The Great Fire, St. John's, 1892

Late in the afternoon of July 8, 1892, a small fire broke out in a St. John's stable after a lit pipe or match fell into a bundle of hay. Although containable at first, the flames quickly spread due to dry weather conditions, a disorganized fire department, and poor planning* on the part of city officials. The fire's rapid progress alarmed city residents, and by 6 p.m. many began storing their valuables in the Church of England Cathedral, Gower Street Methodist Church, and other stone or brick buildings they believed could withstand the flames. As the fire made its way downtown, however, it also gutted many of these structures; the Church of England Cathedral suffered so much damage that it took workers more than 10 years to complete its restoration.**

By 8 p.m., the fire had reached the core of the city's downtown, where it caused much panic and disorder. Looters ransacked many of the shops and businesses lining Water and Duckworth Streets, while residents in the buildings' upper levels ran from their homes with as many belongings as they could carry. Vessels in the harbour, meanwhile, sailed out of reach of the advancing flames, which quickly destroyed all of the wharves and their contents.

The fire burned into the night and did not end until 5:30 the following morning. Many people camped out in Bannerman Park or on property surrounding the Roman Catholic Cathedral, which was one of the few buildings the fire did not destroy. As the sun rose on July 9, more than two-thirds of St. John's lay in ruins and 11 000 people were homeless; many had lost everything they owned, except the clothes they were wearing. In just 12 hours, the fire had killed three people and caused $13 million in property damage – only $4.8 million of which was insured.

With its capital city and commercial centre in ruins, Newfoundland and Labrador experienced a sudden economic downturn. Rebuilding efforts dominated the months following the fire, and cost the government more than $300 000. A local Relief Committee distributed clothes, food, and other goods among the homeless, while a large influx of foreign aid also helped the city recover its losses. The fire prompted government officials to restructure the city's fire services and to provide firefighters with better training and equipment.

*The water supply had been turned off for repairs, so pressure had not yet built up sufficiently at the top of the hill, where the fire started.

**Lack of financial resources probably delayed construction as well.

4.19 Rebuilding after the Great Fire

4.20 Shacks erected to shelter the poor who had been burnt out by the Great Fire
In June 1893, many who had lost their homes in the fire were still living in temporary shelters erected in Bannerman Park, St. John's.

This date is sometimes referred to as "Black Monday."

The Bank Crash, 1894

On December 10, 1894, two of Newfoundland and Labrador's three banks, the Union Bank and Commercial Bank in St. John's, closed their doors and never opened them again. A contributing factor to their demise was a decline in the fishery that began in the mid-1880s. The downturn meant most fishing merchants were borrowing increasingly from the banks in order to continue operating. By 1894, six **mercantile** firms owed the Commercial and Union Banks a total of $2.5 million.

In order to extend such credit to the merchants, the banks began borrowing money from British banks. However, when the British banks called in their loans to the Commercial Bank on December 8, it was unable to meet its payments. The Commercial Bank turned to the merchants for repayment, but the merchants' assets were tied up in fish that had not yet gone to market. The Commercial Bank's credit was suspended and it was forced to close its doors.

News quickly spread about the Commercial Bank closure, and clients of the Union Bank and the Savings Bank rushed to withdraw their money. The Savings Bank barely survived the run, but the Union Bank closed permanently on the same day as the Commercial Bank. At the time, bank notes were the main source of currency in Newfoundland and Labrador. About $1.2 million in bank notes from both the Commercial and Union banks were in circulation in 1894. These bank notes were rendered temporarily worthless with the banks' closures and savings accounts at both establishments decreased in value overnight. (The government later guaranteed all Union bank notes for 80 per cent of their value and Commercial notes for 20 per cent.)

4.21 Letter from Governor John O'Brien, Dec. 14, 1894
Fearing public disturbances after the bank crash, Governor O'Brien requested the Royal Navy send a warship to St. John's.

NEWFOUNDLAND
Miscellaneous.

Government House
St John's 14th December 1894.

Sir,

In acknowledging the receipt of your telegram of yesterday's date allow me to thank you for so promptly ordering H.M.S. Tourmaline to proceed to St John's, where matters are in a state of chaos, and where the presence of a man-of-war to inspire confidence and to aid if needed in maintaining order is most necessary.

The only two Banks in the Colony having failed their notes are of no value and as specie is to but a small extent in circulation I took the liberty of suggesting that the Tourmaline should come up supplied with sufficient cash to meet her requirements for there might be difficulties in negotiating bills and obtaining money during the next few weeks. I also added the expediency of the men being supplied with what are known as creepers and which are used by all the troops in Canada, i.e. spikes that are fastened to the boot to enable them to march if landed with facility, which doubtless could be obtained from the military in Halifax.

I am happy to tell you that so far matters are quiet but as quite two thirds of our principal merchants and employers of labour have closed, it is next week and the weeks after that hunger may bring on the disturbances.

I have the honour to be,
Sir,
Your obedient servant

(Sd) J O'Brien
Gov.

His Excellency
Vice Admiral Sir John O. Hopkins K.C.B.
Commander in Chief

4.22 Union Bank of Newfoundland $10 note, 1889

*Bond put up his assets for the loan to shore up the Savings Bank.

In the aftermath of the bank crash, three large mercantile firms went out of business, which affected approximately 19 000 people who had depended on them for employment. Other companies also suspended operations temporarily. The government was pushed to the edge of bankruptcy by this crash. Of immediate concern was interest on the public debt, which was due in London on January 1, 1895. If not paid, the country would have to default on the debt.

This bankruptcy threat was removed by Robert Bond, a senior member of government, who managed to negotiate loans* with Canadian and British banks. Canadian banks quickly began to open branches in St. John's and eventually in some outports. The Bank of Montreal became the government's banker, and Canadian currency became legal tender in the colony.

The entente cordiale, 1904

In 1904, the French Treaty Shore disappeared as a legal entity. Prior to this, it had been a long-standing source of grievance for Newfoundlanders and Labradorians and a cause of tension between the Newfoundland and British governments. The French Treaty Shore came into existence under the Treaty of Utrecht (1713), which gave France fishing rights along that part of the shore and restricted Newfoundland's economic activity in the area. With the signing of the Anglo-French Convention of 1904, part of the "entente cordiale" which clarified several colonial disputes between Britain and France, this territory was placed under the control of the Government of Newfoundland.

According to the terms of this agreement, France relinquished its fishing rights in Newfoundland in exchange for territory in Africa and financial compensation for the French fishers who would be displaced. The entente cordiale secured Newfoundland's control of the French Shore fisheries and opened the way to settlement and industrial development on the west coast. Its announcement in the House of Assembly was, for the most part, enthusiastically greeted. The next day, April 22, 1904, was declared a school holiday, and a torchlight procession was held in St. John's that evening to mark the event.

NEWFOUNDLAND IS FAMISHING.

Hundreds of Homes Without Food or Fuel and with Slim Prospect of Getting Any Relief.

St. Jonx's, N.F., Dec. 13.—Hundreds of houses are without food or fuel, and the charitable societies were bankrupted by the failures.

The poor asylum and relief offices are crowded, while the labor bureau is besieged by men seeking work.

The few stores which remain open are discharging superfluous hands. The wharves and shipping are deserted. Not a fish is being handled. Some places have a few men at work who are being paid in flour and tea.

This is literally a city to let. Society is resolved into its elementary conditions, no circulating medium exists and nobody knows what the end will be.

Two-thirds of the citizens habitually lived from hand to mouth, earning enough one week to provide next week's provisions. Hundreds are still dwelling in tents, not having had means to rebuild their houses since the great fire. Death from starvation or cold must be their fate.

Tradesmen heretofore in comfortable circumstances are hopelessly crippled. No one can pay any one else, and no credit is given.

Hundreds from other parts of the island are stranded here. Many were prosperous business men who came to buy Christmas goods and the winter's provisions or to stock their shops. They cannot get home, the railways and steamers refusing notes. Those who can do so are walking back. One began to-day a journey of 227 miles on foot.

Nearly everybody in the outlying fishipg villages was indebted to Edwin Duder, who has failed. He had a fleet of 189 sail, nearly all fishing vessels, each partly owned by fishermen in some harbor around the coast. The banks' creditors will come down upon these fishermen and sweep away the savings of a life-time.

The new Government was sworn in to-day at noon. It consists of D. Joseph Greene, Premier and Attorney-General; Patrick J. Scott, Receiver General; Jabez P. Thompson, Surveyor General; William H. Horwood, Colonial Secretary; and Augustus W. Harvey, without portifolio.—*New York World, Dec. 11.*

4.23 Excerpt from *The Evening Telegram*, Dec. 13, 1894
Following the bank crash, many people in Newfoundland and Labrador still needed outside help to get through the winter. In St. John's, various churches and members of the city's elite began relief committees to distribute food, clothes, money, and other goods to people across the country. Donations also arrived from England, Nova Scotia, and Boston.

As historian James K. Hiller has noted:

The existence of the French Treaty Shore had a significant impact on Newfoundland's history. The settlement and development of the Shore was delayed as a result of the French presence, and its inhabitants received virtually nothing in the way of government services until the 1880s, when they were finally allowed representation in the legislature, and magistrates were appointed. Land and mining rights remained insecure until 1904. The route of the Newfoundland Railway was influenced by the Shore's existence, as was the decision to build the first newsprint mill at Grand Falls, and not on the west coast. In addition, the disputes over French fishing rights became a major focus for the Newfoundland nationalism that emerged from the mid-nineteenth century.

4.24 Population of the Petit Nord* and West Coast 1857-1935

Year	Petit Nord	West Coast	Total
1857	1086	2248	3334
1869	1389	3998	5387
1874	2269	6385	8654
1884	3829	8144	11 973
1891	3688	9574	13 262
1901	4472	12 762	17 234
1911	5752	16 590	22 342
1921	6517	19 215	25 732
1935	8812	31 485	40 297

*Petit Nord is here defined as the communities from La Scie to Cape Norman

AN HISTORIC OCCASION.

THE PREMIER PRESENTS

The New Anglo-French Treaty

In an Eloquent And Convincing Speech.

… subjects of the Crown of Great Britain living upon the land which gave them birth … could not ply their avocation in the waters that rolled in at their feet, teeming with treasure that meant food, comfort and independence, unless by the permission of the subjects of France …

… if they went fishing and were fortunate enough to locate a shoal of fish, and the French discovered their success, they were almost certain to be driven from their moorings by the British Naval Officer at the request of the fishermen of France; and if they protested, their nets and other implements of trade were confiscated and oft times destroyed …

… this Convention … heralds the time when even the memory of their presence will fade like a fevered dream before the brightness of a new day.

It is for us now to encourage by every legitimate means the development and settlement of what has hitherto been known as the Treaty Shore, and thus effectively to blot out of remembrance that which has been a curse to this country and a strain upon British rule.

4.25 Excerpts from Sir Robert Bond's introduction of the "entente cordiale" in a speech to the House of Assembly April 21, 1904.

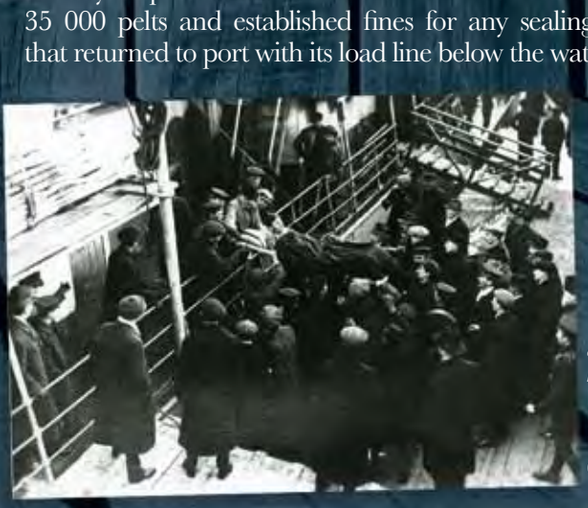
4.26 British cartoon
Celebrating the entente cordiale, *Punch*, April 22, 1914

Sealing Disasters, 1914

On March 31, 1914, the sealing vessel SS *Southern Cross* failed to arrive in St. John's from the Gulf of St. Lawrence as scheduled. Two days later, an already anxious public learned that sealers with the SS *Newfoundland* had spent 53 hours stranded on the North Atlantic ice floes in blizzard conditions. The following day, telegraph offices were crowded with people waiting for word of the sealers and *The Evening Telegram* reported that "business was practically stagnated. Everybody seemed unable to work." On April 4, hundreds of anxious spectators lined the St. John's waterfront as the sealing vessel *Bellaventure* steamed through the Narrows carrying the bodies and the survivors of the *Newfoundland* disaster. Of the 77 men who died on the ice, rescuers found only 69 bodies. Another sealer from the disaster died in St. John's while receiving medical care.

Compounding the disaster's impact on the public was the loss of the *Southern Cross*. It soon became apparent that it had sunk, possibly off Trepassey Bay, taking with it a crew of 174. With 252 sealers now dead, the impact on Newfoundland and Labrador society was immense. Hundreds of families had lost their loved ones and their breadwinners. Small communities where the sealers lived and spent money also suffered in the short term from a damaged economy and declining morale.

The double tragedy caused widespread mourning and ultimately changed attitudes and legislation surrounding the Newfoundland and Labrador sealing industry. In 1914-1915, the government held a commission of enquiry to examine the *Newfoundland* and *Southern Cross* sealing disasters. Although no criminal charges were laid, the Commission's findings made it clear that sealers faced unnecessarily dangerous working conditions on the ice. In response to the Commission's recommendations, and with much prompting from the Fishermen's Protective Union, the Newfoundland government passed 26 articles into law in 1916 to protect future seal hunts. The new legislation made radios and flares mandatory on all sealing vessels, prohibited sealers from being on the ice after dark, and required ship owners to pay out compensation for dead or injured sealers. Doctors or pharmacists also became mandatory on many ships, as did navigating officers. In addition, based on theories that the *Southern Cross* sank because of overloading, the government made it illegal for any ship to return from the hunt with more than 35 000 pelts and established fines for any sealing ship that returned to port with its load line below the water.



4.27 Injured sealer, April 4, 1914
Medical personnel carry Ralph Mouland, a survivor of the 1914 Newfoundland sealing disaster, off the SS *Bellaventure*.

HOPE VANISHING FOR MISSING SEALER

Unless Southern Cross Is Reported To-day She Will Be Posted as Lost.

1,000 DEPENDENTS BEREFT

Whole Colony of Women and Children Robbed of Support by Disasters—Many Men Crippled for Life.

ST. JOHNS, N. F., April 5.—Anxiety deepened to-night for the 173 men on the sealing steamer Southern Cross, which has been missing since Tuesday's blizzard. She was not reported either by incoming vessels of the sealing fleet or by the steamer Kyle sent out by the Government to search for her. If she is not heard from by sunset to-morrow she will be officially posted as lost with all on board.

Disaster to her, following so closely upon the loss of seventy-seven men of the sealer Newfoundland, would bring upon the colony the greatest tragedy in its history, depriving whole settlements of their bread winners and throwing 1,000 women and children upon charity.

As the public learned to-day from the Newfoundland's survivors who were landed yesterday, the details of the two days' blizzard and the condition in which it caught the Southern Cross, the first hope, based on the stoutness of the ship, faded. Capt. Daniel Martin of the sealer Erik and Capt. William Bartlett of the Terranova, which arrived with full catches, were dubious regarding the safety of the missing ship. Neither had seen her within a week.

Capt. Martin said he parted company from her a week ago Thursday when the Southern Cross turned homeward with 17,000 seals. She was so deeply laden that all her provisions and part of her bunker coal were stored on deck, so that every available space below could be filled with her catch.

Saw Her in Tuesday's Gale.

Capt. Bartlett of the Terranova said the last he saw of the Southern Cross was a week ago Friday, when she was wallowing slowly down the coast. Other ships of the fleet sighted the steamer driving before the gale last Tuesday morning. She has not been reported since. The skippers of the fleet, who came through that gale and the storm of equal severity later in the week, say every vessel was strained so deep in the water as the Southern Cross.

The disaster which overtook the Newfoundland's men was the theme of a sermon in every church to-day. Messages of sympathy from the King and from the Canadian Premier were read and were gratefully received.

By noon all except five of the sixty-nine bodies of the Newfoundland's hunters, brought in yesterday by the Bellaventure, had been identified. These were sent by special train to-night to Bonavista, where most of the victims lived.

Attendants at the Grenfell Institute, which was turned into a morgue, said that the scenes accompanying the identification of the bodies was almost beyond endurance.

One woman found two bodies clasped so tightly in death that they could not be separated. They were her husband and son. The lad was wrapped in his father's arms as if the man had been trying to shield him from the pitiless cold.

The hand of another dead man was missing. One of the survivors who had seen the man die said that his comrade, unable to stand the agony of frost bite, had cut off the hand.

A gray-haired mother, supported by her two daughters, passed down the long rows looking for her sons. Attention was suddenly drawn to them and the women fell to the floor in a faint. They had found not only the four sons and brothers but two cousins among the dead.

Many Crippled for Life.

Of the thirty survivors in the hospital none is expected to die, but the majority will never be fit for active service again. Three lost both hands and both feet. Five lost both feet. Eight others lost a foot and eleven will lose a hand or fingers. The others will bear scars for life.

Some of the survivors said they sought shelter from the arctic gale behind the bodies of dead shipmates, but in all the delirium of the two days and nights of exposure none of the clothing was taken from the bodies of the dead. Each man of the 150 endured his lot with grim patience, and each one, the dead as well as the living, was found with his full equipment of clothes, boots, and sealing gear intact.

Special memorial services will be held on Tuesday. By that time also relief measures will be under way. If the Southern Cross fails to reach port the families of her 173 men must be provided for, as well as those of the Newfoundland's dead and crippled.

Rare Gameness of Survivors.

The horror of his experience on the ice failed to depress the spirits of Mike Sheehan, one of the survivors. His was considered a bad case by the Bellaventure's physician. His face, hands, and feet were frostbitten and the condition was aggravated by the man's restless activity.

When the rescue ship arrived here, Sheehan eluded his caretakers, slipped over the side, and met a few friends, with whom he roamed about the city for two hours, while the police and hospital orderlies searched for him. When he was found he was promptly sent to the hospital. He refused to go in an ambulance, and a cheering crowd followed him as he marched up the street, limping badly. Sheehan said he owed his life in part to a bit of hardtack which he found lying beside a dead man. He described the way in which one of his comrades, Daniel Downey, met death. Realizing that he could no longer keep moving, Downey took off his belt, scratched his name on it, buckled it about him again, and knelt down and prayed. Then he stretched himself out and waited for death.

One survivor, Michael Tobin of Ferryeuse, was out for sixty hours. He was blown away from the rest by the whistle of the steamer Stephano, and, becoming bewildered, went astray and was not picked up until several hours after the others had been found. He will lose one ear and probably both his feet. The edges of all his teeth were broken off from chewing chunks of ice to quench his thirst. He knew that he must continue walking and keep his feet dry, and despite the deadening fatigue and the blinding snow he was able to avoid the many holes in the floes until the afternoon of the third day, when he made out the Stephano. Within a mile of her he sank into a pile of ice slush which chilled him through. Arousing himself, he stumbled onward, half blinded, only to walk into a pool of water knee deep. He was unable to extricate himself, but he was seen by four men from the Stephano, who pulled him out. Upon reaching the ship's deck he collapsed and was unconscious twenty-four hours.

It was necessary to cut his clothing from his body, and both his feet were frozen. He subsisted all the time on ice and on three biscuits. One of the Stephano's men asked him how he felt when he thought he was dying.

"Dying?" said Tobin. "I never thought of it."

Several men were drowned when one of their number mistook for a sail the bulk of an iceberg looming through the snow. His cry of "A sail! A sail!" impelled a group toward the spot, where all plunged into the water. Others were so chilled they survived only a short time. Some of those who came through were forced to strip themselves and wring out their clothes, which they put on again, half dry.

Groped in Blinding Snow.

According to Thomas Dawson, a large number of men reached the Stephano, the nearest ship, at noon on the day the blizzard broke. After resting they decided to try to reach the Newfoundland, five hours' walk distant, and this was the cause of the appalling death list.

An hour after leaving the Stephano, he said, the snow blotted out all observation. They wandered aimlessly about, and came upon 200 seals they had killed during the morning. Had they remained there, said Dawson, many lives might have been saved, for the seals would have furnished fuel for forty-eight hours.

Seventeen of the men, including Jere Conway, drifted away from the main floe on a large sheet of ice on Wednesday night. By Thursday morning only Conway and two others remained alive.

Fully 10,000 persons lined the streets to-night when the dead were borne to the special train by relatives from the Bonavista district. Some of the bodies must be carried by dog sledges fifty miles over rough trails after leaving the railway.

The throngs hovering about the newspaper and Government offices awaiting word from the Southern Cross were notified at midnight that the steamer Kyle, after an all-day search, reported no signs of the missing steamer. The Kyle was then ferry miles southeast of Cape Pine, and was starting for Virgin Rocks, fifty miles east. She was in communication with the American revenue cutter Seneca on the Grand Banks ice patrol. The cutter promised to assist in the search. The two vessels will keep in constant touch with each other throughout to-morrow.

HOPE EXAMINATIONS

4.28 From the *New York Times*, April 6, 1914

4.29 Burying victims of the Spanish flu at North River, Labrador (12 kilometres from Cartwright), 1918

4.30 Ethel Gertrude Dickinson was a nurse who died attending to victims of the Spanish flu. A monument to her sacrifice was erected in St. John's in 1920.

Spanish Flu Outbreak, 1918-19

The Spanish influenza pandemic of 1918-19 killed between 20 and 40 million people worldwide, making it one of the largest and most destructive outbreaks of infectious disease in recorded history. In Newfoundland and Labrador it killed more than 600 people in five months. The pandemic arrived on the island of Newfoundland on September 30, 1918 when a steamer carrying three infected crewmen docked at St. John's harbour. Three more infected sailors arrived at Burin on October 4, and they travelled by rail to St. John's for treatment. A doctor diagnosed the city's first two local cases of influenza the following day and sent both people to a hospital. Within two weeks, newspapers reported that several hundred people were infected in St. John's.

By mid-October, the Medical Officer of Health had closed the city's schools, theatres, concert halls, and other public buildings to help prevent the virus from spreading. By early December, 62 people had died from Spanish influenza in St. John's, but no new cases were appearing. The situation was considerably worse in the outports, where fewer medical facilities and practitioners existed to combat the disease. Before it disappeared, the disease killed 170 people in outport Newfoundland.

The Spanish influenza was even more destructive in Labrador, which experienced a disproportionately high mortality rate; the same virus that killed less than one per cent of Newfoundland's population killed 10 per cent of Labrador's. As on the island, the virus was spread by visiting boats with infected crew members. The virus first appeared at Cartwright after the mail boat SS *Sagona* docked there on October 20, 1918. By early 1919, the influenza had killed 69 of the area's 300 residents.

On the northern coast, another ship, the SS *Harmony*, brought the infection to Hebron on October 27, 1918. The virus quickly spread throughout the village, killing entire families and leaving dozens of children orphaned. By November 19, 86 of Hebron's 100 residents were dead and a further 74 people had died in surrounding communities.

The SS *Harmony* also brought the virus to Okak. Within hours of the ship's departure on November 8, many people in the village began showing signs of illness. By the end of December, the virus had decimated Okak, killing 204 of its 263 residents and had also spread to nearby hunting camps. As the virus disappeared from Labrador in late December and early January, survivors were faced with burying their dead. In Okak, survivors then dismantled the community entirely, burning all houses and furniture before moving to Nain, Hopedale, or Hebron. In total, the Spanish influenza killed more than 30 per cent of the Inuit population and infected many others. Many of those who did not die from the disease experienced heart and respiratory troubles for the rest of their lives.

"The flu … That's why everybody here is related the way they are. When my grandmother died from it, my grandfather had to marry [name deleted] because her husband died of it. They needed to remarry right away with winter coming on and all because your family wouldn't make it otherwise. Back then life was hard, not like it is today. "

– A reminiscence of the Spanish flu from a Bonne Bay resident (July 2006) from "Boats, trains, and immunity: the spread of the Spanish flu on the island of Newfoundland" in *Newfoundland and Labrador Studies,* Sept. 2007

*It measured 7.2 on the Richter scale and was recorded in locations as far west as New York and Montreal and as far east as Portugal.

The Burin Tsunami, 1929

On November 18, 1929 a tsunami struck the Burin Peninsula, triggered by an underwater earthquake* that occurred on the southern edge of the Grand Banks. Giant waves hit the coast at 40 km/hr, flooding dozens of communities and washing entire homes out to sea. The disaster killed 28 people and left hundreds more homeless or destitute. It was the most destructive earthquake-related event in Newfoundland and Labrador's history and occurred at the beginning of a worldwide depression.

In addition to the loss of human life, the tsunami lifted houses off their foundations, swept schooners and other vessels out to sea, destroyed stages and flakes, and damaged wharves, fish stores, and other structures along the coastline. Approximately 127 000 kilograms of salt cod were also washed away by the tsunami, which affected more than 40 communities on the Burin Peninsula. Government assessment later placed property damage on the Burin Peninsula at $1 million.

It took only 30 minutes for the tsunami's three main waves to hit the Burin Peninsula and about two hours for water levels to return to normal. After that, thousands of confused and devastated survivors began to search for the dead or injured and to salvage what they could from rubble lining the coast. To make matters worse, the Burin Peninsula had no way of communicating with the rest of the island because a weekend storm had damaged its main telegraph wire and the tsunami had destroyed all land lines linking the peninsula's coastal communities. It wasn't until the morning of November 21 that a ship making a scheduled stop in Burin was able to send a wireless message to St. John's describing the situation.

The tsunami left the people of the affected communities on the Burin Peninsula in desperate need of help. When news of the disaster finally did reach St. John's, both the government and public were quick to respond. A relief ship arrived the following day with medical equipment, food, clothes, and other supplies. Public donations poured in from across the colony, and within weeks amounted to $250 000. Canada, the United States, and Britain also gave aid. Despite these efforts, the start of the **Great Depression** in 1929 and the collapse of the cod fishery in the early 1930s further damaged the Burin Peninsula's weakened economy. It was not until the 1940s that many communities were able to fully recover, while others could not recover at all.

4.31 House nearly submerged after 1929 Burin Tidal Wave
This house was found offshore after it was swept out to sea by the 1929 tsunami. It was later towed to shore by two men in a small "make and break" boat. This photograph was taken by FatherJames Anthony Miller, Roman Catholic priest at Burin, one of three delegates who travelled to St. John's via the *Daisy* to meet with the Executive Council about the emergency.

4.32 A cable informing London about the tidal wave, Nov. 23, 1929

COMMERCIAL CABLES

IN CONNECTION WITH POSTAL TELEGRAPH

November 23rd, 1929.

CABLEGRAM

"VIA COMMERCIAL"

RURALITY,

LONDON.

Earthquake shock occurred Monday afternoon eighteenth at 5.00 felt over whole Island stop Tidal wave followed two and half hours after with disastrous results to life and property in section Burin Peninsula from Lamaline to Burin stop At Port au Bras seven lives lost at Kelly's Cove two lives Lord's Cove four lives Taylor's Bay four lives Point au Gaul eight lives and at Lamaline one life stop At these places and other Harbours in that section enormous destruction dwelling houses fishery premises boats and gear coal and provisions stop Water first

Questions:

1. For each of the events identified, determine the degree to which it is significant. Use a graphic organizer to help make your assessment. Once you have completed your assessment, identify which event was most significant.

2. How might your assessment of these events change based on:
   a. time? (e.g., if you lived in the 1890s/1920s)
   b. location? (e.g., if you lived in St. John's/ Bonavista/Okak/Montreal)
   c. position? (e.g., if you were a merchant/ parent/ Member of the House of Assembly)

3. Identify three recent events that have affected Newfoundland and Labrador. Determine the degree to which each is significant. Once you have completed your assessment, identify which event is the most significant.

4. How does personal perspective influence which events from the past we remember? Why is it important to remember these events?

4.33 ***Fox Marsh Siding*** **by Christopher Pratt, print, 1991**

Experiencing The Arts

To see more of Christopher Pratt's works, turn to page 634.

TOPIC 4.2

The Railway

Apart from travel, what advantages could the railway bring to Newfoundland?

What were the risks, if any, to establishing a railway in Newfoundland?

Introduction

Newfoundland was not alone in its quest to build a railway. With major improvements to the steam engine during the early nineteenth century, transportation became faster, more reliable, and less expensive. Rail brought raw materials, factories, labour, and consumers together. For countries such as the United Kingdom – a pioneer in rail construction – railroads were key to rapid industrialization.

Railroads were also unifiers and nation builders. The first transcontinental railroad was completed in the United States in 1869 and in Canada in 1885. Given this backdrop and the need to access resources in the interior, the Newfoundland government decided in 1878 to build a 550-kilometre narrow-gauge railway from St. John's to Halls Bay.

In April 1881, the Newfoundland government awarded a contract to the Newfoundland Railway Company to build a line from St. John's to Halls Bay. There was not unanimous support for the project. Some citizens in Conception Bay, for instance, feared that their land might be confiscated to make way for the railway. Others feared the cost, predicting that the railway would place a strain on the colony's finances. And there were those who thought that the government should be concentrating on the problems of the fishery, rather than opening up the interior.

The Newfoundland government originally wanted to build a railway across the island from St. John's to St. George's Bay. But the British government refused to allow this location since it was on the French Treaty Shore. Thus Halls Bay was chosen as the terminus as it was not on the Treaty Shore, would provide access to the mining district of western Notre Dame Bay, and would link the northeast coast to the Avalon Peninsula.

"The railway was not only a force for unifying Newfoundland and a symbol of national pride, it was also a link to Canada and a source of North American attitudes and ideals."

– Newfoundland and Labrador Heritage Web Site

In August 1881, construction began on the line in St. John's. However, the Newfoundland Railway Company went into receivership just as it was completing the line to Harbour Grace Junction (present-day Whitbourne). The government built a branch line to Placentia and then contracted Robert Reid* and George Middleton to continue construction of the line to Halls Bay.

*In 1865 Reid left his home in Scotland to look for his fortune in the gold mining industry in Australia. (He met his wife to be, Harriet Duff, along the way.) Reid returned to Scotland in 1869, but relocated to Canada in 1871. There he became involved in the construction of railway bridges.

CARBONEAR, April 15, 1882.

Railway Matters.

ST. JOHN'S, NFLD.,
April 19th, 1882.

Editor Evening Telegram.

DEAR SIR,—

I wonder if any of your readers have any adequate conception of how much is

5,000 Acres of Land!

the modest little "farm" that Mr. BLACKMAN asks us to give him for each and *every*

One Mile of His Railway!

Multiply that 5,000 acres of land by the 250 miles of proposed Railway across the country, as follows:—

250 miles (of Railway)
5,000 acres (of land.)

1,250,000 acres.

say, ONE MILLION, TWO HUNDRED and FIFTY THOUSAND Acres of Land! Add to this the TWO MILLIONS of acres which MR. BLACKMAN already holds under his *existing* Railway Contract, as follows:—

2,000,000 Acres (old Contract)
1,250,000 Acres (now asked for)

3,250,000 Acres of land.

say THREE MILLION and a QUARTER of Acres! Why, Sir, there is not land enough in the Island to satisfy this cormorant.

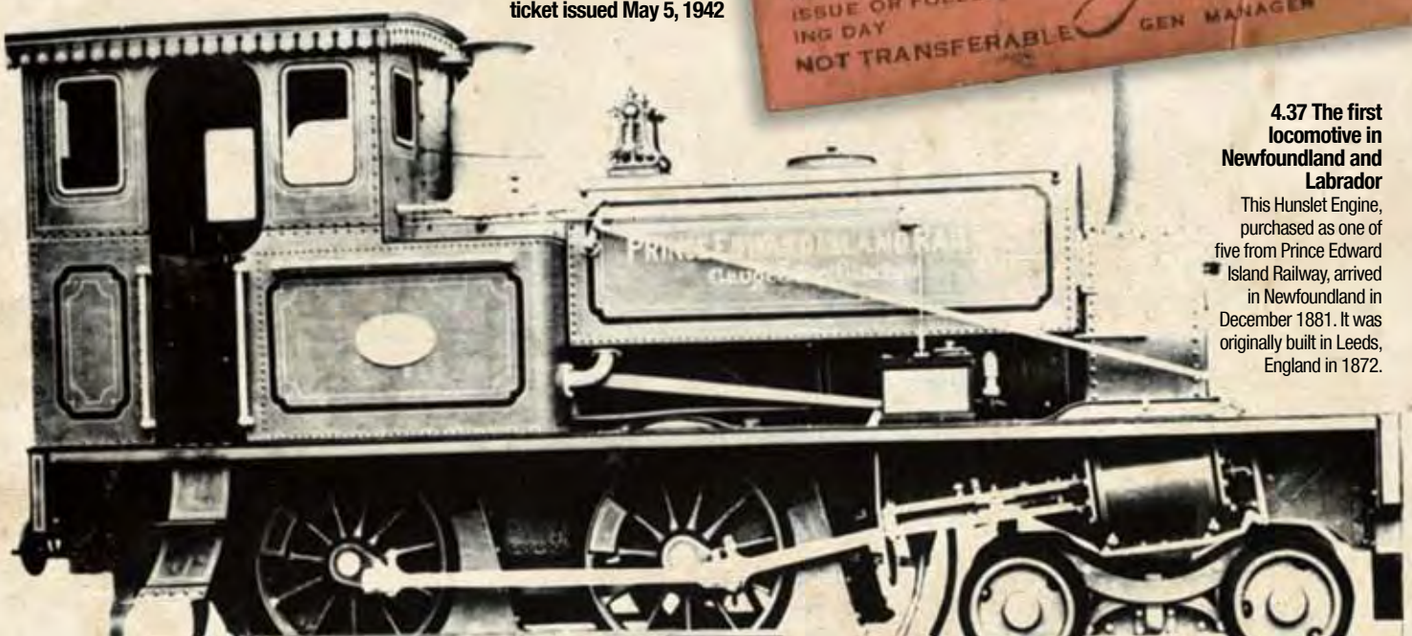
Yours, &c.,
TERRA NOVA.

THE CHORAL SOCIETY'S CON-

4.34 At any cost?
A letter to the editor of *The Evening Telegram*, April 18, 1882, expressing concern over railway costs

4.35 Workmen repairing the railroad line, c. 1900

4.36 Second-class Newfoundland Railway ticket issued May 5, 1942



4.37 The first locomotive in Newfoundland and Labrador
This Hunslet Engine, purchased as one of five from Prince Edward Island Railway, arrived in Newfoundland in December 1881. It was originally built in Leeds, England in 1872.

Building the Railway

At its peak, approximately 2200 workers were employed building the line and supporting structures – such as a roundhouse and machine shops at Whitbourne, as well as trestles and station houses across the island. In 1892, the Newfoundland government decided to re-route the line away from Halls Bay to take a more direct westerly route over the **Gaff Topsails** to Grand Lake and the west coast. The government awarded a contract to Reid* in 1893 for this second phase – the construction of a 460-kilometre (285-mile) line from the Exploits River to Port aux Basques, which had been selected as the western terminus because it was not on the French Treaty Shore. In 1897, the line reached Port aux Basques. The first passenger train to complete the trans-island trip left St. John's at 7:20 p.m. on June 29, 1898 and arrived in Port aux Basques the next day at 10:45 p.m.

The operation and construction of the railway proved to be a costly venture. By 1898, the government had spent $10.7 million on the construction of the railway, which accounted for approximately 60 per cent of the public debt. In an effort to rid itself of further expense associated with this project, the Newfoundland government entered into an agreement with Reid to operate, and eventually own, the railway.

This area of high, open land posed many challenges during the winter.

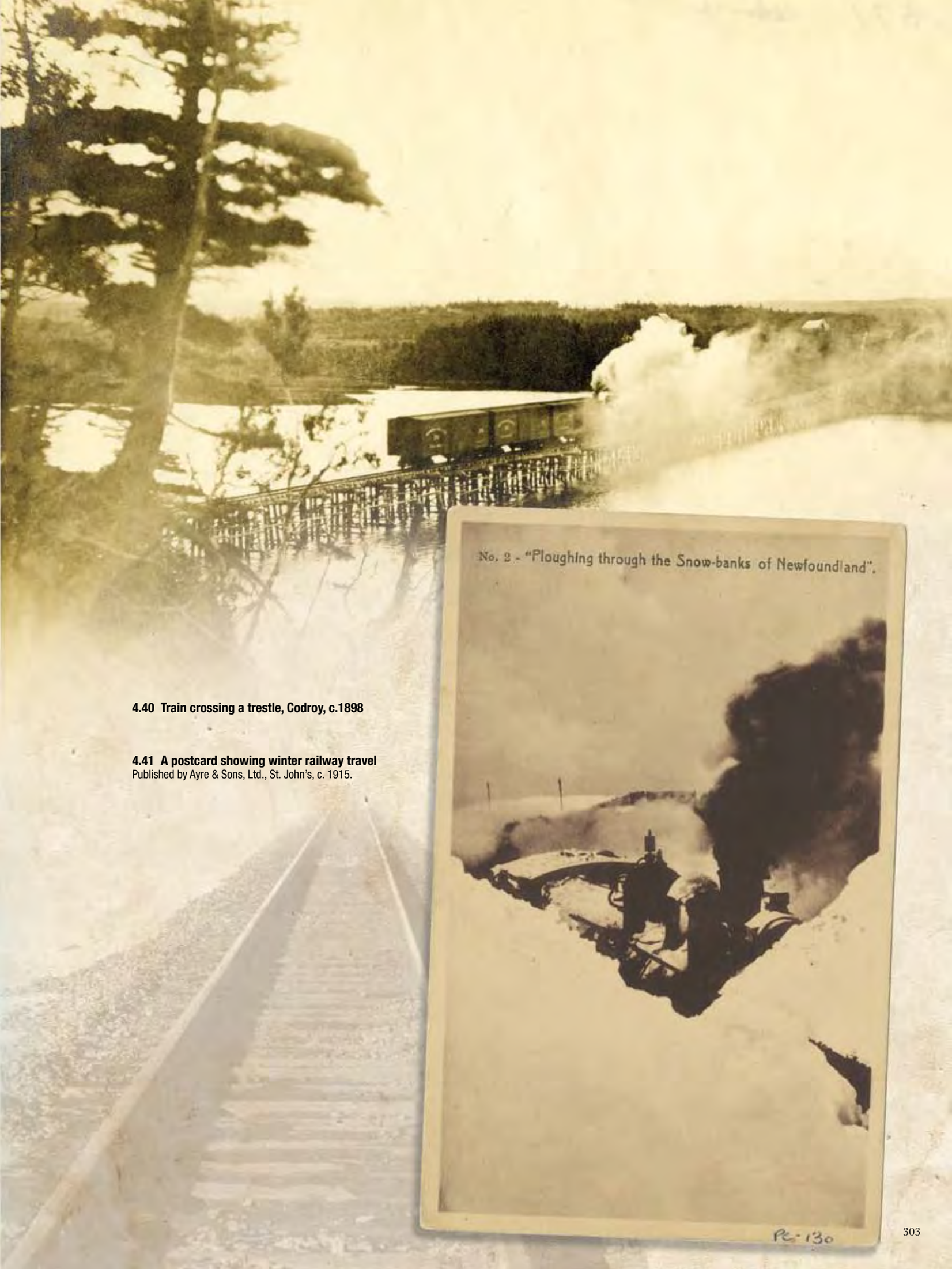
**Middleton left the partnership with Reid in 1892.*

THE FIRST THROUGH TRA[illegible]

The very first through train to Port aux Basque left St. John's at 7.20 o'clock last evening, taking a large excursion party for Sydney. If the initial trip is any augury of the popularity of the new route, future trains to Port aux Basque will be well patronized. It was a bustling scene that was witnessed at the station, which was inadequate to accommodate the number of people assembled. The train was made up of two palace sleeping cars, one dining, two ordinary first class and a mail and baggage car, drawn by two engines. The engineers were Messrs E. Pickering and John Byrne. This train will arrive at Port aux Basque at 11 o'clock to-night, where the s.s. Bruce will be in waiting. She left for that place immediately on landing her passengers at Placentia last evening. Besides the excursion party there are a number of others for various points along the route.

4.38 Growth of main and branch lines in Newfoundland

4.39 The joys of working with primary documents
This excerpt from *The Daily News*, June 30, 1898 is blurry because it was copied from microfiche. Sometimes when researching primary documents, historians have to put up with less than perfect copies if access to the original document is not possible.



4.40 Train crossing a trestle, Codroy, c.1898

4.41 A postcard showing winter railway travel
Published by Ayre & Sons, Ltd., St. John's, c. 1915.

Was it a sell out?

When a decision is being made, the parties involved must carefully weigh the information they have available and then make a judgment. As time passes, people have an opportunity to look back at the consequences of the decision and make an assessment.

The 1898 contract between the Newfoundland government and Robert G. Reid raised a fundamental issue: at what point do the concessions thought necessary to attract developers and economic investment become a sell out?

Reid agreed to operate the railway for 50 years (after which time it would become the property of his successors); operate a coastal steamship service and the ferry to Nova Scotia (both subsidized by the government); take over the telegraph system and the St. John's dry dock; and build a streetcar system in St. John's. For this he would receive land grants which, when added to grants received under the 1893 operating contract, would amount to a total of 4 124 200 acres (approximately 16 690 square kilometres, or 15 per cent of the island's total land area). In return, Reid would at once pay the government just under $1.5 million (roughly equivalent to one year's revenue). He also wanted to transfer all his Newfoundland holdings to a limited company.

Those who supported the deal argued that the immediate cash payments were badly needed, and that the government was prudently unloading unprofitable operations onto a private contractor. Moreover, Reid would have to develop his land holdings in order to maximize income and create railway traffic. The deal would therefore provide immediate financial relief and long-term economic development.

The deal's opponents thought differently. In their view, the government was giving away many of the colony's important assets, some of which had cost a great deal of money. Reid was being allowed to become a monopolist. There was no guarantee that his property would be developed for the good of the colony or that the railway would be efficiently operated. Reid would possibly control all potentially valuable resources (outside the fishery), a situation which would discourage the entry of other entrepreneurs and take the colony's future out of the hands of its people. Newfoundland could become a "company colony."

The result was a compromise, settled in 1901. Reid gave up ownership of the telegraphs and future ownership of the railway (with compensation), and agreed to reduce his land entitlement. In return, the Reid Newfoundland Company came into existence to manage Reid's assets.

The argument over the 1898 contract was to be more or less repeated during debates over the agreements which brought the Anglo-Newfoundland Development Company to Grand Falls in 1905 and Newfoundland Power and Paper Company to Corner Brook in 1925. After Confederation, there was controversy over the concessions granted to the "new industries" (many of which failed) during Joey Smallwood's term as Premier (1949-1972). Likewise, lively debate still continues over the Churchill Falls hydro development, which sometimes is seen as the greatest sell out and missed opportunity in the economic history of Newfoundland and Labrador.

The Reid Purchase

Reid was to be paid $15 000 for each mile completed and 5000 acres of land per mile operated. The terms of the agreement to acquire the railway also allowed Reid to:

- **purchase the St. John's dry dock**
- **operate eight coastal steamers at an annual subsidy**
- **operate the government telegraph for 50 years**
- **develop the first hydroelectric power in the country (at Petty Harbour)**
- **establish a streetcar system in St. John's**

4.42 Sod turning for the Southern Shore Railway, May 9, 1911

At what point do the concessions thought necessary to attract developers and economic investment become a sell out?

Questions:

1. What were the perceived benefits to the Government of Newfoundland in the deal with Reid? Which was the most compelling?
2. What were the perceived losses to the Government of Newfoundland in the deal with Reid? Which was the greatest loss?
3. Considering both sides of the argument, was the 1898 contract signed with Reid a sell out?

4.44 Streetcar ticket strip
This ticket dates from 1901-1920 when the Reid Newfoundland Company owned the streetcar system in St. John's.

4.43 Teamwork
The Reid Newfoundland Company began operating streetcars in St. John's in 1901. The streetcars were sold to another company in 1920 and remained in use until 1948. In this photograph, supervisors and operators pose in front of St. John's streetcars, c. 1901.

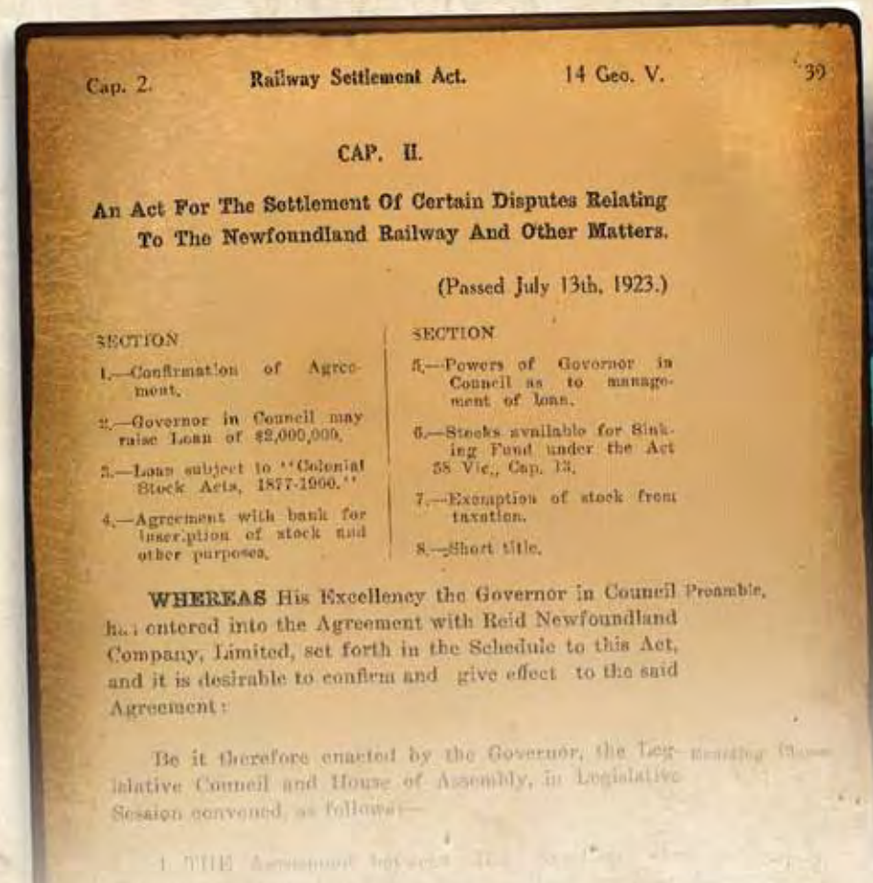
The Railway and its Consequences

The record of the Reid era is one of continuous losses despite efforts to operate at a profit. After the company completely shut down the railway for a week in May 1922, the government agreed to provide operating funds to July 1923, when it took over the railway through the *Railway Settlement Act*. Under this act, the government acquired the railway, coastal boats, and dry dock from the Reid Newfoundland Company for $2 million. Operation of the railway continued to be costly. By 1933, the Newfoundland Railway had cost the government $42 million and is estimated to have accounted for 35 per cent of the public debt at that time.

Despite the economic challenges associated with the railway, it did have positive results. Its construction and operation created much employment, providing cash wages* to workers. It tied together regions with a transportation link and made it possible for some workers to travel for seasonal employment; in other cases it served as a pull factor where individuals, and sometimes entire families, relocated for permanent jobs. As well, it can be argued that the building of the railway was an essential step in Newfoundland's strategy to diversify the economy. The opening of the island's interior created new industries related to forestry, minerals, and, to a lesser extent, agriculture. As a result, new communities were established where Newfoundlanders and Labradorians could now work – outside of the fishery.

*Why would cash wages be significant?

Such as Whitbourne, Grand Falls, and Bishop's Falls



Cap. 2. Railway Settlement Act. 14 Geo. V. 39

CAP. II.

An Act For The Settlement Of Certain Disputes Relating To The Newfoundland Railway And Other Matters.

(Passed July 13th, 1923.)

SECTION

1.—Confirmation of Agreement.

2.—Governor in Council may raise Loan of $2,000,000.

3.—Loan subject to "Colonial Stock Acts, 1877-1900."

4.—Agreement with bank for insurption of stock and other purposes.

SECTION

5.—Powers of Governor in Council as to management of Loan.

6.—Stocks available for Sinking Fund under the Act 58 Vic., Cap. 13.

7.—Exemption of stock from taxation.

8.—Short title.

WHEREAS His Excellency the Governor in Council Preamble. has entered into the Agreement with Reid Newfoundland Company, Limited, set forth in the Schedule to this Act, and it is desirable to confirm and give effect to the said Agreement:

Be it therefore enacted by the Governor, the Legislative Council and House of Assembly, in Legislative Session convened, as follows:—

4.45 The railway today
Newfoundland's cross-island train system ceased operations in 1988. Since then, the Newfoundland T'Railway Council has been converting the former railway line into a multi-use, all-season recreational trail which is also part of the 22 000 km Trans Canada Trail connecting Canada from sea to sea. The Fischells River rail bridge on the island's west coast now accommodates trail enthusiasts from many countries.

4.46 The Railway Settlement Act, 1823
This legislation returned the railway to government control.

"The saga of the line's construction … figures in our history much as the building of the great trans-continental lines does in the history of Canada and the United States: as both a milestone in the march of progress and an exercise in nation-building."

– Robert Cuff, historian

Questions:

1. Did the railway influence your community or region? If so, how?
2. The building of the railway was claimed to be an "essential step" in the Government of Newfoundland's strategy to diversify the economy. Explain.
3. The railway contributed to the creation of new communities and tied regions of the island together with a transportation link. Speculate how this would affect the culture/character of Newfoundland and Labrador. (For example, after two generations of working inland, how would descendants relate to the notion of the "fishery"?)
4. In 1895 D. W. Prowse noted that "A railway policy is always a progressive policy ..." Explain.
5. Today the railway lines on the island have been dismantled, and the path it created serves as a source for recreational activities. What impact does this have on the culture of the province?

4.47 Millertown with the Mary March River in the background, c. 1901
The most notable sawmill town was Millertown, established in 1900 by Lewis Miller with the immigration of 60 Swedish timber harvesters and their families. Miller built a rail line to link the operation to the main line, over which lumber was transported to Lewisporte for export to international markets.

TOPIC 4.3

Forestry

What impact would the forestry industry have on society in Newfoundland?

What were the risks, if any, to establishing a forestry industry in Newfoundland?

Introduction

The island of Newfoundland contains approximately 3.6 million hectares of productive forest concentrated mainly in the western and central areas. Labrador has approximately 5.2 million hectares of productive forest. With the construction of the railway, some forest resources on the island became more accessible for commercial exploitation. As the interior of the island opened, the establishment of sawmills was the first large-scale **commercial activity**.

Early Forestry

Although intensive harvesting of trees was not undertaken until the nineteenth century, our forests have played a significant role in the lifestyles of indigenous people of Newfoundland and Labrador for millennia. Adaptations to our environment such as toboggans, snowshoes, kayaks, weapons, and shelters depended, to a large extent, on forest products. Many medicines were also derived from trees. For instance, roots, leaves, and bark were sometimes used to make anti-inflammatories and antiseptics.

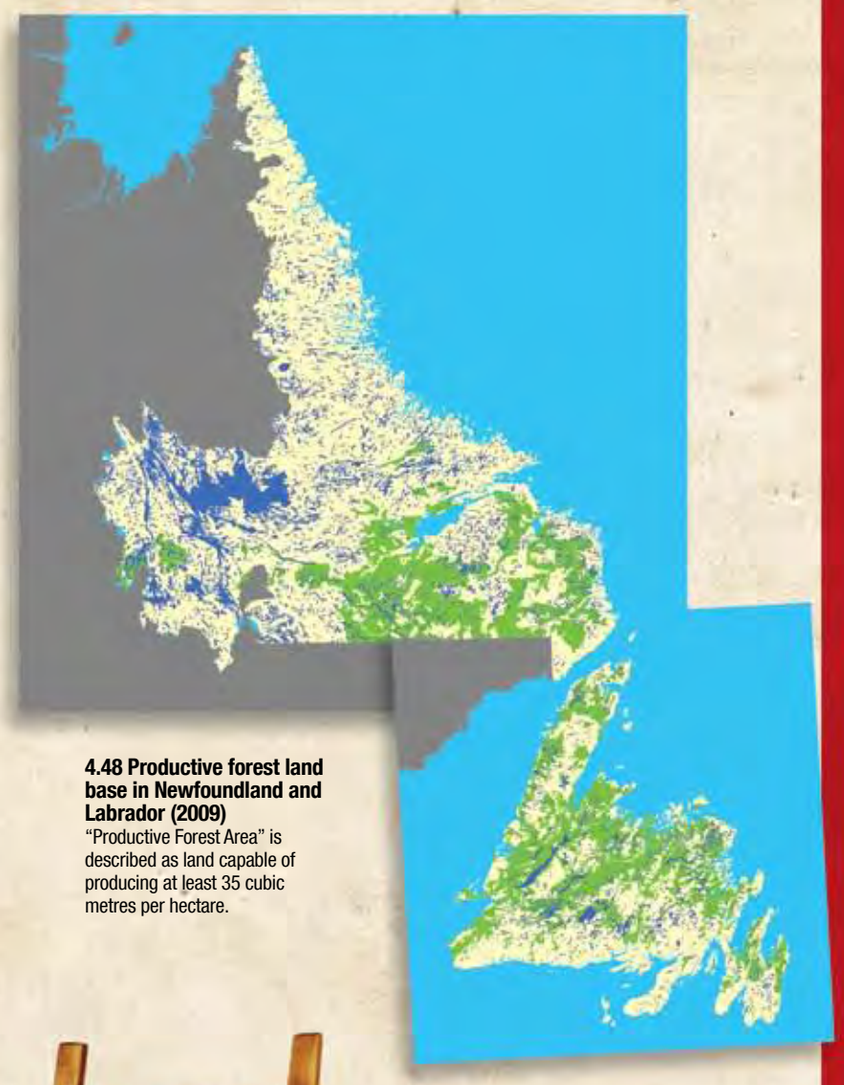
Early European settlers and migratory fishers used forest resources primarily for fuel and for the construction of stages, flakes, wharves, boats, and houses. In addition, dried fir bark was sometimes used to cover fish during the curing process. It became a tradition for fishers to regard the coastal forest zone as their reserve to which they had free access. This tradition became incorporated into law in the *Crown Lands Act* of 1930, which specified a three-mile (4.8-kilometre) coastal limit for the use of fishers.

Changing Economic Patterns

The use of forest resources began to shift from primarily subsistence to commercial activities in the late 1800s. In 1875, the Government of Newfoundland passed a *Crown Lands and Timber Act*, which intended to promote the sawmilling industry in the colony. Most subsequent sawmills were small enterprises that produced lumber for local use. But there were also a few large-scale operations that produced lumber, mostly white pine, for export. The first large-scale sawmill was built at Botwoodville

Although true on the island, a commercial forestry in Labrador didn't really take off until the 1970s. The potential of Labrador's forests was recognized in the early 1900s, but development was stalled by the boundary dispute with Quebec, plus the difficulties of getting forest products to market.

(Botwood) in 1890. Other mills followed in the communities of Terra Nova, Soulis Brook, Gambo, Gander Crossing, Glenwood, Millertown, and Badger. By 1901, there were nearly 200 sawmills in operation that employed 2400 workers and produced $480 000 worth of lumber annually. However, lumber exports declined considerably in the 1920s, due to a depletion of pine resources and competition for timber with paper mills.



4.48 Productive forest land base in Newfoundland and Labrador (2009)
"Productive Forest Area" is described as land capable of producing at least 35 cubic metres per hectare.

4.49 Wood has been an important resource for us from the earliest times
Birch and pine chair (c. early 1800s); Wooden "grub box" (lunch box) used by inshore fishers (c. 1900); Innu snowshoes, likely made of spruce or balsam fir (c. 1970)

EARLY DEFORESTATION

Prior to the late 1800s, locally produced lumber could not keep up with the demands of a growing population and was in short supply. It has been calculated that a settlement of 40 families could clear an area of five square kilometres in less than two generations to meet the need for fuel alone. This is evidenced in reports prior to 1700, noting that the coastal forests around popular harbours were retreating. By 1892, lumber had to be imported from Halifax for the reconstruction of St. John's after the Great Fire.

... the New-found-land yeeldeth such great blessings from God ... yet many of our English Nation ... as it were, tread them under their feete ... upon their arrivall yeerely to that Countrey, doe cut downe many of the best trees they can finde, to build their stages and roomes withall, for their then necessary ... and destroying many others ... in few yeeres, I feere, that most of the good timber trees neere the Sea-side, where men use to fish, will bee either felled, spoiled or burned ...

– from *A Discourse and Discovery of Newfoundland (1620)*

4.50 Man sawing wood with bucksaw,
Newman Sound, Bonavista Bay, 1939

4.51 Pulp beaters in pulp and paper mill, Grand Falls, c. 1913-17

4.52 Loading pulp at Botwood, post-1915
The forest industry benefited communities economically in a variety of ways. For example, Botwood became the shipping port for imports to and exports from the mill in Grand Falls.

Economic Results

After 1910, pulp and paper production began to dominate the forest industry. To stimulate growth in this industry, the government offered **land tenure** agreements to companies. In these agreements, the companies assumed the primary responsibility of managing lands in return for the right to benefit from their resources – although the tenured lands still technically belonged to the government. There were three forms of agreements:

1. **Freehold Agreement** – a recipient was entitled to exclusive possession of the land.*
2. **Leasehold Agreement** – a recipient had the right to use the land, forests, minerals, and water in exchange for a low annual rent to be paid to government.
3. **Timber Licence** – a recipient could claim property rights on the forest resource only.

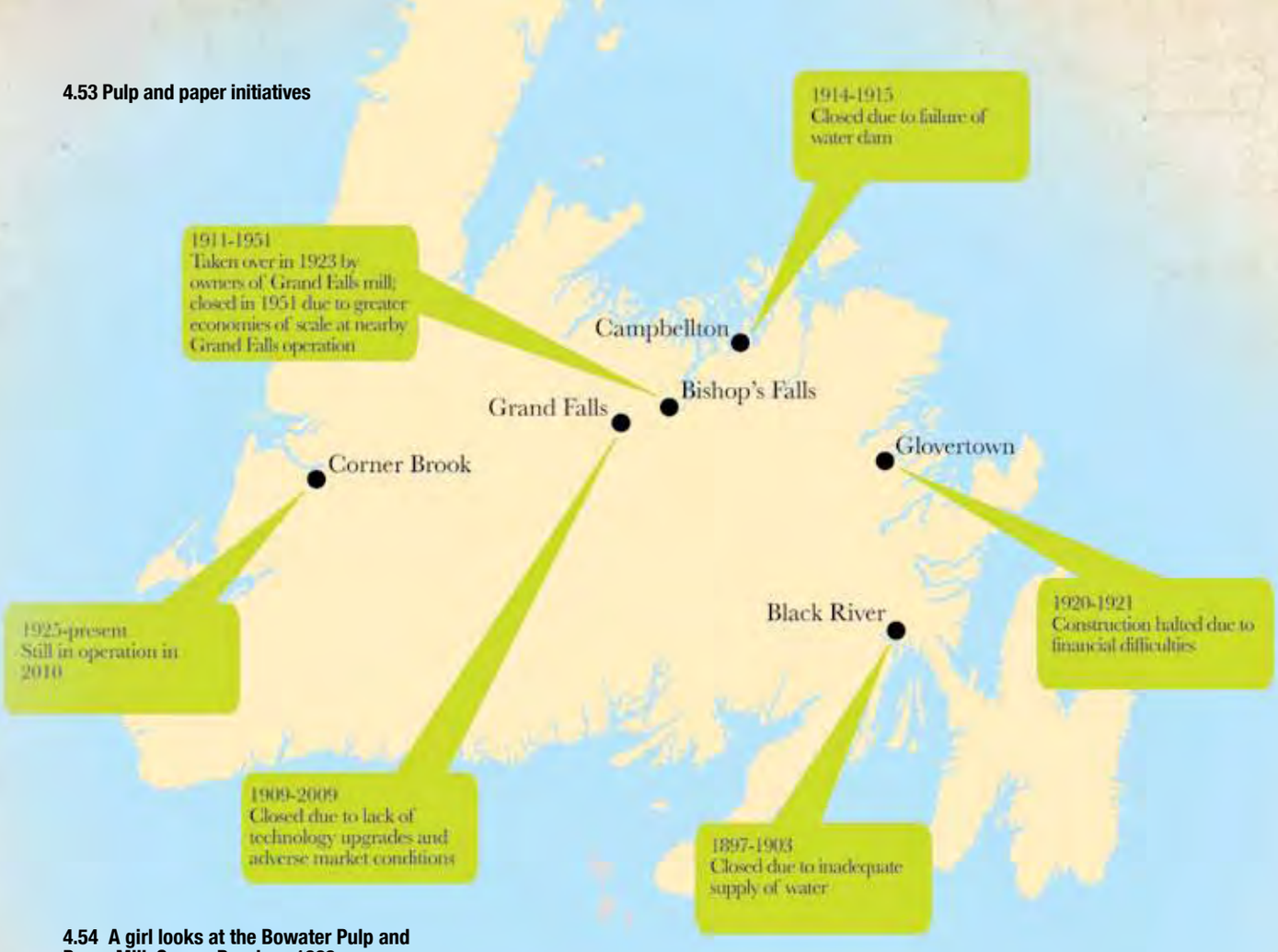
At the beginning of the twentieth century, the potential of Newfoundland's forest resources began to attract international attention. In 1903, brothers Alfred and Harold Harmsworth expressed interest in the island's forests and investigated the possibility of establishing a pulp and paper company at Grand Falls. The Harmsworths were moguls in the newsprint publishing industry in Britain, and the Newfoundland venture could provide them with a secure source of newsprint. In 1905 they formed the Anglo-Newfoundland Development (A.N.D.) Company. Two years later they began construction of a mill, a powerhouse, and a **company town** at Grand Falls. The mill began production in 1909.

Another large mill was established at Corner Brook in 1925 by the Newfoundland Power and Paper Company, but was quickly sold off to the International Power and Paper Company.** In the early years of operation, the Grand Falls and Corner Brook mills employed more than 1000 workers each. Unlike the fishery, which experienced variance in fish availability and was based on a system of credit, pulp and paper mills (and related wood-harvesting operations) brought steady work and wage-based jobs. In 1935, approximately five per cent of the total workforce was employed in the forest industry.

*Why would governments negotiate freehold agreements? Although these arrangements brought little direct revenue to government, the economic impact of employment in pulp and paper mills was significant.

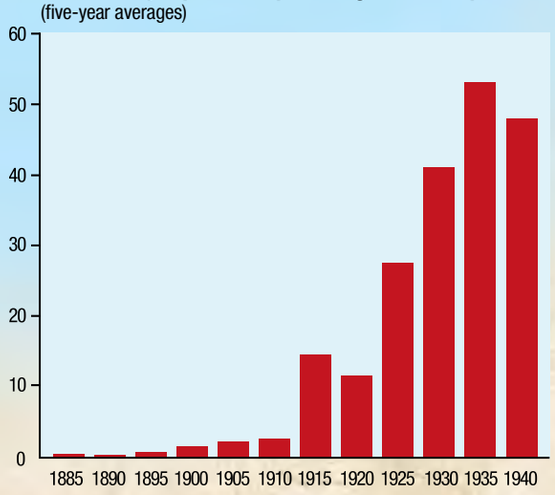
**At one time, this was the largest mill in the world. It was taken over in 1938 by Bowater-Lloyd. Today it is run by Kruger International.

4.53 Pulp and paper initiatives



4.54 A girl looks at the Bowater Pulp and Paper Mill, Corner Brook, c. 1939

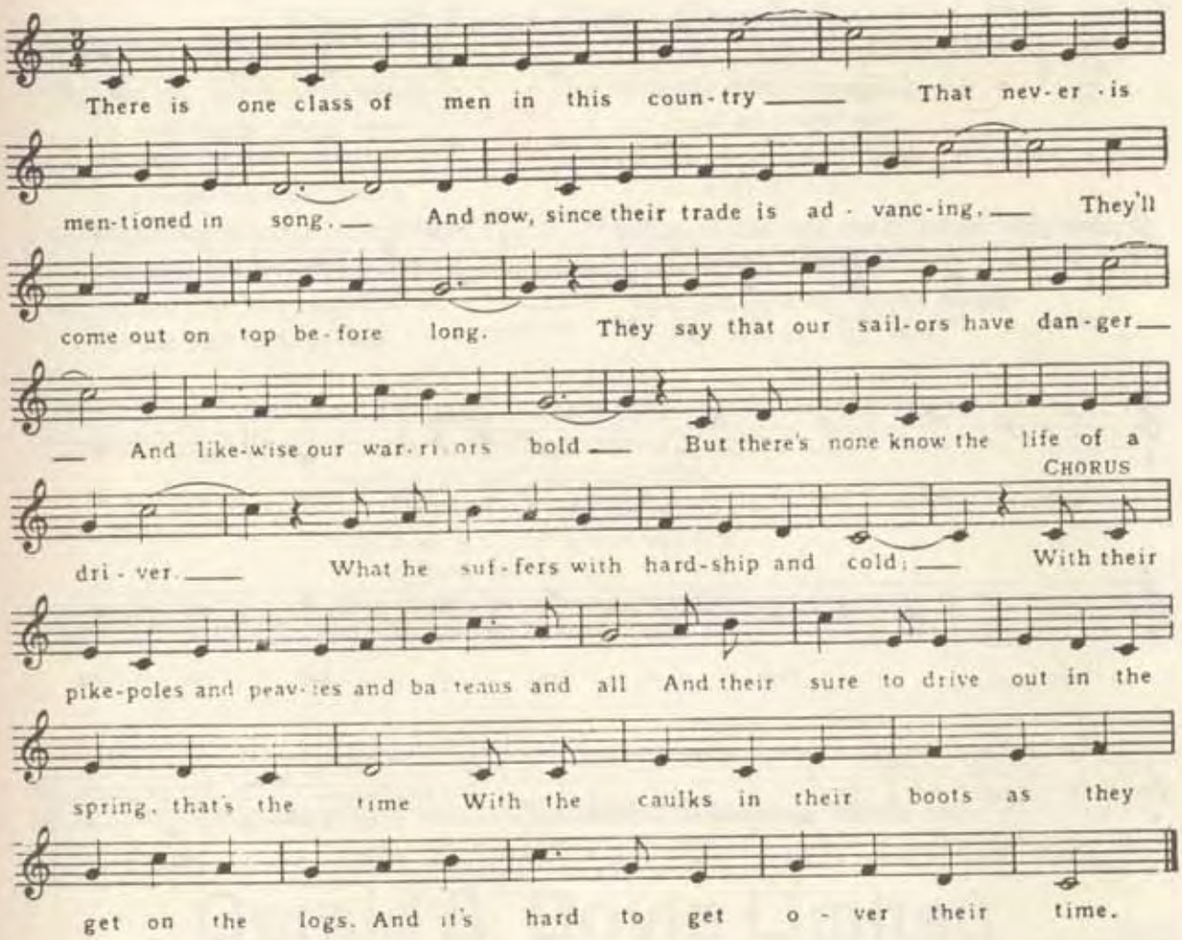
4.55 Forestry exports as a percentage of total exports
(five-year averages)



Experiencing The Arts

Now that you have created your title, you need to turn your attention to researching your area of interest, creating the outline for your story, and brainstorming to establish a lyrical palette of words and phrases that might be used in your composition. Be sure to continue recording your ideas in your notebook.

The Badger Drive



Billey Dorothey he is the manager, and he's a good man at the trade;
And when he's around seeking drivers, he's like a train going down grade,
But still he is a man that's kindhearted, on his word you can always depend,
And there's never a man that works with him but likes to go with him again.

I tell you today home in London, *The Times* it is read by each man,
But little they think of the fellows that drove the wood on Mary Ann
For paper is made out of pulpwood and many things more you may know,
And long may our men live to drive it upon Paymeoch and Tomjoe.

The drive it is just below Badger, and everything is working grand,
With a jolly good crew of picked drivers and Ronald Kelly in command.
For Ronald is boss on the river, and I tell you he's a man that's alive,
He drove the wood off Victoria, now he's out on the main river drive.

So now to conclude and to finish, I hope that ye all will agree
In wishing success to all Badger and the A.N.D. Company.
And long may they live for to flourish, and continue to chop, drive and roll,
And long may the business be managed by Mr. Dorothey and Mr. Cole.

John V. Devine.

4.56 "The Badger Drive"
is a Newfoundland folk song which describes the lumber drive near Badger. The lyrics of this ballad speak of the experiences of individuals who worked in this sector of the forest industry.

*Many of the loggers were fishers who worked as loggers for extra cash.

Impact on Lifestyle and Culture

Those who worked as loggers* harvesting timber for pulp and paper mills endured tough working conditions. These loggers worked for contractors, who in turn worked for paper companies. Each season, the companies paid the contractor a fixed sum of money to harvest a specified amount of wood on company land. From this, the contractor had to pay himself, run the camps, feed the loggers, and provide them with shelter. Often, the company did not pay the contractor enough money to both earn a profit and adequately provide for all of the loggers' needs. As a result, many contractors tried to increase their own earnings by spending as little as possible on the loggers' food and housing.

For six to nine months of the year, many loggers lived in dirty, leaky, drafty, and over-crowded bunkhouses in the woods. Food was poor and no pay was given for time off work due to work-related injuries. Many workers from outport communities engaged in logging from the fall to early spring, returning to the fishery in the summer. Working conditions for those in the mills were much better than conditions endured by loggers and, with the development of company towns, workers were able to return to their own homes after a day's work.

4.57 Loggers' camp, central Newfoundland, date unknown
The structures behind the loggers would have been their living quarters while at camp.

4.58 Loggers working on a log jam, central Newfoundland, c. 1913-17

Questions:

1. It can be argued that the development of the forest industry was the opening of a frontier.
   a. What might have been the three greatest challenges faced by workers?
   b. What were possibly the greatest benefits for workers?

2. The text states that by 1920, lumber exports had declined considerably. However, the data on page 311 indicates that exports for the forest industry continued to increase. How do you account for this?

3. The Government of Newfoundland rented land to pulp and paper companies as opposed to obtaining revenue from **royalties**. As a consequence, this industry brought little direct revenue to government. What were the advantages and disadvantages of taking this approach for government? For business?

4. What were the three most significant ways in which the culture/lifestyle of a company town differed from that of an outport?

DIMENSIONS OF THINKING

SIGNIFICANCE

What can be learned from this experience?

4.59 Grand Falls, c. 1917

4.60 The interior of A.N.D. Pulp and Paper Mill, Grand Falls, c. 1909-1929

In the social sciences we sometimes consider specific examples to be significant because they are revealing – they shed light on a type of experience. The story of Grand Falls is such an experience, as it highlights the strengths and weaknesses of company towns.

Most Newfoundland and Labrador fishery-based communities grew in an "unplanned" way. However, as the colony's economy diversified in the early twentieth century, a number of new communities were built by companies to serve their production needs. Some towns, such as Gambo and Millertown, were built around sawmills; others, such as Tilt Cove in Notre Dame Bay, were built around mines. Clarenville was built as a railway centre and a few small settlements grew around other railway stations. Some natural-resource industries were established in or near existing settlements. Others were established in unpopulated areas of the interior, most notably Buchans and Grand Falls.

The site for the Grand Falls pulp and paper mill was chosen because of the availability of a large supply of lumber, the potential to develop inexpensive hydroelectricity, and its close proximity to the deep-water port of Botwood. The Anglo-Newfoundland Development (A.N.D.) Company opened the mill in Grand Falls in 1909. It also planned, built, and managed the town of Grand Falls as private property. Only company workers and their families*, along with the owners and operators of a small number of private businesses, were allowed to live there. The A.N.D. Company built a school, hospital, and churches, and paved streets. It also built houses for its workers and provided water, sewer, electricity, and telephone services at a time when such services were not readily available throughout the colony. Living in a company town also offered other benefits; the A.N.D. Company wanted to address the social needs of its workers and

*This was true of some other company towns, as well. For example, the father of one of this text's authors died while he was an employee living in a company town. When this happened, his family was ordered to leave.

*Through a series of mergers, Price Brothers and Company became AbitibiPaper Company Ltd. in 1974 and AbitibiBowater in 2007.

thus supported several sports, music, and drama clubs. An uninhabited wilderness at the turn of the twentieth century, by 1911 Grand Falls had a population of 1634.

The growth of Grand Falls also resulted in other settlement in the region. Unregulated settlement arose in the area outside of the company town, in what later became known as the community of Windsor. Without the A.N.D. Company's financial support, housing and community services (such as sanitation) in this area were inferior to those in Grand Falls.

Grand Falls remained a company town until 1961, when new owners (Price Brothers and Company*) relinquished its control of the community, and Grand Falls became an incorporated municipality. The mill continued to be the main employer for the area. In 1991, the towns of Grand Falls and Windsor amalgamated to form Grand Falls-Windsor.

In December 2008, AbitibiBowater released a statement concerning the imminent closure of the pulp and paper mill in Grand Falls-Windsor, citing high operating costs. In response, legislation was introduced in the same month in the House of Assembly to return the water rights originally granted to the A.N.D Company to the province. The mill produced its last roll of newsprint on February 12, 2009, putting 750 men and women out of work.

The Evening Telegram.

W. J. HERDER, Proprietor. ... W. F. LLOYD, Editor.

St. John's, Newfoundland, October 11, 1909.

AT GRAND FALLS!

SATURDAY'S FESTIVITIES.

Three Mighty Paper Machines Set in Motion by Lady Northcliffe, Lady Williams and Mrs. Beeton — The Bishop of Newfoundland Blesses the Enterprise--Heroism Rewarded—A Pathetic Incident.

KING'S WEATHER.

THE ATHLETIC SPORTS.

BOXER TO EMPLOYEES.

4.61 An article from *The Evening Telegram*, Oct. 11, 1909

The Telegram

Harbour Grace shows its spirit

Go on ... laugh at winter

Mill reaches end of the line

Last paper rolls out of Grand Falls-Windsor facility

Union has no regrets

Restructuring rejection accelerated the inevitable, Hedley says

The last log

AbitibiBowater workers share their thoughts on the end of a century of papermaking

4.62 An article from *The Telegram*, Feb. 13, 2009

Questions:

1. How did the development of the community of Grand Falls benefit the colony of Newfoundland? Which benefit was the most significant? Why?
2. Given the closure of the mill, what challenges does this create for the community that has existed for over a century? Which challenge is the most significant? Why?
3. What can be learned from this experience?

4.63 Sorters at work, Tilt Cove mine, c. 1912
Men sort the ore outside the Tilt Cove mine. Tilt Cove mine operated until 1917, when international markets and complications from the war, as well as problems of ore grade and accessibility, caused the mine to shut down.

TOPIC 4.4

Mining

What items could be made/manufactured from the minerals found in Newfoundland and Labrador?

What were the risks, if any, to exploiting the minerals in Newfoundland and Labrador?

Introduction

Newfoundland and Labrador has some of the oldest rocks in the world and unusual **rock sequences** that bear witness to a vast range of **tectonic forces**. As a result, a wide variety of mineral resources are found throughout the province. Although knowledge of these mineral resources grew in the 1800s through surveys and exploration, most of these could not be developed until the opening of the interior by the railway and an increased world demand for metal made it economically viable.

Early Mining

Mining in Newfoundland and Labrador has its roots in prehistory. Various indigenous groups collected rocks that could be chipped into cutting implements and other tools. Archaeological evidence also suggests that there was organized mining in the Ramah Bay area thousands of years ago. Chert from this area was worked into various tools that have been found as far south as Maine – suggesting there was an extensive trade system among prehistoric peoples. Likewise, soapstone quarries near Fleur de Lys on the Baie Verte Peninsula indicate the Dorset and possibly other groups mined soapstone in blocks to be made into lamps and other tools.

Other than the smelting of bog iron by the Norse at the tip of the Northern Peninsula a millennium ago, the first recorded European interest in mining is of Sir Humphrey Gilbert mistaking pyrite (or "fool's gold") for gold at Catalina. Other anecdotal evidence suggests that some early fishers mined galena for the production of lead weights and jiggers from small veins at La Manche, Lawn, Lead Cove (Port au Port), and Red Rocks Point (near Cape Ray).

4.64 No. 2 Tunnel of Bell Island mine, c.1902
Miners prepare to descend for a 6 a.m. shift. Note the candles on their hats, which were used to light their way underground.

Changing Economic Patterns

While some mining activity was conducted here in the 1700s, before the railway it was confined to coastal areas where ore could be shipped by sea. Newfoundland's first major mining operation was in Tilt Cove. From 1864 to 1917, this mine was rated as one of the largest producers of copper in the world. The success of the Tilt Cove mine resulted in an intense period of exploration and mining activity. However, with the exceptions of the Bell Island iron ore mines, the Buchans mines, and the St. Lawrence fluorspar mines, most mines were smaller scale operations that operated for relatively short periods of time.

Mining on Bell Island began with surface mining in 1895. By 1900, this site was one of the most productive iron ore operations in the world. Underground mining began at Bell Island in 1902, and by 1910 mining tunnels extended out for several kilometres under the ocean. Just before the First World War, the Bell Island mine employed about 1300 workers. Work at the Bell Island mine continued until 1966, making it the longest continually operated mine in Canada.

The Bell Island mine supplied Germany with iron ore prior to both world wars, so the outbreak of hostilities meant the loss of a major customer.

4.65 Examples of mineral use from prehistoric to modern times
A Dorset soapstone pot; a killick (anchor), c. 1920; a piece of cable purchased for use in the laying of the first transatlantic cable from Europe (Ireland) to North America (Heart's Content) in 1858

UNIQUE GEOLOGY

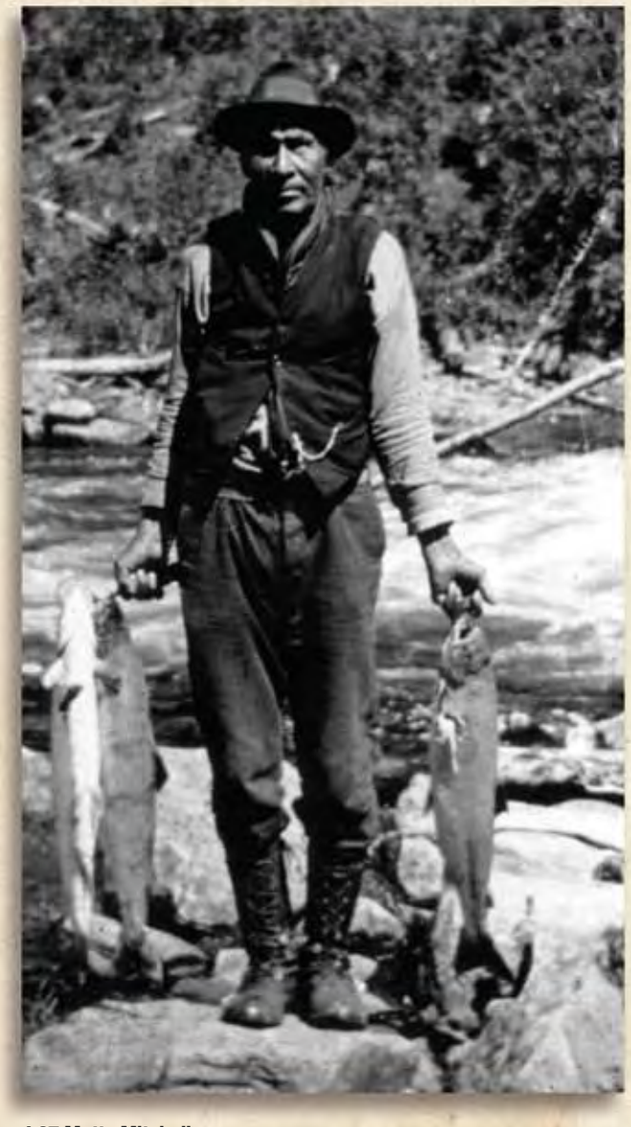
Tectonic plate movement, mountain-building, volcanic activity, and erosion produced an unusual geology in the province. Labrador, the eastern part of the Canadian Shield, has some of the oldest rocks on earth. Newfoundland is a northeastern extension of the much younger Appalachian Mountains, which were formed when tectonic plates collided about 400 million years ago. The resulting rock structures contain a wide variety of minerals near the Earth's surface.

- **Magma from volcanoes formed igneous rocks, producing iron, copper, nickel, and feldspar.**
- **Sedimentary rocks (compacted by the weight of water and other sediments above them) yield limestone, sandstone, and oil and gas.**
- **Metamorphic rocks (formed when severe heat and pressure were applied to igneous and sedimentary rocks) produced marble and slate.**

4.66 Buchans mine, 1928
Looking east, with the mill and other structures in view.

In the Buchans River area, 1905 **assays** confirmed that significant quantities of ore existed. However, a mine did not become economically viable until a process was discovered in 1925 to separate the minerals. Zinc was the first mineral to be extracted. Over time, as technology improved, lead, copper, gold, and silver were also extracted. With a viable process to extract the minerals, in 1927 the A.N.D. Company (owners of the Grand Falls pulp and paper mill) and the American Smelting and Refining Company (ASARCO) began to build a mine and the company town of Buchans for the mine's workforce. ASARCO leased the land for the mine and town from the A.N.D. Company and agreed to pay the company 50 per cent of the profits. The mine at Buchans continued for nearly half a century. Operations were significantly reduced by the mid-1970s and the mine eventually closed in 1984.

Another mine to open during the second quarter of the twentieth century was the fluorspar mine in St. Lawrence. The extraction and shipment of fluorspar ore began in 1933. Fluorspar is used in the manufacture of such items as aluminum, glass, and enamels. The St. Lawrence operation closed in 1978 due to labour unrest, safety issues,* and competition from mines in Central and South America.



4.67 Matty Mitchell
Matty Mitchell was a Mi'kmaw trapper, guide, and prospector. He is credited with discovering the mineral find on the bank of the Buchans River in 1905 that ultimately led to the opening of the Buchans mine.

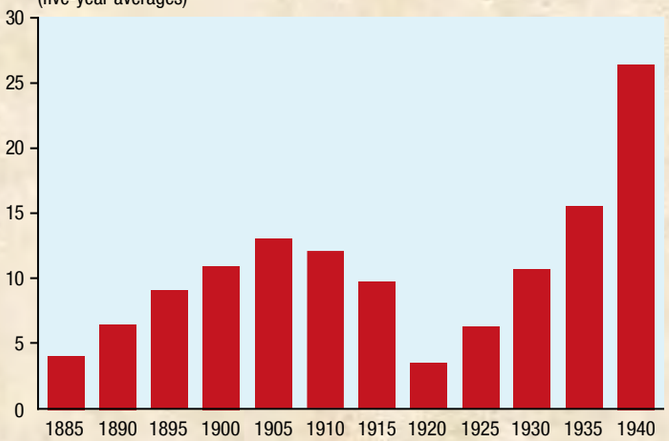
*Many of those who worked the fluorspar mine became sick from exposure to dust and radon gas released during the mining process. At first miners were unaware of the danger, but in the 1940s a large incidence of lung cancer among St. Lawrence miners was noticed.

Economic Effects

With the opening of the Tilt Cove and Bell Island mines, and later those in Buchans and St. Lawrence, mining began to increase its contribution to the Newfoundland economy. Eventually, mining increased in importance until the value of its exports matched that of the fishery. Nonetheless, the number of miners employed was far less than the number of workers engaged in the fishery and any other sector of the economy. For example, in 1935 only two per cent of the total workforce was employed in the mining industry.

Although prior to 1860 and after 1930 some royalties were paid to the government based on the gross product of mines, most of the real mining profits went to investors from outside Newfoundland and Labrador. For the most part, this was because there were few Newfoundlanders and Labradorians with access to the large amounts of capital needed to start up a mining operation.

4.68 Mining exports as a percentage of total exports
(five-year averages)



WHY FEW FISHERS WENT PROSPECTING

In order for a company to begin mining on a piece of government land, it had to first obtain a mining licence and a lease for the location. The land would then be granted to the company, once it had invested* a certain amount of money to develop the property. As historian Wendy Mills notes, "Newfoundland's mercantile system of giving credit rather than cash for fish made it next to impossible for fishermen to develop even unlicensed territories. Credit did not buy gunpowder and pickaxes; nor did it pay the government surveyors' obligatory and exorbitant fees."

"...Credit did not buy gunpowder and pickaxes..."

*For example, in 1884, a company needed to invest $6000 in a site's development in the first five years of its occupancy in order to obtain a land grant. This was a significant amount for the time.

4.69 A horse pulling a loaded ore cart, Bell Island mine, c. 1940
As can be seen here, mine shafts had low ceilings. Often dripping water made working conditions cold and wet.

4.70 Mines and quarries 1700s-present

No.	Location	Commodity	Years of Operation
1	Ten Mile Bay	Anorthosite	1993-present
2	Igiak Bay	Anorthosite	2001-2002; 2004-2005
3	Voisey's Bay	Nickel, Copper, Cobalt	2005-present
4	Knob Lake	Iron Ore	1954-1983
5	Labrador City	Dolomite	1986- present
6	Labrador City	Iron Ore	1962- present
7	Labrador City	Silica	1999- present
8	Wabush	Iron Ore	1965- present
9	Goose Cove	Copper	1907?
10	Canada Harbour	Marble	mid-1860s; 1912-1915
11	Daniel's Harbour	Zinc	1975-1990
12	Parsons Pond	Oil	1895-1907?; 1919-1926
13	Sop's Arm	Gold	1903
14	Clay Cove-Purbeck Cove	Marble	1912?
15	Fleur-de-Lys	Molybdenite	unknown
16	Baie Verte	Asbestos	1963-1994
17	Terra Nova	Copper	1860-1864; 1901-1915
18	Pine Cove	Gold	2008-present
19	Baie Verte	Copper, Gold, Silver	1964-1982; 1995-1997
20	Goldenville	Gold	1904-1906
21	Barry & Cunningham	Gold	unknown
22	Tilt Cove	Copper, Nickel, Gold	1864-1917; 1957-1967
23	Nugget Pond	Gold, Silver	1997-2001
24	Bett's Cove	Copper	1875-1886
25	Burton's Pond	Copper	1869-1872
26	Muir's Pond	unknown	unknown
27	Bear Cove	Lead	1908
28	Swatridge	Copper	1876-1877
29	Old English	Copper	1879-1882?
30	Colchester	Copper	1878-1884; 1898-1901
31	McNeilly	Copper	1892-1898
32	Rendell-Jackman	Copper	1909-1913
33	Hammerdown	Gold, Silver	2001-2004
34	Springdale	Copper	1965-1971; 1974
35	Little Bay	Copper, Gold	1878-1904; 1961-1969
36	Delaney	Copper?	1883?
37	Lady Pond	Copper	1880s, 1890s
38	Sterling	Copper	1880-1882
39	Crescent Lake	Copper	1879-1881
40	Sunday Cove Island	Copper	1898-1899
41	Pilley's Island	Pyrite	1887-1908
42	Thimble Tickle	Copper	1880
43	Tea Arm	Copper	1880-1897?
44	Saunders Cove	Copper	1990?
45	Fortune Harbour	Copper, Iron	1880? 1897
46	Moreton's Harbour	Antimony	early 1880s-1916
47	Sleepy Cove	Copper	1908-1917?
48	Trump Island	Copper	1860s
49	Cobb's Arm	Limestone	1870-1966
50	Cormack	Limestone	1987-2007
51	Howley	Coal, Marble	1898-1899 1930s
52	Gaff Topsails area	Granite	1898-1901; 1993
53	Gull Pond	Copper	1967-1971

No.	Location	Commodity	Years of Operation
54	Goose Arm	Lead, Zinc	1897
55	Summerside	Slate	1902-1909
56	York Harbour	Copper	1897-1913
57	Curling	Slate	1907-1908
58	Corner Brook	Marble	1881?; 1950s
59	Corner Brook	Shale, Limestone	1952-2000
60	Buchans	Copper, Lead, Zinc, Gold, Silver	1928-1984
61	Buchans	Barite	1981-1984; 2006-present
62	Victoria	Iron, Copper	unknown
63	Duck Pond	Copper, Zinc	2007-present
64	Bishop's Falls	Peat	1984-present
65	Jumpers Brook area	Gabbro	1993-2005; 2008-present
66	Beaver Brook	Antimony	1997-1998; 2008-present
67	Benton	Granite	1898-1901
68	Bluff Head	Asbestos, Chromite	1891?-1900
69	Lewis Hills-Chrome Point	Chromite	1902
70	Lower Cove	Limestone, Dolomite	1990-present
71	Shoal Point	Oil	1898-1900?
72	Aguathuna	Limestone	1913-1965; 1969
73	Lead Cove	Lead	1874-1877
74	Indian Head	Iron	1941-1944
75	Flat Bay	Gypsum	1952-1999
76	Coal Brook	Gypsum	1999-present
77	St. George's	Magnetite	1995-1998
78	Fischells Brook	Gypsum	1996-2001
79	Rose Blanche	Gold, Granite	1900?-1902 1870s
80	Grand Bruit	Gold	1902
81	Hope Brook	Gold	1987-1997
82	Rencontre East	Molybdenum	1900
83	Mine Cove	Lead, Silver	1860
84	St. Lawrence	Fluorspar	1933-1978; 1987-1990
85	Milton	Brick from clay/ shale	1886-1999
86	Elliot's Cove	Brick clay	1890-1903
87	Nut Cove	Slate	1986-1998; 2000-2002; 2004-present
88	La Manche	Lead	1858-1894
89	Collier Point	Barite	1980; 1983-1985; 1998
90	Silver Cliff	Lead	1883-1887
91	Villa Marie	Silica	1968-1988
92	Stoney House Cove	Copper	1860
93	Workington	Iron	1898-1899
94	Turk's Gut	Copper	1856-1860?
95	Brigus	Manganese	1914?-1919?
96	Collier Point	Barite	1902-1905; 1980; 1983-1985; 1998
97	Bell Island	Iron ore	1895-1966
98	Manuels	Pyrophyllite	1904-1906; 1909-1910; 1938-1947; 1956-1995; 2004-present
99	St. John's	Sandstone	1700s, 1800s
100	Shoal Bay	Copper	1776-1778

Disclaimer: This information has been drawn from data in *Once Upon a Mine: Story of Pre-Confederation Mines on the Island of Newfoundland* by Wendy Martin, with additional support from the Department of Natural Resources. The Department of Natural Resources does not guarantee the accuracy of the information provided. The table is based upon historical documents which sometimes provide conflicting information. The presence on this list does not imply approval or recommendation by the Government of Newfoundland and Labrador.

DIMENSIONS OF THINKING
JUDGMENT

How did "this place" change?

Throughout this chapter you have examined how Newfoundland and Labrador's economy became increasingly diversified. Also, it has been noted the various ways in which these changes affected the country.

In this essay the author notes a number of positive and negative effects of the mining industry. As you read the essay, ask yourself how these effects shaped "this place."

In the vast majority of cases, mining enterprises are owned and controlled by distant, usually anonymous powers. In a certain sense this is inevitable. Mining is a highly speculative enterprise, requiring large outlays of capital. Generally, only major international firms are able and willing to undertake such enterprises. Unfortunately, the companies often have little interest in long-term, sustainable development of the areas in which they operate.

This is especially true of the mining industry in a place like Newfoundland and Labrador. Without a strong manufacturing or industrial sector, this area is viewed and utilized (as are other peripheral places, such as the Canadian North) primarily as a source of raw materials, which are extracted and exported for use by industries elsewhere.

A mine is, of course, by its very nature a temporary enterprise. Every day a mine is worked, it is a day closer to shutdown. Add to this the fact that prices and markets are often shaped by forces beyond the control or even the knowledge of the local population, and what emerges is a picture of a local industrial operation which is highly unreliable, much given to a boom-and-bust cycle, and doomed to termination when the resource is exhausted.

On the more positive side, mining has in some cases provided many people with relatively stable, paid employment, and in many instances helped free them from dependence on an unpredictable fishery and on the local merchant.

In places where a major mining industry was established and grew, many traditional practices and values were altered or eradicated: how people lived and worked on the land or the sea; how they organized their time throughout the day or across the seasons; how families related and operated in the context of home and work. All these things and many others were deeply and permanently affected by the incursion of these new industries.

– Excerpt from "Mining" by Rick Rennie, from the Newfoundland and Labrador Heritage Web Site

4.71

Questions:

1. Use the essay provided to create a concept web which identifies the direct, indirect, and unanticipated consequences of the mining industry.
2. Determine if each consequence you identified in No. 1 was positive or negative.
3. Based on your assessment of the data provided, what can you conclude were the most important positive and negative effects of the mining industry? Explain.

Impact on Lifestyle and Culture

Since some mines started in times when the Newfoundland and Labrador economy was depressed, the opportunity to work in them was welcomed. For many, it meant giving up the fisheries and relocating to a mining town. Like forestry-related jobs, the mines provided a source of wage-based and fairly steady work.

Miners worked long hours. For instance, in Buchans the average working day was about 14 hours, with no overtime pay. On Bell Island, miners generally worked 11-hour shifts, six days a week. Before 1923, boys as young as 10 years also worked in the Bell Island mine site doing work such as separating rocks from the ore as it moved along a conveyor, feeding and grooming horses, and getting water for the workers. These boys would have quit school by grade three or four to earn approximately 10 cents an hour for their families. Safety was also an issue for miners. In addition to health hazards caused from breathing rock dust (and radon gas in the case of the St. Lawrence mine), rock falls and explosions were constant risks.

GOODBYE TO ST. LAWRENCE

By Sam Richards

Goodbye to St. Lawrence, farewell, Newf'n'land,
I'm bound for the mainland tomorrow;
There's nothing for me in the place I was born,
Nothing but hardship and sorrow.
Nothing but hardship and sorrow.

My old man was strong, he was like a bulldog,
Was raised up as tough as old leather;
From the day he could walk he'd be out every day,
Fishing in all kinds of weather.
Fishing in all kinds of weather.

Winter and summer in the boats he'd be gone,
Working hard, scraping a living;
Somehow found time to marry my mother,
And settled down, tried to start saving.
And settled down, tried to start saving.

I've heard old folk tell of the year '29,
When the tidal waves set the place reeling;
Stirred up the breeding grounds, scattered the fish,
Leaving our people half starving.
Leaving our people half starving.

They lived on relief for three years and more,
Trying to keep themselves living;
Till the company came with their drills and their gear,
Said there was money in mining.
Said there was money in mining.

The people 'round this place, they dug those damn mines,
With hearts and with hands that were willing;
Then ten hours a day they would sweat in that hole,
Mucking and tramming and drilling.
Mucking and tramming and drilling.

My old man went down with his picks like the rest,
Down in the dust and the danger;
Drilling and blasting, he choked in the smoke,
Down in that lousy gas chamber.
Down in that lousy gas chamber.

I've watched them go, seen them die of the dust,
Every miner 'round here, his lungs failed him;
Only one feller died harder than that,
And high on a hillside they nailed him.
And high on a hillside they nailed him.

When my old feller had breathed his last breath,
Like the others who suffered 'longside him;
The company flooded the mines and pulled out,
Too few dollars in St. Lawrence mining.
Too few dollars in St. Lawrence mining.

For forty-five years a fortune was made,
From a hellhole so murky and dusty;
But what's left behind, now they've closed the mines down,
A company town with no company.
A company town with no company.

(REPEAT FIRST VERSE)

4.72 Often hardships inspire artists to create a work of art that captures this experience. Do you think songwriter Sam Richards has successfully done this in the song above? Can you think of any other songs that express the hardships associated with a way of making a living?

Questions:

1. What might account for the overall increase in the value of mineral exports from 1885 to 1940? (See fig. 4.68.) Identify three factors.

2. Fishers who sought employment in the mining industry experienced many changes in lifestyle. What were the benefits? What might have been some of the challenges?

3. It can be argued that the diversification of the Newfoundland and Labrador economy with the development of new industries was desirable. However, it does not appear to be as "celebrated" as frequently in music played on radio stations compared to the fishery. What might account for this? How does this influence peoples' view/understanding of the heritage of "this place"?