CABINET. See GOVERNMENT.

CABLE, ATLANTIC. In December 1856 Cyrus W. Field *qv* of the New York, Newfoundland and London Telegraph Company organized the Atlantic Telegraph Company to lay a submarine cable from Valencia, Ireland, to Newfoundland. Field had become interested in the project of a transatlantic cable in 1854 when Frederick N. Gisborne *qv* of the Newfoundland Electric Telegraph Company came to him seeking capital to complete his telegraph and cable line from Newfoundland to Cape Breton and New York. After Field succeeded in completing the project begun by Gisborne he went to London to begin preparing for the laying of an Atlantic cable. With the formation of the Atlantic Telegraph Company, and after securing capital from U.S. and British investors, a contract was made with Glass, Elliot and Company, and R.S. Newall and Company of Liverpool for the manufacture of the cable. Meanwhile the U.S. government, which had taken deep-sea soundings across the Atlantic for the proposed telegraph cable, agreed to lend two naval ships, the *Niagara* and the *Susquehanna*, while the British government lent the *Agamemnon* and several small vessels.

The *Niagara* was to lay the first half of the cable, from Valencia Bay to the middle of the Atlantic; the end was then to be connected to the other half on board the *Agamemnon* which was to take it on to Bay Bulls Arm (now Sunnyside) in Trinity Bay. On August 6, 1857 both ships left Valencia, but after 322 km (200 mi) the cable snapped. The venture was postponed until 1858, when another attempt could be made. Because of a heavy gale, however, the cable was lost three times during this expedition and the *Agamemnon*, in danger of foundering from the enormous weight she carried, returned to England. In August of the same year the ships set out again. This time the cable was successfully laid to Bay Bulls Arm but it ceased to operate after twenty-seven days and after 400 messages had been sent.

In 1865, after raising more capital, Cyrus Field petitioned the shareholders of the Great Eastern Steamship Company to charter their ship the *Great Eastern qv* (the largest ever built until then), to the Atlantic Telegraph Company for another attempt to lay the telegraph cable across the Atlantic. The shareholders, however, did not lend, but gave the ship to Field on the condition that if the expedition proved successful he would pay them £50,000 in cable stock. On July 23, 1865 the *Great Eastern*, commanded by Captain James Anderson,

Great Eastern

Hauling the cable ashore at Heart's Content.

sailed for Newfoundland, but in mid-Atlantic the cable broke and the ship returned to England. In 1866 the Anglo-American Telegraph Company was formed by Field to sponsor yet another cable-laying venture, and on July 14 the *Great Eastern*, equipped with a new cable and accompanied by *H.M.S. Albany* and the *Medway*, left Valencia Bay and on July 27 hove in sight of Heart's Content (chosen instead of Bay Bulls Arm because of the deeper harbour required to accommodate the *Great Eastern*). The *Medway* took the end of the cable and steamed into port. A message from Queen Victoria to the President of the United States was received on board the *Great Eastern*. It read: "The Queen, Osborne, to the President of the United States, Washington. The Queen congratulates the President on the successful completion of an undertaking which she hopes may serve as an additional bond of union between the United States and England." President Johnson's greetings to the Queen and his congratulation of Cyrus Field were received at the Heart's Content cable station.

In 1873 the *Great Eastern*, accompanied by the *Hibernia*, laid another cable from Valencia Bay and spliced it to the Heart's Content cable. In 1874 she made her final voyage to Heart's Content, this time laying a cable from west to east.

When the Anglo-American Telegraph Company's monopoly in the Island expired in 1905 several cable companies (including Western Union, Commercial Cables and the Direct United States Cable Company) established offices in Newfoundland, and the Newfoundland Government set up a Department of Posts and Telegraphs that united its own telegraph and postal systems. Towards the end of the century the number of submarine cables increased and in 1949 there were approximately twenty-eight connecting Newfoundland with Europe and America and in turn connecting with the telegraph systems of the world.

During the First World War new equipment was installed in the Heart's Content cable station, and the staff increased to 240 men and sixty women to accommodate the increasing traffic load. By 1922, however, cable traffic between London and New York could be handled automatically and prior to the Second World War only thirty people were employed at the cable station. During the War this cable link was crucial in handling the messages and dispatches between the besieged British Isles and her North American allies.

Because of further development in telegraph communica-

tions, the underwater cable system gradually declined in importance and in 1966 the cable station at Heart's Content was abandoned. By 1980 overseas telephone calls from Newfoundland were directed to Montreal (for Europe) or to Vancouver (for Asia and the Pacific). From Montreal the calls were routed directly by satellite or by underwater cable from Halifax, Nova Scotia. See CABLE STATION, HEART'S CONTENT; TELEGRAPH AND TELEPHONE COMPANIES. H.M. Field (1866), J.T. Meaney (1937a), D.W. Prowse (1895). GL

CABLE COMPANIES. See TELEGRAPH AND TELEPHONE COMPANIES.

CABLE JOHN COVE. See LANCASTER'S COVE; SPILLARS COVE.

CABLE STATION, HEART'S CONTENT. With the landing of the Atlantic cable *qv* at Heart's Content in 1866, a house was acquired from Edward Legge for a temporary cable station to accommodate the cable equipment. In 1866 a second building was completed, which housed the cable apparatus until 1876, when a brick building was erected. The earlier building was then converted to a community centre, known as the Variety Hall, and was later used as a training school for telegraphers. The 1876 building (the only cable station building now remaining at Heart's Content) closed down operations in 1965 and in 1974 it was designated a Provincial historic site and opened to the public. D.W. Prowse (1895), *Heart's Content Cable Station Provincial Historic Site* (n.d.). GL

Bay Bulls Arm Cable Station

The 1876 building was enlarged in 1918 and existed in 1981

Staff quarters, Cable Terrace

CABLE TELEVISION. See BROADCASTING.

CABLE YARDING. See PULP AND PAPER MAKING.

CABOT HIGHWAY. See HIGHWAYS AND ROADS.

CABOT, JOHN (?-1498?). Italian explorer. Very little information exists today concerning Giovanni (or Zuan) Caboto, now called John Cabot. He is thought to have come from Genoa but his family has never been positively identified there. His date of birth is also unknown. In 1476 John Cabot, merchant, became a naturalized citizen of Venice, presumably having fulfilled the fifteen year residency requirement. It is known that by 1484 he was married, with two or more sons. A John Cabot Montecalunya, Venetian, who appears in Valencian records from 1490 to 1493, may well have been the same John Cabot, cartographer and mariner, who by the end of 1495 had arrived in England with a plan to reach Cathay by a shorter, more northern, route than the one Columbus had taken. This plan had already been rejected in Seville and Portugal and it is possible that Cabot, hearing of expeditions out of Bristol, made from 1480 or even earlier, in search of the "isle of Brasil," thought England would be more receptive. It is also possible that the island of Newfoundland had already been rediscovered on one of those earlier voyages. The Bristol merchants were probably more interested in finding new fishing grounds, while Cabot (who claimed, according to Soncino, Milanese ambassador to London, to have visited Mecca and to know of Marco Polo's discoveries) was more concerned with finding a profitable trade route to the riches of the East.

There is no record of the interviews and proposals Cabot must have made, to be awarded on March 5, 1496 letters patent from King Henry VII:

> Henry by the grace of God, king of England and France, and lord of Ireland, to all to whom these presents shall come, Greeting.
>
> Be it knowen that we have given and granted, and by these presents do give and grant for us and our heires, to our welbeloved John Cabot citizen of Venice, to Lewis, Sebastian, and Santus, sonnes of the sayd John, and to the heires of them, and every of them, and their deputies, full and free authority, leave, and power to saile to all parts, countreys, and seas of the East, of the West, and of the North, under our banners and ensignes, with five ships of what burthen or quantity soever they be, and as many mariners or men as they will have with them in the sayd ships, upon their owne proper costs and charges, to seeke out, discover, and finde whatsoever isles, countreys, regions or provinces of the heathen and infidels whatsoever they be, and in what part of the world soever they be, which before this time have bene unknowen to all Christians: we have granted to them, and also to every of them, the heires of them, and every of them, and their deputies, and have given them licence

to set up our banners and ensignes in every village, towne, castle, isle, or maine land of them newly found. And that the aforesayd John and his sonnes, or their heires and assignes may subdue, occupy and possesse all such townes, cities, castles and isles of them found, which they can subdue, occupy and possesse, as our vassals, and lieutenants, getting unto us the rule, title, and jurisdiction of the same villages, townes, castles, & firme land so found. Yet so that the aforesayd John, and his sonnes and heires, and their deputies, be holden and bounden of all the fruits, profits, gaines, and commodities growing of such navigation, for every their voyage, as often as they shall arrive at our port of Bristoll (at the which port they shall be bound and holden onely to arrive) all maner of necessary costs and charges by them made, being deducted, to pay unto us in wares or money the fift part of the capitall gaine so gotten. We giving and granting unto them and to their heires and deputies, that they shall be free from all paying of customes of all and singular such merchandize as they shall bring with them from those places so newly found. And moreover, we have given and granted to them, their heires and deputies, that all the firme lands, isles, villages, townes, castles and places whatsoever they be that they shall chance to finde, may not of any other of our subjects be frequented or visited without the licence of the foresayd John and his sonnes, and their deputies, under paine of forfeiture as well of their shippes as of all and singuler goods of all them that shall presume to saile to those places so found. Willing, and most straightly commanding all and singuler our subjects aswell on land as on sea, to give good assistance to the aforesayd John and his sonnes and deputies, and that as well in arming and furnishing their ships or vessels, as in provision of food, and in buying of victuals for their money, and all other things by them to be provided necessary for the sayd navigation, they do give them all their helpe and favour. In witnesse whereof we have caused to be made these our Letters patents. Witnesse our selfe at Westminister the fift day of March, in the eleventh yeere of our reigne.

Accordingly, in 1496 Cabot set sail from Bristol with one ship but soon turned back because of a shortage of supplies, poor winds and disagreements with the crew. The following year, in the month of May, he again sailed from Bristol with a company of twenty, composed of a Burgundian, a Genoese barber, two or more Bristol merchants and a Bristol crew. After thirty-five days of east-north-east winds they sighted land and, according to John Day's letter, quoted in S.E. Morison (1971) "he did not go ashore save at one place of *terra firma*, which is close to where they made the first landfall, in which place they went ashore . . . and they found big trees from which masts of ships are made, and other trees underneath them, and the land was very rich in pasturage. . . . and it seemed to them that there were cultivated lands where they thought there might be villages." According to the Paris, or Sebastian Cabot, map of 1544 and one other source which does not name Cabot, the landfall was made on June 24, St. John the Baptist's Day, 1497. For a month or so they explored the coast and then returned to Europe in fifteen days, arriving

The Cabot statue in front of Confederation Building.

somewhere off the coast of Brittany. On his return the king awarded him a £10 reward and later an annual £20 pension.

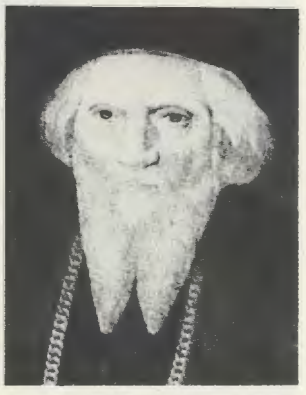
Although he had seen no men, Cabot claimed he had found the land of the Grand Khan and proposed another voyage to sail in a south-westerly direction along the newly discovered coast until the Great Khan's kingdom was reached. This proposal was accepted and on February 3, 1498 Cabot received new letters patent authorizing him to impress six ships of less than 200 tons. In May of that year he sailed from Bristol with five ships loaded with provisions for one year and with cargoes of merchandise. One ship, possibly the one outfitted by the king, returned safely to harbour in Ireland, but nothing is known of the fate of the other four. Cabot is presumed to have died on that voyage but some historians, such as B.G. Hoffman (1961), argue that Cabot himself survived and sailed with the English-Portuguese expedition of 1501 which included Richard Warde, Thomas Ashhurst, John Thomas, Francisco and Joao Fernandes, and Joao Gonsales.

Neither the world map nor the globe made by John Cabot showing where he had been and the lands he had discovered exists today. Nor is there any contemporary portrait of the man hailed as the discoverer of North America. Since the Sixteenth Century even his discoveries have been attributed to his son Sebastian Cabot *qv*. This mix-up arose from a confusion of John Cabot's 1498 voyage with a later voyage made by Sebastian under English colours, and from the lack of documentation of either voyage. Documents and maps rediscovered in the Nineteenth and Twentieth Centuries have allowed historians to reconstruct the early voyages of discovery with what is hoped to be a closer approximation of the truth.

However, the exact location of the landfall and the coast which Cabot explored is still a matter of great debate. No original maps or log-book of the voyage are extant. Conjectures based on the scanty evidence of the few contemporary letters and later maps have varied widely from a landfall in Maine, with a coasting voyage along Nova Scotia, to a landfall in Labrador, with a coasting voyage all around Newfoundland. Tradition in Newfoundland, and some scholars, give Cape Bonavista *qv* as the landfall. See EXPLORATION AND DISCOVERY. G.T. Cell (1969), St. John Chadwick (1967), B.G. Hoffman (1961), S.E. Morison (1971), Fabian O'Dea (1971), D.B. Quinn (1968), *DCB* (I). PMH

CABOT SEAFOODS LIMITED. See FISH PLANTS.

CABOT, SEBASTIAN (*c*.1484-1557). Italian explorer and cosmographer. Son of John Cabot *qv*. Presumably born in Venice, although Sebastian claimed English as well as Venetian birth. More is known about Sebastian Cabot than about his father, but as much of the information came from Sebastian himself (whom Harrisse, the French scholar, dubbed "a dishonest man, capable of disguising the truth, whenever it was his interest to do so"), not all of it is trustworthy.



Sebastian Cabot.

Sebastian came to England with his family at an early age. Although he and his brothers are named in the letters patent of 1496 to John Cabot, it is not known if he accompanied his father on either of the elder Cabot's voyages (1497 and 1498). A legend on the 1544 map, for which Sebastian supplied some of the information, gives the landfall date as June 24, the year of discovery as 1494, and the discoverers as both father and son.

It is now widely accepted that Sebastian Cabot, having learned cartography and navigation in Bristol, led an expedition in 1508-09 which sailed to somewhere north of Newfoundland (perhaps reaching Hudson Strait) then turned south to follow the east coast of North America as far south as Florida. No records of this voyage exist, but the accounts (citing Cabot as the source of information) agree in substance if not in detail, and it would seem that Sebastian was in search of a northwest passage to Cathay.

During the time he was employed as a cartographer for King Henry VII, Sebastian Cabot married a London woman and had one daughter. In 1515 he moved to Spain, where he served the Spanish monarchy for the next thirty-two years. Employed at first as a pilot of the Casa de Contratcion, in 1518 Cabot was promoted to Chief Pilot, head of the navigation school, responsible for keeping up to date the official map of the Indies, the Padron Real.

In 1521 Sebastian was involved in an abortive English attempt at an expedition to the new found land. Although the expedition had the backing of Wolsey and Henry VIII, it was opposed by the Drapers Company, who doubted the abilities and claims of the proposed leader, Sebastian Cabot, and so it came to naught. In 1526 Cabot captained a Spanish expedition to seek eastern Cathay and to explore the South American coasts. He returned four years later with only one of the four ships and twenty-four of the 200 men who had set out with him. He was arraigned on criminal charges and found guilty, but although no pardon has been found he resumed his duties as pilot-major two years later.

In 1547 the English Privy Council sent Sebastian money to finance his return to England, where he spent the last decade of his life as an advisor on English attempts to find a northwest passage. Edward VI awarded him a pension and he became governor of the company later known as the Muscovy Company. He died in England, leaving no known descendants. None of Sebastian Cabot's own maps or globes are extant; only the 1544 printed copy of a world map to which he contributed has lasted. His great secret, the method of determining longitude through magnetic variation, died with him. See CARTOGRAPHY; EXPLORATION AND DISCOVERY. Henry Harrisse (1892), S.E. Morison (1971), D.W. Prowse (1895), D.B. Quinn (1968), *DCB* (I). PMH

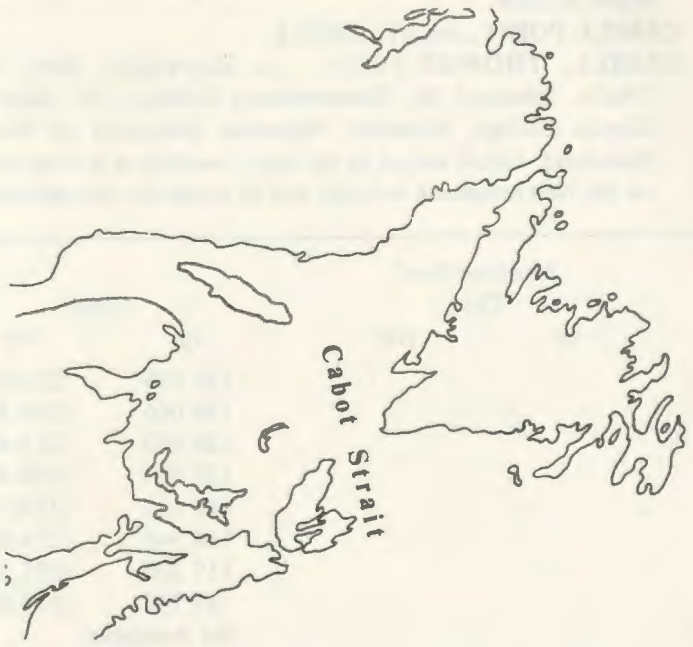
CABOT STRAIT. The Cabot Strait is the stretch of water which separates southwestern Newfoundland from Cape Breton Island, Nova Scotia. It is an average of 97 km (60 mi) wide but 89 km (55 mi) at its narrowest point between Cape Ray, Newfoundland and Cape North, Nova Scotia. St. Paul's Island, which is 21 km (13.5 mi) north-northwest of Cape North is, along with Brian Island and the Bird Rocks, one of the major hazards to navigation. Other hazards include the dense fog caused by the meeting of the Gulf Stream and the Labrador Current and the pack ice which comes down from the St. Lawrence River in the spring.

The Strait was a most important part of colonial North America. It was necessary for Great Britain to control the Strait during the English-French wars in order to keep French

supply ships from reaching New France. Its lead-out position at the mouth of the St. Lawrence River continues to insure its importance as the major shipping route to eastern Quebec, the St. Lawrence Seaway, and the Great Lakes.

COMMUNICATIONS. In 1855 the first attempt was made at laying the Atlantic Telegraph Cable across the Strait. This attempt was unsuccessful but in 1856 the cable was laid. On June 30, 1898 the S.S. *Bruce qv* became the first vessel to make the trip across the Strait in what was to become the Gulf Ferry Service. The Reid Newfoundland Company, which operated the Newfoundland Railway, wanted to extend their service to Canada, so the *Bruce* was put on the service running from Port-aux-Basques to North Sydney, Nova Scotia, a distance of 175 km (109 mi). The first crossing carried about fifty people and took thirty-six hours. In 1923 the Newfoundland Railway, by then a Government corporation, assumed responsibility for the ferry service and in 1949, with Confederation, it became part of Canadian National Railways.

In 1925 the Newfoundland Railway acquired the S.S. *Caribou qv* for the Gulf Service. The largest vessel on the service up to that time, the *Caribou* sailed the Strait for seventeen years before being torpedoed by a German U-boat and sunk in the Cabot Strait on October 14, 1942 with the loss of 137 lives. In 1947 the Newfoundland Railway acquired an 83 m (272 ft), 2045 ton vessel built by Fleming and Ferguson of Paisley, Scotland which was named the S.S. *Cabot Strait*. The vessel plied the Gulf Service until it was retired in 1974. It was subsequently sold for scrap in 1978.



In 1980 C.N. Marine operated three vessels on regular crossings between North Sydney and Port-aux-Basques and a fourth vessel was chartered for the summer service. In that year 291,656 people were moved across Cabot Strait as well as 80,959 passenger vehicles, 68,840 other vehicles and 11,212 loaded rail freight cars. On a busy summer day over the period 1970-1980 as many as 700 people crossed the Strait. Edward Bartlett (1980; interview, Jan. 1981), H.M. Field (1866), Moses Harvey (1890), R.A. MacKay (1946). BGR

CABOT TOWER. Erected to commemorate the 400th anniversary of John Cabot's *qv* discovery of Newfoundland on June 24, 1497, and to serve as a perpetual memorial of the 60th year of Queen Victoria's reign, Cabot Tower stands on Signal Hill *qv* approximately 153 m (500 ft) above sea level. Archbishop M.F. Howley laid the cornerstone on June 22, 1897 and three years later the building was officially opened. It is a square two-storied structure with three flag-staffs rising from a roof deck and with an octagonal tower at the southeast corner. Four turrets were planned but only one quarter of the original structure was built. Designed by W.H. Greene and

Cabot Tower on Signal Hill

constructed for less than $7,000 under the supervision of Henry J. Thomas, the tower is built primarily of sandstone. It replaced a wooden structure destroyed by fire, where in earlier times the flags of important shipping firms would be raised as one of the firm's ships was sighted, to alert the merchant to prepare docking facilities. Signalling atop the tower continued until 1958. In 1901, in Cabot Tower, Guglielmo Marconi *qv* received the first transatlantic wireless signal. From 1949 to 1958 the Federal Department of Transport maintained a visual signal in the tower. In 1958 the tower became part of the Signal Hill National Historic Park and is now a museum, housing Marconi memorabilia and displays concerning the history of Signal Hill. During the summer months the post office operates a small branch in Cabot Tower. J.M. Ball *et al* (1975), Calvin Coish (1979), Michael Harrington (1937), *NQ* (1963). PMH

CABOT, WILLIAM B. (1858-1949). Explorer; engineer. Born Brattleboro, Vermont. Educated Yale; Kensselaer Polytechnic Institute. According to Mrs. L. Hubbard (1908) Cabot was a descendant of John Cabot *qv*. As a young man he served as an assistant engineer during the expansion of the Union Pacific Railway to Idaho and Montana. After returning from the West Cabot became a partner in a firm of civil engineers and contractors from which he retired in 1908. In 1899 he made his first trip to Labrador, where he explored Mistassini Lake and began his first studies of the Naskaupi Indians. He returned alone to Labrador in 1903, when he devised his own route to reach the Naskaupi. From 1904 to 1907 Cabot

made expeditions inland from Davis Inlet, exploring the Assiwaban and Mistinipi Rivers, and in 1910 he and three companions reached the George River by an Indian trail. In 1912 he wrote *In Northern Labrador* an account of his explorations. This book was later revised, enlarged, and published in 1921 as *Labrador*. Cabot was recognized as an expert on northeastern Labrador and was an authority on the Naskaupi Indians. He was consulted by other Labrador explorers, such as Mr. and Mrs. Leonidas Hubbard Jr. *qv*, and in 1921 the Government of Canada consulted him on his knowledge, surveys and maps of the areas he explored. W.B. Cabot (1912; 1921), Mrs. Leonidas Hubbard (1908), H.H. Pritchard (1911), *New York Times* (Feb. 1, 1949). JEMP

CADET, THE. The first issue of this newsmagazine appeared in April 1914. Thomas J. Foran, a St. John's journalist, founded the publication and became its first editor and publisher. *The Cadet* was printed by the Evening Herald Limited on Prescott Street in St. John's. It was issued quarterly in the interests of the *Catholic Cadet Corps *qv* and claimed no political affiliations whatsoever. Initially the magazine concerned itself with public and social issues, but with the beginning of World War I in August 1914 *The Cadet* began featuring war-related stories. The last known issue was published in April 1920. *The Cadet* (Apr. 1914-Dec. 1918 *passim*), Archives GN 32/22. DCM

CADIZ. Spanish port city formerly known as Cales. Located on the Gulf of Cadiz, west of the Strait of Gibraltar and south of the city of Sevilla, Cadiz was a regular port of call and trading centre on the homeward voyage of the *Triangle of Commerce *qv*, the Atlantic fish-trading route. The route's first recorded voyage was made by the *White Hinde* in 1584, which stopped at Cadiz to trade Newfoundland fish on her return to London, although the route was commonly used by the mid-1650s and had existed since the earliest days of the Newfoundland fishery. In Cadiz, as in other port cities, commercial agents and national consuls were stationed to arrange the sale of such fish in advance and to arrange the purchase of cargo which could be sold more profitably than fish in the British Isles. It was reported (H.A. Innis: 1940) that in 1659 forty English ships regularly sailed the route to Cadiz. In 1920 it was reported that Cadiz salt, which when matured for one year, was regarded by fishermen as most satisfactory for curing fish caught in the Strait of Belle Isle but not strong enough for Labrador fish. G.T. Cell (1969), H.A. Innis (1940). JEMP

CADMIUM. Cadmium (Cd) is a bluish-white metallic mineral occurring in small quantities in zinc ores and is used in the manufacture of fusible alloys and electroplating. Howley reports finding traces of cadmium in the zinc blende at Little Lawn in 1892 but no work was ever carried out on it. It was not until 1964 that ASARCO, the American Smelting and Refining Company, began the first recovery of cadmium from their operations at Buchans and were continuing to do so in 1981. In 1965 Consolidated Rambler at Baie Verte began producing cadmium but their operation lasted for only three years. In 1966 a report by the Government of Canada on Newfoundland's mineral resources estimated that during the period between 1966 and 1976, 90 718 kg (200,000 lb) of cadmium could be produced each year in Newfoundland. In 1977 Newfoundland Zinc Company at Daniel's Harbour began cadmium production and it was still a viable enterprise in 1981. The table below presents the production figures for cadmium at each of the three locations since production first began in 1964:

CAHILL POINT. See ST. JOHN'S.

CAHILL, THOMAS (1929-). Playwright. Born St. John's. Educated St. Bonaventure's College, St. John's; Loyola College, Montreal; Memorial University of Newfoundland. Cahill served in the navy, worked as a brakeman on the Newfoundland railway, and as a reporter for radio and

Year	*ASARCO*		*Consolidated Rambler*		*Newfoundland Zinc*		*Total*	
	kg	*(lb)*	*kg*	*(lb)*	*kg*	*(lb)*	*kg*	*(lb)*
1964	150 099	(330,905)					150 099	(330,905)
1965	131 487	(289,874)	6 579	(14,504)			138 066	(304,378)
1966	122 306	(269,635)	7 186	(15,843)			129 492	(285,478)
1967	124 121	(273,248)	7 932	(17,488)			132 053	(290,736)
1968	140 622	(310,013)					140 622	(310,013)
1969	126 546	(278,981)					126 546	(278,981)
1970	115 208	(253,985)					115 208	(253,985)
1971	80 739	(177,997)					80 739	(177,997)
1972	Not Available						Not Available	
1973	29 269	(64,526)					29 269	(64,526)
1974	83 268	(183,572)					83 268	(183,572)
1975	82 047	(180,880)					82 047	(180,880)
1976	53 796	(118,598)					53 796	(118,598)
1977	59 588	(131,367)			260 820	(575,000)	320 408	(706,367)
1978	42 503	(93,702)			271 713	(599,014)	314 216	(692,716)
1979	51 862	(114,335)			260 518	(574,334)	312 380	(688,669)
1980	Not Available				175 686	(387,314)		

J.P. Howley (n.d.), "Annual Census of Mines, Quarries and Sandpits (1964-1980)", *Mineral Resource Development Province of Newfoundland and Labrador* (1966). BGR

newspaper. In 1958 Cahill joined CBC television in Corner Brook and in 1965 was transferred to St. John's as a television producer. Although Cahill had no formal training, he has been involved in amateur theatre for many years and has written professionally for both national and regional CBC radio and television. In 1967 his dramatized version of Harold Horwood's *Tomorrow Will Be Sunday* won the Provincial and Dominion Drama Festival awards, premiered the opening of the newly-constructed Arts and Culture Centre in St. John's, and was performed by the local cast at Expo '67 in Montreal. *Jody*, his 1972 Provincial Drama Festival winner, was later rewritten and entitled *Starrigan*. Cahill won a third Provincial Drama Festival award in 1974 with his play about Confederation, *As Loved Our Fathers*. His other works are *Sunhounds* (1972) and *Aunt Martha's Wonderful Sheep* (1974). Paul O'Neill (1975), *DA* (Aug. 1979), *Newfoundland Who's Who Silver Anniversary Edition* (1975). PMH

CAINE'S ISLAND. See ROSE BLANCHE.

CALEDONIA. On June 22, 1875 eighty-two men, women and children boarded the *Caledonia* at Cupids. They were bound for the Labrador summer fishery at Batteau, but their journey nearly ended in disaster when the vessel struck an iceberg and sank 145 km (90 mi) from Cape Fogo on the morning of the twenty-fourth. Their provisions were lost with the *Caledonia*, but fortunately all of the passengers and crew were able to climb onto the iceberg. There they remained until seven o'clock on the following morning, when the schooner *Jane Ainsley* arrived after hearing their gun shots and screams. The passengers were brought to Seldom-Come-by, where a magistrate sent them on to St. John's. However, they did get to Batteau that summer when Walter Baine Grieve of St. John's chartered two vessels for them at his own expense. *The Royal Gazette* (July 6, 1875). LAP

CALLABOGUS. A drink of rum, molasses and spruce beer, favoured by the fishing admirals of the Seventeenth Century. Variant spelling: calabogus. P.K. Devine (1937), D.W. Prowse (1895). PMH

CALLAHAN, WILLIAM R. (1931-). Journalist; politician. Born St. John's. Educated Holy Cross School, St. John's; St. Bernard's Academy, Corner Brook; St. Augustine's Seminary, Toronto. Callahan began a newspaper career as a reporter-photographer with *The Western Star* (1949 to 1953).

William R. Callahan

He then became the news editor and sports director of CJON Radio and Television in St. John's. In 1956 he became editor of the Pepperrell United States Air Force Base newspaper *News 'n Blue qv*. Callahan returned to *The Western Star* in 1959 as the managing editor and editorial-page editor. He was elected to the House of Assembly in 1966 as the Liberal M.H.A. for Port au Port, and was appointed to the Cabinet as the Minister of Mines, Agriculture and Resources in July 1968.

The Daily News acquired his services in December 1971, when he was appointed publisher of the paper. Callahan has served as a member and director of several associations, councils and advisory boards, concerned, among other things, with educational and social matters. He also edited the Christian Brothers' post-centennial volume *The Brothers Are Coming. Newfoundland and Labrador Who's Who Centennial Edition* (1968), W.R. Callahan (letter, May 1980). DCM

CALLANAN, JAMES J. (1842-1900). Politician; merchant. Born St. John's. A cooper by trade, James J. Callanan soon branched out into the grocery business and by the late 1860s operated a very successful grocery and general provision establishment at 51 Duckworth Street in St. John's. By 1877 he had moved the business to his residence at 160 Water Street and expanded it.

James J. Callanan

In 1871 he was elected Vice-President of the Mechanics Society and in 1876 he became its President, a position he held for fourteen years. Callanan entered public life in November 1882 as the junior member of the House of Assembly for St. John's West. He was returned to that seat in the October 1885 election but subsequently lost the district in the general election of November 1889. By 1890 Callanan had expanded his business operations to 162 Water Street and by 1897 carried out local business and accommodated outharbour orders from 162 and 164 Water Street. Callanan was one of the founders of the West End Club and was its first President, from 1892 to 1894. In 1894 he was appointed to one of the government seats on the St. John's City Council. In 1897 he was elected to the House of Assembly once again as a Liberal member for St. John's West. He died after a short illness on June 8, 1900. *Devine and O'Mara's St. John's City Directory for the Year 1897* (1897), H.M. Mosdell (1923), H.Y. Mott (1894), D.W. Prowse (1896), John Sharpe (1885), *Yearbook* (1883; 1890). BGR and WCS

CALMER. See POINT MAY.

CALPIN PATENT ANCHOR. An anchor is a device attached to water-craft by a rope or cable which is so constructed that when it is dropped overboard it hooks or sinks into the bottom, secures itself firmly and so prevents the craft from drifting. The Calpin Patent Anchor was invented by Thomas S. Calpin, an inventor who lived in Bay Roberts in the 1880s. The anchor was described in 1886 as "a continous bar of iron and is self-adjusting. There are two movable flukes which have great holding power. In hauling up there is no danger of the flukes coming in contact with the vessel as being movable, they swing forward. They require no Management before dropping, are readily stowed away, and it is impossible for a craft to sweep this anchor as there is nothing that the moorings or cable can hitch to. They have been used by the fisherman with great success and their merit over all other anchors can be seen upon looking at the model" (*Harbour Grace Standard and Conception Bay Advertiser*: Apr. 10, 1886.)

In 1886 Calpin sailed on the S.S. *Portia*, taking his invention to Canada and the United States "for the purpose of introducing his invention to the trade there" (*Standard and Conception Bay Advertiser*: Jan. 30, 1886.) It reportedly met with some publicity and preliminary acceptance in North America, especially in Gloucester, Massachusetts and San Francisco, California, although the patent was reportedly not entirely secure in 1886. Calpin also sent models of his invention to England. It was reported in the *Cape Ann Advertiser* that "some parties in this city [Gloucester, Massachusetts]

will manufacture and introduce them among our fishing fleet'' (quoted in the *Standard and Conception Bay Advertiser*: Apr. 10, 1886.)

Thousands of patents had been issued on anchors in the Nineteenth and Twentieth Centuries most of them modifications of five standard types. From its description, Calpin's Patent Anchor seems to have been patterned on the early Nineteenth Century Stockless of Piper (patent 1822) type, or the Porter (patent 1838) anchor, all of which feature movable or swivelling flukes which were less liable than the common or Admiralty type (with fixed flukes) to foul the ship when the craft swung at anchor. W. John Butt (letter, 1980), *Standard and Conception Bay Advertiser* (Jan. 30, 1886; April 10, 1886.) JEMP

CALVERT (pop. 1976, 436). A fishing community on the Southern Shore north of Ferryland *qv*, Calvert was usually recorded as *R[io] das patas* (goose or auk river) on early Portuguese maps, making it one of the earliest European-named places in Newfoundland. Charles Leigh *qv* in 1597 recorded it as Caplen Bay, probably because of the abundance of capelin in the bay during June. In a proclamation published on January 30, 1922 Caplin Bay was re-named Calvert in honour of Sir George Calvert *qv*, first Baron Baltimore (E.R. Seary: 1971).

In the first grant made to a member outside the *London and Bristol Company *qv* land was ''assigned under the name of Cambriola to William Vaughan'' in 1616 and it comprised ''the southern part of the Harbour of Caplin as far as the Gulf of Placentia'' (from an inscription on John Mason's 1625 map cited in M.F. Howley: 1911). In 1620, after the failure of Vaughan's colonies, he disposed of a tract of land to Sir George Calvert (later Lord Baltimore) which extended from the northern boundary of the land acquired at the same time by Henry Cary *qv*, Lord Falkland, (roughly at Renews-Cappahayden *qv*) to the headland of Caplin Bay, the tract being roughly parallel to the Falkland tract. According to Mason's map, by 1623 ''portions of the said land from the north part of the Renews River as far as Caplin Harbour, the Viscount of Falkland assigned to Sir George Calvert, Baron of Baltimore'' (cited in Howley).

Although the Portuguese in the 1500s, the settlers of Sir George Calvert's Colony in the 1620s and later Sir David Kirke's *qv* settlers from 1638 to 1652 also fished in the bay, the first settlement in Caplin Bay may have occurred after the failure of these colonies. According to G.T. Cell (1969) and G.L. Pocuis (1979) settlement did not completely disappear from the Ferryland site, and in James Yonge's Map of *c.*1662 he shows what appears to be a dwelling and several fishing stages at the head of Caplin Bay. In 1675, when one of the first censuses of the community was taken, one settler, Christopher Pollard, his wife, three children and fifteen men were reported (Berry Manuscript: C.O. 1:35). Two years later Pollard and his household were joined by Jeremy Kirke and his two servants; John Gord and his household of nine; Sam Adams, his wife, three children and three servants; Henry Deuck, his one servant, wife and child, and Ezekiel Dibbley and his nine servants (Poole Manuscript: C.O. 1:41). According to G.L. Pocuis, with the exception of Pollard, most of these were probably summer residents as the names change from census to census and the majority of the residents were male servants who had gardens, sheep or pasture lands there. In 1697 Abbe Beaudoin enumerated twelve servants, two residents and two boats when the harbour was taken by the French.

The earliest permanent settlement of Caplin Bay occurred at the head of the bay by a large beach which allowed easy access to the water. Aaron Thomas in 1794 described the advantages of Caplin Bay when he wrote in his *Newfoundland Journals*, ''Caplin Bay is more properly a Harbour . . . its mouth is defended from the Sea by two very small Islands called Stone and Goose Islands, there is deep water and a very good Anchoring ground. It is esteem'd a Safe Harbour'' (quoted in J.M. Murray: 1968). Thomas also mentioned men-of-war anchoring in the harbour to brew spruce beer and ''an Irishman by the name of Poor'' who lived and fished in the cove with his wife and four children. By the late 1700s and early 1800s the prime fishing grounds and land had been claimed by English merchant families (Sweetland and Morey) who had extended their operations from Ferryland, and after 1790 by Irish families such as Nash, Tool, Claney, Condon, Cavanagh, Rossiter, Ryan, Boland (many of whom, however, had left the community by 1840). In 1805 a new wave of Irish settlers arrived and these six families, Swains, Keoughs, Wades, Sullivans and Meanys, chose to settle in the mouth of Caplin Bay on a headland called Stone Island and were joined later by Walshes, Reddigans, Gatheralls, Haydens, Johnstones and others. The Irish settlers after 1805 formed the nucleus of the Twentieth Century community and by the late 1800s, as the English inter-married with the Irish or moved out, the Stone Island residents moved up the bay to the more favourable landing sites at its head.

The early economy of Caplin Bay was based entirely on the cod fishery, mostly inshore off the harbour mouth, and by the 1830s the residents, particularly the Swain family, gained a reputation as boat builders. Sawmilling was a winter occupation after 1850, and from 1900 to 1950 Calvert men were employed as woodsmen during the winter in central Newfoundland. Until 1910 Caplin Bay serviced American schooners with bait and ice, and from 1900 to 1945 vessels from Fortune Bay were also serviced. In 1974 a small feeder fish-plant opened in Calvert and in 1977 it employed thirteen codtrap

crews and five inshore boats with a total of forty-one fishermen who landed 1.3 million kg (2.9 million lb) of cod, ground-fish and salmon; in May the salmon was shipped fresh to Montreal and Toronto (Conrad Sullivan: n.d.). In 1981 the plant was a seasonal operation which sold its fish to other, larger Southern Shore operations. In 1980 a boat shop employing ten men also operated, under a special arrangement with the *College of Fisheries *qv* and Canada Manpower where shipwright skills were taught and two boats were built.

The population of Caplin Bay (and later Calvert) rose steadily from 193 in 1836 to 294 by 1901, 416 by 1935 to 473 in 1966. A church and school were built there in the mid-1800s. In 1981 Calvert students attended elementary school and high school in Ferryland. G.T. Cell (1969), P.M. Densmore (1973), M.F. Howley (1911), Wayne Ledwell (1973), J.M. Murray (1968), G.L. Pocuis (1979), E.R. Seary (1971), Conrad Sullivan (n.d.), *Census* (1836-1976), Berry Manuscript (C.O. 1:35), *DA* (Apr. 1980), Poole Manuscript (C.O. 1:41). Map H. JEMP

CALVERT, CECIL, SECOND LORD BALTIMORE (1606-1675). Lord of Maryland and of Avalon. Born England. Son of Sir George Calvert *qv*. Educated Oxford. Shortly after Sir George Calvert died in April 1632 the royal charter for Maryland which he had applied for was granted to his son, the second Lord Baltimore, Cecil Calvert. One year later Cecil sent out the first group of colonists to the new colony under the governorship of his brother, Leonard, who from then on managed the settlement for Cecil.

In the meantime Ferryland *qv* and the Province of Avalon (on the Avalon Peninsula) which had been founded by Cecil's father, Sir George, continued to be the property of the Calvert family under the terms of the royal Charter of Avalon which had been granted to Sir George and was apparently managed by governors appointed by Cecil.

In 1637, however, Sir David Kirke *qv* acquired a charter giving him the whole island of Newfoundland, which superseded Lord Baltimore's earlier Charter of Avalon. Cecil Calvert, now devoid of any power over his colony on the Avalon Peninsula, fought against the charter granted to Kirke, and finally, after Charles II ascended the English Throne in 1660, he obtained official recognition of the old Charter of Avalon. Despite this he never did attempt to take over the colony at Ferryland. He died in 1675. G.T. Cell (1969), J.P. Kennedy (1845), K. Matthews (1968), Keith Matthews (1975), *Dictionary of American Biography* (1929), *DCB* (I), *DNB* (III), *Who Was Who in America* (1963). CFH

CALVERT FISH INDUSTRIES LIMITED. See FISH PLANTS.

CALVERT, SIR GEORGE, LORD BALTIMORE (1580?-1632). Born Yorkshire, England. Educated Trinity College, Oxford. After he received his education from Oxford, in 1605 Calvert entered the English civil service as secretary to the Secretary of State, Sir Robert Cecil. In 1606 he became clerk of the crown in the province of Connaught and the county of Clare, Ireland, and two years later was appointed as one of the clerks of the Privy Council. In 1609 he became a Member of Parliament. Following several years of assisting the King in domestic and foreign affairs, Calvert was granted a knighthood in 1617 and two years later was promoted to the office of Secretary of State.

Lord Baltimore

Perhaps one of his most important duties as Secretary of State was the attempted negotiation of the marriage between the future King of England, Charles I, and the Roman Catholic Spanish Infanta, Maria, daughter of Philip III. In 1624 negotiations broke down and shortly afterward Calvert, having been converted to Roman Catholicism, resigned as Secretary of State and left the government. In 1625 he was created Baron Baltimore in the county of Longford, Ireland.

In the meantime Calvert had been active in colonial matters. As early as 1609 he had invested in the Virginia Company and soon after in the East India Company, two companies that were engaged in colonization schemes. At a time when the English government was encouraging the colonization of Newfoundland, Calvert also became interested in the idea of establishing a colony there and in 1620 obtained a grant of land from Sir William Vaughan *qv*, a patentee of the Newfoundland Company, (or London and Bristol Company) for all land that lay north of a point between Fermeuse and Aquaforte to as far north as Caplin Bay (now Calvert Bay) on the Southern Shore of the Avalon Peninsula.

His intention was the immediate establishment of a colony on his land, but his reasons for beginning a colony in Newfoundland are not definitely known. It is evident, however, that from at least 1625 and perhaps from 1621, Calvert intended his colony to be a haven for Roman Catholics who were being persecuted for their religious beliefs at that time in Britain. The wish to make money in a colonizing scheme may have influenced Calvert also, since he had long been interested in investing money in other colonies. At any rate, in 1621 he sent out Captain Edward Wynne *qv* and twelve Welshmen to start the foundations of a colony. During the first two years of habitation the colonists, having settled in Ferryland *qv*, erected a number of buildings: accommodations for themselves, a palisade, a storehouse, a forge, salt works, a saw-mill, a brew-house, a wharf, a well and a hen-house, and began to cultivate crops and raise animals.

In 1622 Daniel Powell *qv* was sent to the colony with a second group of colonists, and work on the colony continued. By

1625 there were about 100 people living in Ferryland, which by then was considered to be a thriving little community.

With the news from Captain Wynne of the initial success of the colony, it appears that Calvert was greatly heartened and, wishing to secure his claim to the land that he held, he applied for a royal charter. In April 1623 he received the Charter of Avalon, which, in addition to securing his right to the land that he held from Vaughan, also gave him all land that lay between Ferryland and Petty Harbour, west to Placentia Bay and northwest to Conception Bay. To this land Calvert assigned the name of Province of Avalon.

Following his resignation as Secretary of State, Calvert (now Lord Baltimore) was free to manage his colony himself, but various circumstances delayed his departure until the summer of 1627, when he visited Ferryland along with two Roman Catholic priests, one of whom, a Father Anthony Pole, stayed in Ferryland and is said to have then established the first Roman Catholic ministry on British soil in North America. In the following year Calvert returned to Ferryland, accompanied by all his family (except his oldest son, Cecil), a Roman Catholic priest and forty Roman Catholic settlers. The year which followed was not a happy one for the Baltimore family. Shortly after their arrival the small colony was attacked by the French pirate, M. de la Rade, who, along with 400 French seamen, harassed the fishermen of the area and made off with two of their ships. Baltimore and two English ships later managed to get back the stolen vessels, but the incident did not auger well for a colony that was to be a peaceful haven for Roman Catholics. Troubles in the colony increased during the winter of 1628-1629 when six months of storms and severe cold, coupled with a shortage of food, weakened most of the colonists, at least fifty of whom became sick, probably with scurvy, and ten died.

The hardship of that winter made Calvert decide to give up his colony and apply for another grant of land in a warmer climate. While awaiting the final approval for a royal grant of land in Maryland, however, Sir George Calvert died in April, 1632. The charter for Maryland was sealed in June of the year that Sir George died, and Cecil, Calvert's son, the second Lord Baltimore, then proceeded to settle the colony that his father had planned.

As for Ferryland, it appears that many of the colonists who had established themselves there stayed on after Lord Baltimore left in 1629 and maintained the colony. See CALVERT, CECIL; SETTLEMENT. R.A. Barakat (1976), G.T. Cell (1969), Randy Crane (1973), C.G. Head (1976), M.F. Howley (1888), J.P. Kennedy (1845), K. Matthews (1968; 1974), Keith Matthews (1975), Beverly Moore (n.d.), Sr. Esther Moore (1972), Paul O'Neill (1977), D.W. Prowse (1895), *DCB* (I), *DNB* (III). CFH

***CALYPSO* H.M.S.** The *Calypso* (later the *Briton*) was launched in 1883 as a third-class cruiser of 2814.32 tonnes (2770 long tons), and 4020 horsepower, with a top speed of 14.6 knots and carrying a crew of 293 men. She was sent to Newfoundland from England under command of Captain Walker, R.N., and arrived at St. John's on October 15, 1902 to be made ready as a training and drill ship for the Royal Newfoundland Naval Reserve of the Royal Navy. She was stationed at Argentia in Placentia Bay.

The *Calypso* was called to war August 2, 1914. In response to the threat of German submarines in the Western Atlantic

H.M.S. Calypso

the Newfoundland-Labrador Patrol, a number of small crafts, armed with small, quick-firing guns by H.M.S. *Calypso*, was established to protect the Newfoundland shores and shipping. The crew of the *Calypso* also provided armed guards for the wireless station at Mount Pearl, built a battery and barracks at Fort Waldegrave, and manned the flotilla of mine-sweeping trawlers and drifters under Lieutenant Martin Smith. As well, the *Calypso*'s crew was in charge of six *"Q" boats *qv*, or mystery ships, which protected the fishing fleet on the Banks.

By the end of the war the Reserve men had completed their time in the service and disbanded. In 1921 the senior naval officer of the ship provided the first Newfoundland Sea Cadets with quarters on board the *Calypso*. She remained in commission until lack of money to reopen the Reserve necessitated her sale to A.H. Murray & Company in 1922 for conversion to a salt hulk. L.C. Murphy (1937). PAG

CAMBRAI, BATTLE OF. Under General Sir Julian Byng the British Third Army (which included the Newfoundland Regiment) during World War I began a surprise attack against the enemy on November 20, 1917. However, on December 3 the Germans launched their own attack. The Newfoundlanders were in the advance guard which was heavily shelled when the enemy started their bombardment. As Brigadier-General H. Nelson reported to Division Headquarters ". . . the Newfoundland Regiment [was] almost wiped out by shellfire" (quoted in G.W.L. Nicholson: 1964). Seventy-nine men were killed, 340 wounded and forty-three missing when the fighting ceased. For these acts of bravery as well as for courage at the preceding battle at Ypres, King George V allowed the title "Royal" to preface the name of the Newfoundland Regiment. This title had been given to only two Regiments before in Britain and it was the only time it was bestowed on a Regiment during World War I. The Regiment also received battle honours for this engagement which allowed "Cambrai" to be emblazoned on the Regimental colours. See REGIMENT, ROYAL NEWFOUNDLAND. Richard Cramm (n.d.), G.W.L. Nicholson (1964). CMB

CAMBRIOL COLCHOS. The name first appears on Captain John Mason's map of 1620. Archbishop M.F. Howley (1911), commenting on the nomenclature, maintains this invention of Vaughan was composed of two names. *Cambriol* is

the Latin for "Little Wales" and *Colchis* is the name of the land in Greek mythology where Jason recovered the Golden Fleece. E.R. Seary (1971) further clarifies *Colchos* as the adjective form of *Cholcis*. Sir William Vaughan *qv* is traditionally thought to have resided in the community of Cambriol Colchos (in the vicinity of Trepassey *qv*), according to D.W. Prowse (1895), A.G. Prys-Jones (1964) and others. The date of his first visit to Cambriol Colchos is thought to have been *c.*1622. G.T. Cell (1965) establishes that Vaughan was involved in a suit in 1624 at the court of the Exchequer and that the publication of his two books *Cambrensium Caroleia* in 1625 and *The Golden Fleece* in 1626 would have involved a residency in England. From J.D. Rogers (1911) and G.T. Cell (1969) we learn of Vaughan's Governor, Robert Hayman, who encouraged Vaughan to visit the Colony for the first time in 1628. The title page of *The Golden Fleece* claims, however, that the volume was "Transported from Cambriol Colchos, out of the southermost part of the island of Newfoundland." This has given some credence to the belief that the book was actually written at Cambriol Colchos in Newfoundland, presumably between the issue of the grant in 1616 and the actual publication of the volume in 1626. See SETTLEMENT. T.F. Nemec (1972), W. Vaughan (1626). WCS

CAMP ALEXANDER. See CORRECTIONAL INSTITUTIONS.

CAMP EMMANUEL. See EMMANUEL CONVENTION CENTRE.

CAMP ISLANDS. A summer fishing station located near Cape St. Charles *qv*; P.W. Browne (1909) stated that Camp Islands ". . . was once the rendezvous of the Frenchmen from Croque and St. Julien's; and several batteaux came across every summer to fish around Niger Sound and the Camp Island Shoals." Camp Islands had a year-round population from 1856 to 1921: from 1901 to 1921 the population declined from an average of thirty-five inhabitants to about twenty. From 1935 to 1961 there were no stationers or livyers reported at Camp Islands, but in 1965 Camp Islands was "essentially a summer fishing station" occupied by thirty-five stationers from St. John's, Conception Bay and Corner Brook (A.P. Dyke: 1969). Dyke reported that there was a small year-round population consisting of a lighthouse keeper and his family. This light was established on the east side of Camp Island in 1932. P.W. Browne (1909), A.P. Dyke (1969), *Census* (1857-1921), *List of Lights, Buoys and Fog Signals Newfoundland* (1980). JEMP

CAMPBELL, DR. ALEXANDER (1876-1940). Politician; physician. Born Prince Edward Island. Educated Prince of Wales College, Prince Edward Island; McGill University; Royal College of Edinburgh; Vienna University. In 1902 Dr. Campbell arrived in Newfoundland where he began the practice of medicine at Bonne Bay. Two years later he moved to St. John's, where he established his second practice and was appointed Port Quarantine Doctor in 1909, a position he held until 1925. In 1919, while in St. John's, Campbell ran for election to the House of Assembly as a Liberal Reform Candidate, under the leadership of Richard Squires *qv*. Though Squires was elected with a majority, Campbell was unsuccessful. The election which had brought Squires to office had resulted in a predominantly Protestant government. In order to create a more denominationally balanced ministry, Squires appointed two Roman Catholics to his cabinet, one of whom was Dr. Campbell. Soon afterwards Campbell, who operated a fox farm and was interested in agriculture, was given the Agriculture and Mines portfolio. He was also appointed to the Legislative Council in 1920.

Dr. Alexander Campbell

In addition to fulfilling the usual requirements of his post, Campbell established a government model farm in the west end of St. John's in 1920. During this time, so Thomas Hollis Walker *qv* later declared, Campbell was also mis-spending public funds. He charged personal expenses, such as magazines and cards to the government's account; he arranged for the government to take care of some of his personal expenses, such as taxi fares, which amounted to several hundreds of dollars; and with the approach of the 1923 election, he authorized expenditure on a variety of relief projects.

Long before the publication of the Hollis Walker report Campbell and Sir Richard Squires, who had also been investigated, had resigned. Campbell then again turned his attention to his fox farm and medical practice but in 1928, despite the bad publicity effected by the Hollis Walker report of four years earlier, he ran for election in St. John's and won. Squires had successfully run again as well and, his party having received a majority, he became Prime Minister. Dr. Campbell became a minister without portfolio in the Executive Council. This position he held until 1932 and the election of the Alderdice Administration. Campbell died on May 16, 1940 in St. John's. S.J.R. Noel (1971), N.J. Richards (interview, 1980), *DN* (May 17, 1940), *The Evening Advocate* (Mar. 21, 1924), *ET* (Mar. 2, 1932; Apr. 5, 1932; Apr. 6, 1932), "The Hon. Dr. Campbell, Minister of Mines and Agriculture" (1922), *NQ* (Summer 1920), *Who's Who in and from Newfoundland 1930* (1930?), *Yearbook* (1919-1932 *passim*). CFH

CAMPBELL, CAPTAIN COLIN (*fl.*1699-1710). He first came to Newfoundland at St. John's in 1699 as agent for his brother James Campbell, an English merchant, to report on the feasibility of trade in the Colony. In 1700 Colin Campbell settled at Port de Grave in Conception Bay, but in 1702, after an attack by the French on Carbonear, he and others moved to Carbonear Island *qv*; Campbell afterwards went to England to seek military protection.

By 1704 he was again in St. John's, this time as a sub-commissioner for prizes. In 1705, following Subercase's attack on St. John's at which time Campbell and others were accused of collaborating with the French, he was commanded by John Moody *qv* to carry a dispatch to the Board of Trade in England concerning the siege of the city. While there he also presented a petition from Poole merchants to the Board of Trade and Plantations requesting that the commodores and fishing admirals be given the authority to appoint (for the winter) Justices of the Peace, constables and militia. Early in 1705/6 Campbell set sail for Newfoundland, was captured by the French and, until 1709, remained a prisoner at Saint-Malo. He afterwards returned to England but did not return to Newfoundland. *DCB* (II). GL

CAMPBELL, JOHN (1845-1927). Born St. John's. John

Campbell spent his early years as a sailor and on one of his voyages he was touched by a sermon preached by Jabez Hill. Shortly afterwards Campbell experienced a religious conversion which led him to the Wesleyan Methodist Movement. "Johnnie Jesus" (as he was admiringly called by the sailors of the American herring fleet) subsequently became a preacher at Norris Point, where he married Mary Lang, a native of Carbonear. About 1890 he became the agent of the Tract Society of America and later a book distributor for the British and Foreign Bible Society. In 1895 he became an authorized representative of the Methodist Church in Newfoundland and until his death in 1927 he visited homes from Codroy to Cape Norman, preaching the faith of his church. *Monthly Greeting* (Dec. 1927). GL

John Campbell

CAMPBELL, VICE-ADMIRAL JOHN (*c*.1720-1790). Governor. Born Scotland. Campbell went to sea at an early age as an apprentice to the master of a coasting vessel. He entered the British Navy, served for three years, and in 1740 sailed around the world as midshipman on the *Centurion* with Commodore Anson. After returning home he received his certificate for Lieutenant (*c*.1745) and subsequently commanded several British war ships. Shortly after he received the rank of Vice-Admiral, Campbell served as Governor and Commander-in-Chief in Newfoundland from 1782 until 1786. After viewing the harsh treatment of Roman Catholics and dissenters, Governor Campbell published a proclamation "to allow all persons inhabiting this Island to have full liberty of conscience and the free exercise of such modes of religious worship as are not prohibited by law." As a result of this proclamation the Roman Catholic Bishop, James Louis O'Donel *qv*, came to St. John's and was granted permission to build a chapel and to perform all rites and ceremonies of his Church. John Campbell returned to England and died in London on December 16, 1790. See ROMAN CATHOLIC CHURCH. D.W. Prowse (1895). GL

CAMPBELL, LYDIA (1815-1904). Diarist. Born Mulliauk or Mulligan, Groswater Bay, Labrador. Campbell wrote a diary about her father's arrival in Labrador and her life there up to 1894. She gave it to Rev. Arthur C. Waghorne *qv* who had it published by the *Evening Telegram* in St. John's in 1894. Her writings are believed to be the first published by a native Labradorian. Campbell died in 1904 at the age of 89. Her diary was published by *Them Days* magazine in December, 1980. Lydia Campbell (1980), Doris Saunders (interview, Aug. 1981), *ET* (Dec. 3, 1894). DPJ

CAMPBELL, CAPTAIN VICTOR L.A. (1876-1957). Arctic explorer; soldier. Born England. In 1910 Campbell was a mate on the transport and supply ship *Terra Nova*, and the leader of one of Robert Falcon Scott's shore parties during Scott's Antarctic expedition. Campbell returned to England in 1914 and went to war the following year. He was put on the reserve list of naval officers after the war, and in 1923 he came to Black Duck, Newfoundland, where he lived as a farmer until World War II. He then rejoined the Navy and was stationed in Trinidad and Corner Brook, where he commanded a Canadian Naval Unit in search of submarines. In 1945 he was made aide-de-camp to the Governor of Newfoundland. He died in 1957 and was buried with full military honours in Corner Brook. Awarded D.S.O. and O.B.E. *DN* (Apr. 1, 1957). JEMP

William Campbell

CAMPBELL, WILLIAM (1875-1932). Civil servant. Born St. John's. Educated Buchanan Street School; private school. Entering the Newfoundland Postal service in his teens Campbell served on the coastal steamer service until the early 1890s and by 1894 held a post as Assistant Clerk and Assorter at St. John's. Rising by promotion Campbell served as Assistant Dispatching Clerk, Clerk in the Postal Accounts Department, and was appointed Secretary to Postmaster General H.J.B. Woods in 1904, and Inspector (and Secretary) of postal services to J. Alex Robinson in 1917. In 1924 the post of Inspector was filled by W.F. Aylward.

Campbell was appointed to the position of Assistant Deputy Minister of Posts and Telegraphs and Department Secretary in 1926, a post he held until his work was interrupted by illness in 1930. According to the *NQ* (Autumn 1932) William Campbell was the designer and artist of many of the original postage stamp issues of the Newfoundland Posts and Telegraphs during his tenure. Before resuming his duties in 1932 he was created Justice of the Peace (1931). He died at St. John's on September 23, 1932. Before his death Campbell was active in the Wesley United Church. *Who's Who in and from Newfoundland 1930* (1930?), *Yearbook* (1894-1931 *passim*). WCS

CAMPBELL'S CREEK (pop. 1976, 162). An unincorporated community on the southern coast of the Port au Port Peninsula, Campbell's Creek was founded by a Roman Catholic Gaelic-speaking family named Campbell who had come from Cape Breton in 1853, and who settled in Campbell's Creek the following year. It is a fishing settlement although root crop farming, and livestock, especially sheep, have also been successful enterprises. Salmon, cod and lobster are most commonly fished, and lobster was formerly canned for export to the United States. There was a school run in Campbell's Creek from the first days of settlement until 1955 when it was phased out in favour of regional schools. Rev. R.J. Greene (interview, Oct. 1980), J.J. Mannion (1977), *The Rounder* (Aug. 1980). Map K. JEMP

CAMPBELLTON (inc. 1972; pop. 1976, 257). A fishing-lumbering community located in Indian Arm, Notre Dame Bay. Originally named Indian Arm after the Beothuk *qv* village that was situated on the Indian Arm River in the early 1800s, Campbellton was so named between 1901 and 1911, possibly in honour of the sawmill manager, John Campbell (Heather Hillier: 1980).

The first known inhabitants of Indian Arm were Beothuk who lived in a camp near the Indian Arm River, and who relied on the river's salmon stocks as their major food supply, and also on the cod and mussels (and other shellfish) that were abundant in the waters of the sheltered bay. According to Thomas Peyton, the salmon warden of Twillingate *qv*, "Indian Arm River, situate at the bottom of Indian Arm . . . was formerly owned by Garland and Company, and was sold by

them to John Ginn on or about 1816, who fished the river for years. . . . John Ginn sold his right to Joseph Hornett, and the river is now claimed and occupied by a widow of that family'' (*JHA*: 1873). In 1875 it was reported that ''Ann Hornet, by purchase, owns river; pickled 10 tierces; sold to merchants'' (*JHA*: 1875). The widow's husband, William Hornett (Harnett) had fished the river until 1861 and the river averaged 10 to 90 tierces annually. Salmon was the basis of the early economy of Indian River, and the relationship between the early settlers and this resource is summed up by Peyton who remarked in his report, ''The occupiers of these rivers are solely depending on what they get out of them, and have, as it were, a vested right to them'' (*JHA*: 1873). According to oral tradition the first settler was one William Genge or Ginn, a salmon fisherman, who was reputedly attacked and killed by the Beothuk, who were resentful and distrustful of his encroachment on their hunting and fishing territory (Norma Hillier: 1971). James Vineham and James Manuel reputedly migrated from Twillingate to Indian Arm the same time as Harnett and they were followed in 1887 by Pelleys and Hills from Black Island *qv*. The population of Indian Arm grew slowly; these settlers from other Notre Dame Bay communities were attracted by the settlement's fine sandy beach and fishing, especially salmon and cod. By 1877 the community supported a Church of England congregation numbering just over 100, a clergyman and a school house that was also used ''for Divine Service'' (*List of Missions of the Church of England in Newfoundland and Labrador*: 1877?). The Labrador fishery was also prosecuted in the 1890s and some non-commercial agriculture and boatbuilding were undertaken. However, it was the potential of the large stands of timber around Indian Arm that began to attract lumberworkers and businessmen by the end of the century.

From the early 1900s lumbering became the exclusive employment in Campbellton and the resulting boom drew people from all parts of Notre Dame Bay and White Bay to the area, including Bennetts, Clarks, Perrips, Ansteys, Hilliers (from Twillingate), Browns, Lacups and Luffs (Exploits), Youngs, Berts, Budgers and Wellses (Twillingate), Rowsells and Luffs (Exploits), Curtises (Herring Neck), Snows (Black Island), Clancys and Callahans (White Bay), Chippetts (Leading Tickles), Bretts (Moreton's Harbour) and Evanses, Kings and Snelgroves (Harry's Harbour). From 1901 to 1921 the lumber industry drew nearly three hundred people to the community with its promise of full employment at the two major mills operating in Campbellton. In 1904 a devastating fire destroyed all buildings, except one house, in the town, including the first large sawmill, owned by the Campbell Lumber Company. After the fire the Horwood Lumber Company rebuilt the sawmill (this failed in 1923). In 1912 a large pulp mill was built after damming Indian Arm Brook. The dam broke in 1915 and was repaired, but it broke again in 1916 and the operation ceased. After the failure of this mill and the sawmill, pit prop mills were set up and the wood shipped to St. John's. The cod fishery on the Labrador and the French Shore, and salmon and lobster fishing were then prosecuted. People were also employed in Buchans, Grand Falls and Corner Brook and some families moved to these places after the failures of the mills.

The economy of Campbellton from that time was based on seasonal woods work and some squid, herring, cod, lobster and salmon fishing. The majority of workers commuted to Lewisporte and other nearby communities to work. A growing summer tourism industry was also reported in 1980 (Heather Hillier: 1980). The community was governed by a town council and had a town hall, volunteer fire brigade, some small businesses and a post office. After 1952 both parts of the community, Campbellton North and Campbellton South, were linked by a concrete bridge and to other Notre Dame Bay communities by a road built in 1951. The sudden influx of settlers at the turn of the century brought Methodism, and many converts were made in the then Church of England community. The Salvation Army came to Campbellton in the 1890s, and the Pentecostal Assemblies in the 1930s. Each denomination has maintained schools and churches in the community and in 1968 a new integrated (United Church and Salvation Army) high school was built. Protestant students attended elementary school and high school in Campbellton. Pentecostal students attended elementary school in Campbellton and high school in Lewisporte. Despite the migration of settlers from Campbellton to other Newfoundland, Canadian and United States communities and cities after the failure of the lumber industry, the population of Campbellton grew steadily, from 460 in 1935 to nearly 600 in 1956 and over 700 in 1976. People were attracted by the residential advantages of the community and its location near Lewisporte and Gander. Under the two agreements of the Federal-Provincial Community Consolidation Program, twenty-four people from Exploits, Radio Range, Gander and Benton *qqv* resettled in Campbellton between 1965 and 1975. Heather Hillier (1980), Norma Hillier (1971), *Census* (1884-1976), (*JHA*: 1873; 1875), *List of Missions of the Church of England in Newfoundland and Labrador* (1877?), *The Rounder* (Aug. 1979), *Statistics: Federal-Provincial Resettlement Program* (1975?). Map F. JEMP

CAMPING ASSOCIATION, NEWFOUNDLAND AND LABRADOR. The Newfoundland and Labrador Camping Association (N.L.C.A.) was founded in March 1965. It was set up to co-ordinate, promote and develop camping in the Province. The executive of the Association is elected by the membership at an annual general meeting held in April of each year. The N.L.C.A., affiliated with the Canadian Camping Association, had as its first president Dr. J. Douglas Eaton. In 1981 the N.L.C.A. had published newsletters, developed a leadership training course with Memorial University Extension, sent qualified candidates to a wilderness camping leadership course in Alberta, and sent delegates to the Canadian Camping Association general meeting and workshops. The association also provided information and assistance to camps across Newfoundland and Labrador. Frank O'Connor (letter, Sept. 1981). DPJ

CAMPSITES. See PARKS, PROVINCIAL; PARKS, NATIONAL.

CANADA. Several theories have been put forward to explain the origin of the name Canada. G.H. Armstrong (1930) states that the most common explanation for the derivation of the name is that it is from the Iroquois word *Kanata* or *Kanada* meaning ''a cabin or lodge.'' The word Canada was first recorded in Cartier's account of his second voyage in 1534-1535. Canada could also be a corruption of the Algonquin word *Odanah* meaning ''settlement.'' Other theories have suggested that Canada could come from the Spanish phrase

Aca Nada meaning "here" and "nothing." Discussing the names of places in Newfoundland which have Canada in their name, E.R. Seary (1960) suggests that Canada may have been used in error for the French *Canarie* or the Latin *Canaria* meaning "dogs," named perhaps for the presence of dogs or wolves. The name Canada was first used officially in 1791 by the British to refer to the area which had previously been known as New France. In 1867 the federation of Canada East and West, New Brunswick and Nova Scotia took the title Dominion of Canada.

GEOGRAPHY. Canada is geographically the second largest country in the world. It has a land mass of 9 220 974 km² (3,560,238 mi²) and extends from 41° 47′ north latitude at Pelee Island, Lake Erie, Ontario, north to 83° 07′ at Cape Columbia on Ellesmere Island and from 52° 37′ west longitude at Cape Spear, Newfoundland west to 141° at Mount St. Elias in the Yukon. Canada is bounded by the Arctic Ocean on the north, the Atlantic Ocean on the east, twelve of the States of the United States of America on the south, and by the Pacific Ocean and Alaska on the west. In 1981 the population of Canada was estimated to be 24,150,000 million people. (Newfoundland's population in 1981 was estimated to be 584,500 people, approximately 2% of the total Canadian population). After Newfoundland joined Canada in 1949 the Dominion had a total of ten provinces: Ontario (entered Confederation 1867), Quebec (1867), New Brunswick (1867), Nova Scotia (1867), Manitoba (1870), British Columbia (1871), Prince Edward Island (1873), Alberta (1905), Saskatchewan (1905), and Newfoundland (1949). In 1870 the North West Territories were transferred to Canada, as were the Arctic Islands in 1880. Yukon became a territory in 1898.

Provinces and Territories	*Population (1981 Estimate)*	*Area*	
Newfoundland and Labrador	584,500	404 519 km²	(156,185 mi²)
Prince Edward Island	124,200	5 657 km²	(2,184 mi²)
Nova Scotia	856,600	55 491 km²	(21,425 mi²)
New Brunswick	709,600	73 437 km²	(28,354 mi²)
Quebec	6,334,700	1 540 687 km²	(594,860 mi²)
Ontario	8,614,200	1 068 587 km²	(412,582 mi²)
Manitoba	1,028,800	650 090 km²	(251,000 mi²)
Saskatchewan	977,400	651 903 km²	(251,700 mi²)
Alberta	2,153,200	661 196 km²	(255,285 mi²)
British Columbia	2,701,900	948 600 km²	(366,255 mi²)
Yukon	21,800	536 327 km²	(207,076 mi²)
North West Territories	43,100	3 379 699 km²	(1,304,903 mi²)

HISTORY. The history of Canada and of Newfoundland's connections with Canada has been long and varied. Europeans first made use of this part of the New World in the Fifteenth and Sixteenth Centuries to catch the beaver and the cod. English and French fishing stations were set up along the Newfoundland coast, the English concentrating on the Avalon Peninsula, the French on the north and south shores of Newfoundland and along the eastern shores of Nova Scotia. The people at the fishing stations on the mainland began trading with the Indians, thus discovering the vast numbers of fur-bearing animals in North America. The animal pelts were sold in Europe for profit and many people began to stay in the New World.

After a series of failures a French colony was begun by Pierre Du Gua de Monts in 1604 in the Bay of Fundy and "New France" was begun. The French were also interested in settling Newfoundland. In 1663 settlers were sent to Plaisance (Placentia) *qv* and by 1689 a strong resident fishery had been established there. British fisherman had set up a resident fishery in Newfoundland early in the Sixteenth Century, with visiting fishermen objecting to their residency. These objections delayed the attempts to settle Newfoundland.

In Europe the French and English had fought repeatedly for many years. As these countries began to settle and expand their activities in the New World, they began to clash in North America. The fur trade of the Hudson Bay and the fisheries of Newfoundland were two areas in which both felt that they should have exclusive rights. The Treaty of Utrecht (1713) which ended the War of the Spanish Succession in Europe also affected the British and French territory in North America. The Treaty acknowledged British sovereignty in Hudson Bay and Newfoundland, while the French were the acknowledged owners of *St. Pierre et Miquelon *qv* (two islands off the south coast of Newfoundland) as well as certain fishing rights on the north and northwest coasts of Newfoundland (from Cape Bonavista to Point Riche) known as the *French Shore *qv*.

During the Seven Years War in the 1770s the fighting between France and Great Britain continued in Europe and in North America. The British captured Quebec and the French ceded their territories to the British by 1760, although the official peace did not come until 1763. By 1791 the North American portions of the British and French empires became the colonies of British North America (under the provisions of the Constitutional Act), which included Upper and Lower Canada (roughly Ontario and Quebec), Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton (Cape Breton did not become part of Nova Scotia until the 1820s). Prince Rupert's Land and Newfoundland continued as separate entities, as they had before 1791.

After the Constitutional or Canada Act of 1791 British North America advanced, building roads and businesses, and developing its economy. In 1812 the United States declared war and began attacks on Upper and Lower Canada. Early in 1812 orders were sent to Newfoundland and the Royal Newfoundland *Regiment *qv* to form five companies. Three hundred and sixty officers and men left on May 24, 1812 to reinforce the Canadian garrison in the event of war. After the out-break of war, two more companies were sent in for duty. Newfoundlanders fought in the battles until the end of the war, and the Treaty of Ghent in December 1814. Many remained in Canada until late 1815 (See MILITARY HISTORY). Treaties in 1817 and 1818 established peace between the Canadas and the United States. But British North America began to experience problems: the fur trade began to decline, American immigration to the Canadas and the Maritimes also began to slow down. These economic and political problems led to the arrival of Lord Durham, whose Report in 1839 advocated political reform in the Canadas: responsible government and the Union of the British North American colonies. His Report also recommended that because of the size of the population of Newfoundland it, like Prince Edward Island, should join the federation.

As a result of the Report the two Canadas in 1841 became the United Province of Canada with two parts, Canada East and Canada West. By the end of the 1840s Canada had been granted Responsible Government. Nova Scotia was granted Responsible Government in 1848, Prince Edward Island in

1851 and New Brunswick in 1854. Newfoundland attained Responsible Government in 1855.

CANADA-NEWFOUNDLAND RELATIONS

Newfoundland's association with Canada, before the Twentieth Century, had always been rather limited. As the closest colony to Britain, and because it was an isolated island, Newfoundland tended to remain British in outlook, with less interest in the rest of North America. Nevertheless, in 1842 Newfoundland began steamship communication with Halifax, Nova Scotia. In 1845 there were fires at Quebec, and Saint John, New Brunswick and Newfoundland sent relief to both. British North America also sent relief to St. John's after its disastrous fire of 1846. The commercial relationship between North America and Newfoundland was not extensive. Newfoundland's chief commercial contacts in the 1840s and 1850s were with Great Britain, the West Indies, the United States, Brazil and southern Europe, exporting mainly fish and importing mostly food products, clothing, and fishing equipment. Newfoundland did buy some food from Canada and general merchandise from Nova Scotia (which took re-saleable fish in exchange for the goods).

In 1848 there was an attempt on the part of Canada to form a reciprocal trade agreement with Nova Scotia. As well, agreements were made between Nova Scotia and New Brunswick. Newfoundland and Prince Edward Island were approached but both refused to join the agreements; Prince Edward Island, because of its primarily agricultural position, needed few imports from other colonies. In Newfoundland, because it needed so many imports, a free trade agreement would have severely limited its import duty revenue (See TARIFFS). However, by 1850 Prince Edward Island had joined Nova Scotia, New Brunswick and Canada with similar trade legislation but Newfoundland remained isolated from the agreements.

During the 1850s and 1860s proposals for a federation of British North America were made as the Government of Canada was having serious economic and political problems. The Maritime colonies met in Charlottetown, Prince Edward Island, in September, 1864, to discuss maritime union. The Canadians joined the Conference and a general federation was discussed. Newfoundland did not attend. The Charlottetown Conference was successful and the delegates agreed to meet in Quebec in October to further draft the terms of a federation.

QUEBEC CONFERENCE. Newfoundland was invited to the Quebec Conference and sent two delegates, F.B.T. Carter and Ambrose Shea *qqv*. They were instructed by the Newfoundland Legislature only to observe and not to commit Newfoundland to any of the proposals made at Quebec. Nova Scotia, New Brunswick and Canada accepted the seventy-two Resolutions of the Quebec Conference. Thus, when the Dominion of Canada was formed on July 1, 1867 only New Brunswick, Nova Scotia and Canada were included.

DISPUTES. Newfoundland had several boundary problems in the Nineteenth Century that continued until the early Twentieth Century. One, with Canada, was the *Labrador Boundary Dispute *qv*. In 1763 Anticosti Island *qv*, the Magdalen Islands *qv* and the coast of Labrador from St. Jean River to the Hudson Strait were given to Newfoundland by Britain. The Quebec Act of the British Parliament, of 1774, transferred those three areas to Quebec but in 1809 the Labrador coast and the Anticosti Island were given back to Newfoundland. This decision was reversed again in 1825, with the return of Anticosti Island and the Coast of Labrador from the St. Jean River to Blanc Sablon to Quebec. This controversy continued until 1927, when a decision of the Imperial Privy Council ruled that Newfoundland's coastal rights to Labrador extended from Hudson Bay to Blanc Sablon and inland to "the height of land."

Newfoundland, after the Confederation of British North America, continued on much as it had before, a separate British Colony virtually isolated from North America. When Newfoundland and Canada did have diplomatic dealings they were not always cordial. The French Shore had been a problem for Newfoundland since 1713, when the French were given fishing rights in Newfoundland by the Treaty of Utrecht. The situation continued into the 1880s: foreign fisherman were catching fish from Newfoundland bases, curing it on the coast and selling it in competition with Newfoundland fishermen. A *Bait Act *qv* introduced in the Newfoundland Legislature in 1886 was designed to restrict bait sales by Newfoundlanders to foreign fishermen and thus to minimize the advantage of their fishing rights in Newfoundland. The Act was sent to London for assent but was rejected. The Bill was resubmitted to the Newfoundland Legislature in 1887 and passed on February 17. At the Imperial Conference, all British colonies and Dominions except Canada supported Newfoundland's Act. Canada felt that the restrictions on bait would apply to Canadian fishermen, but when assured this would not be the case, Canada withdrew its objections. The Act was passed on July 19, 1887 and came into effect January, 1888.

Robert Bond *qv* in 1890 approached the United States with proposals for a Reciprocity Treaty between the United States and Newfoundland, independent of Canada. The negotiations progressed, but with Canada strongly opposed to such a proposal the British Government decided not to ratify the negotiations which had been named the *Bond-Blaine Convention *qv*.

LATER RELATIONS. In July 1892 a great fire broke out in St. John's which destroyed large portions of the city, leaving over 11,000 people homeless and causing close to twenty million dollars in damage. As with past disasters, aid poured in from the Dominions of the British Empire, including Canada. Newfoundland's calamities continued with poor fishing seasons in the 1890s and culminated in 1894 with the *Bank Crash *qv*. When most Newfoundland financial institutions collapsed, Canadian banks such as the Bank of Montreal immediately and the Bank of Nova Scotia and the Royal Bank of Canada subsequently, set up branches in Newfoundland. (After the bank crash, the Canadian dollar became legal tender in Newfoundland. In 1917 Newfoundland coins were minted at the Canadian mint in Ottawa. When Newfoundland joined Canada in 1949 Canadian currency and postage stamps officially replaced Newfoundland's currency and postage stamps.) Because of the fire and the crash, Newfoundland turned to Great Britain and eventually to Canada for help. A delegation was sent to Ottawa in April 1895 to discuss Confederation. The negotiations ended in deadlock when Canada and Newfoundland could not agree on the amount of money needed for Newfoundland to begin its Provincial services.

Newfoundland and Canada turned to Great Britain for help, but the British conditions were not acceptable to Newfoundland and the plan fell through.

The world trade prosperity which started in 1896 revived Newfoundland's economy, but the prosperity did not last. Newfoundland made great contributions to the war effort in World War I and after the war was left with a debt of nineteen million dollars. In 1931, by the Statute of Westminster Newfoundland was granted official Dominion Status (although the term had been applied to Newfoundland as early as the first World War). The Depression of the 1930s reduced Newfoundland to near bankruptcy and the Dominion was again forced to turn to Great Britain for help. The British appointed a Royal Commission under Lord Amulree which recommended a return to colonial status until Newfoundland was able once again to be financially self-supporting. In 1934 Responsible Government was replaced by an appointed Commission of Government consisting of three Newfoundlanders and three officials from England, all under a British Governor.

The outbreak of the Second World War brought greater prosperity to Newfoundland than she had ever known, for Canada, Great Britain and the United States realized the military vulnerability of Newfoundland, and its great potential as a strategic military base. In June 1940 Canada sent troops to Newfoundland, as Newfoundland was not maintaining its own separate forces in the Second World War as it had done in World War I. Instead, the men and women of Newfoundland joined the fighting forces of Great Britain and Canada. During the war years Canada built airbases in Goose Bay, Labrador and at Torbay, near St. John's, and also took over and enlarged airbases in Gander and Botwood *qqv*. By the end of the war the Royal Canadian Air Force (R.C.A.F.) had made Gander one of the most important international airports in the world. A British-Canadian Naval Base was developed in St. John's and United States Bases at Argentia, Stephenville, St. John's and Goose Bay. The Canadian Government (Department of Defense) continued to operate an R.C.A.F. base at St. John's until 1964. In 1981 there were still Canadian Armed Forces in Goose Bay and Gander.

At the end of World War II Newfoundland was in a stronger economic position than before the war. Even during the war options had been put forward for the future governing of Newfoundland because of the Island's improving economic position. In 1946 a special *National Convention *qv* was set up to study the financial state of Newfoundland, and an election was held to choose the delegates. After much debate, the Convention recommended that Responsible Government and a continuation of the system of Commission of Government be the options put to the people in a national referendum. (A referendum by the people had been the method decided upon to be used to choose the form of the future government.) Those who advocated Confederation at the Convention were upset that that option was to be left off the ballot. Their campaign to change the situation was successful and the British Government agreed to put the choice of Confederation with Canada on the ballot. The first referendum was held on June 3, 1948 with the Responsible Government option receiving 69,400 votes, Confederation 64,066 and Commission of Government 22,311. With no clear majority, a second referendum was held on July 22 and the ballot, as had been part of the schedule, listed only Responsible Government and Confederation. Confederation received 78,323 votes (52% of the votes cast) and Responsible Government 71,334 (48%). Newfoundland joined Canada just before midnight on March 31, 1949. Joseph R. Smallwood *qv* was asked to form an interim Administration of the Government and in the first election his party won and he became the first elected Premier of the new Province.

NEWFOUNDLAND AS PROVINCE. A new relationship between the two political entities was entered into when Newfoundland joined Canada. Under the *Terms of Union *qv*, Newfoundland as a Province was allocated seven members in the Canadian House of Commons and six members in the Canadian Senate. Since Confederation there has been at least one Newfoundland representative in each Canadian Administration of the Government of Canada. These have been, between 1949 and 1981: Hon. F. Gordon Bradley, Secretary of State for Canada (1949-1953); Hon. J.W. Pickersgill, Secretary of State for Canada (1953-1954), Minister of Citizenship and Immigration (1954-1957), Secretary of State (1963-1964), Minister of Transport (1964-1967); Hon. W.J. Browne, Solicitor-General (1957-1963); Hon. Charles R. Granger, Minister Without Portfolio (1967-1968); Hon. Donald Jamieson, Minister of Industry and of Defense Production (1968-1969), Minister of Supply and Services (1969), Minister of Transport (1969-1972), Minister of Regional Economic Expansion (1972-1976), Secretary of State for External Affairs (1976-1979); Hon. John C. Crosbie, Minister of Finance (1979-1980); Hon. James McGrath, Minister of Fisheries and Oceans (1979-1980); Hon. William Rompkey, Minister of National Revenue (1980-) *qqv*. The old form of Governorship, under Responsible Government, ended and a Provincial Lieutenant-Governor was appointed.

Confederation brought many monetary benefits with it. Family allowance payments equalled almost ten percent of the total wages earned in Newfoundland and employment insurance equalled close to five percent. In 1980 transfer payments received from Canada, such as family allowances, pensions, unemployment insurance, and shared-cost government programmes made up twenty-nine per cent of personal income for Newfoundlanders and forty-seven per cent of the Provincial Government's revenue. This additional money, and the abolition of import trade restrictions led Canadian retailers to set up operations in Newfoundland and this widened the range of jobs and consumer goods which could be offered to Newfoundlanders. The Canadian Government opened up Federal branch offices in Newfoundland, providing jobs and services nearer by. Further effects came with the financing of social services, such as schools, hospitals, harbour facilities and the completion of the Trans-Canada Highway. (The highway was the result of a cost-sharing agreement between Canada and Newfoundland and it was completed in 1965.) In 1949 the Canadian Department of Transport took over the operation of the coastal boats and the Newfoundland Railway. The mainline rail passenger service was shut down in the late 1960s and with it came the introduction of a Canadian National (later Terratransport *qv*) passenger bus service, linking St. John's to Port aux Basques and the Gulf ferry service linking Port aux Basques to North Sydney, Nova Scotia.

The Newfoundland Department of Fisheries set out to expand credit to fishermen, build fish plants and roads to those

plants, and make other innovations. Programmes under the Department of *Regional Economic Expansion *qv* (D.R.E.E.) allowed Ottawa to send federal aid to Newfoundland.

Since Confederation Newfoundland and Canada have also had their disagreements. One of the most intense disputes came after the election of John Diefenbaker *qv* as Prime Minister of Canada because of his Administration's stand on Term 29 of the Terms of Union. When Newfoundland was negotiating to join Canada in 1949 the delegates realized that there was a need to compensate for revenue lost when Newfoundland customs tariffs, excise taxes and excise duties were discontinued. Term 29 was included in the Terms of Union (as a "saving clause") to provide Newfoundland with enough revenue to maintain services until it could rely on revenues received as a Province. The term limited the grant to eight years (eight million dollars for the first three years, then a decreasing amount for the remaining five years). A Royal Commission was then to review Newfoundland's finances at the end of eight years and recommend the amount of further financial assistance necessary. Before the eight year period was up Newfoundland set up its own Royal Commission. The Lewis Commission (Phillip J. Lewis was Chairman) recommended that Newfoundland receive $15 million a year in grants to continue its services properly. The Canadian Royal Commission headed by Chief Justice John B. McNair of New Brunswick tabled its report on July 25, 1958 and recommended that the transition grant be raised to its original $8 million a year until 1962. Diefenbaker announced on March 25, 1959 that it would follow the McNair recommendations and that the payments which would end in 1962 would be the termination of the obligations of Canada under Term 29. This led Newfoundland's Premier, J.R. Smallwood, to campaign to change the decision. After several years of debate the Canadian Parliament, in May 1965, agreed to continue to pay Newfoundland the $8 million dollar grant indefinitely.

In the late 1970s and early 1980s the Government of Canada and Newfoundland also disputed ownership of prospective petroleum *qv* resources off the coast of Newfoundland, the Newfoundland Government claiming Provincial jurisdiction and the Canadian Government claiming Federal control. In those years, for example, oil companies prospecting in the area obtained permits from both Canada and Newfoundland as both Governments claimed the right to authorize exploration. In 1981 the ownership question had not been resolved. See CONFEDERATION; ELECTIONS; GOVERNMENT; GOVERNMENT AID; MILITARY; MILITARY HISTORY. G.H. Armstrong (1930), R.H. Bonnycastle (1842), R.C. Brown (1966), J.M.S. Careless (1974), St. John Chadwick (1967), Donald Creighton (1970), Leslie Harris (1968), W.K. Lamb (1971), M.H.M. Mackinnon (1946), W.L. Morton (1977), S.J.R. Noel (1971), D.W. Prowse (1895), F.W. Rowe (1980), E.R. Seary (1960), J.R. Smallwood (1973), R.H. Tait (1939), W.M. Whitelaw (1966), *Canadian Statistical Review* (1981), *Chartbook of Selected Statistics for Newfoundland and Labrador* (Oct. 1980), *EC* (II; IV), *Newfoundland From Dependency to Self-Reliance* (1980), *Yearbook* (1880; 1887). Map p. XXXI. DPJ

CANADA BAY. Canada Bay is located a little over midway along the east coast of the Great Northern Peninsula *qv*. The bay, which has spectacular scenery, is entered between Canada Head and Cape Daumalen, and it divides into two narrow, deep indrafts to the north and northeast called Chimney Bay, 14.5 km (9 mi) long, and Bide Arm, 8 km (5 mi) long, respectively. In 1981 the three settlements of Canada Bay were located in these arms: Roddickton *qv*, a lumbering centre located on the northeast shore of Chimney Bay; Bide Arm *qv*, a fishing settlement at the head of Bide Arm, and Englee *qv*, a fishing and services centre located in the mouth of Canada Bay. The former settlement was located on the south side of Canada Bay at Canada Harbour *qv* and Wild Cove *qv* (Gouffre): these communities on the more exposed, isolated south side of the bay have resettled since the 1960s. There has been no recorded settlement on the northwest arm of Chimney Bay, probably because of its great distance from the sea and its strong tidal streams, which form dangerous eddies and make navigation difficult. The northeast coast of Canada Bay has been traversed by a road linking the communities of Englee, Bide Arm and Roddickton to Conche *qv*, Croque *qv*, Main Brook *qv* and communities on the west coast of the Great Northern Peninsula.

Canada Bay first appeared on French maps in the Seventeenth and Eighteenth Centuries as Canarie (1675), Les Canaries (1680), and Cangries (1713); it was first charted as Canada Bay (1775) by Captain James Cook *qv* (E.R. Seary: 1960). According to Seary, the French word *canarie* is derived from the Latin *canaria insula* or "Isle of Dogs." Seary possits that this name was possibly given because of the presence of wolves, and that Canada was the name given in error for Canarie. According to M.F. Howley (1901), Chimney Bay is derived from the French word *chemin* meaning channel or fair way. Canada Bay was probably seasonally fished by the English and the French in the Seventeenth Centuries and after the granting of French fishing rights, in 1713, Canada Bay was the site of at least two large fishing stations, at Englee and Canada (called Canaries) Harbour, and a smaller set of rooms at Gouffre (meaning gulf, pit, whirlpool; later called Wild Cove; E.R. Seary: 1960). In the 1760s Englee had 120 French boats and ten English boats, while Canaries Harbour had fifty French and ten English boats, and twenty French boats were stationed at Gouffre (C.G. Head: 1976).

These fishing stations, located on opposite sides of the mouth of Canada Bay protected by sloping headlands, were close to excellent fishing grounds and, unlike many of the French stations to the north, had ample supplies of timber. Canada Bay's other great advantage was described by J.F. Imray (1873) who declared that it was ". . . in almost every part deep, consequently vessels experience little difficulty in entering and finding shelter." By the mid-1800s English settlers lived year-round in the French stations of Canada Bay as *gardiens* of the French rooms and as salmon fishermen. An Ann Canning is listed as a resident of Canada Bay in 1858 (E.R. Seary: 1976), and by the early 1870s Charles Hopkins, James Dunn and George Colthier were listed as residents of Canada Bay (at Englee), giving the abundance of fresh water, timber, and opportunities for trapping and hunting as their reasons for settlement. Because of the good soil, small gardens were also reported, and although there was no church or school settlers were ministered to by a Protestant minister from White Bay (*JHA*: 1872). In contra-distinction to these advantages, the climate of Canada Bay was severe: the Bay

froze solid from December to May, and in 1872 it was reported that settlers suffered from the hardships caused by "a severe winter and a heavy fall of snow" (*JHA*: 1873). Englee maintained its position as the largest settlement in the Bay largely because of the natural advantages of its location. In 1873 it was reported that "This settlement is increasing from its sheltered position and good soil; soil is better for cultivation than any I have yet seen" (*JHA*: 1873). The fishery was mainly cod, salmon, seal, herring and capelin and seems to have been almost exclusively an English concern by this time. In 1873 it was reported of the French, "No rooms in Canada Bay, nor have they had any for 7 or 8 years. The French frequently rob or break their nets" (*JHA*: 1874). The French presence had not entirely disappeared, however: in 1875 James Dunn accused the French of interference with the fishery, and one French room was reported (*JHA*: 1876). French activity and interference seemed to have been confined to the cod fishery based at Canada Harbour and Englee rather than at the bottom of Canada Bay, where English fisherman reported, "There are two Salmon Rivers, one of which is fished, and salmon just commencing to run. The French do not come up the Bay" (*JLC*: 1876). The *Census* reported at Canada Bay in 1891 a total of 213 inhabitants: at Canada Harbour, forty-one; at Gouffre, ten; and at Englee, 162.

As early as 1864 geologist Alexander Murray *qv* had reported rock finds in Canada Bay that "being pure white and fine grained, and capable of receiving a high polish, would afford a considerable amount of good market material for ornamental marble" (Alexander Murray and James Howley: 1881). In 1878 James P. Howley (1878) reported that marble samples collected at Canada Bay were exhibited, along with other Newfoundland rock samples, at institutes in London and Philadelphia, and in 1883 J. Hatton and Rev. M. Harvey (1883) noted the "fine marble beds" and their commercial potential. A.K. Snelgrove (1953) reported that several small quarries were started on the white marble deposits in Canada Harbour before World War I, although only samples were collected and shipped. In 1927 it was reported that "The marble at Canada Bay is white and of good quality. A quarry was opened and some shipments made but at present this is idle" (D.J. Davies: n.d.). Blue-grey marble out-crops were also found at Canada Harbour and the most promising deposits were on the north side of Canada Bay at Burnt Point and Bide Arm. Diamond drilling was done in the marble district of Canada Bay in 1936. There was no further exploitation of this resource despite the excellent quality of the stone and its reported value, which A.K. Snelgrove (1953) declared to be "in demand by a very significant part of the monumental trade."

With the settlement of Roddickton (formerly called Easter Brook) in 1904 under the auspices of the Grenfell Mission, for boatbuilding and agriculture, many Canada Bay families migrated to the settlement for employment in the logging industry, which began in 1928 (Ford Adams: 1973). By the 1930s it was reported that in Roddickton there was "considerable logging and the Bowater Company of Corner Brook employs 200 men cutting pit props" (J.R. Smallwood: 1941). Englee continued to be the fishing centre of Canada Bay, maintaining markets and, by the 1950s, processing facilities. The extreme isolation of Canada Bay ended in the 1960s when the communities on the north side of the Bay were connected by road to each other and to other communities on the Great Northern Peninsula. The expense and difficulty of extending a road to communities on the south side of Canada Bay would have meant traversing the entire west and south sides of the Bay and by the late 1960s this area had resettled. In 1970 a new settlement, Bide Arm, was founded by some of the former inhabitants of the resettled community of Hooping Harbour *qv*, south of Canada Bay. In 1981 the main employment in Canada Bay was pulpwood cutting and export, and fishing and fish-processing. See MARBLE. Ford Adams (1973), D.J. Davies (1927?), Hatton and Harvey (1883), J.P. Howley (1878), J.F. Imray (1873), Murray and Howley (1881), E.R. Seary (1960; 1976), J.R. Smallwood (1941), A.K. Snelgrove (1953), *Census* (1884-1976), *JHA* (1872; 1873; 1874; 1876), *JLC* (1876), *Sailing Directions Newfoundland* (1980). Map D. JEMP

CANADA GAMES. See SPORTS.

CANADA, GOVERNMENT OF. See GOVERNMENT.

CANADA HARBOUR (pop. 1966, 93). A resettled fishing community located on the southwest entrance to Canada Bay *qv*, a little over midway on the east coast of the Great Northern Peninsula. Canada Harbour first appears on French maps in the Seventeenth Century as Havre Canaries (E.R. Seary: 1960) and the harbour was frequently referred to as Canairies, Canaries and Canary Harbour by the French and English until the Twentieth Century. According to Seary (1960) the French word *canarie* is derived from the Latin *canaria insula* or "Isle of Dogs," and he posits that this name was possibly given to the area because of the presence of wolves and that Canada was the name later given in error for *canarie*.

Like Englee *qv* and Conche *qv*, Canada Harbour was probably seasonally fished by the French and English in the Seventeenth Century, and after the granting of French fishing rights north of Cape St. John *qv* in 1713, Canada Harbour was the site of a French fishing station from roughly May to September; in the 1760s fifty French fishing boats and ten English boats as well as wharves and stages were reported at Canaries Harbour (C.G. Head: 1976). Its proximity to the excellent fishing grounds of the Petit Nord (part of the French Shore), to a supply of fresh water and to building materials, made Canada Harbour a station worth keeping for the French, and by the 1850s the French had engaged *gardiens*, English fishermen, to protect their wharves and equipment during the winter. The first census of Canada Harbour, taken in 1857, reported fourteen people who depended on the cod, seal and herring fisheries. By the 1860s the French presence in Canada Bay itself was declining and the population of English *gardiens* and their families, who depended mainly on the lucrative salmon fishery from salmon rivers which ran near the French stations, was gradually replacing them. However, nearly a decade after the last French rooms were reported at Englee, French rooms were still reported at Canada Harbour. In 1875 there were three such establishments at Canada Harbour: a Monsieur Joncour was reported to be the *Prud'homme qv* and Patrick Rooney was reported to be the *gardien* (*JHA*: 1876). In 1876 there was only one French room remaining, and although salmon was reported to be scarce two families stayed on in the winter to protect the remaining French buildings and friction between the French and the English was reported; according to a report a fisheries officer stated, "I heard the prud'homme had turned several English schooners

out of the harbour. I spoke to him about it; he would not allow any seines" (*JHA*: 1877). It seems that Canada Harbour, located on the less-sheltered southern side of Canada Bay with poor anchorage and a smaller, less lucrative station than Englee, became the last French base in Canada Bay by necessity, not choice, as the English population grew and took over the cod and salmon fisheries (despite reported continuing interference by the French).

By 1901 the population of Canada Harbour was fifty-five, composed chiefly of the original *gardiens* and their families, and fishermen and their families who had migrated north mainly from the White Bay area. By 1911 the twelve families of Canada Harbour, all Roman Catholic, had built a church and by 1921 a school, and they continued to depend on the cod fishery, supplemented by some salmon and herring. According to local tradition the first settler of Canada Harbour was a man named Reeves, who died about 1875, and the remaining settlers were of Irish, English and Scottish origin (Elizabeth Connors: 1975). By 1921 there were twenty-one families in Canada Harbour, including some Church of England and Methodist and one Presbyterian. The *List of Electors* (1928) reported the Ballot, Brien, Burton, Clark, Cassell, Clemens, Dooley, Dempsey, Edgar, Hynes, Jenkins, McDonald, Pittman, Reeves, Stuckless and Tewlbert families.

After the turn of the century the economy of Canada Harbour became more diverse, although the main source of income was derived from the inshore cod fishery, and salmon and herring, sold through a local agent of a merchant house based in Englee. In 1912 the London-based Colonial Mineral Trading Company began to operate a marble works quarry, but shipments (of samples only) were curtailed at the outbreak of World War I (J.G. Edgar: 1972). The quarry was never again reported operating, although further samples were taken and both the quality and quantity of the marble were reportedly of commercial value (A.K. Snelgrove: 1953). Logging (near Roddickton), sawmilling (in Canada Harbour) and trapping were also income supplements and by 1945 the population had grown to 116. By 1952 a new two-room school was built. However, because of the distance, terrain and cost, Canada Harbour remained unconnected to other communities on the north side of Canada Bay and to communities in White Bay to the south. The growth of lumber camps in Roddickton in the 1920s and 1930s, the opening of the Englee fish plant, and the opening of the Baie Verte *qv* copper mine in the 1960s led to a crushing drain of workers and families from Canada Harbour, and by 1969 it was no longer feasible to keep the school open. By 1970 the remaining families moved: eight to Englee, six to Baie Verte, three to St. John's *qv* and one each to Roddickton, Little Bay, Port au Port and Harbour Grace *qqv* (*Statistics: Federal-Provincial Resettlement Program*: 1975?). Elizabeth Connors (1975), J.G. Edgar (1972), C.G. Head (1976), E.R. Seary (1960), A.K. Snelgrove (1953), *Census* (1857-1966), *JHA* (1876; 1877), *List of Electors* (1928), *Statistics: Federal-Provincial Resettlement Program* (1975?). JEMP

CANADA HOUSE. Kedra, later Canada House, was built in St. John's in 1902 by St. John's contractors M. and E. Kennedy, and painted and decorated under the supervision of architect M.F. Butler for the Hon. J.D. Ryan *qv*, a member of the Newfoundland Legislature and a prominent Water Street merchant. It was named Kedra after Ryan's birthplace in Tipperary, Ireland. The house and property was sold in the 1920s to Sir Michael Cashin *qv*, a former Prime Minister of Newfoundland, and was re-named Cam Broyle. The house was next occupied by Captain Olaf Olson, who managed a shipping company in St. John's, and in 1941 it was taken over by the Canadian Government. In that year Canada House, as it was then re-named, housed Charles J. Burchell, the first Canadian High Commissioner to Newfoundland. Between 1949, when Newfoundland joined with Canada, and 1960 the Hon. J.R. Smallwood *qv*, the Premier of Newfoundland, had his home and offices there. In 1960 the Federal Government sold the property. In 1981 Canada House was the residence of J.D. Ashley *qv*. *ET* (Apr. 20, 1960), *NQ* (Dec. 1902). GL

CANADIAN ARMED FORCES. See MILITARY; MILITARY HISTORY; REGIMENT, ROYAL NEWFOUNDLAND.

CANADIAN AUTOMOBILE ASSOCIATION. See MOTOR VEHICLE CLUBS.

CANADIAN BECHTEL. See ELECTRICITY.

CANADIAN BIBLE SOCIETY. See BIBLE SOCIETY, CANADIAN.

CANADIAN BROADCASTING CORPORATION. See BROADCASTING.

CANADIAN CANCER SOCIETY. See CANCER SOCIETY, CANADIAN.

CANADIAN CITIZENSHIP. See CITIZENSHIP.

CANADIAN COAST GUARD. See MARINE SUPPORT SERVICES.

CANADIAN EXPEDITIONARY FORCE. See MILITARY HISTORY.

CANADIAN GIRLS IN TRAINING (C.G.I.T.). See UNITED CHURCH OF CANADA.

CANADIAN HEART FOUNDATION. See HEART FOUNDATION, CANADIAN.

CANADIAN JAVELIN LIMITED. See MINING.

CANADIAN LABOUR CONGRESS. See UNIONS.

CANADIAN MARCONI COMPANY. See TELEGRAPH AND TELEPHONE COMPANIES.

CANADIAN MEDICAL ASSOCIATION. See MEDICAL ASSOCIATION, CANADIAN.

CANADIAN MENTAL HEALTH ASSOCIATION. See MENTAL HEALTH ASSOCIATION, CANADIAN.

CANADIAN MERCHANT SERVICE GUIDE. See UNIONS.

CANADIAN NATIONAL INSTITUTE FOR THE BLIND. See BLIND, CANADIAN NATIONAL INSTITUTE FOR THE.

CANADIAN NATIONAL MARINE. See MARINE, CANADIAN NATIONAL.

CANADIAN NATIONAL RAILWAY. See RAILWAYS.

CANADIAN NATIONAL TELECOMMUNICATIONS. See TELEGRAPH AND TELEPHONE COMPANIES.

CANADIAN NATIONAL TRADE UNION. See UNIONS.

CANADIAN OVERSEAS TELECOMMUNICATIONS CORPORATION. See TELEGRAPH AND TELEPHONE COMPANIES.

CANADIAN PACIFIC RAILWAY. See RAILWAYS.

CANADIAN PARAPLEGIC ASSOCIATION. See PARAPLEGIC ASSOCIATION, CANADIAN.

CANADIAN PETROLEUM COMPANY. See PETROLEUM.

CANADIAN RED CROSS. See RED CROSS, CANADIAN.

CANADIAN SALTFISH CORPORATION. See SALTFISH CORPORATION, CANADIAN.

CANADIAN UNION OF PUBLIC EMPLOYEES. See UNIONS.

CANADIAN YEW. See YEW, CANADIAN.

CANAL PROPOSALS. In March 1902 James P. Howley proposed the construction of a marine canal passage for shipping along a 2.8 km (1.75 mi) route from "the extreme head of Bull Arm to the estuary of Come by Chance" (*NQ*: Mar. 1902). Howley proposed an extensive excavation with a lock across the isthmus of the Avalon Peninsula. The Canal was intended to provide a safer route to and from the Gulf of St. Lawrence than either the Cape Race route or the Strait of Belle Isle route.

In the 1902 summer issue of the *Newfoundland Quarterly*, Howley advanced a second proposition which would permit sea-going vessels access to the Gulf of St. Lawrence across the interior of Newfoundland from Green Bay to Cape St. George. The proposed watercourse was to take as its model the Caledonia Canal in Scotland and was to involve the construction of a duct system a mere 32 km (20 mi) in the St. George's Bay region and 40 km (25 mi) in the Green Bay area. This 209 km (130 mi) route would have provided safe passage between European ports and those in the Gulf of St. Lawrence as well as opening access to coal seams at the head of Grand Lake. Dan Carroll's illustrated map and Howley's two proposals were not, however, successful in securing the necessary funding to embark upon the ventures and it was another twenty years before a canal was finally constructed from Grand Lake to Glide Brook and Deer Lake to provide water for the hydro electric plant at Deer Lake *qv*. *NQ* (Mar. 1902; Summer 1902; 75th Anniversary Special Edition 1976). WCS

CANCER. See HEALTH.

CANCER SOCIETY, CANADIAN. Founded in 1938, the Canadian Cancer Society was initiated primarily to educate the public in recognizing the common symptoms of cancer. The activities of the society include welfare service to patients and financial assistance for training and research. It also provides financial assistance to other groups. The national headquarters are in Toronto.

The Newfoundland Division of the society was formed in 1950, sponsored by the St. John's Rotary Club. The first president was W. Angus Reid. It was the first organization in Newfoundland of any significance to deal specifically with cancer. It is run mostly by volunteers with emphasis on three areas: education, service to patients, and research. It provides films and brochures to educate the public about cancer, and volunteers provide transportation to hospital for out-patients. Others visit the patients to assist them in adjusting to, and understanding, their condition. Another service is the Pap Clinic which operates at the General Hospital and St. Clare's Mercy Hospital. Barbara Doran (1978), H.A. Lake (interview, Apr. 1981). EMD

CANCER TREATMENT AND RESEARCH FOUNDATION, NEWFOUNDLAND. Incorporated on June 2, 1971 by an act of the Legislature of the Province, the Foundation was established in St. John's and consisted of ten members appointed by the Lieutenant Governor in Council. The Foundation was organized to establish and conduct a programme for diagnosis, treatment and research of cancer, to report cases of cancer, and to inform the public of the importance of early diagnosis and treatment of the disease. It also attempted to co-ordinate its work with that of other organizations carrying on similar work.

Although the head office is located in St. John's the Foundation serves the entire Province. Nurse co-ordinators were appointed to help patients and in 1973 one was assigned to Grand Falls and, later in the year, to Corner Brook. The nurse co-ordinators were required to visit patients not only in the area in which they were stationed but to visit other areas in their district. Two nurse co-ordinators were assigned to St. John's in 1978 Barbara Doran (1978), Hedley King (interview, May 1891), *The Newfoundland Cancer Treatment and Research Foundation Annual Report (1973-1974)* (n.d.). EMD.

CANDY. See BREAD AND BREAD MANUFACTURE.

CANNING, PATRICK J. (1915-). Politician. Born Merasheen, Placentia Bay. Educated Merasheen; Memorial University College. Canning enlisted in the Royal Navy in 1940 and saw active service in the Mediterranean and North Atlantic theatres of war. In April and in August 1941 and in 1944 ships on which he was serving were sunk, but Canning survived. After his discharge from the Royal Navy in 1946 he returned to Newfoundland and spent several years as a school teacher before becoming Manager of James Baird Limited, Marystown, in 1949. He held that position until 1951, when he left it to manage his own business, Central Stores, in Marystown.

In 1949 Canning was elected to the House of Assembly, as a Liberal, in the district of Placentia West. He was re-elected in 1952, 1956 (acclamation), 1959, 1962, 1966 and 1971, but in 1972 he was defeated by forty-three votes. Canning made a political come-back in 1975 by defeating Mines and Energy Minister Leo Barry in the newly redistributed district of Burin-Peninsula West. Canning became the Liberal Party's fisheries critic in the House of Assembly. He retired from active politics in 1979 after having served almost twenty-seven years as a member of the House of Assembly. P.J. Canning (interview, Feb. 1980), *NQ* (Winter 1961; Oct. 1972), *Newfoundland Who's Who 1961* (1961?), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). BGR

CANNING'S COVE (pop. 1976, 362). A fishing-lumbering community located on the west shore of Goose Bay, Bonavista Bay *qv*, Canning's Cove, originally called Cannons Cove, was settled in the early 1870s by families mainly from Bonavista and Trinity *qv*. Cannons Cove is first reported, in the *Census* 1874, with a population of fifty-seven people engaged in agriculture and inshore fishing. Early families were reported to be Chatman, Penny, Simmon, Pitts, Moss, and Skiffington (Sharon Parsons-Chatman: n.d.). In 1882 a John Pitts was reported to have been granted land in Cannons Cove (*JLC*: 1883). The Goose Bay area had some of the best agricultural land and timber resources on the Bonavista Peninsula *qv* but Cannings's Cove was isolated and a long distance from the fishing grounds. Canning's Cove has a hilly terrain and a good but exposed harbour. With the coming of the railway to Lethbridge *qv* and the early 1900s boom in lumbering and sawmilling, however, Canning's Cove became the largest logging and sawmilling concern in Goose Bay by 1921. That year there were six sawmills reported, employing twenty-four men and producing 31,600 cut logs and 565,000 spruce trees to be used mainly for railroad ties or sawn lumber and for

fuel. Lobster fishing employed about half the work force from June to July, and a factory employing eight people operated in the 1920s. From the 1890s to 1935, with the development of lumbering and fishing industries, the population of Canning's Cove doubled from about 100 to 200, and by 1911 the community supported a Church of England school and St. John the Evangelist Church; by the 1950s there were a post office and four shops.

By 1952 the forests around Canning's Cove were reported to be badly depleted, although eight sawmills operated with from two to four men employed at each mill. The lumber was shipped by boat to Musgravetown *qv* for finishing and many men were also employed as loggers at Millertown *qv* and Terra Nova *qv* from June to August and during the winter.

Lobster fishing continued to be a major occupation, with salmon, herring, capelin and some cod also being caught. In the 1960s the community increased its cod fishery while continuing some lobster fishing; a government wharf and a road connecting the community to Musgravetown *qv* were also built. In 1981 the economy of Canning's Cove was based on fishing logging and seasonal construction. The Anglican community had a Loyal Orange Lodge, a church and a four-room elementary school. The population of Canning's Cove had grown steadily from 238 in 1951 to 299 in 1961. Sharon Parsons-Chatman (1974), H.A. Wood (1952), *Census* (1874-1976), *List of Missions of the Church of England in Newfoundland and Labrador* (1877?). Map G. JEMP

***CAN'T LOSE*, M.W.** See FISHERMEN'S PROTECTIVE UNION.

CANTABURY SINGERS. A choir of approximately eighteen women formed in 1961 by Eileen Cantwell Stanbury *qv*. Soon after she had accepted a position as music director at the newly-opened United Collegiate (now Prince of Wales Collegiate) she started to teach music in her home studio. It was from those students whom she taught privately that she selected the eighteen girls who became the Cantabury Singers.

The group has a long list of credits to its name. In 1967 they represented Newfoundland at the Expo '67 World's Fair in Montreal. They have sung for such dignitaries as Lord Louis Montbatten, Prime Minister Pearson, and Governors-General Mitchener and Leger. In 1970 they sang at the Winnipeg Centennial celebrations. They have also sung at many government functions, at luncheons, for radio and television, at concerts and weddings. Eileen Stanbury (interview, Apr. 1980). CMB

***CANTEEN NEWFOUNDLAND, THE*.** Started on August 22, 1940 by C.J. Power, this newspaper was published from the offices of Commercial Quick Print, Columbus Hall, St. John's. It was almost exclusively a war paper, "devoted to officers and men who are serving their country and empire" (*The Canteen Newfoundland*: Jan. 1942). The paper was published monthly; however, the duration of publication is not known. There are only a few known extant copies. Archives GN 32/22; P6/A/12. DCM

CANTERBURY SOCIETY. See MEMORIAL UNIVERSITY OF NEWFOUNDLAND; QUEEN'S COLLEGE.

CANTWELL (née WITHERS), ANGELA M. (1930-). Businesswoman. Born St. John's. Educated Presentation Convent, Carbonear; Mercy College, St. John's. Cantwell joined the firm of Bowring Brothers, Limited in 1947 and worked there in a variety of capacities before being appointed President of Bowring Brothers, Limited in 1979 and elected chairman of the Board of Directors of the firm in 1980. She served as a member of the Board of Regents of Memorial University of Newfoundland from 1977 as well. A.M. Cantwell (interview, Aug. 1981), *ET* (Feb. 10, 1981), *Memorial University of Newfoundland Calendar* (1978?; 1979?; 1980?; 1981?), Newfoundland Historical Society (Bowring Bros. Ltd.). CFH

Angela Cantwell

CANVASBACK. See DUCKS, GEESE AND SWANS.

CAPE ANGUILLE. The most westerly point on insular Newfoundland, Cape Anguille is situated at the end of the *Anguille Mountains *qv* which run northeast to southwest between the Codroy Valley and St. George's Bay *qqv*. The Cape, which rises steeply to a sharp summit 188 m (615 ft) high, also marks the south entrance to St. George's Bay. The land on the northeast side of the cape is steep and thickly wooded, and that on the southwest side has been cleared for habitation. The *Newfoundland and Labrador Pilot* (1917) noted that "Between the foot of the slope and the sea is a narrow strip of flat land dotted here and there with settler's cottages." This settlement, also called Cape Anguille (pop. 1976, 130), was first reported, in the *Census* of 1891, with forty-one inhabitants, all fishermen. Of these, two were born in England and the remainder in Newfoundland: seven were Roman Catholic and the remainder Church of England. In 1905, following a ship's disaster in the treacherous waters off Cape Anguille, a lighthouse was built by the Quebec Government, with equipment and parts supplied by France, to protect French fishing and shipping interests from the Lower North Shore of Quebec to St. Pierre and Halifax. This lighthouse, which was first manned by Alfred Patry (who was from Quebec City) in 1908 (E.R. Seary: 1976), was still functioning in 1981.

The community of Cape Anguille, which was settled mainly by families from the South Coast, Bay of Islands and Codroy Valley (family names Collier, Gall, Hilbard and Samns, (later Samms), had a fluctuating population from 1891 to 1921 (1901, 70; 1911, 35; 1921, 80) as families and fishermen came and went. The early economy was based exclusively on fishing and farming: the former on codfish, herring, lobster and salmon and the latter mainly on root crops and hay. Agriculture was limited by geography and Cape Anguille has remained a fishing community. By 1945 the population of Cape Anguille had risen to 126 as logging and construction work in the Corner Brook-Stephenville area brought lucrative sources of alternative employment in the 1950s and 1960s, as had the building of the railway in the 1890s to the 1900s and the paper mill at Corner Brook in the early 1900s. In 1981 fishing, labouring and service industry jobs were the main sources of employment in Cape Anguille. E.R. Seary (1976), Gerald Smith (1969), *Census* (1891-1976), *The Newfoundland and Labrador Pilot* (1917), *The Rounder* (Nov. 1979), *Sailing Directions Newfoundland* (1980). Map K. JEMP

CAPE ANGUILLE MOUNTAINS. See ANGUILLE MOUNTAINS.

CAPE BAULD. Headland at the northern tip of the Great Northern Peninsula on the north side of Quirpon Island, situated at the east entrance to the Strait of Belle Isle. There is a

lighthouse on the cape which was built in 1884. *Yearbook* (1887). Map D. CMB

CAPE BONAVISTA. Jutting northward from the tip of the Bonavista peninsula, rugged Cape Bonavista is celebrated as the site of John Cabot's *qv* North American landfall in 1497. There is some evidence that Bristol seamen had previous knowledge of Newfoundland but there are even fewer documents attesting to these earlier voyages than there are to Cabot's and so it is his landfall which remains the centre of controversy. Historians and scholars have argued over locations as disparate as Sandwich Bay and the Maine coast, but the longest battle, albeit a friendly one, was that between G.R.F. Prowse, the fierce Bonavista supporter, and W.F. Ganong, the well-known Cape Breton *qv* advocate.

Local tradition supports the Cape Bonavista claim. According to Judge D.W. Prowse (1895) this tradition can be traced to the words "*Bonavista*! Oh! Good Sight!" with which Cabot is presumed to have greeted the land first seen. And, says Prowse, the legend *A Caboto primum reperta* which appears below Bonavista on the map attributed to John Mason *qv*, first published in 1625, confirms this tradition. Prowse also states that Cape Bonavista may have been named by Gaspar Corte Real *qv* after one of the Cape Verde islands, but claims that even if Cabot did not name it he discovered it. Other reasons commonly put forward for Cape Bonavista include the abundance of fish offshore in late June, Cartier's speedy voyage almost directly to the Cape, and its position as a natural landfall. Since its discovery in 1956, the letter written by John Day *qv*, an English wine importer at Bristol from 1492-3 and later resident at Seville, has been given great weight, along with the other documents and maps already well established as sources. The letter contains precise navigational information concerning Cabot's voyage but nothing so precise as to preclude differing interpretations to support conflicting theories. Fabian O'Dea (1971) presents a good case for Bonavista as the most likely landfall by his use of navigational arguments and his use of hagiology in conjunction with the little known 1516 Maggiolo chart in California. However, no decisive conclusion is likely to be reached, for, as O'Dea himself states, "obviously all discrepancies in the contemporary records cannot be resolved; the mentions of islands, for instance, in the sources are confusing and can be adapted to any landfall or coasting voyage." Despite the inconclusive evidence a statue of John Cabot was erected by Premier J.R. Smallwood at Cape Bonavista in 1970.

Cape Bonavista also boasts one of the oldest lighthouses in Newfoundland. In 1841 an act providing for the establishment of a lighthouse at Cape Bonavista was passed in the House of Assembly and in 1843 the lighthouse went into operation. The two-storey wooden building painted in alternate stripes of red and white is built around the masonry tower which houses the lantern. The first light came from Inchcape (Bell) Rock Lighthouse in Scotland and had been used since 1811. It consisted of sixteen argand burners each centred in a curved reflector and all mounted on a revolving frame driven by a large but delicate system of clockwork weights which had to be wound up several times a day. This light was replaced in 1895 with another revolving red and white catoptric light consisting of six argand burners and reflectors. An electric light was installed in 1962 and in 1966 it was mounted on a metal tower. The compressed air foghorn, also operated by a clock-work mechanism, was housed in an adjacent building.

Since 1970 the Cape Bonavista lighthouse has been designated a Provincial Historic Site and, with the exception of the tower and the lightroom, has been restored. It is now a museum. The living quarters are furnished and decorated as they would have been in 1870, and the lighting apparatus is on display with information on the history of the light and its keepers. Jeremiah White, from Wexford County, Ireland, was the first keeper. He spent three weeks learning the business from Emmanuel Warre at Cape Spear *qv* in 1842 and from then until he died in 1876 he kept the light at Cape Bonavista. His sons continued as keepers until 1895. Hubert Abbott, the first fog alarm keeper, was the lightkeeper from 1923 until his retirement in 1960. See BONAVISTA; BONAVISTA PENINSULA; CARTOGRAPHY; DISCOVERY AND EXPLORATION; LIGHTHOUSES. G.T. Cell (1969), W.F. Ganong (1964), B.G. Hoffman (1961), T.E. Layng (1964), Fabian O'Dea (1971), D.W. Prowse (1895), D. Whitney (1975), *Cape Bonavista Lighthouse* (n.d.). Map G. PMH

CAPE BRETON. The island of Cape Breton lies south and west of Newfoundland across the Cabot Strait *qv*. Like Cape Bonavista *qv*, Cape Breton is claimed as the site of John Cabot's *qv* landfall in 1497. As no records remain from Cabot's ship, the *Matthew*, his voyage and discoveries must be reconstructed from the few official documents, contemporary letters and late Fifteenth Century and early Sixteenth Century maps which have survived. Independent scholarly investigation of the same documents has led to often widely diverging theories. Indeed, until the rediscovery in the Nineteenth Century of two maps, John Cabot's discovery had been generally attributed to his son Sebastian Cabot *qv*.

Arguments for Cape Breton have been based on the controversial Sebastian Cabot or Paris map of 1544, rediscovered in 1843, on which the legend *prima tierra vista* is marked next to a promontory usually taken to be Cape Breton, and on the La Cosa chart of 1500, rediscovered in 1832. W.F. Ganong, a Canadian scholar writing in the 1930s, convinced many of his contemporaries that Cape Breton was indeed Cabot's landfall. Ganong's brilliant exposition of the La Cosa map remains a classic although some scholars now discredit the source. Even new evidence which has come to light since Ganong wrote (the John Day letter discovered in 1956) does not necessarily repudiate his reasoning.

The arguments against Cape Breton include the lack of fish offshore in late June, Cabot's point of departure, and the old question of how Newfoundland could have been missed on the outward voyage when no extant report of the voyage mentions encountering fog. It is unlikely the issue will ever be completely resolved—at least to the satisfaction of all parties. However, the Cape Breton Historical Society has been convinced and at Cape North a cairn has been erected, surmounted by a bust of John Cabot and bearing the inscription: "On the 24th day of June 1497 in the *Matthew* out of Bristol, England, with a crew of eighteen men, John Cabot discovered the continent of North America. His landfall, *first land seen* was in this vicinity and is believed to have been the lofty headland of north Cape Breton."

In 1713, by the Treaty of Utrecht, the French gave up Newfoundland (with the exception of fishing rights on the shore from Cape Bonavista to Cape Riche) and were granted Ile St. Jean (Prince Edward Island) and Ile Royale (Cape Breton Island). One hundred and eighty fishermen and their families

were moved from Placentia *qv* to settle in English Harbour in Cape Breton. The settlement was renamed Louisbourg in honour of the reigning French monarch and from this base the French fishery maintained its position in the European market. The greatest French fortress in North America was built at Louisbourg but it fell to the New Englanders in 1745 and again to the English in 1758. By the Treaty of Paris in 1763 Cape Breton was ceded to the English and it was officially annexed to Nova Scotia. However, in 1783, because of the effects of war and the people's complaints of unfair taxation without representation, Cape Breton separated from Nova Scotia. At the same time many fishermen migrated to Newfoundland to escape the revenue system. Cape Breton was reannexed to Nova Scotia in 1820.

Cape Breton is also the original homeland of the Newfoundland Micmac *qv* who first migrated to the south coast presumably because of diminishing game in Cape Breton. The Micmac had been converted to Christianity by the French and had become dependent on Europeans for rifles, goods and priests. They were traditionally allies of the French and when the French were barred from Newfoundland by the Treaty of Utrecht, so were the Micmac. By 1763 the Micmac in Cape Breton were described as being reduced to great extremities, and the commanding officer at Louisbourg gave them safe conduct passes to leave Cape Breton and move to Newfoundland. Although they were not welcomed in Newfoundland, approximately 200 Micmac arrived to settle in Bay d'Espoir. They continued to travel back and forth between Cape Breton and Newfoundland, following a pattern begun a hundred years before.

The French had begun coal mining in Cape Breton as early as 1720 at Cow Bay. In 1893 the Dominion Coal Company was set up when Boston financier H.M. Whitney took over a consolidated group of collieries at Sydney. As the mines produced more coal than was needed by his other operations, Whitney expanded by purchasing part of the iron mine at Wabana *qv* on Bell Island *qv*. Two competing steel mills, both using iron ore from Wabana and both at Sydney, consolidated in 1929 and DOSCO, the Dominion *Steel and Coal Corporation *qv*, came into being.

Cape Breton and Newfoundland are now linked by a regular ferry system operating between North Sydney and Port aux Basques, a seven-hour trip, and between North Sydney and Argentia, an eighteen-hour trip. The first ferry to make the crossing was the SS *Bruce qv* which arrived in North Sydney on July 1, 1898 from Port aux Basques. During World War II the ferry *Caribou qv* was torpedoed by a German submarine and sank with the loss of 137 lives. In 1970 the *Patrick Morris qv* was lost in heavy seas while searching for survivors of the Newfoundland fishing boat the *Enterprise qv*. W.F. Ganong (1964), H.A. Innis (1940), Lotz and Lotz (1974), S.E. Morison (1971), R.T. Pastore (1978), *DCB* (I). Map p. XXXI. PMH

CAPE BROYLE (pop. 1976, 711). Situated on the eastern coast of the Avalon Peninsula (the Southern Shore) about halfway between St. John's and Cape Race, the community of Cape Broyle is built on the north side of the head of a small, narrow bay. Earlier historians thought the name derived from the Portuguese *albrolho* meaning a pointed rock in the sea, but E.R. Seary (1971) supposes it to come either from "broile," a confused disturbance or tumult, or from "brolle," to roar, because of a ledge of sunken rock jutting out from the cape and contributing to white water at the bay's entrance.

The earliest known record of settlement at Cape Broyle, according to one old resident quoted in Frances Hattery (1973), is 1618 when Sir William Vaughan *qv* came to establish a colony. After he sold the northern portion of his grant to Lord Baltimore and left in 1623, Cape Broyle was known as Baltimore's Harbour for some years. Census returns for 1696 show Cape Broyle with thirteen residents, but in the 1780s when permanent settlers came from Ireland (the first were Walsh, Kelly, Grant, Alyward and Brien) they reported Cape Broyle as uninhabited. It had been used until then as a fishing station by the West Country fishermen.

In the mid-Nineteenth Century the population swelled from 200 to over 500, in part because of the number of families which moved from nearby Brigus (South) to the more sheltered harbour at Cape Broyle. By 1857, 31 ha (77 acres) had been cleared on which the settlers grew vegetables and kept some livestock. But their principal means of livelihood was the cod fishery and so it remained into the Twentieth Century.

In 1836 the Electoral District of Ferryland received authorization to set up a school board. Each settlement was to provide its own school room and fuel and the earliest schools were in the homes of the residents. A school in Cape Broyle was not built until 1870 and then the school inspector found it totally inadequate. Although in 1883 the girls' school and the boys' were combined, it was not until the beginning of the Twentieth Century that the school buildings and equipment really improved.

The first road connecting Cape Broyle to other communities was built in 1840. As the road was only passable in winter, the settlement remained fairly isolated until the coming of the branch railway from St. John's in 1913. However, the railway did not pay and in 1932 it closed down.

From 1857 to 1955 cod oil was manufactured at Cape Broyle, with an all-time high of 110 017 L (24,201 gal) being produced in 1901. At the turn of the century whaling was popular and in 1903 a whaling factory opened. It operated until 1906, re-opened in 1910 and finally closed in 1918. From the 1870s until the coming of the offshore draggers in the 1960s, bait and ice sold to American and Canadian bankers were important sources of income. For years Cape Broyle was a stronghold of the trap fishery, but since the resettlement program of the 1960s brought lobster fishermen and their families to Cape Broyle, lobster fishing has increased. During the 1950s two hydro power plants were constructed, employing 100 people for a period of three years. In 1980 a few people were still employed at the power dam. Between 1975 and 1980 the number of people engaged in the fishery tripled and indeed people returned to live in Cape Broyle rather than emigrating from the community as was common in the 1950s. In 1979 a fish plant opened in Cape Broyle. Its licence is for the processing of squid and capelin only; however, Cape Broyle fishermen say there is enough cod for all the fish plants on the Southern Shore and at times the other plants have had a surplus to process.

For a period of about twenty years following World War II the small farm or family garden declined as a means of supplementing income. With the inflation of the 1970s, however, gardens were beginning to be cultivated once again. Cape Broyle is one of the few communities on the Southern Shore

to have a club (in fact it has three) and is the only one to have a motel. Cape Broyle is the birthplace of Sir Michael Cashin *qv* who became Prime Minister of Newfoundland in 1919. Sister Monica O'Brien (1971), *DA* (Apr. 1980), *Newfoundland Settlement Survey 1954* (1954). Map H. PMH

CAPE CHIDLEY. The cape forms the south entrance to the Hudson Strait. It is the most northerly point of the Province of Newfoundland and Labrador, more than 1600 km (1,000 mi) from the southern most point of the Avalon Peninsula. Cape Chidley was the northwestern boundary point between the Dominion of Canada and the Dominion of Newfoundland and, after 1949, the northwestern boundary point between the provinces of Quebec and Newfoundland.

Cape Chidley was named by John Davys *qv* on his third exploratory voyage, in 1587, when he completed his charts of the coast of Greenland, Baffin Island and Labrador. He reputedly named the Cape after his neighbour, "The Worshipfull Mr. John Chidley in the countie of Devon" near Exeter (D.W. Prowse: 1895), and the Cape has been variously spelled Chidley, Chudleigh and Chidleis.

The exact location of Cape Chidley has been uncertain and a point of controversy. According to maps and surveys up to 1929 Cape Chidley was an outlying island off the tip of Killinek Island. In 1920 in its submission on the Labrador Boundary dispute to the Judicial Committee of the Privy Council, the Newfoundland Government contended that "the boundary should be the line drawn north from Anse Sablon as far as the fifty-second degree of North Latitude, one should be traced from thence northwards to Cape Chidley along the coast or watershed of the rivers flowing into the Atlantic Ocean" (*Labrador Boundary Documents* quoted in A.M. Fraser: 1946). The essence of the Newfoundland claim was that the western boundary of Newfoundland-Labrador was "coterminous" with the watershed or height of land. The Canadian government's contention was that Newfoundland entitlement consisted of a strip of maritime territory extending from Cape Chidley to Blanc Sablon, this being only the land immediately abutting the sea and accessible and useful to fishermen. According to the Canadian proposal the boundary should have extended from Blanc Sablon *qv* to Cape Chidley "at a distance from high-water mark on the sea coast of the peninsula of Labrador of one mile" (*Labrador Boundary Documents* quoted in A.M. Fraser: 1946). The committee found in favour of Newfoundland and its "height of land" contention and the argument that the watershed southward from Cape Chidley marked the eastern frontier of the Hudson's Bay Company and therefore "might, for that distance, form a political as well as a natural boundary." The final decision marked the boundary as being "from the easterly boundary of the bay or harbour of Anse Sablon" and following the watershed or height of land "along the crest of the watershed of the rivers flowing into the Atlantic Ocean until it reaches Cape Chidley" (*The Report of the Judicial Committee of the Privy Council 1927* quoted in A.M. Fraser: 1946).

This decision caused cartographers difficulty in correctly pinpointing Cape Chidley for the purpose of the newly-defined boundary. Cartographers could only trace the watershed to the most northerly tip of the mainland of Labrador, south of McLellan Strait. It was impossible to trace the watershed beyond this point to Killinek Island across the McLellan Strait and then farther to the islands of Killinek Island that were recognized as Cape Chidley (Alexander Forbes: 1938). In 1936 the Geographic Board of Canada designated Cape Chidley as a point on Killinek Island south of the outlying island that had been identified as Cape Chidley in the *Newfoundland and Labrador Pilot* (1929) and cartographers avoided the problem of stating the precise termination of the boundary by applying the label Cape Chidley to an area rather than to a mathematical point. In the *Sailing Directions Labrador and Hudson Bay* (1979) Cape Chidley is assigned the position 60° 23′N., 64° 26′W, but the physical description of the Cape remains vague.

In the Nineteenth Century the coast from Cape St. Charles to Cape Chidley was known as the "Eskimeaux Shore." However, because of its extreme northerly position, Cape Chidley was not fished regularly by Newfoundlanders and Europeans although in 1894 it was reported that the steamer *Nimrod* fished as far north as Cape Chidley and occasionally Whiteley crews from Bonne Esperance *qv* fished the Cape (A.S. Whiteley: 1977). H.M. Harrisse (1892) took the extreme view that John Cabot's *qv* 1497 landfall was at Cape Chidley but he later decided that the tides at Cape Chidley, which rise and fall 11 m (35 ft), did not agree with Cabot's description of the tides at his landfall. In 1902 or 1904 the Moravian *qv* Missionaries pushed beyond Ramak *qv* and founded a new station called Killinek at Cape Chidley in hopes of converting "the heathen living at the mouth of the Hudson Bay Strait" (Hamilton and Hamilton: 1967). About 100 Inuit made their home around the mission and fifteen were baptized by 1908. When Ramak was closed in 1908 Killinek was almost completely cut off from the rest of the mission field. Furthermore Canada claimed the territory of Cape Chidley and insisted on levying an import duty on goods landed there. By 1924 the mission at Cape Chidley was given up and hence Hebron *qv* became the most northerly mission. A number of Killinek Christians moved to Hebron although Grenfell (1948) reported that for the remaining unconverted Inuit at Cape Chidley "the old methods and the old life hold their own."

Cape Chidley is also used as a navigation point for grain steamers from Hudson Bay to Europe, but because of its numerous shoals and high tides it cannot be used as a refuge harbour. See CAPE ST. CHARLES-LODGE BAY. St. John Chadwick (1967), Alexander Forbes (1938), A.M. Fraser (1946), W.G. Gosling (1910), W.T. Grenfell (1948), Hamilton and Hamilton (1967), H.M. Harrisse (1892), J.F. Imray (1873), H.M. Prichard (1911), A.S. Whiteley (1977), *Newfoundland and Labrador Pilot* (1929), *Sailing Directions Labrador and Hudson Bay* (1979). Map A. JEMP

CAPE COVE (pop. 1945, 51). A resettled community located on the northeast side of Fogo Island *qv* in a small sheltered cove within a wide cove, called Cape Cove; Cape Cove was settled in the early 1800s by Irish Roman Catholic settlers. E.R. Seary (1976) records a Catherine Kennedy as a resident of Cape Cove in 1827 and the settlement is first reported in the *Census* of 1845, with a population of three, all involved in fishing (cod) and sealing. By 1901 the population of Cape Cove reached forty-one, composed of ten families, all Roman Catholic, with one school reported operating. Fishing remained the economic base of Cape Cove, which was accessible only by boat. This extreme isolation and the decline of the cod and seal fisheries in the 1930s led to the resettlement

of Cape Cove and by 1953 it was one of twenty-nine Newfoundland communities resettled, at an average cost of $301 per family (Robert Wells: 1960). E.R. Seary (1976), Robert Wells (1960), *Census* (1845-1945). JEMP

CAPE DORSET ESKIMO. See PALEO-ESKIMO TRADITION.

CAPE FREELS (pop. 1976, 95). According to E.R. Seary (1971) the Cape was named Ilha de Freyluis as early as 1506. This name originated as a Portuguese derivation of "the island of Brother Lewis" (a possible associate of John Cabot). The Cape itself, which is located at the northern entrance to Bonavista Bay *qv*, has a very long history. The area contains one of the earliest known and most complete Beothuk *qv* sites in Newfoundland. In 1973 Paul Carignan and a research team carried out an extensive archeological excavation at Cape Island promontory, Cape Cove Beach and South Cape Island on the peninsula's headland which uncovered a variety of artifacts, flaked tools, house rings and hearths. Radio Carbon dating of artifacts placed the site about A.D. 200-700. James A. Tuck, examining the site, noted parallels between it and Cape Dorset excavations in Southern Labrador (J.A. Tuck: 1976). It has also been conjectured that the Cape Freels site may have been used by prehistoric Inuit and Maritime Archaic Indians, but the exposed nature of the headland, and the tidewash, preclude the probability of finding conclusive evidence. Europeans originally settled at the communities of Middle Bill Cove, on a promontory extending into the sea, and on Cape Island. In 1836 the census reported a population of sixty-seven at Middle Bill Cove, the majority of whom were fishermen. In spite of the exposed nature of the headland the community produced 16,547 L (455 bu) of potatoes in 1835. Although the community had not increased substantially in population by 1845, the eighty people there had built a Church of England church and a school with an enrolment of fifty-one.

In 1856 the small local fishing industry of Middle Bill Cove had produced 157 490 kg (3,100 quintals) of cured codfish and reported a landsmen's catch of 463 seals. In that year more than three-quarters of the population, which now numbered 121, had participated in the annual hunt. In 1873 the community of 191 produced 111 767 kg (2,200 quintals) of cured codfish and 5 933 L (1,305 gal) of cod oil and had taken forty seals.

By 1891 Cape Island had a population of 103. The census of that year did not record a population for Middle Bill Cove or Cape Freels; however, the first census entry for Cape Cove that year reported a population of ninety-five. In 1924 a gas lamp was erected at Gull Island, Cape Freels, to provide navigational assistance to mariners.

After Newfoundland's Confederation with Canada both Cape Cove and Cape Island gradually disappeared from census records. In 1951 Cape Cove disappeared from the census returns and by 1956 Cape Island no longer appeared.

In 1961 the population of Cape Freels and Cape Freels South was 157 and the community of Cape Freels North had a population of 179. According to C. Grant Head (1963) Cape Freels North was established when the settlements on Middle Bill promontory and Cape Island were invaded by drifting sand.

During this period both communities of Cape Freels engaged in the local fishery as well as sending crews to Labrador. Electricity came to the homes at Cape Freels in 1963. In the next few years the community of Cape Freels South was abandoned and the inhabitants had relocated at Cape Freels by 1966. In that year 341 people lived at Cape Freels. By 1976 the total population had declined to ninety-five persons. Paul Carignan (1977), *Census* (1836-1976). Map G. WCS

CAPE HARRISON. A bold, reddish-coloured cape which rises to a peak elevation of 325 m (1,065 ft) (called Vivaluk Peak), Cape Harrison is located south of Makkovik *qv* on the northern coast of Labrador. According to F.W. Rowe (1980) Cape Harrison is "considered by some to be a dividing point not only physically but also culturally and racially" between Native and non-Native settled Labrador. Between Cape Harrison and Cape Childley *qv* there are only five permanent settlements — Makkovik (white and Inuit), Davis Inlet (Naskaupi), Postville (mostly white), Hopedale (mostly Inuit) and Nain (Inuit) *qqv* — and the majority of settlers are either Naskaupi or Inuit.

Off the tip of Cape Harrison are a number of small islands; the largest of these are Bear Island, Webeck Island and Smokey Islands. Clinker Channel separates Webeck Island from the Cape and between Webeck Island and Morrison Island is an anchorage named Main Channel. Webeck Island and the surrounding islets also from a small bay called False Bay, and on the southeast tip of the island is another anchorage, called Mad Cat Cove. Unlike Cape Chidley with its treacherous shoals and currents, Cape Harrison was fished by stationers who were able to anchor among the islands off the Cape. The 1874 *Census* reported forty-three stationers (Wesleyans and Baptists in six families) living between Indian Harbour (immediately to the south) and Cape Harrison; all the inhabitants were born in Newfoundland and occupied six house, probably built at Inidan Harbour with rooms at Cape Harrison. At this time it was the most northerly settlement reported in Labrador. In 1884 there were thirty-one inhabitants reported from Indian Harbour to Cape Harrison, and some settlement was reported to the north of the Cape. Cape Harrison was not reported in the *Census* again until 1945, when three fishing rooms were operating but no permanent population was recorded. A.P. Dyke (1973) reported in 1966 that Cape Harrison was occupied as a summer fishing station by ten stationers from Notre Dame Bay. A.P. Dyke (1973), *Census* (1874-1945), *Sailing Directions Labrador and Hudson Bay* (1979). Map C. JEMP

CAPE ISLAND (pop. 1945, 102). A small island off the eastern tip of Cape Freels *qv* at the northern entrance to Bonavista Bay, Cape Island was probably settled in the late 1700s as fishermen and trappers moved from Bonavista and Greenspond *qqv* to the islands off the Cape and to Fogo Island and into Notre Dame Bay. Cape Island was reported in the *Census* 1836 with a population of 100 (mainly Church of England with a few Roman Catholic families) in eleven houses. E.R. Seary (1976) reports a John Vincent baptized at Cape Island in 1830.

The population of Cape Island fluctuated as families from the mainland moved to the island to fish in the summer and as Cape Island families left the island for mainland locations. In 1857 Cape Island numbered sixty-nine inhabitants and by 1891 it had risen to 103. The population stayed at that level until the community was abandoned between 1948 and 1950 when families moved to Newtown *qv*, Bonavista Bay to take

advantage of the services (church, school, mercantile) in that community, whose population was made up primarily of settlers from islands in Bonavista Bay.

The economy of Cape Island was based on the small-boat inshore cod fishery in fishing areas such as Martin's Spot, Gull Island and the Moray on the north shore of Bonavista Bay near Cape Island. Cod and capelin were the main catches and in the 1900s shore fish and salt bulk was sold to merchants in Newtown. The decline in the inshore fishery and changes in the industry from salt processing to fresh-frozen processing was also a factor in the resettlement of the community. E.R. Seary (1976), Vincent and Way (n.d.), *Census* (1836-1945). JEMP

CAPE LA HUNE (pop. 1956, 86). A resettled fishing community east of Ramea *qv* on the south coast of Newfoundland, the settlement of Cape La Hune was situated "on a gravel bar which joints a granite island to the rocky coast" (Robert Wells: 1960) at the western entrance to Hermitage Bay. The settlement, one of the oldest in Hermitage Bay, was settled in the early 1800s by West Country English families who settled on this rocky spot to fish mainly for cod from the nearby fishing grounds. Cape La Hune, or La Hune Bay as it was often called in early documents, was visited by Edward Wix *qv* in 1835 and he described the striking landscape and people thus: "Went twelve miles to Cape La Hune Harbour; where was [*sic*] a perpendicular cliff, with deep water so close alongside of it, that it resembled a stone dock, or wharf. Found some of the people there very uncouth and rude in their manners, and some of the females particularly coarse in their language. Held full service and baptized twelve. I was glad to find that the children were accustomed to put up a short thanksgiving before and after meat, and to observe morning and evening prayers. . . ." (Edward Wix: 1836).

Cape La Hune was likely not the only "uncouth" place on the south coast, as many of these early settlements from Fortune Bay to St. George's Bay were without schools or churches until the early 1900s, and even then, with the isolation and hardships of living on this barren coast, services remained woefully inadequate. Cape La Hune, despite its almost inaccessible location, grew and prospered as one of the largest salt-cod producers west of Hermitage Bay. The first census, in 1836, reported twenty-one residents, all Church of England adherents, in two families. E.R. Seary (1976) reports that there was a John Bagg, fisherman of La Hune Bay in 1830 and Charlotte Pink, baptized at age eleven at La Hune Bay in 1835 (the same year Wix reports having "baptized twelve"). Seary also records a John Dominey, fisherman at Cape La Hune in 1842 and Charles Barter, fisherman, at Cape La Hune in 1852. *Lovell's Newfoundland Directory* (1871) also records a Michael Hanlin in 1871. Local tradition reports that a James Pink, from Southern England, settled at La Hune Bay by 1877 (E.R. Seary: 1976). By 1884 the population had grown to 121 and in 1901 it reached nearly 150.

From the 1870s to the 1880s Cape La Hune also reported fairly large salmon catches (*JHA*: 1873-1883) by fishermen James Bagg, George Pink, Thomas Pink and John Barton (who sold to the large firm of DeGrouchy as well as to local traders) in addition to the cod fishery (including ventures to Labrador from 1869 to 1874). By the early 1900s Cape La Hune had a one-room school that served also as a chapel. Its position on a prominent headland between Ramea and Rencontre West made Cape La Hune a frequent stopover place for coastal traders and large fishing schooners. By 1945 the population had risen with the addition of families from smaller communities in the Burgeo-La Poile area, such as the Durnford, Fortune, Fudge, Keeping, La Fosse, Rickets, Spencer and Young families.

However, the community's isolation, lack of services, and the decline of the inshore cod fishery led, within a decade, to a drastic drop in population — to ninety-six in 1951 and eventually to resettlement in 1957 under the Centralization Program. Robert Wells (1960) described Cape La Hune in its last year of existence as "a small and formerly crowded settlement . . . it is neat and tidy and the inhabitants are industrious. In 1953 the one-room school had twenty-seven pupils, but it has become increasingly difficult to get a teacher. The community receives a visit from clergyman once a month." The settlement, which then numbered fifteen families (it had over forty families in 1940) sold its catch fresh to the plant at Ramea *qv* and was supplied by coastal boats. Despite the poor medical, water and fuel supplies, and the severe soil deficiency, and numerous rock outcrops (which made agriculture nearly impossible) noted by Wells, he stated, nevertheless, that while "It is felt that the settlement will disappear in time . . . the people are very independent and resettlement is not likely to be immediate." The following year, however, Cape La Hune residents resettled, mainly in larger communities on the south coast. J. Dollimount (1968), E.R. Seary (1976), Robert Wells (1960), *Census* (1836-1956). Map J. JEMP

CAPE NORMAN (pop. 1976, 26). Located at 51° 37′ north latitude, and west longitude 55° 54′, on the tip of the Great Northern Peninsula, Cape Norman is the northernmost point of insular Newfoundland. The cape, which is bare and rocky, appears on a 1713 map as C. Dordois, yet as early as 1744 on French maps the name of the cape is given as Cape Norman.

It was reported that Capt. Thomas Casey and his brother John Casey lived at the Cape *c*.1849 and operated a supply vessel which sailed between Halifax and the Strait of Belle Isle (Patrick O'Neil: June 1981).

In 1857, when Cape Norman was still a part of the *French Shore *qv*, a Convention between England and France proposed that French fisherman be given exclusive fishing rights between Cape Norman and Cape St. John. However, the proposal met with such extensive opposition in Newfoundland that England did not implement it.

In 1865 the Canadian Government erected a lighthouse on the Cape's western cliff to aid ships using the Strait of Belle Isle; a fog alarm, which was built by John Campbell, was added in 1888. After the completion of the fog alarm Campbell stayed on to operate the lighthouse, and ever since that time a descendant of his has been the lighthouse keeper at Cape Norman. The lighthouse keeper in 1981, Alvin Campbell, was the great grandson of John Campbell. Alvin Campbell (interview, Apr. 1981), M.F. Howley (*NQ*: Spring 1949), F.W. Rowe (1980), *Census* (1857-1976), *Gazetteer of Canada Newfoundland and Labrador* (1968), *Sailing Directions Newfoundland* (1977). Map D. EPK

CAPE NORTH (pop. 1935, 33). A low, peaked cape with a double summit formed by two cairns, Cape North lies just north of Cartwright *qv* on the coast of Labrador at the southern entrance to Groswater Bay. During the Nineteenth Century, because of its sheltered anchorage and proximity to ex-

cellent cod and salmon fishing, Cape North was probably fished by fishermen based at Cartwright. In 1901 Cape North was reported for the first time in the census, as a settlement with a population of two, an elderly couple who fished cod and salmon. Because of its position at the entrance of Groswater Bay between Cartwright and Rigolet *qv*, there was a need for a light, and in 1909 the Cape North lighthouse was built and a P. O'Toole was reported to be the lighthouse keeper. The light was set in a white, circular iron tower 5.5 m (18 ft) high and had nearby a dwelling house, "maintained seasonally during open navigation" (*Yearbook*: 1910). The 1911 *Census* reports four occupied houses at Cape North, and in 1921 the population was reported to be twenty-three, including one English-born resident. The residents, Church of England and Methodist, had no church or school although a school was reported at nearby Mullins Cove in 1901 and 1911.

By 1935 the population had risen to thirty-three (six families in six houses) but by 1945 there were no residents reported at Cape North. In 1971 it was reported that Cape North had become a summer fishing station populated by stationers and liviers (fifteen in 1971) who arrived from Cartwright in the middle of June and returned there in September. The site had three occupied houses and four fishermen's wharves. Then, as in the past, the salmon fishery prosecuted in nearby streams, and the cod fishery prosecuted from small boats, were the reasons for the fishermen's presence at Cape North. In 1979 it was reported that the light at Cape North was an unmanned fixed beacon situated on the northeast side of the Cape and mounted in a square tower 3.7 m (12 ft) high. A.P. Dyke (1969), *Census* (1901-1945), *Sailing Directions Labrador and Hudson Bay* (1979), *Yearbook* (1910). Map C. JEMP

CAPE ONION. This cape, located on the extreme end of a peninsula north of St. Anthony, is the northwestern point of Sacred Bay, which is an extensive inlet containing many small islands. The peninsula extends southwest for nearly 5.5 km (3.5 mi) to Ha Ha Point. Cape Onion rises to an elevation of 80 m (262 ft) and on a ledge extending 480 m (1,584 ft) east on the northeast extremity of the cape stands a stone described by J.F. Imray (1873) as "a remarkable rock known as the Mewstone, from its resemblance to the rock of that name in Plymouth Sound, England." In addition to the Mewstone there are two other cliffs to the south which form the north shore of Onion Cove which has for centuries afforded shelter to small boats from the severe storms of the cape. Although the south shore of the cove was described as "foul" in the *Newfoundland Pilot* (1878), and is exposed to the east, the waters of Cape Onion and Onion Cove were fished by the French from the 1640s (C.G. Head: 1976). There was no French fishery reported at Cape Onion itself until 1858, when one French room with one large ship, ten boats and sixty-eight men were reported. A room and operation of similar size were reported in 1872 and 1873. In the latter year M. Briand of the *Frederique* was reported to be the owner of the room, and Abel Deckers was listed as *gardien* with his family and one other family, totalling twenty inhabitants (Patricia Thornton: 1981).

The fishing season for cod from Cape Bauld to Cape Onion was reported to have been from June 20 to October 20 (*JLC*: 1877, appendix p. 372), and in 1873 the first settlers were reported to be Abel Decker, his wife and eight children and Henry Beaupre (Beaufield), his wife and two children (*JHA*: 1873). In 1874 William Adams was listed as a fisherman of Cape Onion (*JHA*: 1874). In 1891 one family was recorded in the *Census* as fishing and lumbering in Onion Cove, and in 1928 four families were reported at Cape Onion: Anstey, Adams, Bessey and Decker. From 1901 to 1976 the population of Onion Cove was often included with the nearby community of Ship Cove *qv*.

In 1981 Onion Cove's status as a community outside the Ship Cove boundary and separate from it was uncertain (Hugh Riddler: interview, Apr. 1981). According to the *Newfoundland Fisheries Survey* (1952) fishermen at Cape Onion sold their catch, mainly cod, at Raleigh where they also obtained supplies. In 1980 several fishing establishments were reported in Onion Cove, Cape Onion (*Sailing Directions Newfoundland*: 1980). In 1981 the community numbered about eight families, some of whom were descended from French fishermen who stayed at their fishing premises after the Anglo-French treaty of 1904, and who still pursued the traditional cycle of fishing and lumbering. Schools and churches were situated in Ship Cove and Raleigh *qv* and the post office, called Cape Onion, was actually located in Ship Cove. Because of its volcanic rock formations the high rugged coastline of Cape Onion has been investigated by geologists since 1861 and it has been classified as a separate formation (T.C. Delong: 1976). T.C. Delong (1976), C.G. Head (1976), J.F. Imray (1873), Patricia Thornton (1981), *Census* (1891-1945), *JHA* (1873; 1874), *JLC* (1877), *Newfoundland Pilot* (1878), *Newfoundland Sailing Directions* (1980). Map D. JEMP

CAPE PINE. Located at the entrance to Trepassey Bay, the Cape at 46° 37′ latitude 53° 32′ longitude shares with nearby Cape Freels (46° 37′ latitude 53° 34′ longitude) the distinction of being the southernmost marine promontory in Newfoundland. The nomenclature is somewhat paradoxical and was noted by M.F. Howley (1909) as being inconsistent with the lack of vegetation and general barrenness of the headland. The Newfoundland *Yearbook and Almanac* for 1930 reports the existence of an early light station on the Cape in 1821.

During 1849-50 the British Government erected a 15 m (50 ft) iron tower which housed a revolving white light at an elevation of 96 m (314 ft) above sea level. The following year a keeper's dwelling was erected on the site and the first road connecting Cape Pine and Trepassey was built. In 1928 the facility switched to an acetylene gas lamp which was further supplemented at Cape Freels by an existing air compressed fog horn, which had been erected as a Canadian Government navigation aid in 1910. In 1935 the first fog alarm system was erected at Cape Pine.

Cape Pine navigational aid station was adapted to hydro electric power in 1961 and in 1980 retained two permanent lighthouse staff to service the station. Ian Gaul (interview, Sept. 1980), John Major (interview, Sept. 1980), H.M. Mosdell (1923), Robert Oke (n.d.), *Yearbook* (1929; 1930). Map H. WCS

CAPE RACE. Located at the southeast tip of Newfoundland, on the Avalon Peninsula, Cape Race has been for centuries an important and often hazardous landfall. On early Sixteenth Century maps Cape Race appears as Cabo Raso (Portuguese for Flat Cape) and may derive from a cape of the same name at the mouth of the Tagus River in Portugal. Or the name may

be merely descriptive, Cape Race being flat and barren with slate cliffs rising in nearly vertical strata to 30.5 m (100 ft) above sea level. It is notorious for thick, long-lasting fogs, and according to meteorological statistics is shrouded over 158 days of the year. In the spring, ice floes present an added danger, while offshore rocks and tidal aberrations in certain seasons are also threats to ships.

In 1856 the first lighthouse at Cape Race was installed by the British Government's Trinity House, their equivalent of the coast guard. Built of iron and stone imported from England, the tower stood 12.2 m (40 ft) high and the fixed, white, catoptric light, burning at an elevation of 55 m (180 ft) above sea level, was visible on a clear day for 24 kilometres (15 miles). The first keepers were housed in the 2.7 m (9 ft) space between the iron tower and the surrounding stone wall. With only two fireplaces and the flues close to the tower, the smoke was intolerable and the walls either seeping wet or covered with ice. A wooden house and covered walkway were then built for the keepers.

Newfoundlanders in a hurry to reach England would come to Cape Race to catch the swift mail boats. It was also here, in 1858, that Associated Press of New York, after the failure of the first transatlantic cable, stationed a newsboat to meet the liners coming from England and to retrieve news-copy dropped overboard in a cannister. The lighthouse was connected to the telegraph network and by this means news reached the mainland several days ahead of the ships. The practice of dropping news cannisters may have contributed to the 1863 wreck of the *Anglo-Saxon qv* in which 237 lost their lives. This disaster demonstrated the need for a foghorn but, although the light was converted from fixed to revolving three years after the accident, it was nine years before the needed steam whistle was installed. In 1901 this fog alarm was inadvertently involved in another wreck, when the *Assyrian qv* mistook it for the whistle of another vessel and ran aground. In 1907 the original whistle was replaced by an air-operated double diaphone alarm, and in 1963 a diesel-powered foghorn was installed.

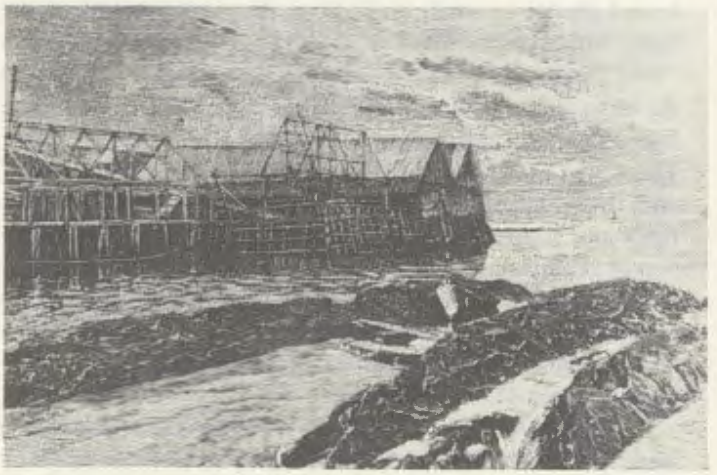
Responsibility for the Cape Race lighthouse and other key Newfoundland stations passed from the British to the Canadian government in 1886 and in 1907 the present lighthouse was erected by the Canadian Department of Marine and Fisheries. It was one of the finest in the world when it was built. The cylindrical tower of reinforced concrete, painted white, rises 29 m (96 ft), or 84 steps, to the lantern chamber. Here the giant hyper-radical lens of pressed cut glass consisting of built-up reflecting prisms and projecting lenses — the largest of its kind ever built — is mounted in a gun-metal framing. The diameter of each of the four optical faces is over 2.4 m (8 ft). The lens revolves by clockwork at a rate of one revolution every thirty seconds, and to retain the correct speed and steadiness the lens is mounted on a cast iron table floating in a mercury bath. Six and one half tonnes (7 tons) of optical equipment are supported by 431 kg (950 lb) of mercury. The pedestal and clock weigh 9.9 tonnes (11 tons) adding up to a total of over 38 tonnes (40 tons) of equipment on the tower. By 1980 a 400-watt electric bulb lit the lens and the whole system was powered by a diesel generator. This light, the biggest on the Atlantic side of North America, was rated at 30.5 km (19 mi) although on a clear day it has been seen from a distance of 80.5 km (50 mi).

From 1904 until it burned down in 1908 a wireless station was operated by the Marconi Company at Cape Race. It was twice rebuilt and passed through a succession of hands until in the 1960s the federal Department of Transport removed the installation tower. The wireless duties have been transferred to Marine Radio units at St. John's and in the St. Lawrence. About 13 km (8 mi) northwest of Cape Race stands a Loran C tower (Long Range Aid to Navigation), owned by the United States Coast Guard but operated by the Canadian Coast Guard. Used by shipping and aircraft, the tower has a daytime range of 965-1126 km (600-700 mi) increasing to 2413.5 km (1,500 mi) at night.

Since 1874, when they were given the post as a reward, the Myrick family have kept the light at Cape Race. Until the mid-1960s nine families lived at Cape Race; by the late 1970s only the four keepers (Tom Ryan, principal keeper; Fred Osbourne, assistant principal; Noel Myrick; and William O'Neal) remained. The keepers pair up to work their thirty-two day shifts. In the late 1970s Cape Race was designated a National Historic Site. See CABLE, ATLANTIC; LIGHTHOUSES; MARCONI, GUGLIELMO. Randy Dawe (interview, Feb. 1980), Bert Hines (interview, Feb. 1980), Arthur Johnson (n.d.a.), Joseph Prim (1979), E.R. Seary (1971), Dudley Whitney (1975). Map H. PMH

CAPE RAY (pop. 1976, 412). A community located at the southwest tip of Newfoundland, just northwest of Port aux Basques, Cape Ray has been settled since the mid-Nineteenth Century. By 1901 the population was 195 and there were two schools and one Roman Catholic Church in the community. Potatoes, turnips, and cabbage were grown and the inhabitants kept milk cows, cattle, sheep, pigs and chicken and made butter and wool. Fishing has traditionally been the primary means of making a living, with cod, salmon and herring the main products. By the 1880s the Government of Canada had erected a lighthouse on the western side of Cape Ray. The light, a powerful revolving and flashing white light, could be seen at a distance of 32 km (20 mi) in clear weather. A fog whistle also operated in foggy weather. *Census* (1901-1921), *Sailing Directions Newfoundland* (1977), *Yearbook* (1882). Map K. PMH

CAPE ROUGE. Cape Rouge, so called because of its reddish-coloured cliffs, is located at the southeast extremity of a small peninsula on the east coast of the Great Northern Peninsula, between Conche and Croque *qqv*. Cape Rouge was named by Jacques Cartier in 1534, and it was called Cape Rosso by the



Cape Rouge Harbour c.1900

Portuguese (1552-64) and also Cas rouge, Cas riuge (1675), Capruge (1689), and Cape Rage and Red Cape (1763) by English surveyors (E.R. Seary: 1960). The Cape Rouge Peninsula and the Conche Peninsula form the north and south sides respectively of a sheltered cove which the French commonly called Carouge or Carrouge Harbour. According to D.W. Prowse (1895) Carouge Harbour had been used as a French fishing station and a place of refuge for the French from the Seventeenth Century on. Carouge's proximity to the rich cod resources of the Petit Nord, its good anchorage, fresh water and plentiful supply of timber made it an almost ideal station. Its usefulness as a place of refuge was demonstrated in an incident in 1706, when two English ships the *Falkland* and the *Nonsuch*, attacked two French ships from St. Malo. The French rather than surrender "set their ships on fire and went over to the next harbour called Carouge." At this harbour were four French ships, many small boats and men stationed. Rather than attempt to overcome the English attack by force, the French were able by their superior manpower "cutting and rowing," to escape the English ships which lay becalmed off the mouth of Conche Harbour. When the English ships left, the French returned to this sheltered spot and resumed the fishery (D.W. Prowse: 1895).

When Captain James Cook *qv* charted the most northerly harbours of the French Shore in 1763 and 1764 he reported that Quirpon *qv* was the most frequented harbour in the area but that it and other sites, such as Degrat and Pidgeon Cove, lacked wood (C.G. Head: 1976). The area around Cape Rouge was near some of the best stands of timber on the Great Northern Peninsula and increasingly the French began to frequent the harbour in greater numbers. In 1766 about 120 boats were reported at Carouge Harbour and by 1802 the four brigs, two ships and 258 men stationed there reported a catch of 568 996 kg (11,200 quintals) of cod and 218 barrels of cod oil (D.W. Prowse: 1895). By the 1870s Commander G.F. Knowles declared while on an inspection of the fisheries, "This [Carouge] is the most important station that the French possess on the N.E. shore of Newfoundland; they have nine rooms with a vessel attached to each" (*JHA*: 1873). The seasonal population of such an establishment was large; 400 men, including two doctors and "A French Catholic clergyman [who] resided at Cape Rouge [and] visited the several harbours on the coast," were reported there in 1873 (*JHA*: 1874). It also necessitated some form of government and Carouge Harbour in the 1870s was presided over by a *prud'homme*, or fishing admiral, who was the acknowledged leader and local lawmaker. And, as in the Eighteenth Century, friction continued between the French and the English because of their concurrent right of fishery on the French Shore. It was reported in the 1860s and 1870s that Carouge Harbour and other nearby French stations were pillaged by Newfoundland schooners returning from Labrador to Conception Bay (JHA: 1872), and the need for a *gardien*, an English man to take care of French equipment and stages during the winter months, became apparent. In 1871 the first two *gardiens* were reported at Cape Rouge, a man called Pine and, at Pelier's Cove, a man called James Try (*JHA*: 1872). This was the first known English settlement at Cape Rouge which, unlike Conche (which had had English *gardiens* since the 1790s), had been exclusively French; however, as the station had grown in size and importance, so too had grown the need for year-round protection. In 1872 the first census of Cape Rouge Harbour was taken reporting English settlers: on the southwest shore were the families of Maurice Poor and James Byrne and on the east shore were the families of Timothy Pine, Thomas Pine, a Mrs. Sweetland and a Mrs. Ensley (*JHA*: 1873). According to local history Pine was a "land cultivator" who could speak several languages and Maurice Poor (Power) had come from County Waterford, Ireland. In 1876 there were seven French rooms and it was reported that the two English families "get on well with the French; who do not interfere with the salmon fishery" (*JHA*: 1877).

By the 1880s the number of French rooms declined, and the English settlers ceased to be *gardiens* and became the sole occupiers of Carouge Harbour after 1904 when the French gave up all rights of fishing. The settlement was called Crouse (Krus) which, according to E.R. Seary (1960) is a corruption or "depalatalisation" of "Cap Rouge." Crouse numbered about ten families in 1928 named Casey, Cornez, Foley, Lewis, Pine, Smith, Wiseman and Yheath (*List of Electors*: 1928). It was first recorded in the *Census*, as Grouse, in 1935 with a population of twenty-eight; the main support of the community was the cod and salmon fisheries. The population of Crouse remained at thirty year-round inhabitants at two locations, Southwest Crouse (also known as Southwest Bay) and Northeast Crouse which had a population of forty-three in 1971 and twenty-two in 1976. In 1981 a Chaytor family were the remaining year-round inhabitants of Northeast Crouse, the other families having resettled in Conche or Croque. The summer population of Northeast Crouse was reportedly higher as approximately ten families from Green Bay used Crouse as a summer fishing station for the salmon and cod fisheries Patrick O'Neill (interview, May 1981). C.G. Head (1976), D.W. Prowse (1895), E.R. Seary (1960), *Census* (1935-1976), *JHA* (1872; 1873; 1874; 1877), *List of Electors* (1928), *Sailing Directions Newfoundland* (1980). Map D.

JEMP

CAPE ST. CHARLES-LODGE BAY (pop. 1979, 130). As they are separated by only a few miles these two Labrador communities are actually one; the same residents use Cape St. Charles as a summer fishing station and the more sheltered Lodge Bay as their winter habitation. This pattern of seasonal movement began early in the history of the area, when George Cartwright *qv*, in 1770, established a fur-trading and fishing post at Cape St. Charles and built his home, "Ranger Lodge," farther up the river. He succeeded Nicholas Darby *qv* whose whaling venture of 1767 had failed, and, by winning a land-claim suit against Noble and Pinson *c*.1773, Cartwright was recognized as the first permanent settler of the area.

There are, however, earlier reports of various fishing and fur-trading posts which had been established at Cape St. Charles, probably because of the deep water and sheltered coves that it offers. These include a seigneur, Marcel (*c*.1743), and the partnership of Daniel Bayne and William Brymer (*c*.1763). Adam Lymburner, in 1774, claimed in a petition that he owned a post throughout the 1760s which was confiscated in 1771 by an English fisherman.

During the Nineteenth and early Twentieth centuries Cape St. Charles-Lodge Bay was used mainly as a principal fishing station on the Labrador coast by seasonal crews from the United States, Canada, France, England, and the island of

Newfoundland. However, the permanent population grew steadily, albeit slowly, as census figures indicate: in 1856 there were twenty-nine residents; in 1874, fifty-eight; seventy-four in 1900; and in 1935, there were ninety-one. From 1870 to about 1880 a summer school was run in the community (*JHA*: 1870-1880). The economy of the area was based on the seal, salmon and cod fisheries and on fur-trading. A whaling factory was operated by Bowring Brothers of St. John's at nearby Antles Cove.

In 1980 the major employment for the inhabitants of Cape St. Charles-Lodge Bay was the inshore cod, salmon, herring and mackerel fisheries. Money had been granted through government programmes for the construction of a community stage and the upgrading of roads. There was one school in the area in 1980 and medical services were obtained at an International Grenfell Association nursing station in Mary's Harbour. P.W. Browne (1909), A.P. Dyke (1969), W.G. Gosling (1910), H.A. Innis (1940), R.A. MacKay (1946), D.W. Prowse (1895), *Alluring Labrador* (1975). Map C. LAP

CAPE ST. FRANCIS. M.F. Howley commenting on its nomenclature in 1908 maintains that the cape, which is located approximately 22 km (14 mi) north of St. John's, was named by Gaspar Corte Real *qv*. The cape is the point of land which marks the south entrance to Conception Bay. The north entrance is located 28 km (18 nautical mi) from Cape St. Francis proper. A fixed red beacon was first erected at the site in 1876 at an elevation of 37 m (123 ft) above sea level. The original two-wick gas lantern was later replaced by an electric lamp. There were two original structures at Cape St. Francis, one housing the light and another containing a fog alarm system which operated by a coal-fed steam boiler until the early 1900s. In 1957 the old lighthouse was replaced by a new concrete-encased structure which retained the original lens and prism system from the previous light. In 1980 the stationary light and fog-warning system operated on a 120 volt alternating current. The facility's status changed in 1975 and no permanent keeper and family resided at the site. In addition to providing navigational aid the lighthouse provides daily weather and ice information to the Torbay weather office. The visible range of the beacon is 80 km (50 mi) at an elevation of 29 m (95 ft). Ian Gaul (interview, Aug. 1980), F. Noseworthy (interview, Aug. 1980), Paul O'Neill (1975), *NQ* (Mar. 1908), *Canadian Hydrographic Services Decca Chart* 4017 (1978), *Yearbook* (1880). Map H. WCS

Cape St. Francis

CAPE ST. FRANCIS (CAPE ST. FRANCOIS), LABRADOR. Harold A. Innis (1940) reports that in 1770-71 George Cartwright *qv* engaged a fifty-ton vessel at Bristol to prosecute the salmon fishery at Point Spear and Cape St. Francis, a community northeast of Port Hope Simpson, Labrador. As early as 1767 "English traders had been restricted to the territory south of Chateau Bay" (H.A. Innis: 1940). John Horsnaill (cited in W.G. Gosling: 1910) appointed Daniel Burr on April 13, 1765 as Surrogate for the area of coast from Cape Bonavista to Cape St. Francois. Under the provisions of the Surrogate Commission of 1765 the Deputy or Surrogate was empowered to act under the authority of Governor Sir Hugh Palliser and hold court in coastal communities. The first courts of civil justice for Labrador were held during August and September 1827. By proclamation of Governor Sir Thomas John Cochrane the court met at Cape St. Francis on September 9, 1827. W.G. Gosling (1910), H.A. Innis (1940). Map C. WCS.

CAPE ST. GEORGE-PETIT JARDIN-GRAND JARDIN-DE GRAUMARCHES POINT-LORETTO (inc. 1969; pop. 1976, 1,426). The community is unique, formed in 1969 from a number of contiguous settlements extending from roughly midway along the south shore of the Port au Port Peninsula *qv* from Loretto to Cape St. George, the last settlement on the southwest tip of the Peninsula, which is locally referred to as *le bout du monde* "the end of the world" (K.M. Beehan: 1978). The geographical feature called Cape St. George forms the southwest extremity of Port au Port Peninsula, and marks the northwest entrance to St. George's Bay *qv*. The cape, which has cliffs which rise to 15.25 m (50 ft) on its south side and which is sheer, is pounded by strong tidal streams and surf. This has produced a steep, stony beach with poor anchorage, backed by a narrow strip of land, in turn backed by hills (White Hills) in the area of the Cape, which gives way to a low, flat, green strip of land toward Marches Point.

The Bill of Cape St. George.

Off the tip of Cape St. George is Red Island (L'Isle Rouge), which was used by the French as a major fishing station on the French Shore *qv* from the late 1700s. In 1862 it was reported that: "Red Island is considered by the French one of their best fishing stations on the West Coast . . . The mainland in the vicinity is rather exposed and is not well adapted for boat work. The settlers are well treated by the French, but are not allowed to compete with them in the fishery. They maintain themselves by farming; the pasturage must be good; judging from the richness of the milk. They have no difficulty in procuring sufficient hay to keep their cows during the winter. The French arrive about 24th April, and leave October 1st." (*JHA*: 1863, app. p. 402). All the settlements which form the incorporated community have common antecedents in French-speaking founders, many of whom were reputedly Breton or St. Pierre deserters from the French seasonal fishery based at L'Isle Rouge who chose to settle year-round on the Port au Port Peninsula. These "deserters" intermarried with Acadian francophones from Cape Breton who had come to live in southwestern Newfoundland, particularly in St. George's Bay and Port au Port, in the late 1700s and early 1800s.

Local tradition names Gerome (Guillame) Robia (Robin), a fisherman, as the first settler at Cape St. George (where he built a capstan) and at Rouges (Red) Brook (where he built a wharf). According to Pierre Biays (who visited Cape St. George in 1951 and heard Breton spoken by elderly residents) Robin, from Roche-Derrien, France, was reputed to have set-

tled at Cape St. George in 1837 (quoted in H.K. Darby: 1978). A Monsieur Le Roux was reportedly the first settler at De Grau; a merchant, he bought dried cod and in turn sold it to Halifax schooners. The name De Grau originates from a French phrase meaning "we are finished," reputedly in reference to the completion of summer fishing (*Carpe Diem: Tempus Fugit*: 1977). Marches Point was named after the first settler, John Marche, and Garnier was another early family name in the area. Other French-speaking settlers came from Sandy Point *qv via* Cape Breton and the Magdalen Islands. According to Biays the last deserter to establish himself at Cape St. George was Yves Le Moins *c*.1895 (most deserters had been from the Paimpol-Treguier region of France).

Cape St. George itself is first recorded in the census in 1874, with twenty-one people (three families) including two "foreign born residents." The remaining settlements were included in the population count for the "South Shore Port au Port" which listed 105 inhabitants (five from "Foreign parts," seventeen born in the "British Colonies" *ie* Cape Breton, and the remainder born in Newfoundland. Marches Point is first recorded in the *Census* of 1891, with thirty-two people, and the remaining settlements appear independently after 1901 or are included with either Cape St. George, De Grau or Marches Point. A Roman Catholic Church was built in De Grau and visited by a priest stationed at Sandy Point from the 1850s (*Carpe Diem: Tempus Fugit*: 1977). In 1918 a parish priest served Cape St. George and De Grau. The first cemetery in the area was consecrated in Cape St. George but with the building of the church at De Grau a new one was consecrated there to serve the communities on the southwest side of the Port au Port Peninsula. The first post office was established *c*.1890 and the first school was built at De Grau at about the same time (*Carpe Diem: Tempus Fugit*: 1977). This school house was later renovated by the Association des Terreneuviens Francais to serve as a community centre.

The geographic isolation and lack of roads (until the 1930s) did much to preserve and foster the language, customs and manners of their Breton, St. Pierrais and Acadian forebears. While this unique cultural and linguistic enclave was eroded somewhat through the 1940s, 1950s and 1960s (with the linking of the settlements to Stephenville by road, the resettlement of families from northern Port au Port, intermarriage, and stronger ties with the English-speaking mainland through television and radio), nevertheless, the settlements continued to be mainly French-speaking. The remarkable linguistic preservation of Breton and St. Pierrais French was noted as early as 1952, and efforts were made, mainly by academics and clergymen, to preserve and maintain the Francophone aspects of life in Cape St. George. In 1971 the Port au Port Peninsula, largely through the efforts of William R. Callahan *qv*, was designated a bilingual district, the only one in Newfoundland. At the elementary school and high school in Cape St. George a French language immersion programme was started in 1975 to preserve for younger generations a living, working knowledge of their mother tongue which had been increasingly dominated by English, fostered by the exclusively English language education formerly available.

While the use of the French language was salvaged, many of the traditional pursuits, such as fishing and farming, gave way to new sources of employment. The earliest occupation had been fishing by both residents and non-residents. According to D.W. Prowse (1895) quoting from a fishing report, there existed at Cape St. George a lobster factory owned by Abbot and Hill, which produced 1,000 cases of lobster in 1888. The factory "made a fair profit" despite its poor location which was "very open and exposed to the southwest gales" (D.W. Prowse: 1895). In 1917 it was observed at Cape St. George that "The settlers are, with few exceptions, fishermen, and large quantities of cod and herring as well as some salmon and lobsters are annually caught; farming in a primitive fashion is carried on, but their crops are confined to hay and to the small quantity of oats and potatoes" (*Newfoundland and Labrador Pilot*: 1917). After the beginning of the Bowaters operations in the 1930s and the military base at Stephenville in the 1940s other kinds of employment were found mainly as loggers, construction workers and service industry workers, but after the closing of the airbase and the linerboard mill by the 1970s there was a return to traditional sources of employment. In 1981 fish caught by the few Cape St. George fishermen were gutted and trucked to Stephenville. Seasonal logging, carpentry work, road construction and government-sponsored projects have been other sources of employment. See SCHOOLS. K.M. Beehan (1978), H.K. Darby (1978), D.W. Prowse (1895), *Carpe Diem: Tempus Fugit* (1977), *Census* (1874-1976), *Newfoundland and Labrador Pilot* (1971). Map K. JEMP

CAPE ST. JOHN. Located on the northeastern extremity of the Baie Verte Peninsula, Cape St. John extends 4 km (2.5 mi) from North Bill, 7 km (4.5 mi) from La Scie, NNW to South Bill. Middle Bill, between these two, forms two bights. Here, about .8 km (.5 mi) west of North Bill is a very high and prominent pyramidal peak which forms a natural navigation marker. The bold, steep cliffs of Cape St. John rise to an elevation of 74 m (244 ft) and are very rugged and somewhat red in colour around North Bill. Although the waters off the Cape are relatively clear of known off-lying dangers, the currents are very strong and generally set to the south, and storms and ice make the area treacherous for ships from December to May.

The Treaty of Versailles in 1783 ended the fishing rights between Cape Bonavista *qv* and Pointe Riche *qv* awarded to the French by the Treaty of Utrecht 1713, and drew a new boundary granting France fishing rights extending from "Cape St. John on the eastern coast of Newfoundland in fifty degrees north latitude" and "passing to the north and de-

French Shore after treaty of 1783

scending by the western coast of the island'' to Cape Ray *qv*, ''situated in forty-seven degrees and fifty minutes latitude.'' (Treaty of Versailles 1783, quoted in F.F. Thompson: 1961, p. 191). Although French fishing rights were abrogated during the French Revolution and the Napoleonic Wars, they were ''replaced upon the footing in which [they] stood in 1792'' (Definitive Treaty of Paris 1814, quoted in F.F. Thompson: 1961, p. 192).

With the redrawing of the boundary in 1783 Cape St. John became a focal point for fishing and navigation for both the French and the English. For the next century the waters off the Cape, and especially the shallow sheltered waters of North, Middle and South Bills, were fished by the French based at La Scie *qv* on the west side of the Cape, and the English based at Shoe Cove *qv* on the east side of the Cape. The fishery was undertaken in small boats, in the bights of the Cape and in the waters between Gull Island *qv* and Cape St. John although the latter were reported to be dangerous because of heavy seas running between the island and the Cape. The catch was mainly bait fish (herring, squid, capelin) and some cod and salmon, although these were often reported to be very scarce. The French fishing season usually ran from the end of May or the beginning of June to the middle or end of September, while the English fishermen were able to keep year round bases of operation open on the east side of the Cape. The fishery was fairly successful, and in the years of peak activity from about 1840 to 1870 a fisheries officer reported. In 1865 it was claimed that ''French boats . . . appeared to be taking a great quantity of fish; boats going and coming all day. . . . The voyage of the French vessels at Cape John, this season, was the best since I have been in charge of the Protection of the Fisheries at the Cape. I am happy to say that our fishermen also made a very good voyage — some of the Shoe Cove people averaging 80 quintals per man'' (*JLC*: 1866, p. 186). The fish caught by the French at Cape St. John was shipped, like the copper ore mined by the French in nearby Baie Verte *qv*, around the Cape in large vessels to European markets.

Both the fishing and the shipping traffic at the point of the boundary (called ''the Limit;'' according to the *Newfoundland and Labrador Pilot*, 1878, the boundary was recognized by the English and French as running ''from the summit of the pyramidal rock at Cape St. John to the summit of Gull Island'') were regularly patrolled by French *prud'homme* and Newfoundland Fishery Protection and coastguard officers (stationed at Shoe Cove for the duration of the French fishing season). These officers observed and reported ships' traffic, and escorted ships around the Cape. Relations between the French and English at this important boundary point seem to have been free of hostilities. In 1894 the coast between Cape Ray and Cape St. John was divided into eight districts and a fisheries warden was appointed to each in order ''to enforce laws for the salt water fishery'' (*JHA*: 1894, p. 294). The French fishery at Cape St. John declined in the 1890s, and with the signing of the Anglo-French Convention of 1904 (when Newfoundland acquired complete jurisdiction over and rights to the land and territorial waters of the *French Shore *qv*) Cape St. John ceased to be fished by the French.

The need for a lighthouse at such an important navigation point became apparent during the years of peak activity at Cape St. John. The heavy seas and fierce winter storms off the Cape had resulted in disaster: in the winter of 1867 the *Queen of Swansea qv* ran ashore on Gull Island 7 km (4.5 mi) off the tip of the Cape during a snowstorm and one by one the surviving crew and passengers on the island died of starvation and exposure. In 1884 the Government of Newfoundland built the Gull Island-Cape St. John lighthouse on the apex of Gull Island. The lighthouse, rising 160 m (525 ft) above water, was the highest in Newfoundland and its light could be seen up to 42 km (26 mi) in clear weather in all directions. The lighthouse itself was an ''Iron Tower . . . painted Red and White vertically, four stripes of each color; keeper's house painted White, 112 feet distant, W. by N.'' (*Yearbook*: 1887). In 1916 a fog horn was added and in 1924 the light was fixed. In 1981 the Gull Island-Cape St. John Lighthouse housed a radio beacon in the original tower.

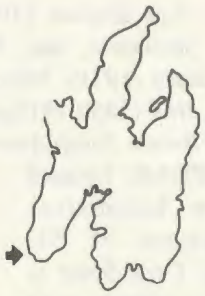
The only inhabitants of the community called Cape St. John (*Census*: 1891-1935) were the lighthouse keeper, his assistant, and family, all of whom actually lived on Gull Island. M. Rousell was the first keeper from 1884 to 1904: other known keepers were Willie Purchase, 1905, and George Rideout from 1906 to at least 1913 (*Yearbook*: 1884-1913).

A.M. Fraser (1946), F.F. Thompson (1961), *Census* (1891-1935), *JHA* (1892; 1894), *JLC* (1864; 1865; 1866; 1877; 1882), *List of Lights, Buoys and Fog Signals Newfoundland* (1980), *Newfoundland and Labrador Pilot* (1878), *Sailing Directions Newfoundland* (1980), *Yearbook* (1884-1913).

Map F. JEMP

CAPE ST. MARY'S (pop. 1976, 10). A point of land on the southwestern tip of the Avalon Peninsula, Cape St. Mary's was known to mariners at least as early as the 1530s when it was called C. da tromenta, a name derived from the Portuguese *tormenta*, meaning storms. Later in the Sixteenth Century it became known as Cabo de Sancta Maria and since then that name and variants of it have been applied to the Cape (E.R. Seary: 1971). The cape itself is a steep cliff rising approximately 76 m (250 ft) out of the sea at the southwestern terminus of the southwestern plateau of the Avalon Peninsula. Off the Cape are numerous dangerous shoals around which some of the best and most famous fishing grounds of Newfoundland are located.

The Cape



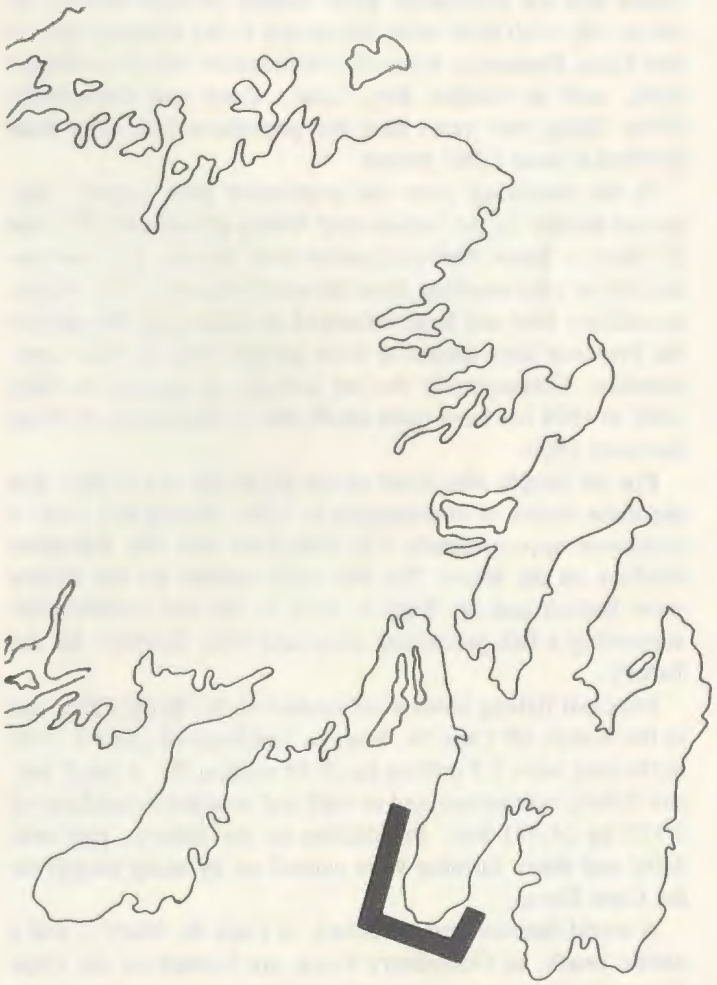
Cape St. Mary's

The famous fishing grounds off the Cape, which have been immortalized in Otto P. Kelland's song "Let Me Fish off Cape St. Mary's" and in the phrase "Cape St. Mary's will pay for all" (the latter referring to the returns from the lucrative fishing there) extend roughly from the waters just off Point Lance *qv* to a point near St. Bride's *qv*; the most prolific of these grounds is located at St. Mary's Keys, about 6.5 km (4 mi) south of the Cape itself. Long before permanent settlement in the area these grounds were probably exploited by European fishermen who came out to the Island every summer during the Sixteenth, Seventeenth and Eighteenth Centuries. When permanent English settlement did occur the Cape is known to have become the site of a highly concentrated summer and early fall cod fishery, conducted principally by fishermen from both sides of Placentia Bay, from St. Mary's Bay and from the Southern Shore *qv*. It is claimed that the fishery there was so important during the Nineteenth Century that many communities in Placentia Bay would probably not have grown as they did, had it not been for the Cape St. Mary's fishery (H.C. Brown: 1974). Fishing has continued off Cape St. Mary's ever since. In the late 1970s and the 1980s the fishery was conducted in boats from 7.5 to 9 m (25 to 30 ft) long and longliners up to 12 m (40 ft) long by fishermen from the Cape Shore, the Placentia area and the east side of St. Mary's Bay. Cod, some flounder and skate are caught there.

Besides providing the fishermen of southeastern Newfoundland with good fishing grounds, the waters off the Cape have also presented fishermen and other mariners with very dangerous coastal waters to navigate because of the shoal waters and small islands off the Cape. A dense fog which often envelops the Cape has added to the danger. In an effort to lessen the peril the Newfoundland Government in 1860 erected a lighthouse on the Cape with a revolving light apparatus of twelve lamps, lenses and reflectors. The first lighthouse keeper there (probably a John Reilly who was listed as the keeper in 1862) was living at the Cape with his family in 1860. Since then the tower and its warning signals, which have been modernized, have operated constantly. For many years the people stationed at the Cape could communicate with the outside world only by walking overland to nearby settlements. Supplies and people destined for the Cape were later brought by sea to nearby Cape Cove. There a winch-operated cable car transported them from the beach of the cove over the steep cliffs to the barrens above it, which were easily accessible from the Cape. In 1966 the Newfoundland Government built a road from the St. Bride's-Branch road to the Cape, obviating the need to use the cable car.

Besides being the site of a lighthouse, Cape St. Mary's has been an official Provincial Sea Bird Sanctuary since 1964. Within the sanctuary is "Bird Rock" or "the Stack," a large barren island which rises up about 76 m (250 ft) out of the sea a few yards off the mainland. On it is a large nesting colony of gannets, murres and kittiwakes. It is the site of one of six gannet colonies in the North West Atlantic and is one of the largest. Since 1974 Newfoundland Government guides have been stationed there during the summer to assist visitors at the site. H.C. Brown (1974), Ted English (1973), O.P. Kelland (n.d.), H.W. LeMessurier (1910), J.J. Mannion (1976), R.T. McGrath (1903), Frank Power (interview, June 1981), William Roach (interview, June 1981), E.R. Seary (1971), Philip Tocque (1878), *Census* (1869-1976), *Conservation of Terrestrial Communities* (1974), *ET* (June 21, 1967; July 14, 1973; Oct. 6, 1979; Aug. 7, 1979), *JHA* (1858-1863), *List of Lights, Buoys and Fog Signals Newfoundland* (1980), *The Newfoundlander* (Feb. 25, 1858; Mar. 11, 1858), *Weekend Magazine* (Nov., 1964), *Yearbook* (1862; 1882). Map H. PMH and CFH

CAPE SHORE. The Cape Shore once a name also assigned to that part of the Newfoundland coast from Burlington to Cape St. John *qqv*, is defined by E.R. Seary (1971) as the coastline on the southwest side of the Avalon Peninsula which runs south of Placentia to Cape St. Mary's *qqv*. Communities east of Cape St. Mary's (Point Lance and Branch) are, however, closely linked culturally to the communities north of the Cape and are often included with them in the definition of the Cape Shore. Furthermore, the community of Point Verde, which is quite close to the town of Placentia, is usually not considered as part of the Cape Shore (Rev. C. Kelly: interview, Jan. 1981; J.J. Mannion: 1974). Following the broader definition of the Shore, and excluding Point Verde, the following communities lie on the Cape Shore: Little Barasway, Great Barasway, Ship Cove, Patrick's Cove, Angel's Cove, Cuslett, St.



The Cape Shore.

Bride's, Point Lance and Branch *qqv*. The total population of the area in 1976 was 1,546. Each of these communities, all of which are situated in small river valleys along the coastline, were first settled during the first four decades of the Nineteenth Century by Irishmen who were brought to Newfoundland to work for the Sweetmans' firm and decided to settle the small, relatively fertile valleys of the Shore. As most of the valleys they lived in did not have good harbours and as good fishing grounds were not to be found near most of them, the settlers began farming, and over a period of time found markets for their farm goods, principally butter and beef, in Placentia and St. John's. (Branch appears to be the exception to the rule, however, as there commercial fishing was prosecuted by most of the inhabitants from the first days of settlement.) By mid-century, however, most of the farmers on the rest of the Cape Shore had begun to follow the example of the Branch inhabitants and had begun fishing commercially. Nevertheless, commercial agriculture, albeit on a small-scale, continued to play a role in the communities throughout that century and the next.

With small-scale agriculture and the fishery as the mainstays of the Cape Shore the small coastal villages grew. By 1848 the first school on the Cape Shore was built at St. Bride's, then known as Distress, and by 1851 a second school had been established, in Branch. Two Roman Catholic Churches were established on the Shore in the 1850s, one in St. Bride's and another in Branch. Although a road connecting all the Shore communities with Placentia had been completed by the 1850s there was very little immigration after the 1840s and the population grew mainly through natural increase. By 1869 there were 503 people living between Branch and Little Barasway, some in communities which no longer exist, such as Golden Bay, Lear's Cove and Gooseberry Cove. Thirty-two years later the population had more than doubled to total 1,085 people.

In the following years the population grew slowly, supported mainly by the inshore cod fishery prosecuted off Cape St. Mary's. Since 1940 emigration from the area has been noticeable as jobs resulting from the establishment of the Argentia military base and large industrial developments throughout the Province have tended to draw people from the rural communities. Consequently the net increase in population from 1901 to 1976 has been quite small, the 1976 population being just over 1500.

For the people who lived on the Shore the cod fishery was the main source of employment in 1980. During this year, it employed approximately 170 fishermen and 180 fish-plant workers on the Shore. The two main centres for the fishery were Branch and St. Bride's, each of the two communities supporting a fish-processing plant and other facilities for the fishery.

Principal fishing areas were located in St. Mary's Bay and in the waters off Cape St. Mary's. Landings of cod for 1980 in the area were 2.7 million kg (5.95 million lb). A small lobster fishery was prosecuted as well and resulted in landings of 2 123 kg (4,681 lbs). In addition to the fishery, part-time dairy and sheep farming were carried on by many people on the Cape Shore.

A world-famous bird sanctuary, at Cape St. Mary's, and a public beach, at Gooseberry Cove, are located on the Cape Shore. W.J. Browne (1936), Randy Devine (interview, Sept. 1980), Ted English (1973), M.J. James (1937), Rev. C. Kelly (interview, Jan. 1981), J.J. Mannion (1974; 1976), E.R. Seary (1971), Michael Staveley (1970), *Census* (1836-1976), *JHA* (1850-1918 *passim*), *JLC* (1866), *Lovell's Gazetteer of British North America* (1873). Map H. CFH

CAPE SPEAR. Located a few kilometres southwest of St. John's, Cape Spear is the most easterly point of land in North America (excluding Greenland) and is the site of Newfoundland's oldest standing lighthouse. The name Cape Spear is derived from the Portuguese Cauo de la Spera meaning "the cape of good hope" or "waiting for fair winds."

World War II cannon at the Cape.

The first lighthouse on the Island was built at Fort Amherst in 1810, and was the only navigation aid of its type until 1834, when Cape Spear was chosen as the site for a new light. The first light was put into operation in 1836 and was brought from Scotland where it had been in use since 1815. It consisted of seven reflectors and seven oil lamps which originally burnt sperm whale oil. In 1841 seal oil was introduced and in 1874, kerosene. In 1910 the curved reflectors of the lighting system were replaced by glass prisms surrounding the light source, which produced a more intense light. The light was converted to electricity in 1929. In 1878 a steam foghorn was installed at Cape Spear. This was replaced by radio beacon equipment in 1951.

The Cape and lighthouse

The first lighthouse keeper was Emanuel Warr, who was appointed in 1834. In 1846 he was replaced by James Cantwell, a harbour pilot of St. John's, who came by the position, it is believed, because of his help in rescuing the ship *Rhine*. On board the ship was Prince Henry of the Netherlands, who was naturally grateful for Cantwell's help and recommended that the Cantwell family be put in charge of the lighthouse at Cape Spear. Since 1846 members of the Cantwell family have tended the lights, and in 1981 the lighthouse keeper was Gerald Cantwell, a descendent of James Cantwell.

Cape Spear Lighthouse.

During the Second World War Cape Spear's position assumed strategic importance. In 1941 two gun emplacements were constructed at the tip of the cape and underground passages were built connecting the gun sites and the men's bar-

Cape Spear.

Signpost to the Old World.

racks. Most of the remains of the military site were destroyed after the war but the gun emplacements were still there in 1981.

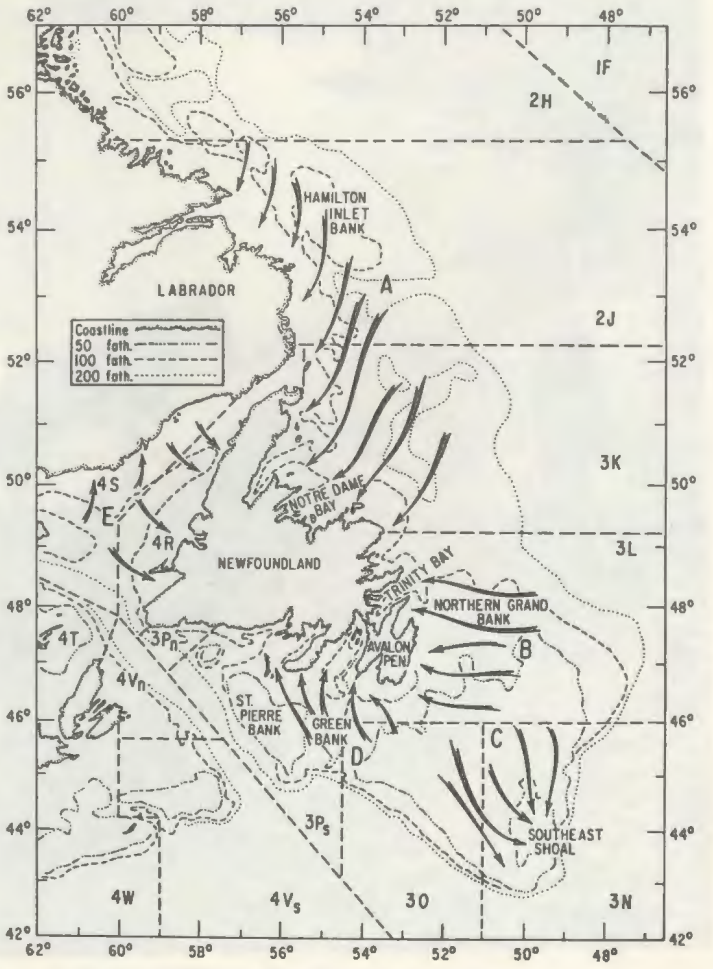
In 1949 the Cape Spear lighthouse came under the control of the Canadian Department of Transport and a short while after, talk began of tearing down the old lighthouse and replacing it with a new one. The new one was built but the old lighthouse remains standing and was recognized as a national historic site in 1962 when Cape Spear became part of a national historic park maintained by Parks Canada.

A restoration programme began in 1979 with plans for restoring the old lighthouse and fitting it with furniture that would have been found there in the 1830s. An interpretive centre was proposed to explain the story of the lighthouse and to provide improved facilities for visitors. It was estimated that the project would take six years to complete. W.B. Hamilton (1978), Judith Tulloch (1977), *Atlantic Advocate* (Nov. 1980). Map H. EMD

CAPELIN (*Mallotus villosus* Müller). Also spelt as caplin. The capelin is a small, elongated fish, approximately 13-20 cm (5-8 in) in length, and of an olive or bottle green colour above and a silvery colour below. It bears two fins on its back: a larger dorsal fin located on the middle of the back and a smaller adipose fin, situated just anterior to the tail-end of the body. At the tail is the forked caudal fin and on the ventral side are the anal and pelvic fins; just posterior to the gills on the sides are the pectoral fins. The male of the species is quite distinctive at spawning time, when it develops four projecting ridges of scales, one pair of which is located just below the lateral line and the second pair of which runs below this from the pectoral fins to the pelvic fins. As well as these spawning ridges, the males' pectoral and anal fins also grow larger at spawning time. Pelagic fish which live in large schools, the capelin are widely distributed, occurring in the waters off Iceland, Greenland, western Norway and northern Russia, as well as in the waters off eastern North America from Hudson Bay to Nova Scotia, and in the waters of the Pacific from the Sea of Chukotsh south to Japan and Korea and from the Juan de Fuca Strait to Alaska. In the Atlantic they are most abundant and most important, ecologically and economically, from about Cape Harrison south to insular Newfoundland waters.

Capelin

Most capelin which live off Newfoundland and Labrador spend a very short time in inshore waters, although some apparently stay in Newfoundland bays all year long and others never occur in inshore waters at all. There are five major stocks of capelin in the Newfoundland and Labrador region: the Labrador-Northeast Newfoundland stock (A) the Northern Grand Bank-Avalon stock; (B) the South Grand Bank or Southeast Shoal stock (C) the St. Pierre-Green Bank stock; (D) and the Gulf of St. Lawrence stock (E). (See map). Some



Newfoundland-Labrador capelin stocks.

of these stocks (for instance, the Labrador-Northeast Newfoundland and Gulf of St. Lawrence stocks) are believed to be composed of numerous sub-stocks.

Four of the major stocks spawn in inshore waters; capelin of the South Grand Bank, however, spawn on the Southeast Shoal of the Grand Bank. Spawning occurs at different times of the year, depending on the stock. The Gulf of St. Lawrence stock spawns as early as April in some inshore areas, while spawning on the west and south coasts of Newfoundland generally begins in late May. In general, the farther north a capelin spawns, the later in the season it does so. Spawning off Labrador for instance is sometimes as late as August.

Capelin appear to prefer spawning in inshore water of between 5.5° and 8.5°C (42° and 47°F) and in areas where the pebbles are from 0.5 to 2.5 cm (.2 to 1 in) in diameter. They generally spawn at night or on overcast days. On the Southeast Shoal capelin spawn at depths of 30-60 m (98.4-196.8 ft) where bottom temperatures range from 2° to 4°C (35.5° to 39°F). Inshore spawning, which usually lasts for four to six weeks, occurs on beaches, unless the water is too warm, in which case the capelin move to deeper water of cooler temperatures. On the west coast of the Island, however, capelin spawn more in deep water because inshore waters tend to warm faster at spawning time than waters on the east coast.

Before spawning, the males and females separate into different schools, the males moving close to the beach, while the females stay in deep water. Just before the female releases her eggs, she swims to the beach, where she mates, usually with two males. Both males and females are washed back to the water on subsequent waves, although some remain stranded on the beach. During the spawning season females mate only once but males may mate a number of times. Most capelin, particularly males, die shortly after mating. The higher proportion of male deaths appears to be attributable to their relatively long stay near the beach, where wave action causes much damage to their bodies.

Following spawning, capelin eggs sink into the sand and gravel as deep as 10 cm (4 in) and adhere to it. In fifteen to twenty days, the eggs hatch and the larvae are carried out to sea by the waves; at this time the larvae measure 3-6 mm (.12-.24 in). By the beginning of their first winter they have attaned a length of 3-4 cm (1.2-1.6 in). Maturity is usually reached by the age of three or four years, and fish of this age are most numerous in spawning schools; a small number of two-year-old fish also occur in these schools, as do fish as old as seven years of age.

Capelin are very important in the food chain of the northwest Atlantic. Feeding almost exclusively on copepods, the capelin are eaten by a large number of other animals, including cod, haddock, flounder, salmon, herring, minke whales, humpback whales, fin whales and sea birds. It was estimated that during the 1970s an average of 3,500,000 tons of capelin

Catching capelin for agriculture use, Ferryland 1969

were eaten annually by the cod, minke whales, fin whales and harp seals alone. These estimates, though approximate, give some indication of the importance of the capelin as a forage food.

As well as supporting several marine species, the capelin is also an important resource to human beings. At least since the Seventeenth Century, the capelin has been used as bait for catching other fishes, particularly the cod. It has also been used extensively throughout the centuries as agricultural fertilizer, dog food and human food. It has been estimated that 25,000 to 50,000 tons of capelin were used annually in Newfoundland and Labrador for such purposes. In addition, capelin are useful to human beings in another way, for their movement inshore every year apparently helps bring the cod inshore and, if water temperatures are suitable good conditions for an inshore cod-trap fishery are created.

Beginning in the 1950s and continuing into the 1960s the importance of the capelin to the rural economy of the Province declined somewhat, and landings therefore decreased. The principal reasons for this decline appear to have been the decreasing number of subsistence farms and the decline in the use of dog teams in the Province during this period. By 1953 landings of capelin amounted to only 16000 (short) tons.

In the early 1970s a drastic increase in capelin catches occurred in the waters off the Province primarily because of the amounts taken by Soviet and Norwegian ships offshore. The Russians, in mid-water trawlers, began fishing on the northern Grand Banks, in the spring as feeding schools of the Northern Grand Banks-Avalon stock and Southeast Shoal stocks were forming. Following the capelin of the latter stock in their migration to the Southeast School spawning grounds, the Soviet ships were joined by Norwegian purse seiners and they fished until July, when spawning ceased. The Soviet fleet also fished for capelin off Labrador and northern Newfoundland in late summer. The catches resulting from this fishing effort were quite large. In 1972 when the fishing effort began to accelerate, a total of 70,000 tonnes was taken and by 1976 the total had risen to 370,000 tonnes. Thereafter, however, the harvest declined.

The first quota restrictions on capelin fishing came into effect in 1974, when a ceiling of 250,000 tonnes was placed on annual capelin catches. In the following year, the quota was increased to 500,000 tonnes. By 1979, however, it became apparent that natural replenishment in capelin stocks was decreasing and as a result quotas were decreased in that year to 10,000 tonnes for the southern waters off Newfoundland and to 75,000 tonnes for northern waters. In 1980, since capelin stocks continued to be low, the offshore fishing effort was stopped and the total quota for eastern Newfoundland became 16,000 tonnes. In the meantime, in response to increased demand for roe capelin in Japanese markets, inshore fishermen in the Province increased their capelin effort. As a result, in 1979 and 1980, the quotas of 10,000 and 16,000 tonnes respectively, were to be taken in the inshore waters. At the same time and for the same reason, fishermen in the Gulf of St. Lawrence also began fishing for capelin on a relatively large scale. In 1979 and 1980 a quota of 30,000 tonnes was enforced in this region.

There are many aspects to be considered in the management of capelin populations. Some people believe that the capelin should not be exploited by human beings at all, since it is such an important item in the diet of many marine animals, and since its presence also apparently affects the abundance of cod in inshore waters, and thereby the livelihood of thousands of Newfoundlanders. Such an opinion, however, must also be weighed against the benefits of a capelin fishery.

The management of capelin is also complicated by the biology of the capelin. The majority of capelin spawning in any one year are of only two ages (three- and four-year-olds). If the reproductive rate in any one year is adversely affected, a substantial drop in the mature population (the commercially exploitable and spawning fish) occurs three and four years later. Since capelin are young when they sexually mature and since little is known of the distribution, migrations and numbers of populations of immature fish until just before the spawning season (therefore just before the fishery occurs) long term management schemes are difficult to devise. Because of these complexities, fishery scientists were involved in the late 1970s and early 1980s in studying the adult population and surveying areas to find out more about the immature population. P.M. Jangaard (1974), Leim and Scott (1966), A.T. Pinhorn (1976), Winters and Carscadden (1978). J.E. Carscadden.

CAPELIN BIRD (HARLEQUIN DUCK). See DUCKS, GEESE AND SWANS.

CAPERACE or CAPERACER. See LOONS.

CAPILLAIRE AND WINTERGREEN. *(Gaultheria)* Both the Capillaire *G. hispidula* (L.) Bigel, and Wintergreen (*G. procumbens* L.) are native shrubs of the Province. They are low, creeping evergreens with alternate leaves and small, white or greenish-white, bell-shaped flowers which arise from the axils of the leaves and which are followed by edible, berry-like, many-seeded capsules.

Creeping Snowberry

Capillaire (also known in the Province as Maidenhair Berry, Manna-tea Berry, Magna-tea Berry and Creeping Snowberry) grows on the Island and in Labrador south of about Cape Harrison on cool, damp forest floors. This low shrub with thin, creeping, bristly and leafy stems, is best known for its white, wintergreen-flavoured berry-like fruit and the plant's wintergreen aroma. Its leaves are quite small, dark green above and bristly underneath, ovate and pointed at the tip. The flowers are solitary and greenish-white. The fruit

are edible, white capsules which hang from the underside of the stems. According to Fernald and Kinsey (1958), the "preserves prepared in Newfoundland from these berries are justly famous as the most delicious preserve known in the region."

Wintergreen is far less common in the Province than the Capillaire; it has been recorded only from "a few dry, sandy areas in the central part of the island" (A.G. Ryan: 1978, p. 38). Unlike the Capillaire, the Wintergreen has short, rising branches which bear larger elliptic leaves, up to 5 cm (2 in) in length, near their tips and small, white, solitary or clustered flowers in the axils of the leaves. Its "berries" are red.

The leaves of both species may be steeped to make a wintergreen-flavoured tea. Fernald and Kinsey (1958), H.A. Gleason (1952, III), Asa Gray (1950), O.P. Medsger (1939), Ernest Rouleau (1978), A.G. Ryan (1978), P.J. Scott (1975). CFH

CAPLIN. See CAPELIN.

CAPLIN COVE, CONCEPTION BAY (pop. 1976, 166). A small fishing community bounded on the north by Low Point and on the south by Lower Island Cove *qqv*. Caplin Cove, like other Newfoundland communities or coves of the same name was probably named for the numerous capelin *qv* in its waters (E.R. Seary: 1971). Like other north shore Conception Bay communities Caplin Cove was settled in the 1700s, first by English fishermen and later in the mid-1800s by several families from Freshwater, Carbonear *qv*. The census of 1836 reported forty-four inhabitants with a high proportion of that population being fishing servants. The main occupation was the small-boat inshore cod fishery prosecuted from nearby fishing berths in the cove itself and on the shores to the north and south, which in 1981 were still being used and which retained many of the early place names (named for early settlers or geographic features) given by these settlers (Belle Butt: n.d.). *Lovell's Newfoundland Directory* (1871) reported two planters, George Cull and Michael Poor (Power), and fishermen Bussey, Stephen Compton, George Garland, Robert Keats, Charles, Job, John and Urias Reynolds, and Jacob, James and Peter Snelgrove.

The small-boat inshore cod fishery remained the main employment in this community, which in 1980 reported twenty-two full-time fishermen in six crews who drew each season for the traditional berths. In 1973 a haul-up and landing block were built to improve shore facilities and during the 1980 season approximately 4990 kg (11,000 lbs) per week of cod was hauled and trucked to plants in Conception Bay. Squid was also caught and trucked to Dildo (*DA*: Dec. 1980). The harsh environment of northern Conception Bay communities and the growth of service centres such as Carbonear and Harbour Grace, contributed to a decline in population and traditional pursuits in Caplin Cove. In 1935 the community had a population of 202 and in 1951 it stood at 188 (of whom twenty-eight were fishermen and twenty were labourers). The community was located on the main highway and had its own integrated elementary school for students who were of the Anglican, United Church and Salvation Army denominations. Although the depression and the decline of the cod fishery in the 1950s led to some families leaving the community, and it was reported to be considering resettlement (Robert Wells: 1960), Caplin Cove survived with the growth of the fresh-frozen fish industry, nearby plants, improved roads and new educational facilities. In 1981 high school students attended school in Western Bay *qv*. Belle Butt (1976), E.R. Seary (1971), Robert Wells (1960), *Census* (1836-1976), *Lovell's Newfoundland Directory* (1871). Map H. JEMP

CAPLIN COVE, TRINITY BAY (pop. 1976, 111). A small fishing settlement located between Hodge's Cove and Little Heart's Ease *qqv* on the south shore of the sheltered South West Arm of Trinity Bay, Caplin Cove was probably named for the abundance of capelin in its waters (E.R. Seary: 1971). This settlement, like others along the South West Arm, was settled by families from the north shore of Conception Bay, the town of Trinity and the northeast shore of Trinity Bay in the early 1800s. The settlement is first recorded in the *Census*, 1845 (making it roughly contemporary with Little Heart's Ease and Hodge's Cove), and fifty-eight inhabitants (mostly Wesleyan Methodists) were reported in ten houses. Cod and capelin caught inshore from small boats was the main source of occupation in the settlement, and after the 1800s, winter woods work supplying sawmills in the Random Sound area became an important income supplement. By 1911 Caplin Cove, which numbered fifty-four residents, had the services of a Methodist teacher. It was reported in school reports in the late 1800s and early 1900s that the Caplin Cove schoolteacher spent part of the year at Adeyton *qv* and the remainder at Caplin Cove. In 1970 there was an elementary school in Caplin Cove; after that students attended schools in Little Heart's Ease and Hodge's Cove.

Caplin Cove grew to eighty-nine by 1935, 114 by 1956 and 188 by 1966. Between 1965 and 1975 nine people in two families chose to resettle in Clarenville and Shoal Harbour and the population declined. In 1981 Caplin Cove residents were employed mainly in the small-boat inshore cod fishery. R. Clarke (1968), E.R. Seary (1971), *Census* (1845-1976), *Statistics: Federal-Provincial Resettlement Program* (1975?). Map H. JEMP

CAPPAHAYDEN. See RENEWS-CAPPAHAYDEN.

CAPSTAN ISLAND (pop. 1976, 117). A settlement situated between the now abandoned L'Anse au Diable and West Ste. Modeste, twenty-four miles north of the Quebec border, Capstan Island lies on the Labrador Coast of the Strait of Belle Isle. It is not an island but is named after a very small island near its shore. Men in the community are mainly involved in the inshore fishery as well as carpentry, hunting and trapping, while the women are engaged in volunteer activities, crafts and agriculture. Over a dozen women belong to an agricultural society which receives a small grant to buy seed. Fish is used as fertilizer and enough cabbages and root vegetables are grown to last most of the winter. Nearby, on a rocky knoll, is the Wrinkle Site, excavated in 1974 by James A. Tuck and Memorial University students, and containing artifacts of the Dorset Eskimo culture. A.P. Dyke (1969), McGhee and Tuck (1975), *Alluring Labrador* (1975), *DA* (Dec. 1974). Map D. PMH

CARBONEAR (inc. 1948; pop. 1976, 5,026). A town on the west side of Conception Bay, 116 km (72 mi) by road from St. John's. According to E.R. Seary (1971) the name of the community probably comes from either the Spanish word *carbonera*, which, among other things, means a female who makes or sells charcoal, or from one of a number of French words, the most likely of which being; *Charbonnier* or *Carbonnier*, two family names or *La Carbonnière*, a place name.

People from the Channel Islands were among the first settlers. It is first mentioned in connection with raids by pirates in 1614. In 1679 proposals by William Downing and Thomas Oxford to fortify "Carboniere" were put forth on behalf of the inhabitants and the fortification of *Carbonear Island *qv* was carried out. The French attacks of 1696-1697 resulted in the burning of the settlement and the destruction of twenty-two houses; however, Carbonear Island repulsed the attack. In 1704-1705 the town was again burnt by the French (with the loss estimated at $200,000), and again the Island defended itself successfully. The French raided the area again in 1672 and this time were successful in occupying the Island for a short period of time. Added to the various raids and attacks of the seventeenth and eighteenth centuries were attacks by American privateers in 1775.

Carbonear appears in the earliest census and was constituted as one of the six Judiciary districts in Newfoundland in 1729. The census of 1675 lists Carbonear as having eleven adults, sixteen children, eight boats and thirty servants. The Judiciary district extended from Bay de Verde to Cape St. Francis. The district was allotted two of the first Justices of the Peace: William Pynn and Charles Garland. In 1755 Roman Catholics were convicted for saying the Mass and having confession and at about the same time Governor Dorrell wrote the Harbour Grace magistrates ordering them to suppress Roman Catholic services and to exile Roman Catholic priests. In *c.*1765 the Rev. Laurence Coughlin *qv* came to Harbour Grace and in the same year the principal inhabitants of Harbour Grace, Carbonear and Mosquito signed a bond for the other inhabitants of the Bay to contribute £100 yearly to him. Twenty-three years later the first Methodist Church in Carbonear was erected. At that time it was the largest Methodist settlement in Newfoundland outside St. John's.

Carbonear, in the Nineteenth Century, was an important centre for commerce, fishing, trading, shipbuilding and sealing. In the 1830s, seventy-seven vessels left Carbonear for the seal hunt. In 1833 fifty-six vessels were involved in the export of 96,835 quintals of fish, which had come from the Labrador and the inshore fisheries. In 1853 there were thirteen traders and suppliers in the town, led by the firms of Pack, Gosse & Fryer and John Rorke; in 1877 there were fifteen major merchants and traders. About 1840 a large number of fishing vessels proceeded from Carbonear to Labrador and *c.*1850 about one hundred persons went annually from Carbonear to Red Bay to fish.

Modern Carbonear

All was not peaceful, however, in the Nineteenth Century. In 1816 stores were looted by mobs. Henry Winton *qv* had his ears cut off in 1835 and the same fate befell Herman Lott in 1840. Riots in 1840 led to the dissolution of the Legislature and the suspension of the constitution. Political riots in 1861 killed one man and a riot by mummers in 1862 necessitated the sending of troops from the St. John's garrison to restore order.

From *c.*1835 to 1976 the various industries and activities emanating from Carbonear sustained a population ranging from about 3,300 to a little more than 5,000. The names of the business firms have changed as have the means of providing employment. The firm of Rorke's (in fishing and shipping) continued into the Twentieth Century but there were other firms such as W. & J. Moores Ltd. and Saunders & Howell Co. The seal hunt and both the Labrador and the inshore fishery declined. Carbonear's importance as a shipbuilding centre declined as did its value as a port of trade with other parts of the world. In *c.*1970 Carbonear, in addition to providing goods and services to its own population, was a distributing and service centre for the adjacent areas of Conception and Trinity Bays. Earle Brothers Fisheries Ltd. provided employment in a primary industry but most of the other employment was related to the distribution of goods and services. These included such operations as M.A. Powell Ltd. wholesalers, a Regional Hospital, a District Vocational school and two nursing homes.

Old Carbonear.

Some of the older businesses had by 1976 become retail and department stores. In 1966 the first modern shopping development began with the building of a small shopping centre which housed a supermarket and a department store. In 1974 the Town Council approved the development of a shopping mall in the western section of the town and this was completed and opened in 1978. By 1976 the town had a senior citizens home (Harbour Lodge), a cinema and a swimming pool. The new Regional Hospital was officially opened on September 13, 1976 and the old hospital was made into a nursing home for elderly bed-ridden patients.

The Society for the Propagation of the Gospel included Carbonear as one of the twenty settlements where it established schools between 1766 and 1824. In 1821 the school there had twenty-three pupils. By 1826 the Newfoundland School Society had established a school at Carbonear and had

one hundred children registered. In 1813 the wife of the Methodist minister opened a private school for girls. The Carbonear Grammar School Act of 1838 provided for the establishment of a Grammar School there but this was repealed in 1866 and its grant divided equally between Roman Catholic and Protestant boards. In 1978-1979 three schools were operated in Carbonear under the Avalon North Integrated School Board and two under the Conception Bay North Roman Catholic School Board. The Carbonear District Vocational School was built in the early 1960s and in addition to vocational training it provides upgrading services for the inhabitants of the town and the Trinity and Conception Bay areas.

Carbonear, 1978

Carbonear is the birthplace of a number of prominent people, including physicist Robert William Boyle, chemist William George Guy, Rev. Philip Tocque and Right Rev. Monsignor E.J. O'Brien *qqv*. H.A. Innis (1940), H.M. Mosdell (1923), D.W. Prowse (1895), F.W. Rowe (1976), Robert Turnbull (1966), Berry Manuscript (C.O. 1: 35), *Census* (1836-1976), Newfoundland Historical Society (Carbonear). Map H. JRD

CARBONEAR HERALD, AND OUTPORT TELEPHONE, THE. This newspaper, commonly known as *The Carbonear Herald*, was founded by John A. Rochfort of Carbonear. The first issue of the paper appeared on May 22, 1879, and weekly thereafter from the paper's office on Water Street in Carbonear. Rochfort acted as the paper's first editor and publisher until E.J. Brennan took over in 1880. On March 17, 1882 the paper's title was changed to *The Carbonear Herald, And Railroad Journal*. The last known extant copy is dated August 26, 1882. *The Carbonear Herald, And Outport Telephone* (May 22, 1879-Mar. 10, 1882 *passim*.), *The Carbonear Herald, And Railroad Journal* (Mar. 17, 1882-Aug. 26, 1882 *passim*), Archives GN 32/22. DCM

CARBONEAR ISLAND. Located in Conception Bay between Carbonear and Freshwater. Though there are no records to indicate that the island was ever settled, it did play an important role in the development of communities in Conception Bay. Because of its strategic location and geographic characteristics it proved a safe haven for British settlers against the repeated attacks by the French in the Seventeenth and Eighteenth Centuries. Only once, in 1762, did the French succeed in securing the island, and then for only four months. Accord-

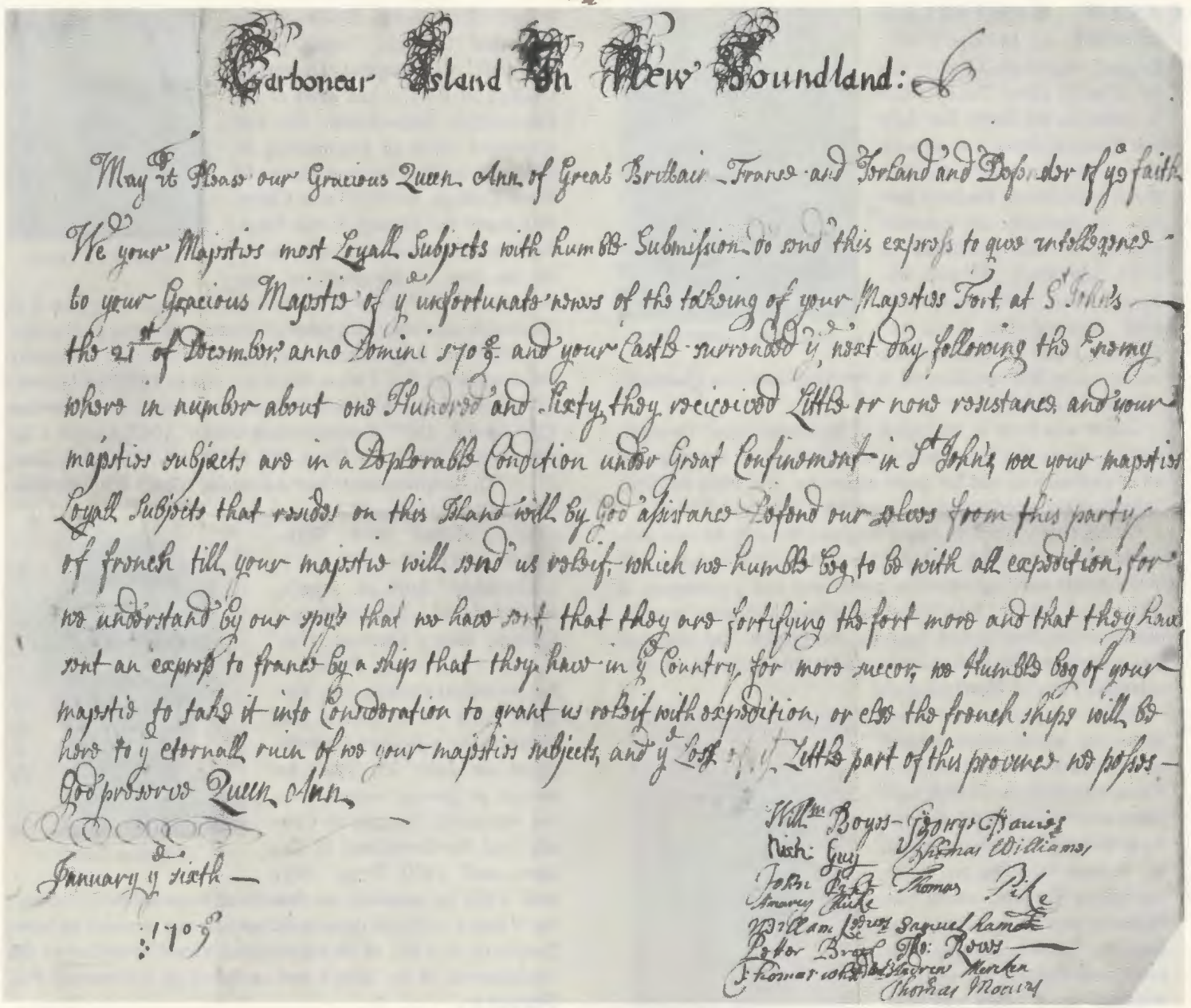
Early sketch of Carbonear Island.

ing to H. F. Shortis (1910) the first documented reference to Carbonear Island was in a proposal in 1679 by William Downing and Thomas Oxford of St. John's requesting the government of Great Britain to erect a fortress on the island for the protection of the people of Conception Bay. It is unlikely that this proposal was ever acted upon and in 1696 when the French, under Pierre *Le Moyne D'Iberville *qv*, ravaged the settlements on the Avalon Peninsula it was the local people who built a fortification on Carbonear Island. D'Iberville, after capturing and burning St. John's and most of the communities in and around Conception Bay and the Southern Shore, arrived at Carbonear on January 24, 1697. The residents of Carbonear and neighboring communities, approximately 200 in number, had retreated to the island. They fired upon the French and refused D'Iberville's appeal that they surrender. Abbé Baudoin, a Recollet monk who accompanied D'Iberville during the campaign, described Carbonear Island as he saw it on that day:

> It is scarped with high cliffs, except one landing at the west point, a pistol shot from a boom made of sloops. On the isle are four cannon, six pounders, besides which, only two sloops at a time can land, and then only in calm, which is not frequent in the winter (quoted in H. F. Shortis: 1910).

On January 31 D'Iberville and ninety of his men in nine boats attempted a landing on the island but were driven off by the inhabitants. On February 1 he circled the island and left, returning overland from Heart's Content on February 10. An arrangement was made for an exchange of prisoners, but nothing materialized. Eventually the French were forced to return to Plaisance, leaving Carbonear Island as they had found it.

The Peace of Ryswick in 1697 put a temporary halt to French and English quarrels but by 1705 the French had renewed their campaign to wipe out English settlements in Newfoundland. That year the French left a path of death and destruction from Holyrood to Carbonear but were again unsuccessful in taking Carbonear Island. John Pynn, who proved to be one of several courageous leaders to emerge on the side of the British settlers, was rewarded for his bravery



Carbonear Island in New Foundland:

May it Please our Gracious Queen Ann of Great Britain France and Ireland and Defender of ye faith

We your Majesties most Loyall Subjects with humble Submission do send this express to give intelligence to your Gracious Majestie of ye unfortunate news of the taking of your Majesties Fort at St Johns the 21st of December anno Domini 1708 and your Castle surrended ye next day following the Enemy where in number about one Hundred and Sixty they received Little or none resistance and your majesties subjects are in a Deplorable Condition under Great Confinement in St John's wee your majesties Loyall Subjects that resides on this Island will by Gods assistance Defend our selves from this party of French till your majestie will send us relief, which we humbly Beg to be with all expedition, for we understand by our spys that we have not that they are fortifying the fort more and that they have sent an express to France by a ships that they have in ye Country for more succor, we Humbly Beg of your majestie to take it into Consideration to grant us relief with expedition, or else the French ships will be here to ye eternall ruin of we your majesties subjects, and ye Loss of ye Little part of this province we posses — God preserve Queen Ann

January ye sixth —

1709

Wm Boys — George Davies
Nich: Guy — Thomas Williams
John Clark — Thomas Pike
Amarey Clarke
William Lewis — Samuel Lamb
Peter Broad — Jno: Rowe
Thomas Johnson — Andrew Menken
Thomas Mooring

Carbonear Islanders' appeal to Queen Anne.

by being appointed commander of the garrison on Carbonear Island in 1709.

That same year the residents of Carbonear sent a petition to Queen Anne telling of the capture of St. John's by the French on December 21 and pledging their defiance of the French until such time as assistance would be sent.

The Treaty of Utrecht in 1713 brought a period of peace to Newfoundland that lasted almost fifty years. Little is known of Carbonear Island during that time. Shortis claims that the British authorities began putting the fortifications into order around 1745 because of the Jacobite rebellion. By 1750 Carbonear Island was a regular military outpost with an artillery officer and eighteen to twenty men and an officer of foot with thirty men.

In 1756, with the beginning of the Seven Years War, England and France were again in conflict. The fortifications on Carbonear Island had by this time fallen into such decay that when Count D'Haussonville with four warships and 700 troops attacked the island fortress in June 1762, the French were victorious without a battle. The island was secured by the British shortly afterwards and never again given up to enemy hands. Very little has been documented about the island since 1762. Shortis states that the batteries on Carbonear Island were on occasion used to repel American privateers. On May 31, 1981 Carbonear Island was dedicated as a national historic site. Abbé Baudoin (1923), D.W. Prowse (1895), F.W. Rowe (1964), H.F. Shortis (1910), *ET* (June 1, 1981), Archives GN 1/13/3 (Jan. 6, 1709). Map H. DCM

CARBONEAR STAR AND CONCEPTION BAY JOURNAL. This weekly paper was begun on January 3, 1883. It contained some foreign news, local shipping reports, House of Assembly and Legislative Council activities and advertisements. The editor and proprietor, D.E. Gilmour, was known for his anti-St. John's editorials, his advocacy of local government for the Conception Bay area, and his desire for better treatment of the working class. It is not known how long the paper continued to publish. Ian McDonald (1970). DPJ

CARDINAL. See GROSBEAKS.

CARD'S HARBOUR. See TRITON—JIM'S COVE—CARD'S HARBOUR.

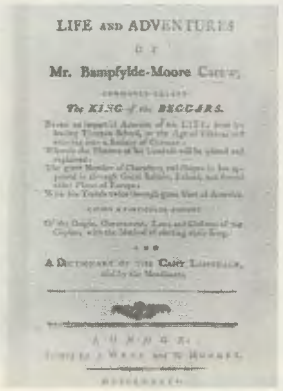
CAREW, BAMPFYLDE MOORE (*c*.1693-*c*.1758). Beggar; vagabond. Most of the information about Carew's life is found in the book *The Life and Times of Bampfylde Moore Carew* which, despite the fact that it is written in the third person, is probably an autobiography. It was published in 1745 and many reprints followed. Most of the Newfoundland material has been reprinted, with an introduction and notes by William Kirwin, in the *Newfoundland Quarterly* (Winter 1970-1971).

Title Pages of early editions.

Carew was born in the parish of Bickleigh, near Tiverton, Devon, England. He left school and lived by his begging, his art of persuasion, and his great ingenuity. His visits to Newfoundland occurred sometime between 1712 and 1733.

On his first voyage to Newfoundland the ship he was sailing in captured a French ship (Queen Anne's War being still in progress) carrying valuable goods and rich passengers. It was towed into St. John's harbour where a ransom was demanded from, and agreed upon by, the French. The ship was then towed to Plaisance; Carew praises this town as "a considerable Place in Newfoundland."

Carew worked at the fishery during the whole season aboard an English ship whose mission was to attack all the French harbours around the Island. One of these harbours Carew describes as "a most beautiful and commodatious Harbour, which was fished in neither by French nor English, that was covered with prodigious-known all sorts of wildlife, fowl, otters and soils [seals]." Carew also visited Torbay, Quidi Vidi and Bay Bulls, taking a great interest in the inhabitants and their situations. He was especially interested in St. John's harbour and learned the current selling price of fish (thirty-two shillings) and the names of the buyers, sellers and vessels then in the harbour.



Title Pages of early editions.

Carew's second voyage to Newfoundland was not planned. While aboard a ship preparing to sail to Newfoundland, Carew drank too much alcohol in the process of saying goodbye to his friend, the captain. When he awoke, the ship was well under way. Carew busied himself fishing on the Grand Banks. He left Newfoundland by ship from Trepassey to return home permanently. An interesting side-note to Carew's tales is that lexicographers believe that Carew's reference to spruce-beer as "chowder beer" to be the only known references in any literature. William Kirwin (1970-71), Paul O'Neill (1975), *DNB* (III), *The Surprising Adventures of Bampfylde Moore Carew, King of The Beggars* (1812). CMB

CAREW, DR. STANLEY JAMES (1914-1977). Engineer; educator. Born Bell Island, Conception Bay. Educated Dalhousie University; Nova Scotia Technical College. Carew joined the staff of Memorial University College in 1941 as the head of the Engineering Department. He was appointed Dean of Engineering in 1949 and in 1967 became Master of Paton College. In 1972 Dean Carew was made the Deputy to the President and Director of Conferences. At the time of his death on November 26, 1977 he was the most senior member of staff at Memorial after thirty-six years of continuous service. On May 30, 1979 the engineering building at Memorial University was named the S.J. Carew Building, and in 1980 the University established a scholarship fund to honour him. Newman Club Medal, 1967; Confederation Medal, 1967; Queen's Jubilee Medal, 1977. *ET* (Nov. 28, 1977), *MUN Gazette* (Dec. 2, 1977), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). DCM

Dr. Stanley J. Carew

CAREW, MOST REV. WILLIAM ACQUIN (1923-). Archibishop. Born St. John's. Educated St. Bonaventure's College; Mercy Convent, University of Ottawa; Pontifical Ecclesiastical College, the Vatican. After W.A. Carew was ordained as a Roman Catholic priest on June 15, 1947 he served as private secretary to the Apostolic Delegate to Canada and Newfoundland in Ottawa until 1950. From 1950 until 1952 he attended the Pontifical Ecclesiastical College, the Vatican's official diplomatic school, and returned to Newfoundland in 1952 as Newfoundland Vice-Chancellor of the Archdiocese of St. John's and secretary to Archbishop P.J. Skinner *qv*.

Archbishop Carew

In July 1953 he was appointed to the staff of the State Secretariate in the Vatican and subsequently served as head of the English Language section for sixteen consecutive years. During his appointment at the State Secretariate he received the Knight Commander, Order of Isabella (1961); Knight Commander, National Order of Dahomey (1963); and the High Order of the Kingdom of Jordan (1964). Carew was also involved in training priests for diplomatic service at the Pontifical Ecclesiastical Academy in Rome during the period.

On January 4, 1970 he was elevated to Bishop and served that year as Titular Bishop at Toledo, Spain. In the early 1970s Archbishop Carew served as Apostolic Nuncio to Rwanda and Burundi in Central Africa and was appointed as a delegate to the special papal mission to Bangladesh in 1972. In 1972 he was appointed Pronuncio Cypress and Apostolic delegate to Jerusalem and Palestine. His papal jurisdiction of these areas subsequently included the Middle East and Japan. Sister Mary Bonaventure (interview, 1981), Paul O'Neill (1975), Newfoundland Historical Society (Archbishop Carew). WCS

CAREW, WILLIAM J. (1890-). Civil servant. Born Portugal Cove, Conception Bay. Educated St. Patrick's Hall

School, St. John's. Carew began newspaper work in 1908 and entered the civil service in 1909 as a member of the Prime Minister's staff. For the next forty-seven years he served in a variety of capacities, holding "an inside seat at the spectacle of Newfoundland policy in the making" (*DN*: Feb. 2, 1954). Carew worked as the Secretary to eight Newfoundland Prime Ministers until the Commission of Government was introduced in 1934. He was then appointed Secretary to the Commission, an office he maintained throughout the sixteen years it was in existence. When Newfoundland joined Confederation in 1949 W.J. Carew became the Clerk of the Executive Council, acting as the Secretary to the Cabinet until his retirement in January, 1956. J.G. Channing (interview, March 27, 1980), *Who's Who in and from Newfoundland 1937* (1937?). DCM

William J. Carew

CAREY (CAREY CHICK, CAREY'S CHICKEN, LEACH'S STORM-PETREL). See SHEARWATERS.

CARFAGNINI, MOST REV. HENRY (?-1904). Archbishop. Born Italy. Carfagnini was inducted as an Italian Friar of the Order of St. Francis (Franciscan) in the Province of Saint Bernadine of Naples. He arrived in Newfoundland in the early 1850s. He was appointed Dean of St. Bonaventure's College in 1856 by Bishop Mullock and later was appointed its first President. On the death of Bishop Dalton *qv* in 1869, the first Bishop of Harbour Grace, Carfagnini was made his successor and consecrated on May 22, 1870 in Rome. During his administration the Cathedral of the Immaculate Conception in Harbour Grace, started by Bishop Dalton, was completed and he increased the diocesan clergy from six to fourteen. On May 24, 1880 Carfagnini left Harbour Grace to take charge of the See of Galipoli, Italy. He was later made an Archbishop. Carfagnini died at Rome on February 12, 1904. Sister Bonaventure McCarthy (interview, Aug. 1981), T.J. Flynn (1937), *The BasilicaCathedral of St. John the Baptist, St. John's, Newfoundland 1855-1980* (1980), *The Gander Beacon* (Mar. 1980), *The Newfoundlander* (May 28, 1880), Newfoundland Historical Society (Henry Carfagnini), *The Trade Review* (Mar. 26, 1904). DPJ

Most Reverend Henry Carfagnini

CARIBOU *(Rangifer)*. The caribou, a member of the deer family *Cervidae*, lives from the Arctic to the boreal forest region, extending as far south as southern Newfoundland and Lake Superior in eastern North America and as far south as the Rocky Mountains of the northwest United States in western North America. In Eurasia it occurs in mountainous areas of Norway and Karelia and in the U.S.S.R. A handsome ungulate which inhabits various barren and forested areas of Newfoundland and Labrador, it has for centuries been an important source of food and clothing for many peoples of the Island and mainland Labrador. Although of less importance by the 1980s it continued to be hunted for these reasons.

Bull caribou in the wild

A variety of scientific names has been applied to the caribou of Newfoundland and Labrador; in the past the Newfoundland caribou has been assigned the names of *Rangifier Caribou, R. terraenovae* and *R. tarandus terranovae*, while those of northern Labrador have been known by such names as *R. articus caboti* and *R. tarandus caboti* and those of southern Labrador have been called *Rangifer caribou*. More recently, following detailed studies of specimens from North America, it was concluded by A.W.F. Banfield (1961) that the differences between the Labrador and Newfoundland specimens were not sufficient to warrant placing the two populations in separate subspecies or separate species. He also concluded that both populations were members of a widespread type of caribou in North America, to which he felt the name *Rangifer tarandus caribou* (Gmelin) of the Group Compressicornis Jacobi (the woodland caribou) was appropriately applied.

In Newfoundland there were in the late 1970s an estimated 25,040 caribou in twelve native herds. These herds, which are named for the general area in which they live or after a particular geographical feature of that area, are the La Poile, Grey River, Buchans Plateau, Gaff Topsails, Northern Peninsula, Humber River, Baie Verte Peninsula, Middle Ridge, Pot Hill, Sandy, Mount Peyton and Avalon Peninsula herds. The largest of these herds were the La Poile herd, with 7,000 caribou, and the Grey River herd, with 5,500 caribou, while the smallest was the Baie Verte Peninsula herd with about 100 caribou. As well as the native herds, there were fifteen herds in 1975 which had been created during the 1960s and 1970s by transplanting caribou from native herds to areas of the Province which did not then support herds. These introduced herds, which, in 1979, comprised approximately 1,250 caribou are the St. Anthony, Grey Islands, Blow Me Down Mountains, Port au Port Peninsula, Gregory Plateau, Fogo Island, Merasheen Island, Brunette Island, Sound Island, Burin Peninsula (Knee), Burin Peninsula (Foot), Cape Shore, Random Island, Bonavista Peninsula and Jude Island herds. Attempts at creating six herds in other areas of the Island in the same period failed because of poaching and integration of

transplanted caribou into herds of other locations. In Labrador there were five herds in 1981 estimated to number, in total, between 227,700 and 227,800. The herds present there are the Mealy Mountain, Red Wine Mountains, George River, Lac Joseph, and McPhadyen herds, the largest of which is the George River herd, estimated at 225,000 caribou. There are also scattered caribou in Southern Labrador.

As well as these herds, reindeer from Europe, now considered to be of the same species as the caribou, were introduced into Newfoundland in 1907. Originally numbering 300, the herd, which was managed by Sir Wilfred Grenfell *qv* did relatively well at first, increasing to at least 1,250 by 1912. After that year, however, the herd went into a steady decline, probably as a result of poaching, and by 1918 there were only 150 animals known to be left. In that year Grenfell shipped the known remaining animals to Anticosti Island, where it was hoped they would fare better.

The average adult male Woodland caribou of Canada, which is about twenty-five per cent larger than the average female, stands about 110 cm (3.6 ft) high; it weighs about 110 kg (243 lb) and is approximately 180 cm (6 ft) long. The Newfoundland male caribou usually weighs between 91 and 272 kg (200 and 600 lb) and is 183 to 246 cm (6 to 8 ft) long. The Labrador caribou are said to be somewhat smaller than those of Newfoundland.

Most male caribou have antlers, but a large number of females in Newfoundland and southern Labrador never bear them. The percentage of does which do not bear antlers varies from herd to herd. As little as 12% are antlerless in the Great Northern Peninsula herd, while as many as 91% are antlerless in the Avalon Peninsula herd. In other herds the percentage of antlerless does varies from 29% to 64%

The antlers, which are composed of true bone arising from the skull, are first apparent on the mature male in April and grow throughout the spring and summer, during which time the antlers are covered with a fuzzy skin, known as velvet. Once the development of the antlers ceases in late summer, this skin dies and is scratched off by the animal. The antlers, now bare, remain on most large males until sometime between mid-November and late December; small males, however, may not shed their antlers until March or April. In June yearlings and females with calves begin to develop antlers, while barren females do so in May and male calves in August. The antlers undergo the same development as the mature

Caribou on the barrens

Forty-eight point caribou antlers owned by Sir R.G. Reid

Caribou Stamp

males, although the velvet is shed at different times. Antlers are shed by the pregnant does in June, shortly after calving; by barren females in late March or early April and by some stag yearlings in May or June. Generally the antlers of the male are larger than those of the does. There appear as well to be differences between the antlers of Newfoundland caribou and those of Labrador caribou. Those of insular Newfoundland are relatively short and broadly palmate, and carry a large number of short terminal tines, while those of northern Labrador caribou are longer, broadly sweeping and sometimes lacking posterior tines, which are present on Newfoundland caribou. The antlers of southern Labrador caribou, however, are apparently similar to those of Newfoundland caribou.

The pelage (hair) of the caribou undergoes two major changes during the year, in response to climatic conditions. During the summer the caribou wears a coat of short hairs, which are generally dark or light brown. In the fall an extra coat of long white hollow, insulating guard hairs begins to grow and a thick woolly undercoat also develops. This coat protects the animal from winter weather, and in the following spring it is shed and a new dark, summer coat develops again.

As well as these changes, the colour of the pelage depends on the age and sex of the animal. According to A.W.F. Banfield (1961) the adult male Newfoundland caribou in autumn is brown in the face, back, chest and legs, is buff-coloured on the muzzle, neck and belly, and bears a beige stripe on its flank. The adult female Newfoundland caribou differs from this in having a white belly and chest. The adult male and female Labrador caribou exhibit less difference in the pelage during autumn, nearing differing shades of colour on their various parts. In general, the male and female are white on the belly, greyish-white or silvery on the muzzle, buff on the neck and the strip of the flank, and brown on the back, face and chest.

As well as the pelage, other features of the caribou reveal its adaptation to the cold climate of the northern part of the Northern Hemisphere. Perhaps the most notable of these are the generally compact, small form of the caribou, which reduces heat loss, and the large size of the feet and hoofs, which facilitates travel over snow and soft grounds. In addition, caribou tend to accumulate fat reserves during the summer, when food is plentiful, in order to sustain them through the lean winter months.

The caribou are migratory, gregarious animals. Every spring, in April, each herd masses together and begins moving north from its winter foraging grounds to an area where the does of the herd (who arrive earlier than the males) give birth in June. After fawning the males arrive on the calving

grounds and the herd remains together for two or three weeks after which it disperses into small groups. These range over areas near the calving grounds in search of food, which during the summer months is composed of a variety of matter, including grasses, sedges, lichens and the leaves and twigs of willows and birches. In the autumn following the rutting period when the caribou again band together, they move *en masse* to their winter foraging grounds to the south, where winter food, principally lichens, is obtained by pawing through the snow; when the snow cover is too deep or when the ground is covered with ice (glitter), the caribou eat lichens on the trees. The caribou move about in small bands looking for food until April, when the annual cycle starts anew.

Reproduction of the caribou begins in October when the rutting season occurs. During this period the stag, which is polygamous, vies with other stags of the herd in gathering up a suitably large harem of, usually, twelve to fifteen does, with which he then mates. The gestation period lasts approximately 240 days at the end of which one fawn is born. The development of the young is quite rapid and three days after birth the fawn is capable of running fast enough to escape from its predators, the lynx and black bear (which occur in Newfoundland and Labrador) the wolf (which is found in Labrador) and the wolverine (which is found in northern Labrador). Females usually first mate at two years of age, while the male does so by his second or third year.

The average life span of a north American caribou is estimated to be 4.5 year; this young average age is probably the result of the high mortality rate of calves, owning to predation. Caribou which manage to live to maturity are then subject to predation by man and death by natural causes. Caribou rarely live beyond fourteen years of age.

Caribou have long been exploited by man in Newfoundland and Labrador as they have elsewhere. The *Maritime Archaic *qv* people utilized the animal perhaps as early as 6000 B.C. Since then it has continued to be an important source of food and clothing for inhabitants of both the Island and Labrador, especially the Nascapie, Montaigne, Inuit, and Micmac, as it had been for the Beothuk. White men have also hunted the caribou and have depended on it in varying degrees since their coming to the Island and Labrador.

Ironically, the white man, who has needed the caribou for subsistence the least, is believed to have been the major reason for the near extinction of the caribou herds in the early part of the Twentieth Century in Newfoundland. Although the exact numbers of caribou existing at the turn of the century will never be known, various estimates of the size of the herds have been made. J.G. Millais (1967) felt that there were probably 200,000 caribou on the Island in the first decade of the Twentieth Century, while A.A.R. Dugmore (1913) estimated that the caribou totalled 150,000 around the same time. More recently A.T. Bergerud (1971) has estimated the numbers to have been 40,000 at this time, based on interviews with local inhabitants who were living during the first and second decades of the Twentieth Century, a search of newspaper accounts of caribou sightings during the period, and an analysis of Dugmore's and Millais's estimating methods. Whichever of these figures is correct, by 1930 the herds of caribou had been decimated. Probably no more than 2,000 animals were living on the Island by then (A.T. Bergerud: 1971).

It is widely held that this drop in numbers was the indirect result of the completion of the trans-insular railway at the end of the Nineteenth Century, for with it came easy access to the caribou herds of the interior of Newfoundland. In the years 1911-1915 alone between 1,000 and 1,500 animals were killed annually by hunters who stationed themselves along the railway track. Countless others hunted them in different locations as well. This, combined with natural predation, resulted in a marked decline in herds. This was greatest from 1915 to 1925. By 1925 the Newfoundland Government, aware of the decrease, put an end to the legal hunting of the caribou. Legal hunting was resumed in 1935, however, when an increase in numbers had been observed. This increase, with a few setbacks, has continued since then.

The near extinction of the herd in the early part of the century made clear the need for careful management of the caribou herds. Numbers killed each year through the legal hunt have been monitored, and since the 1950s censuses of the herds have been undertaken to determine the size of the herds. Based on these statistics licence quotas have been adjusted periodically; licences have been issued for only those areas which can sustain hunting by man, and hunting quotas for the two sexes have varied. In 1979 a total of 2,023 caribou hunting licences were issued to residents of the Province and 135 to non-residents. Enforcement of quotas has been increased and illegal hunting curtailed. In order to bring about the increase of caribou numbers on the Island by starting new herds, caribou have been transported from their natural grounds and placed in other suitable areas where no caribou were present. Since lynx predation on calves was determined to be an important factor in the decrease in caribou herds, attempts were made to control lynx population through trapping in the late 1960s and early 1970s. Effects of this programme on the caribou herds were not great, however, and it was found that an abundance of snowshoe hare, the main prey of the lynx, was more significant in controlling (indirectly) predation of caribou young by lynx. Most of these management programmes were instituted after 1950. Nevertheless, results have been quite good; by the late 1970s the numbers of caribou on the Island had increased by at least 1214% since the early 1930s.

Less is known of the status of caribou herds in the Twentieth Century in Labrador. Nevertheless, a general decline in their numbers was noted by a number of people in the early 1900s. This decline, according to A.T. Bergerud (1963), was probably the result of various factors, including glitter storms and forest fires (which would have decreased the availability of food) combined with low calf-survival rates and increased human hunting of the species. Later in the century the herds apparently increased and by the 1960s caribou in northern Labrador appeared to have stabilized in numbers. Those of southern Labrador, however, mainly because of over-hunting, have decreased in numbers. Because of more dependence on game by residents in Labrador and because of the greater size of the Labrador herds, more liberal quotas were established there. South of Lake Melville, two caribou a year may be killed by each resident, while Labrador residents north of Lake Melville may harvest as many caribou as they wish. Residents of Labrador, nevertheless, may only hunt in certain areas and are limited in the numbers of females they may kill.

On both the Island and in Labrador caribou herds have been

adversely affected not only by man himself, but also by his work. Projects such as roads and hydroelectric developments on the caribou's traditional territory are thought to be particularly harmful. Although responses differ amongst herds, it appears that such developments may disrupt seasonal migration and even stop them, as the caribou will often retreat from the areas and return to the region from which they started their migration. This will, amongst other things, seriously reduce foraging grounds for the herds. Increased human activity on the caribou grounds at the appropriate times may also disrupt rutting activity and doe-fawn relationships, and in general increase stress amongst the caribou at any time of the year. A.W.F. Banfield (1961; 1974), A.T. Bergerud (n.d.; 1963; 1971; 1971a), Ken Curnew (interview, Sept. 1981), A.A.R. Dugmore (1913), Hall and Kelson (1959, II), Hancock and Pike (n.d.), S.P. Maloney (1980), W.E. Mercer (1973; 1979; interview, Sept. 1981), Mercer and Kitchen (1968), J.G. Millais (1967), T.H. Northcott (1974), R.T. Pastore (1978), S.S. Peters (1967), *The Newfoundland Gazette* (Sept. 7, 1979), *Our Footprints Are Everywhere* (1977), *The Rounder* (Sept/Oct 1981). CFH

CARIBOU, THE. This monthly publication was begun in December, 1980 under the direction of its editor, Ivan J. White, and Keith Pittman, a member of the Federation of Newfoundland Indians. The Paper was published by the federation from its offices at Flat Bay, Newfoundland. Billed as "The Voice of the Newfoundland Micmac," the paper included articles on such matters as the stand of Newfoundland Indians on land claims, the Canadian constitution and various government policies regarding the Indian people. Histories of many of the Bands, employment opportunities, and notices and reports of Band meetings and crafts shows were included in the paper. The paper continued to be published in 1981. *The Caribou* (Vol. 1, no. 1). DPJ

CARIBOU, THE. This annual journal of the Royal Newfoundland Regiment published its first volume in September 1977. Its purpose was to "keep regimental members informed of current activities." It included reports of the Regiment's various projects throughout the previous year as well as presenting historical articles on events which involved the Regiment and histories of specialized sections of the Regiment such as the Army Cadets and the Regimental Band. *The Caribou* (I, 1, 1977). DPJ

CARIBOU CLUB, NEWFOUNDLAND. Located in Trafalgar Square, London, England, at the Church of England St. Martins-in-the-Fields, Trafalgar Square, near to Canada House and the National Gallery, and officially opened on July 20, 1943, the Caribou Club was a hostel and social club for Newfoundlanders serving in the Armed Forces during World War II. The first manageress of the Club, which had been set up through the efforts of the Newfoundland War Contingent Association and the Rotary Club of St. John's (the latter organization raised in Newfoundland the money necessary for the club) was Mrs. Charlotte Read. G.W.L. Nicholson (1969). EPK

CARIBOU FENCE. See BEOTHUK.

CARIBOU HUT. On October 2, 1940 the St. John's War Services Association was formed at a meeting of the Canadian Club of St. John's to provide accommodation and entertainment for the members of the Army, Navy and Air Force while they visited St. John's. The establishment of a hostel was deemed necessary to carry out the objectives of the new association, and the Caribou Hut, called after the emblem of the Royal Newfoundland Regiment, was founded. The *King George V Seaman's Institute *qv* on Water Street was procured from the Newfoundland Commission of Government to house the hostel and the government further agreed to finance the maintenance of the building up to $5,000. The Caribou Hut, which provided swimming, bowling and table tennis, a canteen, a dining room, sleeping quarters and an auditorium for dances, movies, concerts and sing-songs was officially opened by Governor Walwyn on December 23, 1940. The institution was maintained through the efforts of the Executive of the St. John's War Services Association who obtained donations from the citizens and visitors to Newfoundland. The total attendance at the Caribou Hut from its beginning in 1940 to its dissolution on June 17, 1945 was 122,704 persons and it received international recognition as a "home away from home" for servicemen of the British, American, Canadian and Newfoundland military forces. Margaret Duley (1949). GL

***CARIBOU*, S.S.** Built by A. Goodwin-Hamilton S. Adamson Limited in Rotterdam, Holland, and owned and operated by the Newfoundland (Government) Railway, it carried freight and passengers between Port aux Basques and North Sydney, Nova Scotia from 1925 to 1942.

The 2200 ton ship was 81 m (265 ft) long, 12 m (41 ft) wide, and able to carry four hundred passengers and fifty carloads of freight. It was designed for the ice conditions and heavy seas that occur in the North Atlantic.

The S.S. *Caribou* was launched in June 1925, arrived in St. John's in October of that year and in the same month sailed to Port aux Basques to begin its ferry service across the Cabot Strait.

The ship continued to operate during the early years of World War II. On October 14, 1942, however, while carrying 238 passengers and crew from North Sydney to Port aux Basques, it was attacked and sunk by a German submarine. The 101 people who survived the attack were rescued by ships of the Royal Canadian Navy; in memory of those who died a memorial was erected at Port aux Basques. Frank Kennedy (1980), H.F. Shortis (Vol. VII, p. 492). EPK.

CARINO COMPANY LIMITED. See FISH PLANTS.

CARMANVILLE (inc. 1955; pop. 1976, 911). The town of Carmanville is situated along both sides of North West Arm in Rocky Bay, Hamilton Sound on the Northeastern coast of Newfoundland. The first known English inhabitant was John Day originally of Dorset, England, a policeman from Twillingate who settled in the little cove with his wife and two children around 1825 to trap otter and fox. There was an Indian family living there and they became friends with Day's family.

Carmanville first appeared in the census returns as Rocky Bay in 1845. There were eleven people living there, all Church of England. It would seem that they were all from one family as there was only one house. The inhabitants did some farming and fishing and kept cattle. It remained sparsely populated for the next thirty to forty years. By 1884 there had been dramatic increases in population. In 1874 the population registered at 15; by 1884 it had risen to 171. The now resi-

dents of the community, now known as Rocky Bay, Western Arm, were mostly Methodists. The people fished, raised animals and did gardening. By the turn of the century the population had risen to 402. There was a clergyman and a teacher and work had begun on a school and church. Between 1850 and 1900 the Hicks family moved to Rocky Bay from Bonavista. There were six brothers and they settled and divided the land. Others followed.

On June 18, 1906 the name of the community was officially changed to Carmanville after the Rev. Albert Carman (1833-1917) who was General Superintendent of the Methodist Church of Canada. Between 1911 and 1921 there was another large population increase from 415 to 686. The people were mainly engaged in the fishery, with several working at farming or lumbering. Over the next fifty-five years there was steady growth to 938 in 1966.

The earliest settlers were winter trappers. In the spring they were involved in the coastal cod fishery. Gradually some of the men started lumbering and an important shipbuilding business developed. Many of these ships were used for fishing expeditions to the Penguin, Funk and Wadham Islands. They also participated in the Labrador fishery but as it declined the residents turned to logging for the paper companies and for local sawmills, and to lobster trapping.

Logging remained a major industry in Carmanville during the first half of the Twentieth Century, but after 1950 there was a steady decline culminating in a virtual shut down in the industry in 1961, when a major forest fire destroyed the timber stands as well as part of the town. Many houses were destroyed and the people had to be evacuated. There has been regrowth, however, and several sawmills operated through the 1970s. As well as some logging, in 1980 people were involved in the fishing industry, catching chiefly lobster and cod. Others commuted to Gander to work in service-related jobs there.

The town is connected to the Trans-Canada Highway at Gander by an access road. It is also the mainland terminus of the Fogo Island Ferry Service which runs the 16 km (10 mi) route from Carmanville to Seldom. In 1981 there were three churches, United Church of Canada, Salvation Army and Pentecostal, and two elementary schools and one high school. There was also a library of 5,000 books which served the area from Gander Bay to Aspen Cove.

Carmanville was incorporated as a community in 1955 with Willis Tulk as first chairman. In 1974 it received the status of a town and Gordon Wagg became first mayor. Water and sewerage were provided by January 1979.

Carmanville has been the setting for two Newfoundland folksongs both written by natives of the town: "Island of Newfoundland" by Bert Cuff and "Aunt Martha's Sheep" by Ellis Coles. W.M.J. Goodyear (interview, Feb. 1981), Charles Lench (1919), Marjorie Robbins (letter, Mar. 1979), Don Ryan (1963), *Census* (1845-1976), *A Report on the ARDA Study Region in North Eastern Newfoundland* (1964). Map F. BGR

CARMICHAEL, JAMES ADAMSON (1860-1928). Salesman. Born Shettleston, Glasgow, Scotland. Educated Shettleston Parish School. Emigrating to St. John's *c*.1881, Carmichael joined the firm of Bowring Brothers Ltd. as a draper and clothing salesman, having previously completed his apprenticeship in Glasgow. From 1887 to 1892 he was associated with the firm of S.O. Steele at St. John's and later managed the general business of G.C. Fearn of Harbour Buffett after a brief period of employment with John Anderson. In 1915 he established Direct Agencies, Ltd. a commercial travelling sales company. It was during his association with this firm that he became known as the "Father of the travelling salesmen in Newfoundland."

In 1925 upon retirement from road work he was elected Secretary-Treasurer of the Commercial Travellers Association, having served previously as President during his active career. As an avid sports enthusiast in his youth Carmichael played football at St. John's and later covered the sport as a press correspondent under the pseudonym "Onlooker." He was subsequently appointed Honorary Life Member of the Football League in 1896. J.A. Carmichael died at St. John's on April 30, 1928. "Necrology" (1967), *NQ* (Apr. 1927; July 1928), *Who's Who in and from Newfoundland 1927* (1927). WCS

CARNEGIE CORPORATION GRANTS. The Carnegie Corporation of New York was established by an act of the New York Legislature in 1911 to administer the funds set aside in trust by philanthropist millionaire Andrew Carnegie. In Carnegie's own words, as quoted by J.F. Wall (1970), the purpose of the trust was "to promote the advancement and diffusion of knowledge and understanding among the people of the United States, by aiding technical schools, institutions of higher lerning [*sic*], libraries, scientific reserch [*sic*], hero funds, useful publications and by such other agencies and means as shall from time to time be found appropriate therefor."

In 1917 the leading Roman Catholic, Church of England and Methodist educators of Newfoundland applied to the Carnegie Corporation for financial assistance toward the establishment of a junior college. The negotiations were successful and in 1924 the Corporation granted an annual donation of $15,000 for the years 1924-28. Sir Richard Squires's Administration guaranteed an additional $5,000 a year for the same period. Memorial University College, offering two years of standard college work, opened in the fall of 1925. Evening classes were organized and such was their success that the following year the Corporation granted the college a further $5,000 to set up a travelling library service. This, the first public library in Newfoundland, was instituted to foster adult study groups in the outports during the winter. In 1927 the Carnegie Corporation donated a further $4,000 toward the financing of a summer school for teachers. From 1928 to 1937 Memorial University College received a total of $209,325 in grants from the Corporation. In 1956 the Newfoundland Archives was established by Memorial University of Newfoundland with the aid of grants from the Carnegie Corporation.

For ten years the Carnegie Corporation also supported a programme organized by the four Grenfell Mission Schools (at St. Anthony, St. Mary's River, Cartwright and North West River) whereby the most promising students were sent away to well-known Canadian and American schools. See BURKE, VINCENT P.; GRENFELL ASSOCIATION, INTERNATIONAL; LIBRARIES; MEMORIAL UNIVERSITY OF NEWFOUNDLAND; ARCHIVES OF NEWFOUNDLAND AND LABRADOR, PROVINCIAL. F.W.

Rowe (1964; 1976), *Carnegie Corporation of New York Review Series* (1934; 1963). PMH

CARNELL, ANDREW GREENE (1877-1951). Politician; businessman. Born St. John's. Educated Bishop Feild College; Methodist College, St. John's, United States School of Embalmery, Chicago. Carnell entered his father's carriage works and undertaking business in 1895. In 1902 he graduated from the U.S. School of Embalmery with a first class certificate and became the first licenced embalmer in Newfoundland. The next year he became proprietor and manager of Carnell's Carriage Factory and Funeral Home. Carnell's first two attempts to enter politics were unsuccessful; he was defeated as the Liberal candidate in Fortune Bay district in 1908 and in Trinity district in 1919 as a supporter of Sir Michael Cashin's party. In 1929 he entered municipal politics and was first elected to St. John's City Council in that year; he received the highest number of votes ever received by a municipal candidate up to that time, and became Deputy Mayor. Shortly thereafter Mayor Howlett died and Carnell held the position of Acting Mayor until 1934, when he was elected by acclamation to the office of Mayor. He was returned as Mayor in 1939 and 1944, but was narrowly defeated in 1949. An extremely popular man, he was commonly referred to as the "Mayor of Newfoundland" (there were no other elected mayors in Newfoundland at that time), both within and outside of Newfoundland. In 1939 he was awarded the Order of the British Empire by King George VI, for his service to St. John's. Paul O'Neill (1975; 1976), *ET* (Jan. 27, 1951), "Necrology" (1967), *NQ* (Oct. 1933; Dec. 1937; Apr. 1939; Dec. 1945), *Who's Who in and from Newfoundland 1930* (1930?), *Who's Who in and from Newfoundland 1937* (1937?), *The Village Voice* (Nov. 18-24, 1978). WCS

Andrew G. Carnell

CARNELL, GEOFFREY CONRAD (1916-). Politician; businessman. Born St. John's. Son of Andrew Carnell *qv*. Educated Bishop Feild College. Carnell entered the firm of Carnell's Carriage Factory and Funeral Home in 1932; he later succeeded his father as manager. After that, the firm was divided into Carnell Funeral Home Limited, Carnell Agencies, and Carnell's Spring Service. Carnell also served as a director of Ready Credit Acceptance Corporation, Insurance Corporation of Newfoundland, and as president of Georgetown Realty Company Limited.

Geoffrey C. Carnell

Carnell enlisted in the army and went overseas with the 166th Newfoundland Field Regiment in 1940. He was wounded in action but served until the end of World War II in 1945. Returning to Newfoundland he re-entered the family business. In 1957 he entered municipal politics and was elected a member of the St. John's City Council; he was re-elected in 1961, 1965 and 1969 but was defeated in his bid for a fifty term, in 1973. During his second term as a councillor he successfully contested the Provincial district of St. John's North as a Liberal in the general election held in 1962; he held that position until 1966.

In February 1977 Carnell was appointed a Judge of the Citizenship Court for the Newfoundland circuit. When his term expired in January 1981 he had sworn in over 3000 people as new Canadian citizens at sittings of the court held in St. John's, Grand Falls, Corner Brook and Wabush. In 1981 he was President of the Newfoundland Branch of the Canadian Automobile Association and Chairman of the Athlete of the Year Committee of the Sports Hall of Fame. G.C. Carnell (interview, Sept. 1980). ET (Jan. 17, 1981), *Newfoundland Who's Who 1952* (1952?), *Newfoundland Who's Who 1961* (1961?), *Newfoundland and Labrador Who's Who Centennial Edition* (1968) *Who's Who Newfoundland Silver Anniversary Edition* (1975), *The Village Voice* (Nov. 18-24, 1978). WCS

CARNELL'S CARRIAGE FACTORY. See CARRIAGE FACTORIES.

CAROL LAKE. See LABRADOR CITY.

CAROL PLAYERS. See THEATRE.

CAROUGE HARBOUR. See CAPE ROUGE.

CARPENTERS BROTHERHOOD. See UNIONS.

CARR, GENERAL WILLIAM K. (1923-). Soldier. Born Grand Bank, Newfoundland. Educated U. C. Academy, Grand Bank; Mount Allison University, Sackville, New Brunswick; Rochester Institute of Technology, Rochester, New York; RCAF Staff College, Toronto, Ontario; National Defence College, Kingston, Ontario. William Carr entered the Canadian Air Force in 1941 and went overseas the next year with 541 (RAF) Squadron. He later served with 684 Photo-Reconnaissance Squadron in the Middle East. He was awarded the D.S.O. for outstanding service while flying Spitfire fighter aircraft from Italy to Malta.

Lieutenant-General Carr

After the war ended Carr became a member of 413 Squadron conducting survey operations in northern Canada. By 1951 he was Operations Staff Officer at Air Transport Command headquarters. In 1956 he was given command of 412 (VIP) Squadron, and during the next three years piloted Queen Elizabeth II and Prince Philip, Princess Margaret, and General de Gaulle on their visits to Canada, and Prime Minister Diefenbaker on his round-the-world tour in 1958.

General Carr moved to the Congo in 1960, where, under the auspices of the United Nations, he organized and commanded the first multi-national air force. Returning to Canada, he became Director-General of the Air Forces at Canadian Forces Headquarters in 1966, and supervised the reorganization of the Forces in 1968. That year he was raised to the rank of Major-General and was appointed Commander of the Canadian Forces Training College at HQ Winnipeg; at forty-five he was the youngest commander of the college. In 1972 he became Deputy Chief of Staff for operations at North American Air Defense Command Headquarters, Colorado; in 1973 Chief of Air Operations at National Defense Head-

Carr delivered opening address to Lamp of Learning School in Ghana, 1970.

quarters, Ottawa; and in 1974 Deputy Chief of the Defense Staff. He was raised to the rank of Lieutenant-General in 1974. With the creation of the new Armed Forces Branch for Air in September 1975, Carr became its first Commander, a position he held until his retirement from the Canadian Armed Forces in 1978. J.R. Smallwood (1975), *Canadian Who's Who* (1980), *Newfoundland Signal* (Nov. 20, 1974). BGR

CARREROT, ANDRÉ (*c*.1696-1749). Born Plaisance. Son of Pierre Carrerot *qv*. Andre Carrerot accompanied his family to the colony at Ile Royale (Cape Breton Island) where he was employed as inspector of fortifications. In 1716 he assumed that position at Port Dauphin (Englishtown, Nova Scotia) and in 1718 at Louisbourg, where in 1724 he replaced his brother Phillipe Carrerot *qv* as storekeeper. In 1735 he was appointed a councillor of the Conseil Superieur of Ile Royale and given a commission as head writer in the Marine. Throughout his military career Carrerot was involved in various commercial transactions and owned land and other property. Following the capture of Louisbourg in 1745 Carrerot, his wife and children fled to France, and in 1746 he sailed with a squadron to Acadia. In 1749 he returned to Ile Royale where he died in the same year. *DCB* (III). GL

CARREROT, PHILLIPE (*c*.1694-1745). Born Plaisance. In 1713 Phillipe Carrerot succeeded his father, Pierre Carrerot *qv*, as keeper of stores at Ile Royale (Cape Breton Island). In 1723 he was accused by the acting commandant of Ile Royale, Francois Le Coutre de Bourville, of negligence and the following year Carrerot gave his job to his brother André Carrerot *qv*. In 1726 Carrerot entered a partnership with Jean Becquet of Quebec, and with Carrerot's schooner, *Union*, they sailed between Louisbourg and Canada on a commercial venture. He also chartered his ship in the West Indies trade although this did little to improve Carrerot's finances.

When in 1728 the financial commissary for Ile Royale asked him to account for losses that had occurred during his service as storekeeper, Carrerot was able to prove his innocence and in 1731 he was employed in the administrative services of the hospital, bakery and artillery in the colony. In 1732 he became receiver of dues at the Admiralty Court and in 1738 carried out the functions of acting attorney. In 1745 he was captured by the Anglo-Americans, who, under William Pepperrell, had attacked and surrounded the fortress. Carrerot was taken to Boston where he died as a result of his wounds. *DCB* (III). GL

CARREROT, PIERRE (*c*.1667-1732). Born Bayonne, France. Carrerot was probably at Plaisance by 1690 and in 1702 received a commission as keeper of stores. He acquired five portions of land with houses and fishing rooms, and had ten or twenty men regularly employed in his service. Because of his wealth Carrerot was at this time one of the most important settlers in Newfoundland. By 1717 he had established himself on Ile Royale (Cape Breton, Nova Scotia) at Baleine Cove, and by 1724 he was at Louisbourg where he again served as keeper of stores. About 1730 he was appointed receiver of dues at the French Admiralty Court. Carrerot died on May 2, 1732 and his family divided amongst themselves the remainder of his somewhat diminished estate. See CARREROT, ANDRÉ; CARREROT, PHILLIPE. *DCB* (II). GL

CARRIAGE FACTORIES. Carriages were one of the first vehicular modes of land transportation in Newfoundland. As road building began to develop in larger centres, such as St.John's, during the latter decades of the Eighteenth Century, and with the building of roads to connect other settlements to St. John's (beginning with the road to Portugal Cove in 1792), there was a great demand for carriages. Several carriage factories were consequently established. By 1890 there were eight such businesses in operation in St. John's, but with the introduction of motorized transportation in the Twentieth Century the demand for these horse-drawn carriages fell into a sharp decline. Many of the operations went out of business, although some did convert their facilities to provide parts and repairs for motor vehicles. Many of the carriage factories also provided funeral services and several carried on that branch of their business after the decline of the carriage trade. From available evidence there do not appear to have been any carriage factories operating outside of St. John's, although it is conceivable that that line of work, especially the construction of carts and wagons, was incorporated into other lines of work. The following table demonstrates the value of the carriage construction industry to the economy of St. John's during its peak years:

YEAR	VALUE
1869	£1,700
1874	£3,456
1884	not available
1891	$19,700
1901	$16,000
1911	$95,000
1921	$90,000

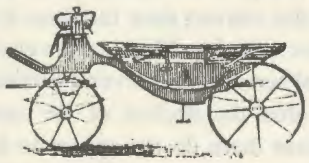
(figures from *Census*: 1869-1921)

CARNELL'S CARRIAGE FACTORY. Gilbert Carnell began a carriage factory on Duckworth Street, St. John's in the early 1800s (though it was possibly as early as 1780). His son, John T. Carnell, started a carriage making business under his name at 114 Duckworth Street in 1835. It specialized in the building of carriages and sleighs and had a special branch for funeral undertaking. It also built coffins. By 1865 the company was being run by John's son, Samuel. After 1900 the name of the firm was changed to Carnell's Carriage Factory and operated out of buildings at 118-120-122 Duckworth Street. Under the management of Andrew Carnell *qv* the company expanded to five separate departments: a wheelwright department which constructed carriages, sleighs, carts, wheelbarrows, express

wagons, box carts, bread wagons, coal carts and other types of horsedrawn vehicles; a forge department which provided forged products, wagon springs, acetylene welding and rubber tyreing for wheels of all sizes; a garage and motor paint shop which offered motor vehicle repairs, painting and spraying, and the construction of truck bodies; an upholstering department which constructed auto tops and curtains, upholstered car interiors and which built wagon seats; and a funeral home department which offered services by certified embalmers and funeral directors and provided a full line of coffins. About 1940 the factory under the management of Geofrey Carnell *qv* phased out the carriage divisions and concentrated on providing body work for motor vehicles, specializing in automotive springs and mufflers. The funeral home division expanded and in 1966 moved to the newly constructed Carnell's funeral home and memorial chapel on Freshwater Road. In the early 1970s the company moved its automotive headquarters to 15 Pippy Place and began operating under the name Carnell's Limited. In 1981 the business continued to manufacture automotive springs and install mufflers, and also had agencies for toys, hardware and plastics.

ESTABLISHED 1835.

JOHN T. CARNELL,



Carriage and Sleigh Builder,

Respectfully solicits orders in the above line, and guarantees superior workmanship and despatch.

SPECIAL BRANCH FOR UNDERTAKING

DUCKWORTH STREET, ST. JOHN'S, NEWFOUNDLAND.

OKE'S CARRIAGE FACTORY. Oke's carriage factory was begun in the 1850s by William R. Oke. He operated the firm alone for several years before entering into partnership with his son, John C. Oke, under the name W.R. Oke and Son. By 1885 William's sons, Edward L. and William C., had joined the firm and the name was changed to W.R. Oke and Sons. After the factory was destroyed in the fire of 1892 John C. Oke rebuilt the business and operated it under his own name. The factory was situated at the corner of Prescott and Duckworth Streets and constructed broughams, barouches, landaus, heavy and light carriages, sleighs, carts, wheelbarrows and wheels. The company also provided undertaking services. After World War I the company expanded to accommodate motor vehicle repairs, body work, spring work and oxy-acetylene welding. After having occupied the same location for over one hundred years Oke's carriage factory ceased operations in the late 1960s.

LAWRENCE BROTHERS CARRIAGE FACTORY. James and Thomas Lawrence began operating a carriage works and undertaking business at the corner of Duckworth and Victoria Streets sometime before 1885. By 1937 the business had

LAWRENCE BROTHERS,

Carriage and Sleigh Builders

AND

General Wheelwrights.

UNDERTAKING ATTENDED TO!

139 - Gower Street, St. John's, Newfoundland. -

moved to 149 Gower Street, where it specialized in building motor bodies, in automobile painting and spraying and in the manufacture of trunks and suitcases; it also continued to operate a funeral home. The company subsequently went out of business.

OTHER CARRIAGE FACTORIES. There were many other carriage factories which operated in St. John's, mainly between 1860 and 1920. Richard Carnell had a carriage business at 60 George Street in 1864 and Thomas McGrath had outlets at 10 Cochrane Street and 115 Duckworth Street. McGrath also had a smithy and undertaking business. In 1885 the firm of McGrath and White, undertakers and carriage and sleigh builders, operated out of a factory at 124 Gower Street. It would appear that that partnership had dissolved by 1890, when two separate firms John J. McGrath at 131 Gower Street and Thomas M. White at 36 New Gower Street advertised carriage building and undertaking facilities in *Might & Co.'s Directory* (1890?). In 1885 carriage factories were also

MR. THOMAS McGRATH,

CARRIAGE & SLEIGH

MANUFACTORY,

Smithery and Undertaker,

115 DUCKWORTH STREET, 115

AND

10 COCHRANE STREET,

ST. JOHNS, N. F.

operated by Richard Pearce at 124 George Street; Thomas Carnell at 116 George Street; M.W. Kent at Brennan's Lane; William Voisey at 188 New Gower Street, and Myrick and Winsor on Military Road. It would appear that Voisey may have taken over Kent's establishment, since by 1890 his base of operation was at 19 Brennan's Lane. In that year there were also factories operated by S.G. Collier at 73 George Street and by Wall and Voisey at 7 Sringdale Street. By 1897 two other firms had begun operating: D.M. Chafe was operating out of the premises McGrath and White had occupied at 124 George Street, and Nash and Jackman were carrying out their business from 24 Adelaide Street. As well as carriage building and undertaking, Nash and Jackman also provided railings for burial plots. By 1920 the majority of these firms had gone out of business or entered other lines of work. G.C. Carnell (interview, Sept. 1980), J.L. Joy (1977), J.A. Rochfort (1877), John Sharpe (1885), *Devine & O'Mara's St. John's City Directory for the Year 1897* (1897), *Hutchinson's Newfoundland Directory of 1864-65* (1864), *Might & Co.'s Directory* (1890?). BGR

CARRINGTON, REV. FREDERICK HAMILTON (1780-1839). Church of England priest. Born England. Educated Oxford. As a missionary of the Society for the Propagation of the *Gospel qv, he served in Newfoundland twenty-six years, beginning as rector of St. Paul's Church, Harbour Grace, in 1813. The same year he founded a private boys' school based on the Eton curriculum, and was also appointed chief magistrate. He offered a £250 reward for the name of the supposed incendiary when St. Paul's burned in 1816. Appointed rector of the *Cathedral of St. John the Baptist *qv* and Chaplain to the Garrison at St. John's in 1818, he was buried in the city with full military honours in 1839. H.M. Mosdell (1923), William Pilot (1893), D.W. Prowse (1895; 1896), F.W. Rowe (1964), *History of St. Paul's Church Harbour Grace, Newfoundland* (1978). JEMP

CARROL COVE (pop. 1965, 20). A summer fishing station located in an excellent harbour on the southwest side of Red Bay *qv*, Labrador, Carrol Cove (called Carrol's Cove locally) is formed by a curved cape which was known as Cubo Breton on early maps. It is possible that the area was fished by Breton fishermen *c*.1510, three decades before Carrol's Cove was monopolized by Basque *qv* whalers who called the port P. Bertan (so named on the Plancuis map published in Antwerp about 1592 and on later Basque maps); Carrol Cove was also called Port Balleine by French Basques, (Selma Barkham; 1978.) According to Barkham, Carrol's Cove was occupied for a brief period beginning in the 1540s by the Basque, who prosecuted the highly competitive and lucrative whale oil industry. In 1575 Carrol Cove was mentioned in a fierce dispute between captains in different ports over the ownership of whalers: Nicholas de la Torre, a Basque captain stationed in Carrol Cove, apparently had a whale rendered down that had been killed by a rival Captain, Lopez de Recu, and his harpooners who were stationed in Red Bay. Apparently De La Torre's man cut loose a large female whale from a cove (called Antongoculo) where she had been tied up. According to Barkham, "The resulting lawsuit continued in the court of appeal at Valladolid (Spain) for nearly 20 years until both captains were dead and the widows had to finish the case."

After the Basque whaling industry in the Strait of Belle Isle petered out in the Sixteenth Century, the cove was probably fished by migratory French and English fishermen in the Eighteenth Century and permanently settled by families from Carbonear *qv*, Conception Bay, before 1850. In 1851 Carrol Cove was described as "a small fishing station . . . which employs about 30 men, 6 of whom remain for the seal fishing in winter, and take about 300 seals each year" (*JHA*: 1851). This report stated that the seals and cod caught at Carrol Cove (estimated to have been approximately 2,000 quintals) were sold to the Jersey house of Dequetteville based at Blanc Sablon. It was also reported that the cove was regularly fished by the French. By 1858, because of a failure in the fishery, the population had dropped to twenty people who were reported to be "almost starving" (*JHA*: 1859).

The population was reported to be twenty-four in three families in 1871: the principal families were those of John Lanorgan, Robert Marshall and Edward Trachy. The settlement had one schooner (owned by Lanorgan) and six small boats for the cod and herring fishery, but no church or school for the Roman Catholic population, although a priest reportedly visited from Quebec. The fish was sold to the DeTessier firm of St. John's or through agents of N.S.F. Taylor (*JHA*: 1872). In 1901 the poulation was reported to be twenty-nine (including one English-born inhabitant) in seven families who were predominantly of the Church of England, Reformed faith. Cod remained the staple fishery for Carrol Cove, which had a reported poulation of ten (predominantly United Church) in 1945. After the failure of the cod fishery Carrol Cove ceased to be a permanent settlement and became a summer fishing station visited by fishermen from Lodge Bay and Harbour Grace. Selma Barkham (1978), A.P. Dyke (1969), Patricia Thornton (1981), *Census* (1857-1945). Map C. JEMP

CARROLL, DANIEL J. (1865-1941). Wood-carver; poet. Born St. John's. Educated St. Patrick's School by the Christian Brothers, where he received elementary instruction in drawing and painting from Brother Prenderville. When he left school he apprenticed as a cabinet maker at Callahan and Glass Company, a furniture store with a reputation for excellence in all its locally-made products. This firm, where he worked until 1930, outfitted many of the churches in and near St. John's with their altars. Immediately after finishing his apprenticeship Carroll began to specialize in wood-carving and decorating, which resulted in a great demand for his work. He was responsible for a carved coat of arms presented to Archbishop M.F. Howley (whose offer to send him to Rome for study Carroll had declined), a carved bookcase at Magistrate's Court, and many beautiful altars, including those at Placentia and Long Harbour. In the 1890s Carroll gained recognition as a poet, contributing to such overseas and United States magazines as *Chamber's Journal, Donahue's Magazine* and *The Boston Traveller*, and to the *Newfoundland Quarterly* from its first issue until his death. For forty years Carroll was associated with the *Evening Telegram* in which his poetry appeared, often under the pseudonym of Sonny Jim. He also did woodcuts of political caricatures and cartoons during elec-

Daniel J. Carroll

tions, and battle scenes during the Boer War, which were printed to enliven the *Telegram's* pages before the era of photo engraving. Carroll was involved in many amateur musicals, painting sceneries and backdrops which were long remembered for their creativity. He also painted scenes for touring professional plays and musicals, and made the permanent backdrop for the Casino Theatre. Unfortunately almost all Carroll's paintings and sceneries are gone. One of the few works still preserved is the upper part of his intricately carved proscenium arch for the stage in the former Majestic Movie Theatre on Duckworth Street, St. John's. *NQ* (Christmas 1907). PAG

CARROLL, ELLEN B. (1827-1942). Born St. John's. Married in Brigus May 1848, the first of her fifteen children was born the following year. She was the grandmother of 119 children and the great-grandmother of 145 children. After forty-seven years of marriage her husband died in 1895. On October 19, 1940, an estimated 250,000 people listened to a broadcast of her 113th birthday celebrations organized by Joseph R. Smallwood (the Barrelman *qv*). This included a Papal Benediction cabled from the Vatican, congratulations cabled from King George VI, a message from her eldest child James Carroll, aged ninety-three, 113 new dollars from the Newfoundland Government, and many other messages and gifts from Newfoundlanders. Before her death at 115 on December 6, 1942 at North River, Conception Bay, she was the oldest living person in Newfoundland, and one of the oldest citizens of the British Empire. J.R. Smallwood (1940a), *NQ* (Dec. 1942). JEMP

Ellen B. Carroll

CARROLL, WILLIAM JOSEPH (1861-1940). Sheriff of Newfoundland. Born St. John's. Educated St. Bonaventure's College, St. John's. Carroll was employed as a schoolteacher at Riverhead, St. John's until he assumed the position of Superintendant of Villa Nova Orphanage, Manuels. Carroll was responsible for the preparation of the site of present-day *Bannerman Park *qv* which contains a carved bust of one of Carroll's contemporaries at the orphanage, the guardian, Rev. Michael P. Morris *qv*, who in 1889 was a victim of an epidemic of typhoid. In 1893 Carroll entered the Civil Service as the Registrar of Deeds and in that year was appointed Commissioner of Affidavits and Clerk of the Supreme Court. On July 24, 1901 he was appointed Sub-Sheriff and served as acting Sheriff during the absence of Sheriff Carter. He was officially appointed Sheriff of Newfoundland in May 1932 he served only two years, retiring in June 1934. On January 1, 1935 W.J. Carroll was installed as a Member of the Most Excellent Order of the British Empire by King George V.

A community-minded citizen W.J. Carroll was involved with the Benevolent Irish Society *qv* and served as chairman of the Dramatic Committee. He was also one of the founding members of the Literary Committee of the Old Academia Club of St. John's and the founder of the Alumni Association at St. Bonaventure's College, where he later served on the College's Board of Governors. As an avid sportsman he held membership in the "Canadian Camp" sports group of New York. Carroll was also Vice-President of the Inland Fisheries Board when it was officially absorbed by the Department of Natural Resources. As a writer and media correspondent W.J. Carroll submitted articles to *Forest and Stream* magazine in New York for over twenty-five years and wrote many local articles for *The Newfoundland Quarterly*. He was also a member of the original board of movie censors for Newfoundland as well as a member of the Nomenclature Committee. W.J. Carroll died on September 2, 1940. "Necrology" (1967), *Who's Who in and from Newfoundland 1930* (1930?). WCS

CARROLL, DR. WILLIAM JOSEPH (1922-). Regional Director of Forestry Research. Born Bonavista. Educated United Church School, Bonavista; Memorial College; Dalhousie University, Halifax; McGill University, Montreal; Ph.D from New York State University, College of Forestry. Carroll began his career as a teacher at Main Brook, Hare Bay from 1939 to 1941. In 1942 he was principal of Glovertown Central High, where he served until 1944. In 1950, after a brief period of seasonal employment with the Anglo Newfoundland Development Company, he began his career in forestry research as Forest Biologist at Fredericton, New Brunswick. After his transfer to Corner Brook he served as officer in charge until 1966, when he became Regional Director of the Forest Research Center at St. John's. Carroll's contributions to Forestry earned him the Centennial Medal in 1967 and the Queen's Jubilee Medal in 1977. Dr. Carroll held membership in the Canadian Institute of Forestry, the Canadian Entomological Society, Acadian Entomological Society, Professional Institute of the Public Service of Canada, and a position on the Controlling Committee of the Newfoundland Forest Protection Association. W.J. Carroll (interview, Feb. 1980), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

CARRONADE BATTERY. See SIGNAL HILL.

CARS. See MOTOR VEHICLES.

CARSON-KIELLY CASE. See CARSON,DR. WILLIAM.

CARSON,* M.V. *WILLIAM. See *WILLIAM CARSON*, M.V.

CARSON, DR. SAMUEL (1803?-1860). Physician; politician. Born Birmingham, England. Son of Dr. William Carson *qv*. Educated St. John's; Edinburgh, Scotland. Samuel Carson arrived in Newfoundland about 1809. (His father settled in St. John's in 1808; the rest of the family arrived sometime after.) He went to Edinburgh in the 1820s to study medicine and was granted a diploma in surgery by the Royal College of Surgeons, Edinburgh on March 25, 1829. He returned to Newfoundland in 1830 and joined his father's medical practice. After William Carson was elected to the House of Assembly in 1833, Samuel Carson gradually began to assume more of the responsibility for the medical practice and eventually assumed complete operation. In 1838 he was appointed District Surgeon for the St. John's area.

In July 1849 Carson was one of the first (if not the first) doctors in Newfoundland to use chloroform. (It has also been claimed that Dr. Charles H. Renouf *qv* was the first.) Carson first used the anesthetic in amputating a woman's finger. Later he used it to ease the labour pains of a woman giving birth. For that humane act Carson was arrested and charged with interferring with God's will, as expressed in the Bible, that "in sorrow thou shalt bring forth children" (Genesis 3:16). The charges were eventually dropped.

Carson was not as vocal a politician as his father but he

could hardly have been William Carson's son without being a reformer. In 1851 an official inquiry was set up to investigate conditions at the St. John's Hospital; Carson had agitated for the inquiry and gave valued testimony. He was also deeply concerned with political reform and fought for the introduction of Responsible Government in Newfoundland. When that form of government was granted in 1855 the first Prime Minister of Newfoundland, Phillip F. Little *qv*, appointed Carson as one of the first members of the new Legislative Council. (He served in that body until he left Newfoundland in 1860.)

In 1854 a cholera epidemic hit St. John's. Carson worked arduously to alleviate the suffering caused by the dreaded disease and his efforts were noted in the Governor's dispatches to England. In September 1858 fire razed his farm at Craigmillar in the west end of St. John's, destroying stables, the coach house, two carriage horses, a carriage and harness and various furnishings he had stored there. His loss amounted to over £400.

Carson's health began to fail in 1860. He decided to move to Hamilton, Upper Canada in hopes that his health would improve but before he left St. John's the townspeople, with deep gratitude for his many years of devoted service, presented him with a solid silver tea service inscribed on each piece with "Presented to the Hon. Samuel Carson, M.D., by Inhabitants of Newfoundland — 1860." He died on June 17, 1860 at Hamilton and the body was brought back to St. John's for burial. R.B. Job (1960), L.E. Keegan (1937), Paul O'Neill (1975; 1976), *Harbour Grace Weekly Journal* (May 14, 1829), *Royal Gazette* (Sept. 14, 1858). BGR

CARSON, DR. WILLIAM (1770-1843). Medical doctor; reformer; politician. Born Kirkcudbright, Scotland. Educated University of Edinburgh, Scotland. After his graduation from the University of Edinburgh in 1794 William Carson set up a medical practice in Birmingham, England. He remained in practice there and in association with the Birmingham General Hospital until 1808, when he left England to journey to North America. Whether it had been his intention to settle at St. John's is unclear, but when he landed there on April 26 and saw in what poverty and with what hardships the people were forced to live, he decided to make St. John's his home. He was later joined by his wife, Esther, and five small children, Margaret, Esther, David, Samuel and Isabella; three other children, Sophia, William Jr., and Jessie were born in Newfoundland.

Soon after his arrival Carson was appointed surgeon to the St. John's Volunteers, the standing garrison stationed in the capital to ward off any attack by the French. He did not limit himself to the garrison and the upper class who could have been his exclusive clientele; he treated the sick of all classes, including the poorer citizens, many of whom he treated without fee.

Carson was a liberal in the true Scottish and English tradi-

Dr. William Carson

The Billies, *birthplace of Carson, Kirkudbrightshire, Scotland.*

tion. He was disturbed by injustice and he found much of it in St. John's, where the condition of the poor was abhorrent to his sense of equality and decency. He was outspoken in his condemnation of these wrongs but did not merely speak of reform; he acted upon his convictions, and his determination and boundless energy were instrumental in securing many of the reforms he advocated.

One of the first targets was the lack of proper medical facilities in St. John's. There was one hospital but its use was restricted to the members of the garrison. There had been petitions from the residents for a hospital in 1808 but it was not until 1811, when Carson assumed the chairmanship of the committee entrusted with the task, that action was forthcoming. Largely because of his perseverance the cornerstone for a hospital in the west end of St. John's, near Riverhead, was laid on June 10, 1813. By the middle of 1814 the Newfoundland Hospital, as it was called, was ready for patients. Carson and Nicholas Power *qv*, the first native-born doctor to practise in Newfoundland, were the resident doctors. In 1829 Carson performed the autopsy on Shanawdithit *qv*, thought to have been the last surviving member of the Beothuk *qv* tribe. Carson continued an active medical practice until 1833, when he relinquished it to his son Dr. Samuel Carson *qv* and devoted the remainder of his life to political reform.

When Carson arrived in Newfoundland in 1808 Newfoundland was governed by non-resident naval governors who operated under laws designed to prohibit settlement on the Island, and to promote the fishery. In 1810 the Parliament of Great Britain passed an Act preventing free public use of the Ships' rooms in St. John's, instructing the Governor to charge a rental fee for their use. While the residents were displeased at having to pay for what had previously been free they further objected to the money collected being taken out of Newfoundland. On November 7, 1811 a public meeting was held in St. John's for "the purpose of petitioning the PRINCE REGENT for the appropriation of monies arising from the sale of the Ships' rooms," (quoted in J.R. Smallwood: 1978a). It was proposed that a committee composed of James MacBraire, George R. Robinson and Carson be appointed to prepare the address to the Prince Regent. The address, signed by merchants and principal residents of St. John's, advocated that the monies collected remain in St. John's and be used for street improvement and repair, new streets, street lighting, the establishment of a marketplace, a school and for poor relief. The address was forwarded to the Prince Regent but when no reply was forthcoming Carson composed a lengthy missive in January, 1812 addressed to the Members of Parliament in the United Kingdom. In it he outlined the deplorable conditions rampant in St. John's, recounted the various pieces of legislation discriminating against permanent settlement in Newfoundland, and described the archaic systems of government and justice on the Island. He then reiterated the residents' stand on the Ships' rooms issue.

Carson, disregarding personal consequences, in this letter, published as the first of his pamphlets, was particularly critical of the system of non-resident naval governors. He wrote:

> A Naval commander, accustomed to receive implicit obedience, whether his orders are dictated by justice or injustice, by reason or false prejudices, cannot be expected to brook with temper any opposition to his will. The man whose duty calls upon him to defend his rights, and the just interests of his family, in opposition to the opinion and passions of such a Governor, will have but a small chance of success. An act of independence would be arraigned as an act of mutiny. All the influence of his office, all the arts of his satellites would be marshalled to effect his overthrow. Accustomed to use force to knock down opposition, force being the power he knows best how to direct, the toils of investigation, deliberation, and judgement are seldom had resource to by a Naval Governor.
>
> (quoted in Smallwood: 1978a)

Governor John Duckworth took personal offence at the statements and attempted to have Carson charged with libel. When the Imperial Government refused Duckworth permission to proceed with the suit, he used the only weapon at his disposal to retaliate against Carson: he removed Carson from his position as surgeon to the St. John's Volunteers claiming none was needed (this in spite of the fact the number of the garrison had recently been raised from 250 to 500 men). In addition Duckworth withheld Carson's salary; Carson appealed to Britain and received what was rightfully his.

Carson published a second pamphlet in 1813 entitled *Reason for Colonizing the Island of Newfoundland, in a Letter Addressed to the Inhabitants*. Considered more volatile than the first, this pamphlet attacked the anti-settlement laws as being antiquated, the naval governors as ignorant of Newfoundland's situation, and the lack of a proper form of government as stifling and undemocratic. In it he wrote of Newfoundland's value to the Empire, the ability of Newfoundlanders to build a prosperous country, and the need for proper constitutional facilities to ensure proper direction and growth. Duckworth's successor, Richard Keats, also recommended action be taken against Carson, but none was.

Carson continued his fight against the government and judicial system in Newfoundland during the 1810s mainly through letters in the St. John's newspapers. He also continued his attack on the anti-settlement laws in conjunction with the Merchant's Society. At that time no buildings could be constructed without the Governor's permission; there were supposed to be no permanent residences constructed. Through test cases advanced in the courts by the Society, the laws were proven not to be legal and the Governor was ordered to grant tracts of land to the residents for building houses and cultivating. Moreover, through Carson's persistent attacks in the

pamphlets and press, Richard Keats was the last non-resident Governor of Newfoundland. After 1816 the Governors remained in Newfoundland year round.

Through the new system of land grants for cultivation Carson acquired several parcels of land in and around St. John's for the purpose of farming. By 1812 he had a large area on the road to Portugal Cove where he built a cottage and stable and prepared a tract of land to grow various crops. Considered by many to be the Father of Agriculture in Newfoundland, he received a letter in 1831 from several residents of Carbonear thanking him "for advocating the usefulness of agriculture as an auxiliary to the fisheries, during a period little short of twenty years" (quoted in Smallwood: 1978a).

It was a long and arduous struggle for Carson to instigate change in Newfoundland's judicial system of the 1810s. A Supreme Court had been created in Newfoundland in 1791 but it was often presided over by inexperienced officials and had little influence outside St. John's. Surrogate courts had been established in major outport centres but the naval officers continued to exercise most of the judicial authority there. In 1819 an event occurred which gave Carson more ammunition in his campaign for a proper system of justice. Two Carbonear fishermen, named Butler and Landergan (Lundrigan), were tried and convicted of a petty offence by a naval officer from H.M.S. *Grasshopper*, then at Harbour Grace. They were brutally whipped with a cat o' nine tails until they collapsed. They immediately became living testimony of Carson's contention of the gross injustices meted out by Newfoundland courts. The vigorous protests of Carson and others succeeded in bringing judicial reform — the new, reformed Supreme Court that came in 1826.

In 1824 Newfoundland officially became a British Colony. Largely brought about through the agitation sparked by Carson and others this change was the first step toward the type of constitutional government he had envisioned for the Island. In 1824, however, the administration of the Colony remained under the absolute jurisdiction of the Governor. Carson was more determined than ever to secure a truly democratic body of elected officials to administer the government, and he was joined in 1825 by Patrick Morris *qv*, who was as ardent a reformer as Carson. Morris, an Irish Roman Catholic merchant, became Carson's closest ally, esteemed friend and colleague and proved to abound with the same persistence and tireless energy that drove Carson. Together they were a formidible team: the impetuous, fiery, populist Irishman and the crafty, logical, self-opinionated Scot. Convinced that Newfoundlanders were capable and willing to govern their own affairs, the two kept up the struggle for representative government throughout the 1820s, as the forerunner of full Responsible Government. Though they aroused the ire of Governor Thomas Cochrane *qv* they were relentless in their fight. Carson and Morris were later joined by prominent St. John's Protestant merchants such as Thomas Brooking, George R. Robinson, Benjamin Bowring and William Thomas, and finally in 1832 the British Parliament granted Representative Government to Newfoundland. It was not all that Carson wanted but it would do for a while.

Polling for the first election in Newfoundland began on November 5, 1832 and continued for some time to allow the Returning Officers to reach all residents in outlying areas. Carson offered himself as a candidate in St. John's, which had been allotted three members in the new House of Assembly. Numerous other candidates entered the contest for the three positions, notably John Kent *qv*, a commission agent who in 1859 became the second Prime Minister of Newfoundland; William Thomas, a prominent Church of England merchant who had supported Carson in his fight for constitutional government; W.B. Row, a Church of England lawyer; and Patrick Kough, a Roman Catholic carpenter and contractor. After the first day of voting Kent had nineteen votes; Thomas, seventeen; Carson, fifteen; Row, five; and Kough, four. After the second day's voting Row withdrew. The final poll, on the seventh day, gave Kent a total of 893; Thomas, 762; Kough, 647; and Carson, 622.

There have been many reasons put forward to explain Carson's defeat. D.W. Prowse (1895, p. 430) claimed that: "An Irishman named Bennett came into the booth where Wexford men were casting their votes. 'Well' he said, 'I hear the Doctor say he did not care how it went, so long as he could bate Keough [*sic*] and them blooming yallow bellies.' Mr. Keough was a Wexford man and after that he got every Wexford vote. The story was a barefaced lie, but it served its purpose." It has also been claimed that Carson lacked mass appeal and had made too many influential enemies in the fight leading to the granting of Representative Government. Carson petitioned Kough's election on the grounds that he was working for the government as a contractor and thereby ineligible for candidacy, but the petition was denied.

But Carson did not remain outside the House of Assembly for long. In 1833 William Thomas and John Bingley Garland, the Speaker, were appointed to the Executive Council by Governor Cochrane and resigned their seats in the House. In the ensuing by-election in St. John's Carson offered himself as a candidate and was challenged by Timothy Hogan, a Roman Catholic merchant. Carson, however, had the support of Bishop Fleming and the Catholic clergy, and Hogan was forced to withdraw from the campaign after he was threatened with loss of the sacraments; Carson was acclaimed in the seat.

With Garland's appointment to the Executive Council the Speakership was vacate. Carson was nominated for the position but after his attmept to have Patrick Kough, Charles Cozens (MHA for Conception Bay) and Newman Hoyles (MHA for Fortune Bay) disqualifed from the House, met with failure, Carson lost the ballot to Thomas Bennett (MHA for Twillingate and Fogo) by a vote of seven to six. (Carson had voted for Bennett and Bennett had voted for Carson.)

During his membership in the first House of Assembly Carson proposed a Bill for building a road from St. John's to Placentia, a Bill to establish a town council and police force in St. John's and numerous other proposals to improve the condition of Newfoundlanders, to provide them with additional services and better government. He so antagonized Governor Cochrane that on March 31, 1834 the Governor removed Carson as district surgeon by abolishing the position. He later gave the position to his family physician, Dr. Edward Kielly.

The second election for a House of Assembly was held in 1836. It was a boisterous campaign which came close to violence on various occasions in Conception Bay communities and in St. John's. Several members of the House of Assembly including Carson were brought before Chief Justice Boulton

and charged with riot and assault; the charges were later dropped but because one election writ had not been stamped with the official seal, Boulton declared the whole election null and void. A new election was held in 1837 and Carson was returned for St. John's. He then became Speaker of the House of Assembly.

In the winter of 1838 Carson, Morris and John V. Nugent journeyed to Great Britain to protest the lack of co-operation between the House of Assembly and the Legislative Council and to lobby for the removal of Henry Boulton as Chief Justice of the Supreme Court. Boulton served as President of the Council and was antagonistic to the House of Assembly. They were successful, and the next year Boulton was replaced by John G. Bourne. While in Great Britain Carson visited his birthplace in Scotland. The town officials wanted to honour him and in a special ceremony made him a burgess and freeman of the burgh.

On August 7, 1838 a dispute arose between John Kent and Dr. Edward Kielly. Kent claimed Kielly verbally assaulted him because of remarks Kent had made in the House of Assembly concerning the Newfoundland Hospital. Not content to seek redress through the courts, Kent claimed Kielly's action had been in violation of his rights and privileges as a member of the House. Carson, the Speaker, summoned Kielly before the Bar of the House and demanded an apology. Kielly refused and insulted Kent in the House. Kielly later sent a written apology to Kent but he refused to sign an apology drafted by the House when he was again brought before the Bar of the House. Carson ordered the Sergeant-at-Arms to arrest Kielly and accompany him to the jail. Judge George Lilly released Kielly and ruled that the House of Assembly did not have the powers it had exercised. Refusing to accept the Judge's decision, Carson ordered the re-arrest of Kielly, the arrest of the sheriff who released him and the arrest of Judge Lilly. Governor Henry Prescott prorogued the Legislature and the case went before the Supreme Court as Kielly *vs* Carson. Judge Lilly found for Kielly while Chief Justice Bourne and Judge Des Barres ruled in favour of Carson. On appeal to the British Privy Council, the judgement was overturned on the grounds that Colonial Legislatures did not enjoy the authority to so disenfranchise Kielly.

In 1842, in an attempt to bring peace and harmony to the two bodies, the House of Assembly and the Legislative Council were amalgamated into a joint House. There were to be fifteen elected and ten appointed members in the new Legislature. The election was held in December and Carson was returned for St. John's. Before this, in October of that year, Governor John Harvey had appointed Carson to the Executive Council, the Governor's advisory body. Harvey was the first to recognize Carson's immense talent and contribution to Newfoundland and to reward him; Carson, however, only served on the Council for a short time. He died on February 26, 1843.

William Carson has been called the greatest Newfoundland reformer. Through his efforts, often alone and ostracized, he succeeded in advancing Newfoundland's state from the rule of naval governors to a representative assembly. He continued to fight for full responsible government and although it was not granted in his lifetime he was responsible for encouraging others to carry on the fight. From his deathbed he urged his followers to persist. He is credited with being, in addition to, "the father of agriculture" (he became first President of the Agriculture Society in 1842), a prime mover in education, road building and town planning, a proponent of the whale fishery (in 1810 he applied for a patent for a new type of harpoon he felt would revolutionize the whale fishery) and the father of constitutional government. With it all he was a medical doctor, dedicated to his profession and to alleviating the plight of the poor and destitute. Patrick Morris (quoted in Smallwood) characterized him in these words: "The people of Newfoundland owe an immense debt of gratitude to my venerated friend. It was he who first taught them to know their rights — it was he who first moved to their rulers that they had the spirit to assert and maintain them."

Carson is buried in a small cemetery on the grounds of the Anglican Cathedral of St. John the Baptist in St. John's. The wording on his headstone had been destroyed by the elements over the course of one hundred years but in 1950 the Job family (Carson's descendants) fastened a bronze plaque to the headstone with the inscription.

In Memory of
HON. WILLIAM CARSON, M.D.,
who died Feb. 26th, 1843, age 73 years,
son of Samuel and Margaret (Macglacherty) Carson
of the Billies
Kirkcudbright
Scotland
who for 35 years strove for the
Welfare of Newfoundland.

Headstone of Dr. William Carson.

William Carson (1813), Shannie Duff (1974), C.R. Fay (1956), E.B. Foran (1937), G.E. Gunn (1966), Leslie Harris (1960), R.B. Job (1953?), H.M. Mosdell (1923), Paul O'Neill (1975; 1976), D.W. Prowse (1895), J.R. Smallwood (1978a), *DN* (Feb. 28, 1944), *ET* (Apr. 27, 1967; May 2, 1967; Mar. 7, 1978), *NQ* (Mar. 1943; Mar. 1953); *Patriot* (Mar. 1, 1843), *Royal Gazette* (Oct. 15, 1812). BGR

CARTER (née WYLLEY), ANN (*fl.* 1740-1763). Born England? Wife of Robert Carter, Sr. *qv*. Ann Carter arrived in Ferryland with her husband in the early 1740s. They were reportedly on a stopover on their way to mainland North America, but dreading another sea voyage she convinced her husband of the benefits of settling permanently at Ferryland. Over the next twenty years she bore three sons and four daughters. During the defence of the Isle of Bois from French

attack in 1762 she is reported to have manned a cannon and brought down the mainmast of one of the French ships with one of her shots. An inspiration to the people garrisoned on the island, especially the women, she was continually on the firing line passing out ammunition and aiding the defenders. Courageous to the end of the fight, when the French were routed, she boarded a shallop with her husband to give chase. J.R. Smallwood (1978). BGR

CARTER, CHESLEY WILLIAM (1902-). Educator; politician. Born Pass Island, Hermitage Bay. Educated Church of England School, Pass Island; Bishop Feild College, St. John's. Served in Royal Newfoundland Regiment 1917-1919. Attended Memorial University College 1929, Dalhousie University and King's University. Carter taught school in Newfoundland and Nova Scotia until 1935, when he assumed the position of Supervisory Inspector of Schools in Newfoundland which he held until he joined the Canadian Army in 1941. In 1946 Carter was discharged with the rank of Major. Upon his return to Newfoundland in 1946 he became Director of the Division of Adult Education and Audio Visual Arts, Department of Education, and Director for Newfoundland School Supplies in 1949. On June 27 that year Carter was elected to the House of Commons and subsequently re-elected in 1953, 1957, 1958, 1962, 1963, and 1965. On July 8, 1966 he was appointed to the Senate, a position he held until his retirement from active politics on July 28, 1977. During his political career, Carter was appointed Canadian NATO delegate in 1961, and Parliamentary Secretary to the Minister of Veterans Affairs in 1963. N.J. Richards (interviews, 1980-1981), *Canadian Parliamentary Guide* (1980), *ET* (July 15, 1977), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

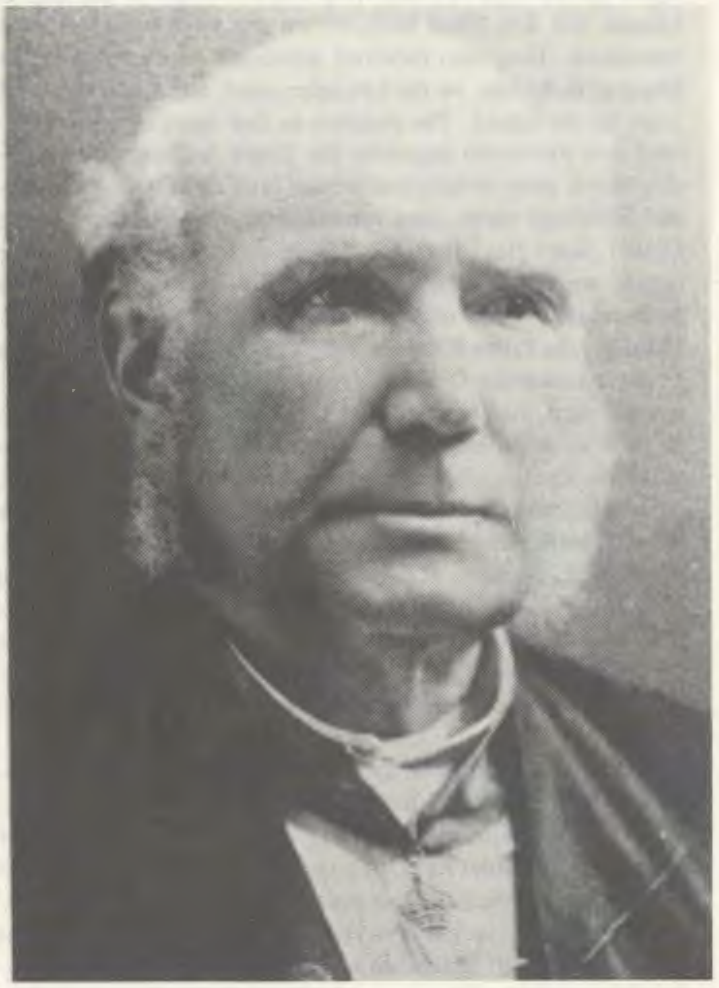
Chesley W. Carter

CARTER, FRANCIS G. (1922-). Judge. Born St. John's. Educated St. Bonaventure's College, St. John's; St. Francis Xavier University, Nova Scotia. In 1947 Carter enrolled at Osgood Hall, Toronto and was called to the Bar of Ontario in June 1950. He practised law in Ontario with the firm of Murphy and Durdin (1950-1953), then with Jeffrey and Jeffrey (1953-56). He later established his own practice.

In December 1972 Carter was named a Queen's Council and in May 1973 he was named a Local Judge of the Supreme Court of Ontario and County Court Judge of the County of Huron. In 1981 he was Chairman of the London Separate School Board, President of the Middlesex Law Association, President of the Irish Benevolent Society, and Director of King's College, London, Ontario. He was founder and editor of *Catholic Trustee*, a magazine published quarterly by the Ontario Separate Schools Trustees Association. Carter was the author of two books, *Judicial Decisions on Denominational Schools* (1962) and *The Middlesex Bench and Bar* (1969). He was awarded the "Award of Merit" of the Ontario Separate School Trustees Association and had a section of the law library of the University of Jerusalem dedicated to him in recognition of his efforts on behalf of the Jewish Community. F.G. Carter (letter, Apr. 14, 1981). EMD

CARTER, SIR FREDERICK BOWKER TERRINGTON (1819-1900). Prime Minister; Chief Justice. Born St. John's. Son of Peter Weston Carter *qv*. Educated Mr. Campbell's School, St. John's; London, England. Frederick Carter was only ten years old when he received the first of many honours which were bestowed upon him during his long and distinguished career. As a student at Mr. Campbell's school in 1829 he was awarded prizes for declamation and recitation, for writing and for English Grammar. Upon completion of his education he read law under Sir Bryan Robinson *qv*. and became an attorney in 1840. He then journeyed to London where he continued his law studies, especially in constitutional law. He returned to Newfoundland in 1842 and was called to the Newfoundland Bar on May 26 of that year. He went into private practice and one of his first cases was an assault case in which he represented one of the principals. (The case was heard before Carter's father, Magistrate Peter Weston Carter *qv*.) He continued in private practice until 1848, when he accepted the position of Solicitor to the House of Assembly; he remained in that position until 1852. A well-respected lawyer, he was in April 1854 appointed Acting Judge of the Supreme Court during the illness of Judge Augustus Des Barres and presided over the Northern Circuit Court at Harbour Grace until Des Barres's return.

Responsible Government was granted to Newfoundland in 1855 and the first election to the House of Assembly under that form of government was held on May 7 that year. Carter became one of the three Conservative candidates for the district of Trinity. He was returned by acclamation and joined the other eleven Conservatives elected on the Opposition side



Sir Frederick Bowker T. Carter

of the House of Assembly. (Eighteen Liberals had been elected and that party formed the Government.) Carter was not a silent member of the Opposition; he introduced many measures and spoke at length on a variety of subjects; on February 26, 1856 he introduced into the House of Assembly a Bill "for the better securing the independence of the House of Assembly of this Colony by disabling certain persons from being elected there to or from sitting or voting therein as members" (*JHA*: 1856.) Its short title was the "Placeman's Bill" but it became commonly referred to as "Carter's Purge." The Bill attempted to purify the House of Assembly by placing restrictions on persons who could be elected. More importantly, it was an attempt to rid the government service of placemen (persons who received appointments in return for political favours) and to stop the practice of sinecure appointments. The Bill was to be read for the second time on March 6, 1856 at which time George Hogsett, Liberal member for Placentia — St. Mary's proposed an amendment to delay second reading for six months (at which time the House of Assembly would not be in session.) On March 7, 1856 on a vote of sixteen to twelve the amendment was carried. Not one to accept defeat so easily, Carter re-introduced the Bill in the sessions of 1857, 1858 and 1859, but at no time did the Bill get through second reading.

In January 1857 Britain and France, after years of negotiation, signed the French Convention. It gave the French the exclusive right to fish along and use for fishery purposes the area known as the *French shore qv, from Cape St. John to Cape Norman. In addition, they were given exclusive fishing rights for the area of coast from Cape Norman to the Bay of Islands and five other harbours on the west coast of Newfoundland. They also received additional concessions in the Strait of Belle Isle, on the Labrador coast, and along the south coast of the Island. The reaction to this news in Newfoundland was extremely negative; the Union Jack was flown upside down over various businesses (and even over the Colonial Building) while some establishments replaced it with the United States flag. Both the governing Liberal Party and the opposition Conservative Party were unanimous and united in their condemnation of the Convention. In March 1857 P.F. Little *qv*, the Prime Minister, Hugh Hoyles *qv*, the Opposition Leader, Lawrence O'Brien *qv*, the President of the Legislative Council, and James Tobin *qv*, M.L.C., sailed to London to protest, and demand rejection of the Convention. Carter and John Kent *qv*, the Receiver General, went to Nova Scotia, New Brunswick and Canada to invoke the aid of the other British North American colonies in the protest. After speaking to the Legislature of Nova Scotia and at public meetings in New Brunswick and Quebec, news reached them that the protest had been successful and the Convention would be dropped. The result was the *Labouchere Dispatch *qv* which confirmed and guaranteed the independence of Colonial legislatures.

Carter was returned to the House of Assembly for the district of Trinity Bay in the general election of 1859 and remained in opposition until 1861. In February of that year Prime Minister John Kent, in a speech in the House of Assembly, accused Governor Alexander Bannerman *qv* of conspiracy with various judges, lawyers and the Opposition to defeat the Currency Bill that Kent had introduced. When Kent refused to explain his statements, Bannerman, after consultation with Hoyles and Carter, dismissed the Kent Administration and asked Hoyles to become Prime Minister. Hoyles accepted and in a general election held later in the year was returned with a majority. Carter was re-elected and became Speaker of the House of Assembly.

At that time the Speaker was the chief officer of the House of Assembly but he also had an important role as a government advisor. During his term as Speaker, Carter was an invaluable contributor to the policies of the Hoyles Administration. In 1862 he was instrumental in having the Placeman's Act placed on the statute books of Newfoundland. He also helped prepare necessary legislation for the adoption and adaptation of the procedures of English common law to the Newfoundland judicial system.

A conference was held in Quebec City in October 1864 to discuss further prospects of a union of the British North American colonies. Newfoundland was invited to send delegates to the conference and two were sent, Ambrose Shea (the Opposition leader) and Carter. They had no powers to commit Newfoundland to the union but were to act as onlookers and bring back a report to the House of Assembly. Carter and Shea returned, convinced of the merits of the union, for as Carter told the delegates at Quebec City, "We know that as you advance we must advance, and that if you fall we are in danger of falling too. When we blend all our interests together, and become as one, we know that whatever honor and glory you may obtain will be reflected on us as well; and for these results, I care not for giving up what is called part of our individualism," (quoted in Edward Whalen: 1865). Carter and Shea's report to the House of Assembly was tabled but no immediate action was taken.

In April 1865 Sir Hugh Hoyles resigned as Prime Minister to accept the appointment as Chief Justice of the Newfoundland Supreme Court. Carter was the natural choice as his successor and was invited by the Governor, Sir Anthony Musgrave *qv*, to form a new administration. As well as Prime Minister, Carter also assumed the portfolio of Attorney General. Until the general election held in November, 1865 he retained the other members of Hoyles's Executive Council.

In the general election Carter and his supporters were returned with sixteen seats in the thirty-seat House of Assembly. Carter moved from his old seat in Trinity to Burin district, where he and his running mate Edward Evans *qv* were easily elected.

Unlike Hoyles who had been unable to effect a coalition between his Protestant Conservative Party and the Roman Catholic Liberal Party, Carter was much more successful. A staunch opponent of sectarianism in any form and a close personal friend of the Liberal Leader, Sir Ambrose Shea, Carter invited Shea, former Prime Minister John Kent and Lawrence O'Brien *qv*, three prominent Roman Catholic Liberals, to fill positions in the Executive Council. Kent became Receiver General and O'Brien, who was a Member of the Legislative Council, became President of that body with a seat in the Executive. Shea accepted a seat on the Executive but no portfolio. The other members of Carter's Executive Council were Nicholas Stabb, M.L.C. and Director of the Savings Bank; John Bemister, Colonial Secretary; and John Hayward, Solicitor General.

One of the great problems which faced Carter during his

first term of office was the amount of money the Government was spending for able-bodied pauper relief, which in 1865 was $130,017.71 out of a total government expenditure of $722,152.47. Despite opposition from within his own party, Carter was persistent in his belief that able-bodied pauper relief was destroying the work ethic and giving rise to abuse and mismanagement. In 1868 an Act was finally adopted by the Legislature bringing about an end to able-bodied pauper relief.

On July 1, 1867 Nova Scotia, New Brunswick, Ontario and Quebec united to form the Dominion of Canada. Despite being a staunch believer in the merits of Confederation Carter held by his promise not to enter Newfoundland into the union without consulting the people of the Colony in the general election which was scheduled for May 1869. He also felt that the people should be fully acquainted with the options available to them and be given ample time to decide the issue, so the election was postponed until November. The major anti-Confederate groups rallied around Charles Fox Bennett *qv* who was convinced that Newfoundland would fare much better on its own than it would if it were "swallowed up" by the Canadian gaint. In a hard fought election campaign in which Bennett took the anti-Confederate case to all parts of the Island, Carter and the Confederates were soundly defeated: Bennett's party won twenty-one seats to Carter's nine. Nine anti-Confederate candidates were returned by acclamation. Carter was re-elected in Burin and entered the House of Assembly in 1870 as Leader of the Opposition.

Carter was an effective Opposition Leader, vocal in his criticism of the Government when he felt their actions were not in the best interests of Newfoundland. By 1873 Confederation was considered irrelevant and was not an issue in the campaign preceding the next general election, held on November 8, 1873. Entering the campaign with a twelve-seat majority Bennett's party was confident of victory. One new seat had been added to the House of Assembly for the district of Twillingate and Fogo. Carter left his seat in Burin to contest one of the seats in this district, which had been strongly anti-Confederate in 1869; as a precaution, however, he was also nominated for Harbour Grace district. When the election results were tallied Bennett's party had elected seventeen members and Carter's party fourteen members. Carter's party was reduced by one because Carter had been elected in both Twillingate and Fogo and in Harbour Grace. This left Bennett with a four-seat majority and, it seemed, he would remain Prime Minister. Several Members of Bennett's party were not sure of this, however, and convinced Bennett that three members of his party were going to join forces with Carter. On January 9, 1870 Thomas R. Bennett *qv*, member for Fortune Bay and Major Henry Renouf *qv*, member for Placentia and St. Mary's were appointed to judgeships by Bennett. This reduced his majority in the House of Assembly to two seats. With his party's decision not to contest the Harbour Grace by-election and the ensuring charges of bribery brought against Bennett's party by Rev. Charles Lardner, Wesleyan minister at Harbour Grace, Bennett's position as Prime Minister became more tenuous. On January 12, 1870 Ambrose Shea was elected to the vacancy in Harbour Grace, by acclamation, and with the subsequent defection of Charles Duder from Bennett's party to Carter's, Carter's party had a majority in the House of Assembly of one (Carter: 15 members; Bennett: 14 members; vacancies: 2.) On January 30, 1874 Bennett tendered his resignation to the Governor and the next day Carter was invited to form a new Administration. He carried on the business of the session of 1874 with only the Speaker's deciding vote assuring passage of legislation and the survival of the Administration. Carter was granted a dissolution at the end of the session and a new election was held in November 1874. In that election Carter's party received eighteen seats to Bennett's thirteen.

The major problem facing the new Carter Administration when it assumed office was the French Shore question. In an attempt to settle the difficulty Carter went to England in an attempt to clarify Newfoundland's jurisdictional authority in the area. The result of Carter's negotiations enabled Newfoundland to appoint magistrates, customs collectors and other public officials in the region, and provision was also made for the election of representatives from the area to the House of Assembly. At the insistence of the Solicitor General, W.V. Whiteway, the Administration also provided monies for carrying out a survey to determine the best route for the construction of a railway. Carter resigned as Prime Minister in April 1878 and was succeeded by Whiteway.

Yet Carter's public service was far from over. He was appointed to the Newfoundland Supreme Court on May 20, 1878 and on May 20, 1880 was sworn in to succeed retiring Sir Hugh Hoyles as Chief Justice. In 1878 he had been made a Knight Commander of the Order of St. Michael and St. George by Queen Victoria, the first native-born Newfoundlander to receive that high honour. During his term as Chief Justice Carter was also given the office of Administrator in which office he acted in the Governor's stead during his absence from Newfoundland. Carter served in that capacity in 1882, 1883, 1885, 1886, 1888 and 1892 and in 1882 read the Speech from the Throne to open the new session of the Legislature. Carter served as Chief Justice until his death at St. John's on March 1, 1900. Carter is considered to be one of the original Fathers of the Canadian Confederation. On March 31, 1979 a plaque in his honour was unveiled in Confederation Building in St. John's. In 1967 a new Canadian National Marine ferry was named after him. Prescott Emerson (1975), G.E. Gunn (1966), Michael Harrington (1962), J.K. Hiller (1976), D.A. MacWhirter (1963), H.M. Mosdell (1923), H.Y. Mott (1894), E.C. Moulton (1960), D.W. Prowse (1895), H.F. Shortis (V: 124), Edward Whalen (1865), *Canadian Men and Women of the Time* (1898), "Sir Frederick Carter" (n.d.). BGR

CARTER, FREDERICK WESTON (1846-1869). Lawyer. Born St. John's. Oldest son of Sir Frederick B.T. Carter *qv*. Educated St. John's. Carter studied law and was called to the Newfoundland Bar on November 20, 1869. He was also an Ensign of the Volunteers. On St. Stephen's Day, December 26, 1869 he was walking on Signal Hill near Deadman's Pond when he heard calls for help. Two girls, named Bruin (or Brewin) and Martin, were skating on the pond and had fallen through the ice. Carter immediately went to their rescue but in attempting to pull one girl to safety the ice gave way under him and all three were drowned. Though only twenty-six, Weston Carter was a respected and popular young man and his heroic deed inspired the townspeople of St. John's to raise money from the general public to erect a monument in his honour. The monument was erected in front of Government

House in St. John's by permission of Governor Stephen Hill *qv* and unveiled by him on June 14, 1871. The inscription read:

ERECTED
By Public Subscription
(And on this site by permission of
Governor Hill, C.B.)
in Memory of
FRED[K] WESTON CARTER
Aged 23 years.
Barrister, Ensign of Volunteers
and eldest son of the
Attorney General of that time,
who lost his life 26th Dec[r] A.D. 1869,
in the gallant but unsuccessful
endeavor to save from drowning two girls
(named BRUIN and MARTIN)
who had fallen through the ice,
on Deadman's Pond, Signal Hill Road,
A.D. 1870.

Monument to Frederick Weston Carter, Military Road, St. John's.

H.M. Mosdell (1923) H.F. Shortis (vol. 3, p. 254), Barrister's Roll (1826-). BGR

CARTER, HENRY PYNE (1901-1980). Lawyer. Born St. John's. Grandson of Sir Frederick Carter *qv*. Educated Bishop Feild College; Lennoxville, Quebec. Carter articled under W.R. Warren *qv* in 1922 and later practised law in London with P.N. Putt. Carter returned to Newfoundland in 1926 and was called to the Bar on April 7 of that year. He was in private practice for eight years until 1934, when he was appointed Assistant Secretary in the Attorney General's Department. By 1937 he had become Acting Secretary in the Office of Home Affairs and Justice with the Commission of Government. In 1940 he became Director of Public Prosecutions for Newfoundland and held that position until his retirement from the public service on October 27, 1966.

An avid curler, Carter became President of the St. John's Curling Club in 1940. He served the club in various capacities over the next thirty years and was made a life member of the organization. In 1963 he became a representative from Newfoundland on the national executive of the Canadian Curling Association and during 1968-1969 served as national president. The Canadian Curling Association elected him to the Curling Hall of Fame in the builder category in 1976. He died March 24, 1980. Eileen Maloney (interview, 1980), *DN* (Mar. 24, 1980), *ET* (Nov. 3, 1966; Mar. 25, 1980; Apr. 2, 1980), *Newfoundland Directory 1936* (1936), Newfoundland Historical Society (Carter Family), *Who's Who in and from Newfoundland 1937* (1937?). BGR

CARTER, HUGH HOYLES (1847-1919). Lawyer. Born St. John's. Second son of Sir Frederick B.T. Carter *qv*. Educated St. John's. Hugh Carter followed the family tradition and read law; he was called to the Newfoundland Bar on May 18, 1876. In that year he became clerk of the Legislative Council of Newfoundland and Private Secretary to the Administrator of Government. He also practised law with W.J. Hogan and I.R. McNeilly. He died on Feburary 19, 1919 after having spent almost forty-four years in Government service. H.M. Mosdell (1923), Barrister's Roll (1826-), *ET* (Feb. 20, 1919). Newfoundland Historical Society (Carter Family). BGR.

CARTER, JAMES (*fl.* 1498). D.W. Prowse (1895) names James Carter as one of three, with Launcelot Thirkill and Thomas Bradley, involved in independent exploration of the New World. Carter was awarded two pounds on April 1, 1498 by King Henry VII for venturing to Newfoundland and is thought by Rev. M. Harvey (1897), who calls him John Carter, to have taken part in John Cabot's *qv* second voyage to Newfoundland in 1498. Moses Harvey (1897), D.W. Prowse (1895). WCS

CARTER, JOHN A. (1933-). Farmer; politician. Born St. John's. Educated Bishop Feild College; St. Bonaventure's College; Memorial University of Newfoundland, St. John's. In 1981 John Carter was the owner and operator of Mount Scio Savoury Farms, one of the largest producers of savoury in Atlantic Canada. He was first elected to the Newfoundland House of Assembly for the district of St. John's North as a Progressive Conservative in the general election of October 28, 1971 and was re-elected in 1972, 1975, and 1979. He served as Minister of Education and Youth in the Moores Administration from January 18, 1972 to November 28, 1972. *Canadian Parliamentary Guide* (1980). BGR

CARTER, CAPT. PETER (1869-1959). Sealing Captain. Born Newell's Island, Bonavista Bay. Carter first went to the icefields in search of seals in 1882. By 1907 he was master of the *Southern Cross* and later commanded the *Thetis*, *Beothic* and *Ungava*. While in command of the *Ungava* he brought in one of the largest loads of seals on record: 1276 tonnes (1,256 tons), 49,259 pelts. *NQ* (Fall 1960). BGR

CARTER, PETER WESTON (1786-1871). Magistrate. Born Ferryland. Second son of William Carter Sr. *qv*. Educated Ferryland. On October 23, 1805 Governor Erasmus Gower *qv* appointed Carter a Notary Public at the age of nineteen. It marked the beginning of a long and distinguished judicial career. By 1806 Carter was Deputy Naval Officer of St. John's, a position he held until 1821. When Thomas Tremblett *qv* was appointed to the Bench in 1810, Carter succeeded him as Registrar and Scribe of the Court of Vice-Admiralty, where Carter's father presided as Judge. In 1811 Peter Carter was appointed to collect the returns of the fishery and record the

number of inhabitants in St. John's (for which he received £20). Governor Richard Keats appointed Carter a magistrate at St. John's in 1815, and the next year when the Commission of Oyer and Terminer temporarily replaced the Supreme Court, Carter and his father both served on the court Bench.

A passionate man, Carter had great sympathy for the less fortunate. In 1818 there was a severe shortage of food at Bay Bulls; people were hungry and several of the inhabitants raided a ship laden with food which lay moored in the harbour. Carter happened to be on the scene and promised the owners they would receive reimbursement for their losses. No charges were laid against the men. In 1823 he was appointed Clerk of the Probate Court and in 1829 acting Clerk to the Central Circuit Court. In 1833 the system of magistrates was re-evaluated and it was determined that only three were necessary. Carter was one of the three retained and in 1842 he became Chief Magistrate; later that year he heard a case of assault in which his son, Frederick B.T. Carter *qv*, was counsel for one of the principals.

On May 25, 1853 Carter was shot and wounded by a man named Long who had come to his house seeking poor relief. The man carried a double-barrelled shot gun and after Carter had grabbed the gun and was dragging the man down the steps, Long wrenched free and fired the gun at Carter, hitting him in the arm. After a short period of convalescence Carter returned to the Bench and remained Chief Magistrate of St. John's until his retirement in 1869. He died at Hawthorn Cottage, St. John's February 11, 1871. H.M. Mosdell (1923), D.W. Prowse (1895), J.R Smallwood (1978), *The Public Ledger* (May 27, 1853). BGR

CARTER, ROBERT, SR. (1722-1800). Judge of Surrogate Court; merchant. Born Sidmouth, Devon, England. Educated England. Carter was a young man when he and his wife Ann Carter *qv* landed at Ferryland in the early 1740s. He soon established himself as a merchant and community figure. In 1749 Governor George Rodney *qv* appointed Carter a Judge of the Surrogate Court for Ferryland District. It is possible that Carter had known Rodney for some years since Carter mentions in a letter to Governor William Waldegrave *qv* dated June 8, 1797 that he had "hoisted his [Rodney's] broad pendant on board His Majesty's Ship *Rainbow* 1738" (quoted in J.R. Smallwood: 1978).

Carter was a well-respected merchant and had business activities all along the *Southern Shore *qv*. In 1750 he petitioned the court at Ferryland to reconfirm his right to fish for salmon at Renowze (Renews) which right he had acquired the previous year. In 1750 he also purchased fishing property known as Hunt's Plantation at Petty Harbour.

His main base of operation, however, was to remain in Ferryland. On September 2, 1754 he was granted the Isle of Bois, an island in Ferryland harbour, on the condition that he "would improve and build . . . proper convenience for curing and making fish" (quoted in Smallwood). It was fortuitous that Carter came into possession of that particular island because it played an invaluable role in the defense of Ferryland during the Seven Years War (1756-63).

By the spring of 1762 England and France had been embroiled in war for six years. France had sustained heavy territorial losses including the fall of Quebec to General James Wolfe in 1759. In need of bargaining power when the war ended, the French decided to attack and capture Newfoundland in hopes of exchanging this valuable English fishing colony for captured French territory. Newfoundland had been left relatively unprotected, with only a small garrison at St. John's. A French force of thirty-two officers and 700 men left Brest, France under the command of Count D'Haussonville in four ships under the command of Admiral De Ternay. They evaded the British fleet sent to intercept them and sailed the Atlantic arriving at Bay Bulls on June 24, 1762. They captured the settlement and proceeded overland to St. John's where, on June 27, they easily put down the resistance provided by the garrison and took control of the town. They attempted to reinforce the town and then sailed northward capturing Carbonear and Trinity *qqv*.

Robert Carter learned of the French presence and realized it would not be long before Ferryland would be attacked. On June 24, the same day Bay Bulls was captured, he convinced the inhabitants of Ferryland (200-300 people) to garrison themselves on the Isle of Bois. He moved in provisions to sustain a lengthy siege and a system of rationing was instituted. He did not remain idle, waiting for the attack; at his own expense he outfitted 100 shallops (small sailing vessels used mainly in shallow waters) and led his naval force north to Bay Bulls to do battle with the French. The French had already moved on to St. John's so his fleet returned to the Isle of Bois and established their defences. They had several cannons and a supply of ammunition, and when two French ships did appear they received severe damage and beat a hasty retreat, with Carter and his shallop navy in pursuit. Governor Thomas Graves, *qv* while at sea, learned of the French attack and the valiant defence offered at Ferryland, and despatched a company of marines to the settlement. Captain Douglas in the *Bonetta* delivered the marines, and Carter left Ferryland with him for Halifax, where Carter informed Lord Colville, Commander-in-Chief of the English Fleet in North America, of the situation in Newfoundland, and proposed a plan for the recapture of St. John's before it could be extensively fortified by the French. Colville approved of his plan and with Colonel William Amherst *qv* in command of the troops, St. John's was recaptured on September 18, 1762. Carter's shallop navy proved extremely useful to the English fleet as troop and supply transport vessels. He had re-assembled them when he had stopped off at Ferryland on the way from Halifax to St. John's with Colville, to gather information on the strength of the French garrison there. For the service he had rendered to England during the French attacks on Newfoundland and for his heroic defense of Ferryland during the Seven Years War, Carter and his descendants were given the right to fly the White Ensign.

Carter returned to his duties as Surrogate Judge and Keeper of the Rolls and to expanding his mercantile business. In 1776 he was granted an extensive tract of land at Aquaforte *qv* for farming; in 1780 he received additional land there. He was a valuable advisor to the Governors and other English officials, providing information on the fishing along the Southern Shore. He made several suggestions for the efficient administration of Newfoundland; in 1794 he recommended that a head tax be instituted as a means of encouraging dieters *qv* to return to England and Ireland in the winter months instead of remaining in Newfoundland. He reasoned that if they still remained the tax would be an additional revenue for the government. In 1797 he suggested a registry be kept in all districts,

as he had been doing in Ferryland, which would record the names of all men employed in the area. It would also aid in the search for deserters.

Carter's business ventures appear to have gone into decline after 1790. In 1792 Governor Richard King *qv* recommended Carter for a pension, but he still continued in his position as Surrogate Judge and Keeper of the Rolls. He received his last appointment to that position from Governor Charles Pole *qv* on August 8, 1800. A short time later, on October 18, 1800 he died. D.W. Prowse (1895), J.R. Smallwood (1978). BGR

CARTER, ROBERT, JR. (175?-1810). Justice of the Peace. Born Ferryland. Second son of Robert Carter Sr. *qv*. Carter was appointed Justice of the Peace for Ferryland District *c*.1793 and as such was part of his father's court. He held the position until his father's death in 1800 when Robert, Jr. took charge of the family business. He was later appointed Deputy Naval Officer at Ferryland and died there in 1810. J.R. Smallwood (1978). BGR

CARTER, COMMANDER ROBERT (1791-1872). Naval officer; politician. Born Ferryland. Third son of William Carter *qv*. Educated Ferryland. Carter had entered the Royal Navy by 1800 and after a successful period as a Midshipman was promoted to Lieutenant. He retired from the navy after the Treaty of Paris 1815. Carter returned to Ferryland in that year and was appointed a Judge of the Surrogate Court, a position his grandfather Robert Carter, Sr. *qv* and his brother William Carter Jr. *qv* had both held. In 1826 he was accused of improper conduct on the Bench and though charges later were proved false he retired from the Bench.

Carter entered politics in 1832 and was elected as the member for Ferryland to the first House of Assembly constituted under Representative Government. He was instrumental in having passed into law bills for the establishment of a system of weights and measures, and a system for the registration of deeds. Despite this achievement he was defeated in his bid for re-election in Ferryland in 1836. He then became a Justice of the Peace for Ferryland and was later appointed Road Commissioner for the district. In 1842, with the introduction of the Amalgamated Assembly, he successfully contested the district of Bonavista Bay. The next year he was promoted to the rank of Commander (retired) in the Royal Navy. During 1846 a devasting fire destroyed much of St. John's and Carter was appointed Supervisor of Streets, entrusted with devising a plan for reconstructing the city and a new system of street construction. His appointment may have stemmed from a meeting held in Keilly's Saloon on July 21, 1845 when he delivered a speech condemning the Governor's policy of appointing non-natives to government offices. (Of thirty-seven appointments made in previous months only one had gone to a native-born Newfoundlander.) Carter was re-elected in Bonavista Bay in the general election of 1848 when the Amalgamated Assembly was disbanded and the Legislature was composed once more of two separate bodies, the House of Assembly and the Legislative Council.

Patrick Morris *qv*, the Colonial Treasurer, died in 1849 and Carter was appointed to succeed him; in that year he also became a Governor of the Savings Bank. In 1852 he did not contest the general election but he retained his position as Colonial Treasurer until the advent of Responsible Government in 1855. Despite the fact that the House of Assembly had passed a resolution in April 1849 (later ratified by the Colonial Office) stating that all officials appointed between that date and the introduction of Responsible Government could be removed from office without financial compensation, Carter who had been appointed in October 1849 claimed it did not apply to him and refused to vacate the office without a pension. He eventually had to be ordered from office by Governor Charles Darling *qv* in May 1855. He re-entered the House of Assembly in that year as one of three members returned for Bonavista Bay. In 1859 he moved to Fortune Bay district and was returned by the electors there in 1859 and 1861. Carter sat in opposition from 1855 to 1861 when Hugh Hoyles *qv* became Prime Minister of Newfoundland at the head of a Conservative administration. He was invited to join the Executive Council as Colonial Secretary. He held that position until Hoyles retired in the summer of 1865. Hoyles was succeeded as Prime Minister by Carter's nephew Frederick B.T. Carter *qv*, and Robert Carter remained a member of the Executive Council until the general election in the fall of 1865, when he retired from politics. On July 5, 1865 Governor Anthony Musgrave *qv* appointed him Superintendent of Mercantile Marine at the port of St. John's. He died on May 25, 1872. G.E. Gunn (1966), H.M. Mosdell (1923), D.W. Prowse (1895), J.R. Smallwood (1978), *DCB* (X), Newfoundland Historical Society (Carter Family). BGR

CARTER, STANLEY BAYLEY (1853-1888). Lawyer; politician. Born St. John's. Third son of Sir Frederick B.T. Carter *qv*. Educated St. John's. Carter studied law and was called to the Newfoundland Bar on May 18, 1876. Two years later, in 1878, he was elected as a Whiteway supporter for the district of Twillingate, the district his father had vacated earlier that year upon his appointment to the Bench. At twenty-five, he was one of the youngest persons ever elected to the Newfoundland House of Assembly. He served only one term and retired from politics in 1882. He died of pulmonary consumption May 8, 1888. Kenneth Kerr (1973), D.W. Prowse (1895), Barristers' Roll (1826-), *ET* (May 9, 1888). BGR

CARTER, WALTER CARMICHEL (1929-). Politician. Born Greenspond. Educated St. Stephen's School, Greenspond; Memorial University. W.C. Carter entered municipal politics as a member of St. John's City Council in 1961. The following year he successfully contested the provincial electoral district of White Bay North (as a Liberal). While retaining his seat in municipal politics he became President of the Newfoundland and Labrador Federation of Municipalities. Carter was re-elected to city council in 1965 and became Deputy Mayor the following year, a position he held until 1968. He did not seek re-election in provincial politics in 1966.

In 1968 Walter Carter became Member of the House of Commons for St. John's West (as a Progressive Conservative) and was re-elected in 1972 and 1974. Robert Stanfield appointed Carter national spokesman on Fisheries in his shadow cabinet in 1974. The following year he was a delegate to the Law of the Sea Conference in Geneva, Switzerland.

Walter Carter resigned from federal politics in 1975 to contest the provincial district of St. Mary's-The Capes. He was appointed to the portfolio of Minister of Fisheries on October 10, 1975. He retained his seat and portfolio until 1979, when he again left provincial politics and unsuccessfully contested the federal district of Burgeo-Bay d'Espoir.

In December 1979 W.C. Carter was appointed Chairman of the Atlantic Salmon Advisory Board. W.C. Carter (interview, 1980), N.J. Richards (interviews, 1980-81), *Who's Who Newfoundland Silver Anniversary Edition* (1975). WCS

CARTER, WILLIAM (1751-1840). Judge. Born Ferryland. Oldest son of Robert Carter Sr. *qv*. Educated England. Carter was involved in his father's business at an early age, possibly before going to England. He returned to Newfoundland in the early 1780s. In 1787 Nicholas Gill *qv*, Judge of the Court of Vice-Admiralty in St. John's, died and Carter was appointed his successor in 1788. Before the institution of the Supreme Court in 1793 the Court of Vice-Admiralty handled all civil actions and Carter was second only to the Governor in importance and power. When the Governor returned to England for the winter Carter was virtually in control of Newfoundland. He became legal advisor and confidant to almost every Governor of Newfoundland from his appointment until well into the 1820s.

In 1796 England and France were at war. Bay Bulls was captured by the French and destroyed, but at great personal risk Carter brought valuable information to the Commander of the garrison at St. John's, which prevented the French invasion of St. John's. He was thus held in high regard by the Governors and the community at large. On October 24, 1804 Governor Erasmus Gower *qv*, who had arrived in St. John's earlier that year, wrote to Carter stating:

> Although our short acquaintance has not afforded me an opportunity of obtaining so full a knowledge as I could have desired of a character so much esteemed I feel myself justified by public opinion as well as by my own observations to express the highest approbation of the attention you bestow, with the best effect, in preserving order and regularity in your district. I have also to make you my best acknowledgements for the assistance I have occasionally received from your judicious opinion and perfect knowledge of the affairs and interest of this Island . . . (quoted in J.R. Smallwood: 1978).

In 1809 Governor John Holloway recommended to the English Government that the salary of £200 afforded Carter was insufficient and should be increased. His wishes were complied with the next year and Carter's salary as Judge of the Court of Vice-Admiralty was raised to £500.

Despite his residency in St. John's Carter travelled to Ferryland periodically as part of his official duties. He retired from the Bench *c*.1830 and returned to live in Ferryland. He died there on March 18, 1840. H.M. Mosdell (1923), J.R. Smallwood (1978), *Royal Gazette* (Mar. 31, 1840). BGR

CARTER, LIEUTENANT WILLIAM, JR. (178?-1812). Naval officer; Judge. Born Ferryland ? Oldest son of William Carter, Sr. *qv*. Carter entered the Royal Navy at an early age and reached the rank of Lieutenant before receiving his discharge and returning to Ferryland in the late 1790s. After the death of his grandfather, Robert Carter *qv* in 1800, Carter succeeded him as Surrogate Judge for Ferryland District. In 1808 William Jr. conducted a survey and compiled a Register of "ancient Fishing Ships' Rooms" for which Governor John Holloway *qv* recommended he receive remuneration; he received £150. On a voyage to Halifax in 1812 on board H.M. *Mackarel*, he was killed by the fall of a man from a masthead. J.R. Smallwood (1978), *The Royal Gazette and Newfoundland Advertiser* (July 9, 1812). BGR

CARTER'S COVE (pop. 1976, 122). An unincorporated fishing community on the western side of New World Island, Notre Dame Bay. Carter's Cove was first settled by George Farr, George Burt and Thomas Burt, fishermen who had migrated from Tizzard's Harbour, New World Island, *c*.1850. They chose Carter's Cove because of its good herring fishing grounds and its good timber stand. There was a school from the earliest days of settlement, and later a chapel and a church. In 1901 there was a lobster factory in Carter's Cove employing eight men, and by 1940 a post office. The economy of Carter's Cove has been traditionally based on the inshore herring, lobster and cod fisheries. In 1980 people there were also engaged in logging for the Price Newfoundland Company, and some squid fishing. The Carter's Cove catch is processed in nearby Twillingate *qv*, and the community shares schools, churches and other services with the nearby settlement of Virgin Arm *qv*. Raymond Farr (letter, Nov. 1980), J.R. Smallwood (1940), *Census* (1845-1976). Map F. JEMP

CARTIER, JACQUES (c.1491-1557). Explorer. Born St. Malo. One of Canada's most illustrious early explorers, Cartier always set the courses of his expeditions by the bearings of the shores of Newfoundland and Labrador. There is considerable speculation concerning his early life and how he obtained such a wide knowledge of the waterways around Newfoundland. He may have been a Breton fisherman, going annually to the Island and the Strait of Belle Isle, or he may have been a member of the Verrazano voyages in 1524 and 1528.

Jacques Cartier

With two ships Cartier sailed from St. Malo on April 20, 1534 on the first of his three famous expeditions to North America. After the sighting of "Bonne Viste" on the Island of Newfoundland and a short stop, perhaps to say mass, at "saincte Katherine" (Catalina), he proceeded north to the "baye des Chasteaulx" (in the Strait of Belle Isle). Fishermen from France and Brittany had long been established there and the area was well-known. The ships anchored near Blanc Sablon, where wood and water were plentiful and where Cartier's men first encountered natives of North America who had travelled there to hunt seals. These may have been Montagnais, though it is unclear exactly who they were. After touching several points along the southern shore of Labrador, such as Chateau, Greenish Harbour, Red Bay and Bradore, Cartier said the land was nothing but "stones and rocks, frightful and rough . . . for in all the coasts of the north I did not see a cartload of earth. I really believe that this is the land that God gave to Cain" (quoted in M.F. Howley: 1968, p. 14).

Cartier and his men then crossed the Strait to northwestern Newfoundland and sailed down the west coast, stopping at and naming various points, until they came to the area of Cape Anguille *qv*. At this point the expendition turned into the St. Lawrence Bay and discovered Bird Rocks, Byron Is-

land and the Magdalen Islands. Cartier was hoping to find a western passage to the East Indies, and though he did explore the areas around Prince Edward Island, the coast of New Brunswick and Gaspé Bay, he merely skirted the mouth of the St. Lawrence River, thinking it to be the entrance of a large harbour. After sailing in the Bay of Chaleur and around the Gaspé Peninsula, where he traded with the native people and took along two of them, Cartier set his course east-nórtheast for Anticosti Island and the west coast of Newfoundland. As the "baye of Chasteaulx" was then the only known passage to the Atlantic, the ships anchored in Bradore Bay (Brest *qv*) once more, where some historians claim that another mass was conducted before the return trip home.

A month after his arrival in St. Malo in the fall of 1534 Cartier received a commission for further exploration in the Gulf of St. Lawrence, again to seek a westward passage to the East. On May 19, 1535 he sailed for Newfoundland and the 'baye des Chasteaulx." Once more the three ships anchored at Blanc Sablon, their point of rendezvous, before proceeding to "isle de l'Assumption" (Anticosti Island) and the Gaspé Peninsula. During this expedition Cartier turned into the St. Lawrence River, went as far as "Hochelaga" (Montreal), and camped for the winter at "Stadacona" (Quebec City). He wrote several descriptions of the local Indians (three of whom he kidnapped in the spring) and of the territory.

That winter many of the crew suffered from scurvy, and the ice break-up of 1536 was a welcome relief. They sailed back into the Gulf of St. Lawrence and to Cape Breton, before turning to Newfoundland. By the time he reached the area of Channel-Port aux Basques *qv*, Cartier had realized that another passage to the Atlantic might be found by sailing along the south coast of the island. During this exploration Cartier stopped at the islands of St. Pierre et Miquelon, where he met several French and Breton fishing boats.

In the following years, until 1540, France's plans for exploration were set aside and all efforts were concentrated on fighting a war. Finally, in October of 1540, the King of France commissioned Cartier to return to North America with fifty prisoners who were to become settlers. By February of 1541, however, Jean François de *La Rocque de Roberval *qv* was given the leadership of the expedition and Cartier became his subordinate. Since Roberval was unprepared in May, 1541 Cartier preceded him and waited for him in Newfoundland. As Roberval still did not arrive, Cartier set course for the St. Lawrence River to winter in Canada. He and his men endured several hostile encounters with the native people of the area around Stadacona before leaving in April 1542.

Upon meeting Roberval in St. John's Harbour, Cartier refused his orders to accompany him back into Canada. Perhaps cautious over what he thought was his cargo of gold and diamonds (but was really iron pyrites and quartz) or because of his fear of further encounters with the Canadian Indians, Cartier slipped out of the harbour during the night and returned to St. Malo.

Throughout the remainder of his life Cartier never received another assignment to explore, but remained in St. Malo as a fairly wealthy entrepreneur, until his death in September 1551. W.G. Gosling (1910), B.G. Hoffman (1961), M.F. Howley (1968), H.A. Innis (1940), *DCB* (I). LAP

CARTOGRAPHY. HISTORICAL. Although Soncino, the Milanese ambassador in London, writing in late 1497, stated that John Cabot *qv* had made a map and a globe showing his discoveries, no map of his nor any map indicating unambiguously his voyages has yet been found. The earliest map depicting Newfoundland and Labrador that can be confidently dated, the Cantino planisphere, shows certainly at least one of the voyages of the Corte Reals *qv*. Other maps have been given earlier dates, more particularly the La Cosa chart, but the exact dates of these maps are subjects of much speculation even when an apparent date is shown on the map itself.

The Cantino map was made in Lisbon by an anonymous Portuguese cartographer for the representative there of the Duke of Ferrera. A. Cortesao (1960) has firmly fixed the date of its making as being between September 13, 1502, and the end of October of that year. The North American coastline in the Cantino planisphere is without names except for the phrase "Terra del Rey de Portuguall" and the area shown on the coastline has been variously interpreted. W.F. Ganong (1964), G.A. Williamson (1962) and R.A. Skelton (1962) regard the coast as being that of the east coast of the island of Newfoundland and of Labrador; R.G. Hoffman (1961) and S.E. Morison (1971) are of the opinion that it shows merely the east coast of Newfoundland and that the Corte Reals did not explore the Labrador coast.

Nearly all of the maps of the first two decades of the Sixteenth Century which illustrate the northwest Atlantic coast stem from the Cantino planisphere except a few, such as the La Cosa chart, the chart known as Kuntsmann 3 and the Ruysch map. The La Cosa chart, dated anywhere from 1500 to 1520, is the most discussed and is dearly regarded by those who claim that Cape Breton *qv* was Cabot's landfall. Morison warns against the use of the La Cosa: "theorists treat it like rubber—they squeeze, stretch, twist and telescope it and fit anything from a hundred to a thousand miles and even turn it sideways and upside down."

There may be elements of Cabot's 1497 voyage in the Cantino chart but they would be obscured by the probability that the Corte Real expeditions overlapped the Cabot exploration; the only sensible explanation for the finding by one of the Corte Real ships of a broken sword of Italian manufacture and two earrings of Venetian design (as reported by Pasqualigo in 1502) is that these came from a John Cabot voyage. Maritime traffic between Lisbon and London and Bristol during the period was significant and it would be strange if the Lisbon cartographers did not try to interpret Cabot's voyages.

After the exploration of the Cabots and the Corte Reals there were no other specific explorations of the region until Joao Alvares Fagundes *qv* in about 1520, except for the problematical voyages of Sebastian Cabot *qv* in 1508-1509. Skelton and Williamson believe that there was at least one voyage by Sebastian Cabot to the region at this time. The map, usually dated 1508, made by Johan Ruysch, a Dutchman working in Rome, may show a Sebastian Cabot voyage from Labrador down and along the east and south coast of Newfoundland and beyond. There were imaginative and speculative lengths of North American coastline in some maps of the times, such as the Contarini of 1506, but Hoffman has stated the case well for the connection of the Ruysch map with a voyage of Sebastian Cabot.

The Maggiolo chart, called the Egerton map, dated 1507-1510 (but in the writer's opinion made after his 1511 chart showing the region), appears to have relied on the same mate-

This is a 1599 edition of a small Dutch map published by C. Claesz at Middelburgh in 1598. Claesz had obtained through the renowned Dutch map-maker, Petrus Plancius, 25 sea charts made by the Portuguese cosmographer, Bartholmeo de Lasso, and the Newfoundland outline is identical to the manuscript one drawn in 1590 by Lasso except for the imaginary details of hills in the centre of the island, for the addition of the "Arenhosa" below Ferryland, and for the substitution of I. de San Paulo for I. de San Po. Lasso had not added the mythical island of St. Brendan which Claesz placed to the south of Newfoundland.

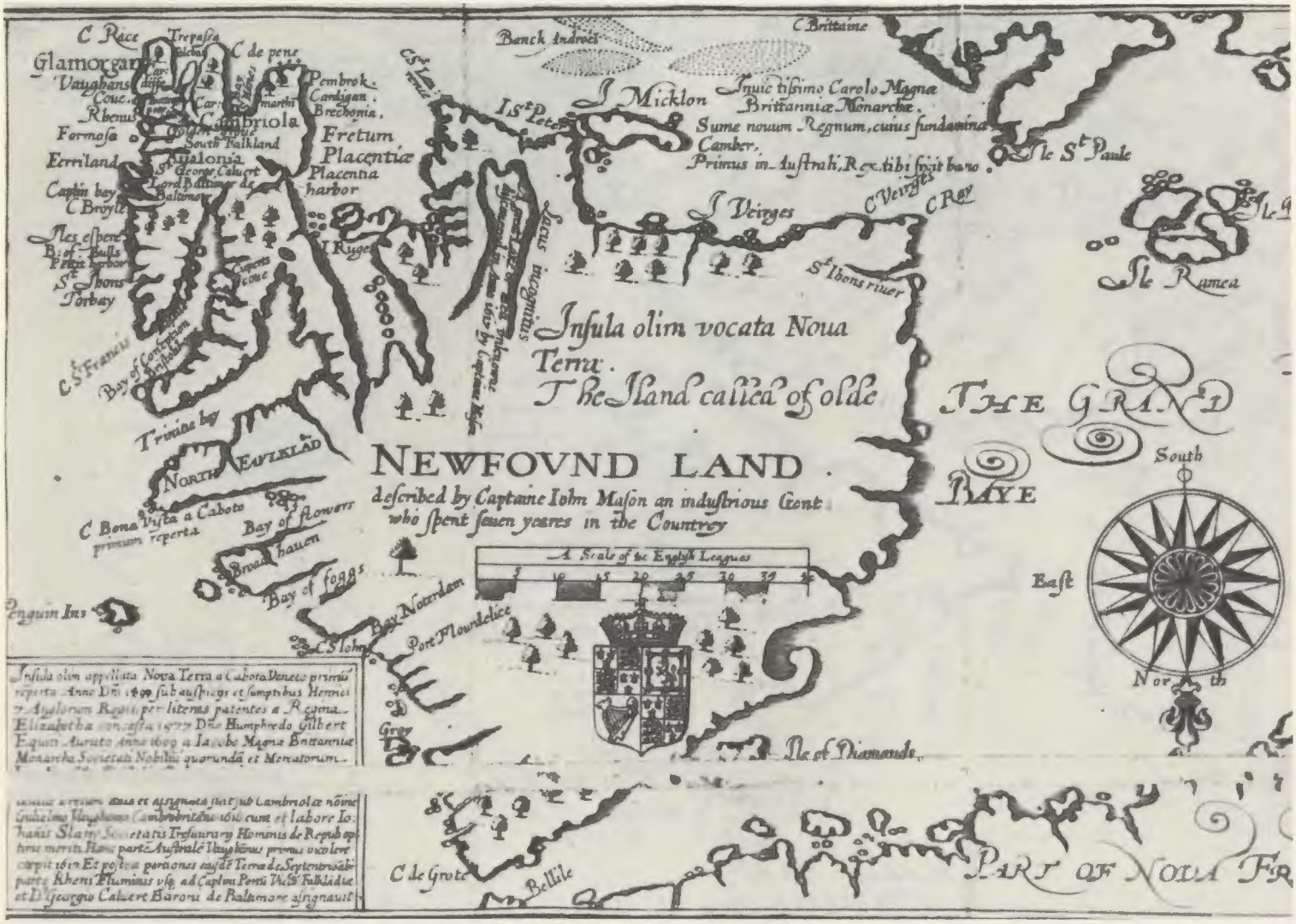
Newfoundland had in the beginning been shown as part of the mainland and as an island between Greenland and Labrador. Later it was delineated as an archipelago and this form continued in most of the maps produced in the rest of the 16th century. Lasso had drawn Newfoundland as a single island in earlier charts which Cortesao dates 1584 and 1586, and by the beginning of the Seventeenth Century it was no longer shown as an archipelago.

The oblique line to the east of Newfoundland represent the Banks of Newfoundland.

rial as did Ruysch. G.R.F. Prowse, the indefatigable advocate of Cape Bonavista as Cabot's landfall, was quite sure that the 1511 Maggiolo, made at Naples, supported his theory because the map showed a Rio Jordan in the area and what Prowse took to be a Bay Zacaria. As Cabot bore the name of the Baptist and as the father of John the Baptist was Zacharias, what could have been more natural than for Cabot to have named the places? The Maggiolo of 1511 also shows a bay "Padran" in the region of Notre Dame Bay, probably marking the padrao or pillar erected by Corte Real, according to Portuguese custom, to show his landfall in 1501.

Although we know of no expeditions of discovery after Fagundes until Davis explored north Labrador in 1586, this does not mean that there were no advances in the cartography of the area. The Newfoundland coast was frequented by fishermen from Portugal, Normandy and Brittany. However, the English fishery in the first half of the Sixteenth Century was not large and the few English maps of the area by Lok, Dee and Humphrey Gilbert are of Portugese derivation. The first good depiction of Newfoundland by an English cartographer was in the 1602 map of Gabriel Tatton, who was working in Holland. Portugal was much more advanced than England in map making and the Portuguese Dieppe map makers of the mid-Sixteenth Century showed the outline of Newfoundland remarkably well, although as a group of islands rather than as a single island. Map makers had originally shown the region as part of Asia, as an extension of Europe or as an unattached coastline. It was only after Jacques Cartier's *qv* voyages of 1534 and 1535 that Desliens in 1541, working near Dieppe, drew Newfoundland as a series of islands separated from the mainland.

The archipelago tradition continued throughout the Sixteenth Century, although a Munster map of 1540, a Bernadetto of 1543 (as attributed and dated by Harrisse) and a Des-



This map was compiled by Captain John Mason, governor of the Cupids colony from 1615-1621. It shows the original colony and the parts assigned to the Vaughan colony (part of which in turn became the South Falkland and Calvert colonies) together with North Falkland.

Mason's outline of the Avalon Peninsula would not be bettered for a hundred years. He spent over five years in residence and his surveys were superior to those undertaken after the Restoration by Captain Robinson in 1669 and Captain Southwood in 1675.

Mason didn't fully outline the bays on the east coast north of Trinity Bay probably because he was not sure of their outline (although he did close the bays on the lesser known south and west coasts). Dutch cartographers and others who relied on the Dutch, mis-interpreted Mason's outline north of Cape Bonavista and showed a rather un-indented coastline on their maps of the area neglecting the more accurate outline shown in the Portuguese and Dieppe manuscript maps of the mid-Sixteenth Century. From the Cambrensium Caroleia *of Sir William Vaughan, London, 1625.*

liens of 1561 showed a single island as the representation of Newfoundland. Finally, in 1590, Bartholomeo Lasso in Lisbon shaped the uni-insular form which became generally accepted. The general shape of the Northern Peninsula shown in the Vallard chart of 1542 and in the Luis Chart of 1563 was not bettered for two centuries, while Lopo Homen's 1554 chart already showed a good Avalon Peninsula.

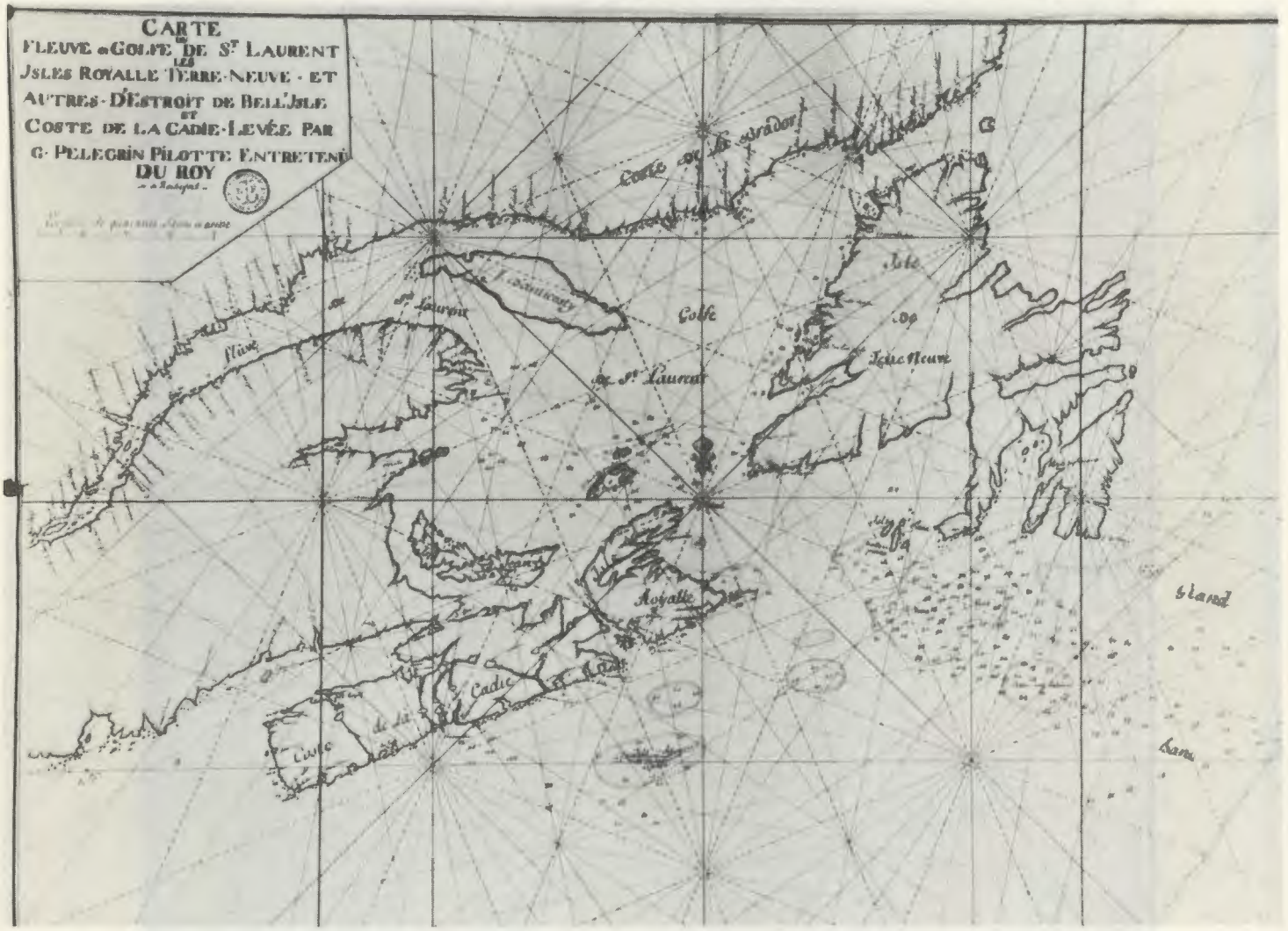
In 1579 Martin de Hoyarsabal, a Basque mariner from Ciboure, then a small fishing port near St. Jean de Luz but in the next fifty years to become an important port for the Newfoundland fishery, published at Bordeaux a pilot or rutter for the Newfoundland coast from St. Pierre and Miquelon east and north to the Strait of Belle Isle as far as Chateau Bay. He named nearly sixty places on the Island coastline and a dozen in the Labrador area of the Strait and gave sailing directions for harbours with soundings and other material of interest to mariners. His courses and distances are quite respectable. No map accompanied the original rutter, although an edition of the book published a century later included de Rotis's chart of the Island.

John Mason *qv* of the Cupids *qv* colony made a map of the Island which was published in 1624. It is the first deliberate survey of the Avalon Peninsula and is in many respects more accurate than Robinson's survey of the area in 1669 and Southwood's in 1675. The French were drawing detailed charts of the Island at about the same time as Southwood; however, the correct thinner shape of the Northern Peninsula shown by the Dieppe and Portuguese cartographers of over a century before was abandoned for a much thicker peninsula and this remained so until Cook's time. The birds on the Funk Islands were an important source of fresh food, so Notre Dame Bay was well drawn by Portuguese cartographers in the middle of the Sixteenth Century. Individual charts of harbours were made in the next century: Placentia by the French, and St. John's, Bay Bulls, Witless Bay, Harbour Grace, Carbonear, Trinity and Bonavista by the English. In 1721 we have

It is not likely that the fishing on the Banks of Newfoundland preceded the inshore fishery but by the mid-Sixteenth Century the French, with their supplies of salt readily available, were numerous on the Banks, followed by the English, Portuguese and Spanish. The Grand Banks were shown in the Sixteenth Century charts as a narrow strip but Champlain's map of 1613 gave an elongated triangular form of the Grand Banks and a separate Green Bank and Banquereau Bank. The engraved chart of 1678 shown here was compiled in Havre de Grace (Le Havre) from the soundings of Tasse Tanquerel who spent twenty years fishing on the Grand Banks. The shape of the Banks was copied with variations by Dutch, Italian and English chartmakers for over a century.

the oldest surviving map compiled by a native Newfoundlander; William Taverner *qv* probably born in Bay de Verde, drew a map of St. Pierre published in the English *Pilot*.

The Labrador coast north of Belle Isle was little frequented until the second half of the Eighteenth Century. At the beginning the name had been affixed to Greenland and the early charts are confusing. Sixteenth Century maps showed the Labrador coastline trending easterly and it was not until the



Operating from Quebec, Gabriel Pellegrin paid particular attention to the approaches to Canada south of the island of Newfoundland, including the soundings of the banks south of the Island so that French vessels out of sight of land could ascertain their approximate location in foggy weather. In 1739 he surveyed the Strait of Belle Isle area as the French were anxious to use this alternate route to Quebec in case the entrance to the Gulf of St. Lawrence south of Newfoundland was blockaded. His manuscript chart of 1749, now in the Bibliotheque National at Paris, gives his depiction of the Island and the surrounding area. There were much better French charts of most areas of the Island but the west coast of Newfoundland (where Pellegrin cruised) is shown in roughly accurate form.

Stockholm map of 1604, perhaps made by John Hall, that the correct northwest incline is shown. Hessel Gerritsz's 1622 manuscript chart of the North Atlantic has about twenty place names in Dutch on the Labrador coast, and these Dutch names continued to be used by French and English map makers for many years. Louis Jolliet (in 1694), Atkins (in 1729) and Swayne (in 1753) from New England, had visited the area north of the Straits but Curtis's inaccurate chart made up from his 1772 coasting is the first attempt to show Northern Labrador in detail. It wasn't until 1867 that Chimmo *qv*, as a result of a petition to the British Government from Newfoundland merchants, surveyed the area with any accuracy.

The Grand Banks were obviously known to all European fishermen coming out to Newfoundland; as the Spanish and Portuguese fishery declined in the Sixteenth Century, the French, with their ample supply of salt, were the main fishermen on the Banks and Tanquerel's soundings of the Banks set out in a chart by Bocage du Boissaye in 1678 with indications of the type of sea bottom were quite detailed. The Royal Navy consistently conducted the Newfoundland coastal survey from Cook's time until 1912 and occasionally thereafter. So did the French naval vessels patrolling the Treaty Shore and others like Gabriel Pellegrin from Quebec.

The interior of the island of Newfoundland, as many of the maps of the Eighteenth Century stated, was entirely unknown. A manuscript in the Public Archives at Ottawa shows the track overland from Harbour Main in Conception Bay to Placentia in 1762. James Cook *qv* went up the Humber as far as Deer Lake in 1767. John Cartwright *qv* mapped the Exploits River to Red Indian Lake in 1768 but the interior had to wait for W.E. Cormack, J.B. Jukes, Alexander Murray and J.P. Howley *qqv* and for the telegraph and railway in the next century. The first road map was not published until 1930. A. Cortesao (1960), W.G. Ganong (1964), W.G. Gosling (1910), H. Harrisse (1900), B.G. Hoffman (1961), M. de Hoyarsabal (1579), S.E. Morison (1971), F.A. O'Dea (1971), G.R.F. Prowse (1936-42), R.A. Skelton (1962), G.A. Williamson (1962). Fabian A. O'Dea

TWENTIETH CENTURY. In the first half of the Twentieth Century, before Confederation, there were few developments

Joseph F.W. Des Barres as an army lieutenant came to Newfoundland in Colville's squadron in 1762 after the French sacking of the English fishing parts in the Island. He was Swiss born and an engineer gifted in map-making. He was at the taking of Louisbourg in June of 1758 and later at the seige of Quebec where he and Cook were aboard the Pembroke. *Des Barres instructed Cook in surveying and Cook assisted Des Barres in the survey of Carbonear Island in the autumn of 1762. The original chart is in the Public Records Office, London.*

in the mapping of Newfoundland and Labrador; however, extension of the triangulation of North America into Newfoundland occurred when Canadian surveyors came to Newfoundland in the 1930s to carry out the surveys. Since 1949, under the terms of Confederation, the Canadian Surveys and Mapping Branch have been responsible for topographic mapping of the Province by geodetic surveys and photogrammetry (use of photography for map making). In 1980 only eight sheets out of 544 at the scale of 1:500,000 remained to be done, all in the area around the Smallwood Reservoir, where foggy conditions presented difficulties. The maps, drawn in metric measurement in the horizontal scale (2 cm equalling 1 km), but in Imperial in showing heights above sea level, were eventually to be completely converted to metric. Newfoundland is also imaged through LANSAT, the United States satellite, which aids map makers. In 1980 several Provincial government departments were also involved in various mapping projects; for example, road maps were produced and frequently updated by the Department of Tourism, and geological maps were made by the Department of Mines and Energy. With the drilling for oil and gas offshore in the 1970s and 1980s, hydrographic charting has become increasingly important. See HYDROLOGY; OCEANOGRAPHY. Ken Burns (interview, 1980), L.M. Sebert (interview, 1980). PMH

CARTWRIGHT (inc. 1956; pop. 1976, 675). Located on the eastern side of the entrance to Sandwich Bay, along the southern coast of Labrador, Cartwright has been a settled community since 1775. At that time Captain George Cartwright *qv*, an English merchant-adventurer for whom the place is named, settled there, establishing a fish and fur trading business. Eleven years later he left Labrador, maintaining his business interest there until it was sold to Hunt and Henley *qv* in 1815. It was again sold in 1873 to the Hudson's Bay Company and has remained under their ownership ever since. Although most were lured to the area by the fishery, some of the earliest settlers also came as employees of several lumber companies located in the area, and to seek work at a salmon cannery owned by Hunt and Henley in Sandwich Bay. Captain George

This manuscript map was drawn by John Cartwright. In 1768 he was a lieutenant in the Royal Navy and drew this map of Newfoundland utilizing the surveys of Cook, Lane and others for the coastline. The interior was almost completely unknown to the Europeans and Cartwright endeavoured to add to the knowledge of the area. Cook had already gone up to Deer Lake on the west coast and in 1768 Cartwright went up the Exploits as far as Red Indian Lake which he named, after himself, Lieutenants' Lake. He had little idea of its size and incorrectly shows Gander Lake (here Eyres's Lake) and the Exploits as sharing Great Rattling Brook as a source. He also incorrectly connected Red Indian Lake with Grand Pond. The original map is in the British Library.

Cartwright

Cartwright had chosen Cartwright because of its harbour's strategic location. According to A.P. Dyke (1969), "Subsequent trading companies located here for similar reasons and its existence today is a direct result of the Hudson's Bay Company's post which is still being maintained."

The community of Cartwright in 1980 was still one dependent on the fishery for survival. It had an international Grenfell Association hospital with one doctor, and a thirteen-room school under the jurisdiction of the Labrador East Integrated School Board. A government-owned fish plant opened in 1978 operated in the community, but plans were made in 1980 to lease the facility to the Labrador Shrimp Company. The Canadian Coast Guard ran a radio weather station and aircraft radio beacon in Cartwright. The community is generally ice-bound from late November to early June of each year, and during the ice-free months CN Marine operates a coastal freight and passenger service to the community. A.P. Dyke (1969), Earl McCurdy (interview, Aug. 1980), *Alluring Labrador* (1975), *Municipal Directory* (1979), *Sailing Directions Labrador and Hudson Bay* (1979), *Week in Review* (Aug. 29, 1980, NIS 5). Map C. DCM

CARTWRIGHT, GEORGE (1739-1819). Trader; explorer. Born Marnham, England. One of Labrador's most illustrious early settlers, George Cartwright, was drawn to the north after his first visits to the Island of Newfoundland while a captain in the British army. He visited Bonavista Bay *qv* in 1766 and explored the interior of the Exploits River area in 1768 with his brother, John Cartwright *qv*. (It has been noted that from his observations of this area and of the Funk Islands, Cartwright foresaw the extinction of the Beothuk *qv* and of the Great Auk *qv* because of white assaults. About 1793, before a Committee of Trade in the British House of Commons, he pleaded for peaceful relations with the Beothuk, giving examples from his own experiences with the Inuit in Labrador.)

By 1770 Cartwright had quit his position in the army and had entered a partnership with Lieutenant Lucas *qv*, Perkins, and Jeremiah Coghlan *qv* of Bristol, to trap, hunt, fish and trade with the Inuit on Labrador. The first post established was at Cape Charles *qv* where Nicholas Darby *qv* had abandoned his quarters because of Inuit attacks. Cartwright, however, had much more amiable relations with these people, as he had received a friendlier introduction: his partner, Lucas, had learned Inuit from a woman whom he had brought to England a few years earlier, and he was able to persuade a large family of Inuit to settle near Cartwright's company of a dozen or so men. Cartwright treated his neighbours with respect and courtesy, and after setting up his seal and salmon fisheries and the traplines for the post, he returned to England in 1772 with a party of seven Inuit.

His main purpose for the visit was to defend his stake on the Cape Charles post against the rival firm of *Noble and Pinson *qv*. They had claimed all salmon fishing rights on the Charles River earlier in 1772, so that Cartwright and his firm had had to operate their trade with the Inuit out of Fogo Island. Great losses accrued from this move and when fire destroyed the Fogo Island post in the same year, the firm of Perkins, Coghlan, Cartwright and Lucas folded.

Cartwright's journey to England resulted in both success and tragedy: the Board of Trade granted him sole rights to hunt and trap in the Charles River area, since any such post required diligent and constant attention as only Cartwright could provide, but, excepting Caubvick *qv*, all of the Inuit who travelled with him died of small-pox on the return trip.

On this occasion, as on many others during his stay in Labrador, Cartwright was involved in a new merger which was to last for only a short time. His fully-stocked ship arrived in Cape Charles in 1773 and was ready for an extensive trade with the Inuit in seal oil and salmon. Cartwright had anticipated that they would be waiting and fully-prepared to acquire more of the European goods that he had introduced to them in his initial dealings, but he was mistaken.

Cartwright experienced several such failures during his sixteen years' residence in Labrador, but he always remained generous to a fault, even when dealing with those who had cheated him in some way. For him, Labrador was a home rather than a mere trading post. In his work, *A Journal of*

George Cartwright visiting his furtraps.

Transactions and Events During a Residence of Nearly Sixteen Years on the Coast of Labrador, Cartwright wrote more often of his natural environment and of his daily hunts than of his business transactions.

About 1775 he established a new post in what was later to be known as Cartwright *qv*, in Sandwich Bay. He suffered a particularly devastating loss of about £14,000 a few years later when his servant, Dominick Kinnien, defected to join the crew of a Boston privateer, John Grimes, who before leaving Labrador attacked, plundered and destroyed the post completely. Yet Cartwright persisted until 1784 with some successes: at the outbreak of the American War of Independence fewer ships came to Labrador to fish and he was given money by his brother John as well as by such British merchants as the Lesters of Poole. However, in 1784 he was forced into bankruptcy and his Labrador possessions were sold to the firm of Noble and Pinson. He sailed for England in 1786, but even on this journey Cartwright suffered loss in the company of Benedict Arnold *qv*.

Whether or not Cartwright ever returned to Labrador is a disputed issue. He applied to the British Privy Council for a trade concession in his former territory in Sandwich Bay as well as in Invucktoke Bay (Hamilton Inlet). In the same petition he noted the injustices suffered by smaller trade merchants at the hands of those with more power and he advocated a separate government for Labrador (under Quebec) with himself as Justice of the Peace. The plea was transferred to a committee of fisheries in the Quebec government and finally decided upon in 1788: Cartwright was denied any grant of trading rights on the grounds that other British ships would try to follow suit and the notion of a regular government for Labrador was renounced altogether.

Cartwright spent his later years in Nottingham, employed as a barrack-master, and known to all as "Old Labrador." He had an unparallelled love for Labrador until his death in 1819, as his niece affirmed in her biography of his brother John, and as was evidenced in his own work:

> Fish, Fowl and Ven'son, now our tables grace;
> Roast Beaver too, and e'ery Beast of Chase.
> Luxurious living this! who'd wish for more?
> Were QUIN alive, he'd haste to Labrador!

P.W. Browne (1909), F.D. Cartwright (1826), C.R. Fay (1956), J.P. Howley (1915), H.A. Innis (1940), D.W. Prowse (1895), C.W. Townshend (1911), W.H. Whiteley (1977), David Zimmerly (1975), *NQ* (Fall 1961). LAP

CARTWRIGHT, JOHN (1740-1824). Judge; explorer. Born Marnham, Nottinghamshire, England. After entering the British navy in 1758 he rose quickly: by 1763 he had command of two ships and in May 1766 he was appointed First-Lieutenant on the *Guernsey*, which was stationed in Newfoundland. A further promotion during the same year came from Sir Hugh Palliser, Governor of Newfoundland, when he chose Cartwright as the surrogate for Trinity and Conception Bays, and another in 1767, when he was appointed Deputy-Commissioner to the Vice-Admiralty Court. Cartwright was distinguished throughout his life for his humanitarian principles and his keen sense of justice, and while in these offices he was noted for giving protection to the poor Irish fishermen in Newfoundland who were often abused by their employers.

John Cartwright

In 1768 John Cartwright, accompanied by his brother George Cartwright *qv* (who had come to Newfoundland with him in 1766) traversed the Exploits River and discovered Lieutenant's Lake, now called Red Indian Lake. His instructions from Palliser were to explore the river area and establish friendly relations with the Beothuk *qv* thereabouts. In his report to the Governor, Cartwright drew a map of the Exploits and Lieutenant's Lake to supplement his description and, though he failed to meet any "red Indians," he did write a hypothetical account of their lifestyle based on the information derived from deserted campsites. He also expounded upon the abuses which the Beothuk were said to have endured from local residents.

Cartwright returned to England late that year, but in July 1769 he was again appointed as Deputy of Trinity and Conception Bays by Newfoundland's new governor, John Byron. He resigned from his office in 1770, leaving the advice for his successor that the pay due to a lieutenant was inadequate for the office of surrogate. However, according to Cartwright's niece (F.D. Cartwright: 1826) he always remembered Newfoundland as a place of quiet solitude and rest.

In the following years Cartwright made plans for a "naval temple" and for a perpetual supply of timber for the English navy, and suggested improvements in gunnery exercises. He was most celebrated for his prolific writings against slavery, supporting American Independence (he resigned from the Navy after refusing to fight the colonists), and for the Parliamentary Reform Bill (finally passed in England in 1832), in which he also advocated the ballot and universal suffrage.

Cartwright ran for a parliamentary seat in 1812 and in 1813 but was not elected until 1818, when he represented Westminister. His tenure in this office was short as he was arrested and tried for sedition in 1820. Convicted of attempting to persuade people to criticize the government and constitution of England, he was fined one hundred pounds. Cartwright died four years later, on September 23, 1824. F.D. Cartwright (1826), C.R. Fay (1956), J.P. Howley (1915), D.W. Prowse (1895), *DNB* (III). LAP

CARTY, COL. GEORGE T. (?-1928). Lawyer; politician. Born and educated County Sligo, Ireland. His family emigrated to Newfoundland in 1873 when his father was appointed Chief Inspector of the Newfoundland Constabulary. Employed as a solicitor with the law firm of his brother, Michael H. Carty *qv*, he was the member of the Legislature for the District of St. George's from 1904 to 1909. He was a member of the Catholic Cadet Corps and held the local rank of Major. In 1914 he was awarded one of the first commissions in the First Five Hundred of the Newfoundland Regiment when he was commissioned Captain commanding "A" Company and Assistant Camp Commandant. He saw active service with the British Mediterranean Expeditionary Force in 1915, and was invalided and sent to hospital in England. He returned to Newfoundland in 1916 and was called to the Bar the same year. In 1918 he was a founding member of the *Returned Soldiers and Rejected Volunteers Association *qv*, and worked on the Civil Re-establishment Committee, Employment and Follow-Up Branch. He was Draft Conducting Of-

ficer, Officer Commanding Depot, and District Officer Commanding in St. John's before he retired as a Colonel in 1919. In 1921 he was appointed Stipendiary Magistrate for St. George's District, where he lived until his death. He was buried in St. John's with full military honours January 21, 1928. See REGIMENT, ROYAL NEWFOUNDLAND. Barristers' Roll (1826-), *NQ* (Apr., 1926), *The Veteran* (Sept. 1922), *Yearbook* (1904-1910). JEMP

CARTY, HON. MICHAEL H. (1860-1900). Lawyer, politician. Born and educated County Sligo, Ireland. His family emigrated to Newfoundland in 1873, when his father was appointed Chief Inspector of the Newfoundland Constabulary. Called to the Bar in 1881, he opened his own law office and was later in partnership with his younger brother, George T. Carty *qv*. He was elected first member of the Legislature for St. George's District in 1882 and held that seat until his defeat in 1893. He was again elected member for St. George's in by-election the same year, and held the seat until his election as the member for Placentia-St. Mary's in 1897. He was named a member without portfolio of the Executive Council in the Conservative Ministry of Sir James Winter in 1897. He was appointed Q.C. in 1898 and died April 1, 1900. The community of Cartyville *qv* is named after him. Barristers' Roll (1826-), *NQ* (Apr. 1926). *Yearbook* (1887-1897). JEMP

CARTYVILLE (pop. 1976, 59). A rural, mainly agricultural, community situated a short distance inland from the southern shore of St. George's Bay and located between Robinson's and McKay's *qqv*, Cartyville lies on a flood plain created by the Barachois River to the south and the Robinson's River to the north. Cartyville, which was so named for Michael Carty *qv*, first member of the legislature for St. George's District and who represented the district from 1882 to 1893 and from 1894 to 1897, was originally located in the area at the mouth of the Robinson's River and founded *c*.1830 by fishermen, mainly French (Acadians and Channel Islanders), and Scots (from Cape Breton). According to one report, among the earliest settlers were the Hulan (Huelan) family who originated in the Channel Islands *qv* (*The Rounder*: July 1978). The area, inhabited mainly by Protestants, was called "the Barrisways" — Crabbes (St. David's), Middle Brook (McKays) and Robinsons — and was visited by Edward Wix in 1835. He noted that settlers of the Barrisways "are of Jersey extraction, principally mixed with emigrants from agricultural districts in the west of England. . . . All the people of this bay [St. George's Bay] prosecute the salmon fishery; this is generally very lucrative, as collecting furs also is in the winter" (Edward Wix: 1836).

The fishery was the mainstay of the economy of Cartyville, which was first reported as a settlement separate from Robinson's in 1911. The *Census* reports a population of fifty-five in that year, all Church of England, with three residents reporting England as their place of birth. With the building of a branch railway line to Codroy in the early 1900s Cartyville moved its centre of activity from the shore to the rail-line, and the railway station, telegraph office and post office became the centre of a new community which looked to the land almost exclusively for commerce. Cartyville then became mainly an agricultural centre with some fishing and logging reported. In 1928 the family names Cook, Evans, Gillam, Hulan, Legge, Shears and Swyer(s) were reported (*List of Electors*: 1928). By the 1950s an Agricultural Society had been formed and a storage depot built for the use of farmers, who grew mainly hay, carrots and cabbage. The community was a scheduled stop on the Canadian National Railway mainline to Port aux Basques and by the 1950s a number of residents derived their income from construction work and service jobs in Stephenville, and from seasonal work as loggers or in local sawmills.

In 1981 Cartyville remained a small but productive agricultural centre, with root vegetables grown and some livestock raised. The population of the community was fairly constant at about sixty residents. Schools and churches were attended, as they had been throughout Cartyville's history, in nearby communities. J.J. Mannion (1977), Edward Wix (1836), *Census* (1911-1976), *Fishing Communities of Newfoundland* (1953), *List of Electors* (1928; 1975), *The Rounder* (July 1978). Map K. JEMP

CARY, SIR HENRY, FIRST VISCOUNT FALKLAND (?-1633). Born England. Educated Exeter College, Oxford. Cary served in France and the Low Countries, and in 1609 he was appointed to the King's Council for Virginia. In 1611 he subscribed to the Northwest Passage Company, was knighted in 1616, and in 1617 became a Privy Councillor whose name frequently appeared on committees appointed to deal with colonial problems. Cary was created first Viscount Falkland and Lord Deputy of Ireland in 1620, and the same year he came forward with a plan for a colony in Newfoundland to benefit Ireland. Cary probably chose Newfoundland as the site of his personal colonial venture because of his West Country origin and connections: he himself was a Bristol merchant, and he married Elizabeth, daughter of Sir Lawrence Tanfield who had been one of the original subscribers to the *London and Bristol Company *qv*. In 1620 the Company granted him a large tract of land in the area of the Bonavista Peninsula, which became known as North Falkland. About the same time William Vaughan *qv* received the consent of the company to assign a part of his grant to Cary, who was not a member of the company. The lands Vaughan transferred to Cary adjoined what became the southern boundary of the land granted Sir George Calvert *qv*, later Lord Baltimore. In 1622 Cary entrusted much of the organization of the colony to Richard Whitbourne *qv* who worked out the terms of investment and land allotment during the winter of 1622. This information was published in a pamphlet entitled *A Short Discourse of the New-Found-Land*, by T.C., in 1623. The same year Cary appointed Sir Francis Tanfield *qv*, probably his wife's cousin, to be the colony's first governor. Tanfield established the colony in South Falkland in 1623 and, according to William Vaughan in *The Newlanders Cure* (1630), "Sir Francis Tanfield, under the right honourable the Lord Viscount Faulkland, continued two years, but three leagues more Southware at Renouz, and did well enough, in which place likewise my Colony remayned one winter without any such mortall accidents." According to G.T. Cell (1969) the colony was still in existence when Whitbourne visited it twice in 1626 and had dealings with Tanfield there. The enterprise failed, though, and in 1626 Cary granted a lot of land in South Falkland and another in North Falkland to Sir Henry Salisbury *qv*, William Vaughan's brother-in-law and Cary's only known investor. Cary served as Lord Deputy of Ireland until 1629, when he was asked to return to England because of a

land dispute. He died in England September 1633. See SETTLEMENT. G.T. Cell (1969), William Vaughan (1630), *DNB* (III). JEMP

CASEY, JOHN (1823-1893). Politician. Born St. John's. John Casey was operating a small family farm on Flowers Hill, St. John's, when he decided to enter the political arena in 1859. He was elected as a Liberal member for St. John's West in the general election held that year and was returned in 1861 and 1865. During the first administration of Sir Frederick Carter, which began in 1865, Casey served as Chairman of the Board of Works. After his retirement from politics he was appointed Poor Commissioner in 1874 and held that position for nineteen years. He died on May 25, 1893 after having suffered from Bright's disease for the previous eighteen months. H.M. Mosdell (1923), *ET* (May 26, 1893). BGR

CASH'S INDIAN. James Cash, owner and proprietor of Cash's Tobacco Store, 172 Water Street in St. John's, displayed the only traditional tobacco store Indian in Newfoundland. The five-foot-high wooden Indian was displayed in the Cash's storefront to attract customers. Upon the death of Cash the store was operated by his heir, John Trainor, until it was sold in 1961. The Indian went to the private collection of the Hon. J.R. Smallwood *qv*. John Trainor (interview, 1980), J.R. Smallwood (interview, 1980). WCS

CASHIN, SIR MICHAEL PATRICK (1864-1926). Prime Minister. Born Cape Broyle. Educated St. Patrick's Hall; St. Bonaventure's College, St. John's. In his early twenties Cashin joined his grandfather's firm in Cape Broyle. Michael Cashin began his political career in 1893 with his election as an Independent Member of the House of Assembly for Ferryland District. He was re-elected in 1897. In 1900 and 1904 Cashin ran as a Liberal and was again elected in Ferryland. He supported the Bond Administration until he split with Bond over the Foreign Fishing Vessel Act issue in 1905, and crossed the floor of the House.

Sir Michael P. Cashin

In the elections of 1908, 1909 and 1913 Cashin was elected as a member of the People's Party for Ferryland, under the leadership of Sir Edward Morris. From March 1909 to July 1917 Cashin served as Morris's Minister of Finance and Customs. Cashin moved his residence from Ferryland to St. John's in 1909, and his grandfather's business, with which he was still involved, also relocated and was renamed Cashin and Company. When Morris formed the National Government in July 1917 Cashin remained his Minister of Finance and Customs. He retained that cabinet post when William F. Lloyd succeeded Morris as Prime Minister, from January 1918 to May 1919. Cashin was knighted in 1918. By May 1919 the National Government began to split. In an unprecedented action on May 20, 1919 Cashin moved a motion of non-confidence in his own party's Administration. The Prime Minister, W.F. Lloyd, seconded the motion, and by unanimous vote of the House of Assembly the National Government ended.

On May 22, 1919 Cashin was asked by Governor Harris to form a new Administration. As well as accepting the office of Prime Minister, Cashin retained his cabinet post of Finance and Customs. His cabinet included A.B. Morine (Minister of Justice and Attorney General), J.R. Bennett (Colonial Secretary), J.C. Crosbie (Minister of Shipping) and A.E. Hickman *qqv* (Minister without Portfolio). The new House met on May 27 and the brief session was stormy. An election was called for the fall and the session ended on June 5, 1919.

For the next election Cashin changed the name of his party from the People's Party to the Liberal-Progressives. His major opponent, Richard A. Squires *qv*, resigned his Legislative Council seat to lead the Liberal Reform Party, which he was instrumental in forming. The election was held on November 3, 1919 and Cashin was elected in Ferryland for the eighth time. His party was elected to twelve seats and the Squires party elected thirteen. William Coaker's *Fishermen's Protective Union *qv* (F.P.U.) returned eleven members to the House of Assembly. Squires and Coaker formed a coalition and Squires became Prime Minister on November 17, 1919. From 1919 to 1923 Cashin was Opposition Leader and a vocal critic of the Administration. It was only in 1923, because of ill-health, that he surrendered the leadership of the Liberal-Progressive Party to John R. Bennett *qv*.

After representing Ferryland for over twenty-five years Cashin chose to run in 1923 as a Liberal-Labour-Progressive candidate for the District of St. John's West, to try to break the Liberal Administration's hold over the District. He and Charles E. Hunt were elected. Cashin's son Peter Cashin *qv* ran, and was elected, in his father's old district of Ferryland. Continuing ill-health forced Cashin to retire in 1924 and he died on August 30, 1926. Michael Harrington (1962), H.M. Mosdell (1923), S.J.R. Noel (1971), J.R. Smallwood (1937; 1975), Newfoundland Historical Society (Michael Patrick Cashin and Cashin Family), *NQ* (July, 1919). DPJ

CASHIN, MAJ. PETER J. (1890-1977). Politician; businessman; soldier. Born Cape Broyle. Son of Sir Michael P. Cashin *qv*. Educated St. Bonaventure's College, St. John's. Cashin joined his father's business in 1908 and worked there until he left Newfoundland in 1911 to join a railway firm in western Canada. He returned to Newfoundland in 1915 and in April of that year joined the Newfoundland Regiment as a

Peter J. Cashin

Private. He was promoted to Corporal and sent overseas in June. He received various promotions but in June 1916 was wounded in France. He was then reassigned to the British Machine Gun Corps. Cashin was promoted to Major in Command of the Machine Gun Corps in March, 1918 and he remained in France until the end of the war, when he rejoined his father's business in Newfoundland.

In the 1923 general election Cashin ran in his father's former District, Ferryland, as a Liberal-Labour-Progressive Party candidate and was elected to the Legislature. His party was reorganized and in the election of 1924 Cashin was again elected in Ferryland, under the leadership of Walter S. Monroe. In 1925 Cashin crossed the floor of the House and joined the Liberal Opposition led by A.E. Hickman. His action marked the beginning of the disintegration of the Monroe Administration.

In the general election of 1928 Cashin was re-elected in the District of Ferryland, under the leadership of Sir Richard Squires. He was Minister of Finance from 1928 to 1932. In the spring of 1932 Cashin resigned, charging that the Prime Minister had falsified the Minutes of Council. (This charge, after investigation by the Governor, was dismissed as groundless.) Cashin left Newfoundland in 1932 or 1933 and returned in 1942. He then began to criticize the Commission of Government's activities and was a member of the committee sent by the National Convention to England to discuss Newfoundland's future forms of government. When the call for delegates to the *National Convention *qv* came in 1946 Cashin ran and was one of the three delegates elected for St. John's West. He became a vocal anti-Confederate and the leader of the Responsible Government advocates at the National Convention.

When Newfoundland joined Canada in 1949 Cashin ran in the first election held in the new Province. He became the Independent Member for Ferryland but was recruited by the Progressive Conservatives (P.C.) and served as the P.C. Opposition leader from 1951, when he was elected the P.C. member for St. John's West, to 1953, when he resigned to run as an Independent in the Federal Election of that year. Cashin was not successful in his bid for a Federal seat and he retired from politics in 1953.

On January 1, 1954 Cashin was appointed Director of Civil Defense for Newfoundland. He remained in that position until his retirement in the mid-1960s. In 1976 Cashin published his memoirs *My Life and Times 1890-1919*. Cashin died in St. John's on May 21, 1977. Peter Cashin (1967; 1976), S.J.R. Noel (1971), *The Compass* (May 26, 1977), *DN* (Apr. 4, 1974; May 25, 1977), *ET* (May 22, 1977; May 24, 1977; May 25, 1977), *Humber Log* (May 25, 1977), *London Free Press* (May 23, 1977), *Newfoundland and Labrador Who's Who Centennial Edition* (1968), Newfoundland Historical Society (Michael Patrick Cashin and Cashin Family), *Who's Who in and from Newfoundland 1927* (1927), *Who's Who in and from Newfoundland 1930* (1930?), *WS* (Dec. 12, 1973). DPJ

CASHIN, RICHARD JOSEPH (1937-). Lawyer; politician; union leader. Born St. John's. Grandson of Sir Michael P. Cashin *qv*. Educated St. Bonaventure's College, St. John's; St. Francis Xavier University, Antigonish, Nova Scotia; Dalhousie University, Halifax, Nova Scotia. After graduation from law school in 1961 Cashin ran in the Federal election of 1962 and became the Member of Parliament for St. John's West. He was re-elected for the district in 1963 and

Richard J. Cashin

1965. As M.P. he became Parliamentary Secretary for the Minister of Fisheries, from 1966 to 1968. In 1968 Cashin returned to his law practice until 1971, when he became President of the Newfoundland Fishermen, Food and Allied Workers Union, a position he still held in 1981. From 1973 until 1977 Cashin was member of the Board of Governors of the Atlantic Provinces Economic Council. In 1975 he was appointed Secretary-Treasurer of the Newfoundland and Labrador Federation of Labour and held this position until 1977, when he was appointed Atlantic Commissioner of the Task Force on Canadian Unity. This appointment ended in 1979. In 1981 Cashin was on the Board of Directors of the Canadian Saltfish Corporation, Petro Canada, North-South Institute, Export Trade Development Board and the Institute for Research on Public Policy. He was also a member of the Council for the Institute of Public Affairs at Dalhousie University, Halifax. Richard Cashin (letter, Aug. 1981), Nancy Sullivan (interview, Aug. 1981), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). DPJ

CASTLE HILL NATIONAL HISTORIC PARK. See PARKS, NATIONAL.

CASTLE, OCTAGON. See DANIELLE, CHARLES.

CAST-NET. See FISHERIES.

CASTOR RIVER. The headwaters of the Castor River are in the slopes of the *Long Range Mountains *qv* at an elevation of 304-427 m (1,000-1,400 ft). The river flows west 160 km (100 mi) across the Great Northern Peninsula to its mouth in St. John Bay. There is extensive forest near the mouth of the Castor River, and in 1980 the Bowater pulp and paper company controlled the lower watershed region to within 5 km (3 mi) of the river mouth. Castor River is one of the best salmon spawning and sea-trout rivers on the west coast of the Island. Salmon annually migrate upstream in three separate runs from June to late September to spawn in the many tributaries of the Castor River. Its fish population is estimated at about 50,000 and the Castor River is used by commercial and sport fishermen. See CASTOR RIVER NORTH AND CASTOR RIVER SOUTH. K.M. Mercer (1962). JEMP

CASTOR RIVER NORTH AND CASTOR RIVER SOUTH (pop. 1976, 275). The separate villages of Castor River North and Castor River South are located on both sides of the mouth of the Castor River in St. John's Bay on the Great Northern Peninsula. Castor River was first named by the French in 1735 as Rivière aux Castor, *castor* being Latin for "beaver" (E.R. Seary: 1960). Canon J.T. Richards (1953) names a William Griffiths who was employed by the North West Company and Genge Brothers of Anchor Point *qv* as a fisherman and trapper at Castor River *c*.1830. In 1868 a Captain Parish, on a survey of the coast, reported: "Communicated with Jesse Humber; found that he had not been interfered with this year [by the French], and has a very good catch of salmon" (*JHA*: 1869, p. 523). The first recorded settlers at Castor River were Jesse Humber, his wife and six children (*JLC*: 1873). It was reported that "Castor River was formerly fished by the French but of late years entirely by the hands of Jesse Humber . . . [who] fishes the river, and had his net across from one side to the other, at the entrance of the pond. Warned him against barring the pond, and read the Salmon Act to him. He had already thirty barrels of salmon, and had twenty in his net the night before we arrived" (*JLC*: 1877). In 1888 a Mr. Shearer of Nova Scotia moved his lobster cannery to the north of Castor River and reported it was a place "not fished at present," although the French were reputedly netting lobster in the river at the same time (D.W. Prowse: 1895).

From 1891 to 1921 one family was still fishing lobster at Castor River and the lobster were processed at nearby Bartlett's Harbour *qv*. By 1945 the population had grown to sixty-five as families moved to Castor River from St. John Island *qv*, Labrador, Harbour Grace *qv*, and communities on the St. Barbe coast. Castor River's main industry remained the lobster fishery, supplemented by seasonal fisheries of seal, salmon, cod and herring, and by winter logging. In 1960 about one-half of the families of Castor River North and South (population 1956, 126) were self-supporting through these activities (Robert Wells: 1960). In 1981 Castor River North and South were governed by different local committees and maintained their own schools and churches. Cod, herring and lobster were processed at a plant in Castor River North. D.W. Prowse (1895), J.T. Richards (1953), E.R. Seary (1959), Robert Wells (1960), Pius Lavers (interview, Oct. 1980), *Census* (1874-1945), *JHA* (1869), *JLC* (1873). Map D. JEMP

CAT HARBOUR. See LUMSDEN.

CAT OWL (HORNED OWL). See OWLS.

CAT'S COVE RIOT. See ELECTIONS.

CATALINA (inc. 1958; pop. 1976, 1129). Situated on the eastern coast of the Bonavista Peninsula *qv* in Trinity Bay, Catalina adjoins the town of Port Union *qv*, home of the Fisherman's Union Trading Company established by Sir William Coaker *qv*. According to E.R. Seary (1971), the name Catalina probably derives from the French *Havre Sainte-Katherine*, later superseded by the Spanish *Cataluna*. As early as 1534, when Jacques Cartier spent ten days in Catalina harbour, the name was well established as it is clear from Cartier's accounts that he already knew the place by name and did not name it himself.

In the Sixteenth Century fishermen from the west coasts of England, France and Spain frequented the harbour and by 1580, claims Ernest Tilley in his serial account "Ye Olden Times in Catalina," Catalina had a permanent population of one hundred. Fishing remained the main occupation of the people of Catalina until the Twentieth Century. In 1981 it was primarily a commercial centre and site of one of the largest salt fish businesses in Eastern Canada, the Mifflin Fisheries Limited, and a large frozen fish plant operated by Fishery Products Limited. Blueberries and partridge berries are picked for commercial sale but because of poor soil there is little cultivation in the area.

Catalina was the first community outside St. John's to set up a public library. Joseph Clouter, a former resident, donated 5,000 books and the library opened in 1937. In subsequent years the Public Libraries Board granted it financial assistance and the success of the library at Catalina encouraged the Board to extend library services to other outlying communities.

Since 1583, when one of the men from Sir Humphrey Gilbert's *qv* expedition found what he believed to be gold in a cove nearby, Catalina has been famous for its Catalina Stone *qv*. When this stone was assayed in England it was found to be only "fool's gold" or iron pyrite. In 1877 Catalina again achieved notoriety when a huge squid, or cuttlefish as it was then called, was driven ashore in a storm. Two of its tentacles were 9 m (30 ft) long and 1.5-2.4 m (5-8 ft) wide; its body measured 2.7 by 1.8 m (9 by 6 ft). Such was its size that the squid was sent to St. John's for exhibition and an illustration and description of it appeared in the Oct. 27, 1877 issue of the *Canadian Illustrated News*. The squid was purchased by the New York Aquarium and served as the basis for a model of a squid in the American Museum of Natural History in New York City. See LIBRARIES; SQUID. F.A. Aldrich (letter, Apr. 1980), Grace Butt (1957), H.A. Innis (1940), E.R. Seary *et al* (1968), Ernest Tilley (1957-58), *DA* (Apr. 1978), *Newfoundland Settlement Survey 1954* (1954). Map G. PMH

CATALINA STONE. Composed of iron and sulphur (FeS_2), the common name of this stone is iron pyrite or "Fool's Gold." Found in the presence of "greywacke" (a shale-like rock) it exhibits a cubic structure with a distinct yellow appearance which, it is said, deceived both Martin Frobisher *qv* and Sir Humphrey Gilbert *qv*, who ladened their vessels with the rock, under the assumption it was gold. Sir R.H. Bonnycastle (1842), J.B. Jukes (1842), Philip Tocque (1846) and D.W. Prowse (1895) all note the abundance of the rock at Catalina, Trinity Bay from which it was named and the presence of a cliff face composed of the stone in the area. Rev. L.A. Anspach (1819), however, claimed the material was "marcasite" and ventured into a lengthy discussion of its combustible qualities. Certainly the rock was thought to have been used in its natural state by the Beothuk as a flint and was reported by Anspach and Bonnycastle to have spontaneously ignited on the cliff face at Catalina. Iron pyrite is commonly found throughout the island of Newfoundland. L.A. Anspach (1819), R.H. Bonnycastle (1842), D.W. Prowse (1895), Phillip Tocque (1846), Derek Wilton (interview, Feb. 1980). WCS

CATAMARAN PARK. See PARKS, PROVINCIAL.

CATARACTS PARK. See PARKS, PROVINCIAL.

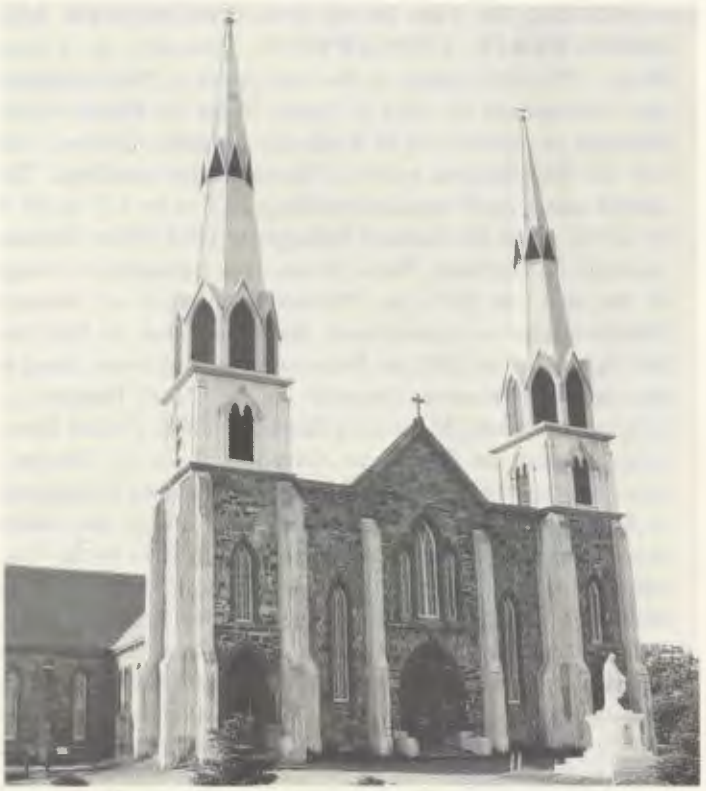
CATBERRY. In Newfoundland and Labrador the term "Catberry" is applied to a variety of native plants: the American *Mountain Ash *qv* or Dogberry (*Sorbus americana* Marsh.);

the Mountain-Holly [*Nemopanthus mucronata* (L.) Trel.; See HOLLIES]; the Red *Elderberry *qv* (*Sambucus pubens* Michx.); the Red-Osier Dogwood (*Cornus stolonifera* Michx.; See DOGWOODS); and the Wild *Lily of the Valley *qv* (*Maianthemum canadense* Desf.). B.J. Jackson (letter, Oct. 1978), Ernest Rouleau (1978). CFH

CATBIRD. See MOCKINGBIRDS.

CATHEDRAL FIRE BRIGADE. See FIRE FIGHTING.

CATHEDRAL OF THE IMMACULATE CONCEPTION. In 1856 Newfoundland was divided into two Roman Catholic dioceses, St.John's and Harbour Grace, and the Rev. Dr. John Dalton *qv* was appointed the first Bishop of Habour Grace. The corner stone for a Cathedral in Harbour Grace had been laid by Bishop Mullock in 1852. Cosntruction of the Cathedral was started by Bishop Dalton and carried on by the succeeding Bishop, Henny Carfagnini *qv*. Carfagnini was transferred to the See of Galipoli in Italy in 1880 and Dr. Ronald Mcdonald, the third Bishop of the diocese had the responsibilities of completing the Cathedral, which by then had been under construction for more than twenty-five years. The Cathedral was completed only shortly before it was destroyed by fire on Septemer 2, 1892. It was written not long afterwards that "Nothing now remains of its massive walls, its Corinthian pillars, its seven altars or its lofty dome, but a mass of unsightly ruins. The splendour of its dome — modelled after the greatest conception of human genius — St. Peter's at Rome — is a heap of crushed and crumpled iron, its altars of marble and gold are in ashes, its pillars are broken and its walls dismantled." (H.F. Shortis: IV,277). The building was valued at $350,000. Construction began on a new Cathedral shortly after the fire, Gothic in style. It has two towers 41 m (135 ft) in height. The main altar is marble and was donated to Bishop John O'Neill by the people and priests in 1952 on his silver anniversary as a Priest.



Church of Immaculate Conception, Harbour Grace, 1981

Cathedral of the Immaculate Conception c.1890, Harbour Grace

Cathedral of the Immaculate Conception, Grand Falls

In 1953 the parish church at Grand Falls was elevated to the status of Co-Cathedral when the diocese was changed to the Harbour Grace-Grand Falls diocese. Plans were then made for the construction of a new Cathedral, which was completed in 1965. In that year, by permission of the Holy See, the Diocese of Harbour Grace-Grand Falls became the diocese of Grand Falls. The interior of the new Cathedral is characterized by a skillful blending of the old with the new. In line with the New Liturgy, a Low Altar from the old Cathedral was placed in a prominent position in the Sanctuary. The stained glass memorial windows and light fixtures which Bishop O'Neill had installed in the old church were also used in the new Cathedral. The Cathedral of the Immaculate Conception at Grand Falls is a work of art and is a tribute and memorial to Rev. J.M. O'Neill who built it. Rev. Joseph O'Brien (interview, Oct. 1981), H.F. Shortis (Vol. IV, p. 277), Rev. R.T. Woodford (interview, Oct., 1981), N.Q. (Autumn, 1932; Spring, 1946). EMD

CATHEDRAL OF THE MOST HOLY REDEEMER AND IMMACULATE CONCEPTION. Presently at Corner Brook. The first church on the west coast of Newfoundland was commenced in 1852 at Sandy Point by Father Alexis Bélanger *qv*, a native of St.Roch-des-Aulnaies, Quebec, who was the first resident priest of Western Newfoundland. The church was a small wooden building 13.7 m by 6.7 m (45 ft by 22 ft). Upon the death of Bélanger in 1868 Father Thomas Sears *qv* of Lochaber, Nova Scotia, was appointed in charge of the area. In 1870 the Prefecture-Apostolic of Western Newfoundland was constituted; Sears was made its first Prefect Apostolic. In 1892 the Prefecture-Apostolic was raised to the status of Vicariate Apostolic and Dr. M.F. Howley *qv*, who had succeeded Monsignor Sears in 1886 as Prefect Apostolic, became the first Vicar Apostolic of the St. George's area. Howley took the Church of the Immaculate Conception at Sandy Point as his Pro-Cathedral and enlarged the church shortly thereafter. Howley was succeeded in 1894 by the Venerable Bishop Neil McNeil *qv* when the former was appointed Bishop of St. John's. Shortly after his arrival at Sandy Point, Bishop McNeil began to make plans to move the centre across the harbour to St. George's, which had the advantage of being near the proposed railway line. The actual move was made shortly before 1900 and in 1903 construction began on the Church of St.Joseph.

Cathedral of The Most Holy Redeemer and Immaculate Conception

In 1904 the St. George's area was made a diocese and the Church of the Immaculate Conception became the first Pro-Cathedral of St. George's Diocese. When the Church of St. Joseph was completed it became the new Pro-Cathedral until the seat of the diocese was, by virtue of a decree of the Sacred Consistorial Congregation dated July 20, 1946, transferred to Corner Brook. Bishop O'Rielly *qv* took possession of the parish of the Most Holy Redeemer at Corner Brook the following year as the Cathedral parish; shortly after, plans were made for the building of a cathedral.

Construction began on the Cathedral of the Most Holy Redeemer and Immaculate Conception in 1953, and it was officially opened on September 9, 1956. The cornerstone, laid that day by Bishop O'Rielly, is composed of limestone with a marble insert which had been blessed by Pope Pius XII. The Pope presented it to O'Rielly when he visited the Pope in Rome in 1949. The inscription on the marble states that it was blessed by Pope Pius XII ("Pius XII *Benedixit*").

The Cathedral is built in the form of a cross, enclosed with brick, which shows on the outside and inside. The centre part has a gabled roof and incorporates the nave, narthex, and sanctuary. The transcepts are gabled and at right angles to the main part of the Cathedral, intersecting in front of the sanctuary and forming a cross. One of the more appealing external features of the Cathedral is the triangular tower which leads to a lead-coated, copper spire topped with a gold cross. On the tower, cast in concrete, are the figures of Christ, The Blessed Mother, and St. Peter.

Interior of Cathedral

The main altar of the Cathedral stands on a marble predella three steps high and is canopied by a gold tester. The altar itself is marble and the back wall is decorated with gold. On the wall above the altar is a large crucifix with the Mother of Christ and St. John the Apostle attending. These are carved from bass wood, with a natural wax finish.

The nave consists of light oak pews, a main aisle and two side aisles. Great laminated wood arches rise from the floor and support the purlins which, in turn, support the rafters. Along the aisles are carved Stations of the Cross. Above the Epistle side-altar, which is dedicated to the Blessed Virgin, is a large crowned shield supported by two angels. The Gospel side-altar, dedicated to the Sacred Heart, has a painting of the Sacred Heart above it. On the front walls are four elevated white plaques set into the wall, one symbolic of Christ as priest, another as teacher, another as king, and the final as judge.

On the gallery rail at the back of the church are three carved wood panels depicting the Church Teaching, the Church as

the Mystical Body of Christ, and the Church Functioning. The Cathedral can seat over 1,000 people. Rev. Michael Brosnan (1948), Rev. R.T. White (interview, Sept. 1981), *Official Opening of the Cathedral of the Most Holy Redeemer and of the Immaculate Conception: Souvenir of the Official Opening* (1956). EMD

CATHEDRAL OF ST. JOHN THE BAPTIST (ANGLICAN). The Cathedral parish in St. John's is the oldest Anglican parish in North America. It was founded in 1699 by the Reverend John Jackson *qv* following a petition from the Church of England inhabitants of St. John's to the Bishop of London, the Very Reverend Henry Compton. Between 1699 and 1905 an estimated fifteen churches built of wood and, later, stone, were built on or near the site of the Cathedral which is situated on a gently sloping hill bounded on the east by Cathedral Street, the north by Gower Street, the west by Church Hill and the south by Duckworth Street (W.E. Dawe: n.d.). The grounds around this site were used also as a graveyard, and there were about 5,500 graves located there during the approximately two hundred and fifty years of its use, including the grave of Dr. William Carson *qv* and that of Richard Barnes *qv*. In 1720 the first of three wooden churches to occupy the site of the present Cathedral was built.

According to D.W. Prowse (1895) a building committee and board of trustees consisting of Michael Gill, the Rev. Edward Langman (incumbent of the old Church of England church), John Monier, William Bevill and William Thomas collected £400 in 1759 "towards the building of a new English Church, near the site of the present Anglican cathedral." At a committee meeting a number of important decisions were made about the new site, the new building and the congregation that it was to house. It was decided that "William Keen should have the first pew on the right coming in at the west door and Michael Gill the first on the south door;" that "the Parson should have a pew for himself and his family under the pulpit" and "first choice of pews to subscribers," from £25 to £15, to be settled by lot. Furthermore, the bodies buried on the site to be used for the church "should be left at the election of their friends whether they would remove them or no" and that "the Gallows should be removed and put on Gallows Hill." According to Prowse, money and labour was substantially solicited through a proclamation of Governor Richard Edwards *qv* which named thirty-four local residents of various denominations and charged them on pain of imprisonment, to work on the church, or to pay a carpenter to work on the church. While Prowse observed that "The whole proceeding was illegal," nevertheless, he granted that "Governor Edwards's method of completing the new church was eminently practical; he did not beat the drum ecclesiastic, or hold a bazaar, or appeal to anyone's religious feelings. . . . The thirty-four substantial residents mentioned in the margin . . . were apparently . . . chiefly Roman Catholics, Presbyterians, and Nonconformists" (D.W. Prowse: 1895).

The last of the three wooden churches built on the site was opened in 1800 and survived for nearly fifty years before it was levelled in the Great Fire of 1846. In 1839 the parish had been elevated to diocesan status as the Diocese of Newfoundland and Bermuda (until 1918 a single diocese), and the parish church had become the diocesan Cathedral; this meant that the church housed the episcopal throne or, in Greek, the bishop's *cathedra*. As a permanent sign and symbol of the

Cathedral before the fire of 1892

bishop's "spiritual authority and ecclesiastical power," the *cathedra* or throne alone [made] this church a *cathedral*" (*The Cathedral Messenger*: June 24, 1980).

The first Church of England Bishop of Newfoundland and Bermuda, George Aubrey Spencer *qv*, who had become bishop in 1838 and was responsible for raising the parish-church of St. John the Baptist to Cathedral status, decided between 1839 and 1842 to build the first Cathedral. After obtaining title to some land and ordering white limestone from Cork, Ireland, the foundation stone was laid August 24, 1843. This church, designed by a local contractor named James Purcell, was never built: during the Great Fire of 1846 the wooden crating holding the Irish limestone ignited and the heat reduced most of the limestone to chalk. (The original prospectus and expense reports about this proposed church were still housed in the Cathedral museum in 1981.) Of Bishop Spencer it was said that "the dimensions of his task soon broke his health;" he resigned in 1843 to become Bishop of Jamaica and was succeeded as bishop by Edward Feild *qv* in 1844.

Feild, an energetic and wealthy man, commissioned a new design from the noted English architect, Sir George Gilbert Scott, the famous English Gothic revivalist and contemporary of John Ruskin. According to Philip Tocque (1878, p. 376), "Bishop Feild visited England, and obtained the consent of the Secretary of State to the appropriation of £15,000 towards the completion of the Cathedral. . . . The money was collected under the sanction of a Queen's letter, in the churches of England." The foundation stone was re-dedicated on September 29, 1847. The nave was built between 1847 and 1850 and consecrated on September 21, 1850. Bishop Feild, in a letter dated Oct. 10, 1850, noted with great pleasure the building's consecration and the first general ordination held in it. Of the many English subscribers whose money went to build the church and of the make-up and spirit of the nascent church, he wrote: "If I were to say much of the defects or deficiencies, it might seem I was ungrateful, but . . . I will only add, that *all the seats are free*, and the consequence has been

hitherto that all have been full. I felt it due both to the character of the Cathedral itself, and to the desire of the friends who had supplied the funds, to resist any appropriation to the wealthy citizens (who would gladly have paid for pews or appropriated seats), though we can ill spare a means of raising an income where there is no endowment. The differentia of a cathedral, I presume, consists in having the bishop's chair, and it is well in our case that this will suffice — for the usual . . . properties of a Cathedral Church (the Dean and Chapter, Choir etc.) we can have none . . . the regular staff (in my absence) consists of two clergymen, the Rector and his Curate'' (quoted in H.W. Tucker: 1877).

The nave alone served as the Cathedral Church for thirty years until the transepts and Choir were begun on January 5, 1880 and consecrated September 1, 1885. The completed church was in the shape of a Latin cross and built following the Gothic pattern, identified with Sir Gilbert Scott, called Victorian Gothic or English Gothic, with its characteristic discordant elements. (This was particularly apparent in the differing lancet windows of the nave where single lancet windows were set in the north wall, with double lancet windows on the south wall and other irregularities of carving, stonework and design.)

During the episcopate of the fourth bishop, Llewellyn Jones *qv*, the Cathedral was almost destroyed during the fire of 1892 and rebuilt with his leadership. During the devastating fire, timbers burned, causing the roof to collapse, the nave was destroyed, the clenestories (part of the walls with windows) fell and all but one stained-glass window was destroyed. This window, called The Resurrection (dedicated to the memory of George Johnston Hayward, 1798-1884) had on the faces depicted in the glass distinct tear-like drops caused by the molten lead. The window was re-installed in the Sacristy to the right of the altar when the restoration of the church commenced in 1893. The choir and transepts were rebuilt first, and the chancel and transepts were re-dedicated June 28, 1895; this part of the Cathedral served as a place of worship until the reconstruction of the nave, which was begun in 1902. The nave was re-dedicated on September 21, 1905. Construction continued on the Cathedral from 1923 to 1972. The ornamental screen (called a *reredos*) covering the wall behind the altar and containing eleven pieces of curved sandstone statuary was the work of Giles Gilbert Scott, the grandson of Sir George Gilbert Scott, and was dedicated September 22, 1923. The vaulting beneath the Tower was completed and dedicated December 13, 1931 and in 1972 a moulded, concrete, vaulted ceiling was installed in the Lady Chapel; the refurnished Chapel was dedicated in September 1972. The altar in the Lady Chapel was dedicated to Bishop William White *qv*. A stained glass window at the rear of the chapel had been dedicated to Jacob Brinton, priest and curate for forty years. It was said that he had been the only priest who could be heard at the rear of the church. A public address system was installed after his death (Wallace Dawe: n.d.).

Cathedral after the fire

Cathedral of St. John the Baptist

During the rebuilding of the Cathedral between 1893 and 1895, following the plans of Gilbert Scott, son of Sir George Scott, the vaulting in the transept and choir ceilings was raised beyond that of the nave. The rock used in the building was a white, fine-grained sandstone which was imported dressed, from the Gifford Quarries in Glasgow, Scotland; 4,500 tons of it was used in the Cathedral.

Interior of destroyed Cathedral

The coarser stone, of which approximately 7,500 tons was used, mainly in the building of the walls, is Newfoundland bluestone, quarried from the Southside Hills of St. John's. This stone was covered with plaster until 1966, when the plaster was removed to reveal the beautiful local rock.

By European standards the present Cathedral of St. John the Baptist is comparatively small. From the choir to the nave it is 61 m (200 ft) long. The building is 30 m (99 ft) wide through the transepts and 18 m (60 ft) wide through the nave. Each transept measures 13 m (42 ft 8 in) and from the floor to the outside roof the church is 24.5 m (80 ft) high. From the

floor to the apex of the juncture of the vaulting of the nave, choir and transepts, the height is 17.4 m (57 ft).

The Cathedral altar is made of wood topped by marble and was designed in the shape of a tomb to commemorate the tombs used as altars to celebrate the Eucharist by persecuted Christians in the catacombs from the First to the Fourth Centuries. The organ console was constructed by Caservantes Frères of Quebec and installed in 1927. The magnificent Bishop's Throne and the exquisitely designed woodwork of the Eagle Lectern, the Litany Desk, the chair stalls, the ministers' desks in the chancel, and the font were executed by Harry Hems of Exeter, England, from a pattern by Sir George Scott. The church cloths and coverings were the work of the Bowser sisters, who came from England *c*.1900 to work on them. In 1981 the Cathedral Altar Guild (who were responsible for the embroideries on the Eucharistic vestments, cloths and coverings used in the refurbished Lady Chapel) were responsible for the upkeep of these.

Interior of Cathedral after reconstruction

The Cathedral of St. John the Baptist has numerous gargoyles and carvings; these include sculptures of actual people prominent in the Diocese, the nation and the Empire during the construction of the Cathedral, such as Queen Victoria and Prince Albert. The oldest gargoyle located in the south transept is approximately 1000 years old; it came from the roof of Bristol Cathedral, and was presented to Archbishop Robert L. Seaborn *qv* during a visit to Bristol. The Cathedral also has numerous other plaques, arms, relics and historic pieces of stonework as well as a valuable store of plate. When the parish of St. John the Baptist was elevated to Diocese status in 1839 an official coat of arms was conferred upon the Cathedral. These arms, the coat of arms of the Diocese of London, were replaced with a new heraldic device in 1976 when the Diocese was restructured and Newfoundland became three Dioceses — East, West and Central — with the Cathedral remaining the Bishop's seat. The new coat of arms contained symbols reflecting the Cathedral's religious affiliations and past, and bore the motto of the Cathedral Parish *Illum Oportet Crescere Me Autem Minui* ("He must increase and I must decrease" John 3:30).

A small church museum was opened in the Cathedral in 1931 and in 1981 contained a number of photographs, books, documents, articles and relics pertaining to the history of the parish and the building, including pieces from the church ship *Lavrock*, samples of stonework from different European Cathedrals, a bible dated 1790 and a photocopy of the 1699 petition to Compton. Visitors to the Cathedral were numerous: 8,300 persons in 1979 and an estimated 25,000 in 1980. On June 19, 1981 the Cathedral of St. John the Baptist was declared a National Historic Site and the Church and grounds became the only active parish and church building in Canada to be so designated. In 1981 the Cathedral of St. John the Baptist was the seat of the Bishop of Eastern Newfoundland and Labrador. It had a Dean and Chapter composed of the Dean and five Canons. The parish had six priests and there were two Canons Emeriti attached to the Cathedral. The Cathedral had several choirs (including an all-boys choir), an organist and choirmaster, a suborganist, a sacristan, a verger, a Dean's Verger and a Select Vestry. See ANGLICAN CHURCH. Issac Barnes (interview, Aug. 1981), W.E. Dawe (n.d.), Marilyn Duffett (1981), Brian Hannon (n.d.), D.W. Prowse (1895), C.F. Rowe (1979), H.W. Tucker (1877), Jill Whitaker (n.d.), *The Cathedral Messenger* (June 29, 1980), *ET* (June 16, 1981), *NQ* (Mar. 1904). JEMP

CATHEDRAL OF ST. JOHN THE BAPTIST (ROMAN CATHOLIC). See BASILICA OF ST. JOHN THE BAPTIST.

CATHEDRALS, ANGLICAN. See CATHEDRAL OF ST. JOHN THE BAPTIST; PRO-CATHEDRAL OF ST. JOHN THE EVANGELIST; ST. MARTIN'S PRO-CATHEDRAL.

CATHEDRALS, ROMAN CATHOLIC. See BASILICA OF ST. JOHN THE BAPTIST; CATHEDRAL OF THE IMMACULATE CONCEPTION: CATHEDRAL OF THE MOST HOLY REDEEMER AND IMMACULATE CONCEPTION.

CATHOLIC CADET CORPS. Founded at St. John's on August 27, 1896 the corps was established "to minister to the physical, mental and moral life of the boys who were recently released from the restraints of school and to qualify them for good and worthy citizens". It was formed on military lines where habits of discipline, order, self-restraint, self-reliance, mutual help and obedience to authority were to be taught (*The Cadet*: Apr. 1914). The first two companies (A and B), representing Roman Catholic youth in St. John's East and West, were formed under the guidance of Joseph Shea, Q.C., Captain H.J. Donnelly and company chaplain Rev. Father Crooke.

In October 1899 the Corps was incorporated with its sponsoring body, the Total Abstinence and Benevolent Society; in April 1905 it was transferred to the management of patron Archbishop M.F. Howley. A new ten-man committee (including Archbishop Howley) was formed, retaining Superintendent of Police Sullivan and J. Harris from the original group of 1896. Archbishop Howley first introduced a total abstinence vow to the cadet membership in April and work began on the establishment of a permanent drill hall and meeting room for the Corps. With the increasing demand for space to accommodate the corps Brother Ryan, Superintendent of

St. Patrick's Hall, St. Bonaventure and Holy Cross Schools, introduced school companies in July 1910, bringing the total strength of A, B and the three school companies to 600 cadets. In that year membership was officially opened to male youths between thirteen and twenty-one years, and provisions were made for the establishment of a Catholic Cadet Corps band. The first Bugle Contingent was formed two months later to accompany drill and marching at the Parade Rink on Harvey Road. In February 1907 the Catholic Cadet Corps moved to an armoury adjacent to their first temporary rooms at the St. Vincent De Paul Hall on Harvey Road. The armoury had been officially established after the Corps had moved from its previous location at the Star of the Sea Hall in September 1905.

At the beginning of the Twentieth Century the Catholic Cadet Corps entered inter-brigade sports which were started by the Church Lads' Brigade *qv* to foster competition among the various boys' groups in the city. The Catholic Cadet Corps had an impressive sports record, which included receiving the first award of the Earl Grey Trophy in Newfoundland, distinctions in shooting, football and regatta competitions (which they entered in 1912 when a committee was formed to establish a Catholic Cadet Corps Boat Club); the club built a boat house in 1913 and purchased the racing shells *Pinkun* in 1912, the *Cadet*, the *Guard* and the *Mary* in 1914.

Like the Old Comrades' Association of the Church Lads' Brigade, the Catholic Cadet Corps formed an "Old Boys" reserve in 1913 numbering 150 members. The following year many of the "Old Boys" and Catholic Cadet Corps (160 in all) enlisted with the first five hundred recruits for military duty in the Newfoundland Regiment. In that year twenty-five recruits from the newly formed Catholic Cadet Corps at Bell Island supplemented the roll of the Regiment. The Bell Island Company was commanded by Capt. J.M. Green, Lt. M. Connors and Lt. J.J. Murphy.

After World War I the Catholic Cadet Corps Armoury was returned to the Corps by the Newfoundland Government who had used the facility during the war. Recruitment and finance declined, however, and the Catholic Cadet Corps was disbanded in 1924 as a result of these factors, combined with a general public disapproval of para-military activities. Facilities of the Catholic Cadet Corps were subsequently returned to the Roman Catholic Episcopal Corporation for the use of Boy Scouts and school groups. Among several distinctions attributed to the Catholic Cadet Corps was that of introducing the sport of basketball into Newfoundland in 1910. See *CADET, THE*. E.T. Furlong (1875-1929), Paul O'Neill (1975), J.M. Spearns (1937), J.J. Spratt (1937), *DN* (Mar. 11, 1955), Newfoundland Historical Society (Church Lads' Brigade). WCS

CATHOLIC CHURCH, ROMAN. See ROMAN CATHOLIC CHURCH.

CATTLE, BEEF. See DAIRY AND BEEF CATTLE FARMING.

CAUBVICK (*fl.* 1773). George Cartwright *qv*, in an attempt to impress upon the Inuit the power of the English, chose two of his Inuit friends, Attuiock and Tooklavina and their wives, one of whom was Caubvick, to accompany him on a trip to England in 1773. During the visit Caubvick became ill with smallpox and eventually the others were taken ill with it. They all died except Caubvick who slowly recovered and returned home spreading the disease to other natives. The skeletal remains of Inuit were found many years later on an island off the mouth of Hamilton Inlet; they were believed to be the bones of those who died of the smallpox caught from Caubvick. W.G. Gosling (1910). EMD

CAULKER (BITTERN). See HERONS.

CAUSEWAYS. Many communities of Newfoundland are located on islands just off the coast. Throughout the history of these communities, until the Twentieth Century, the only means of communication with the mainland of Newfoundland was by boat, or during the winter, over the ice if the intervening sea-water froze. In 1896 a causeway was built across the harbour between Bay Roberts and Coley's Point connecting those two communities. It was called the "Klondike," reportedly because the money paid for its construction was a "Klondike" (the location of the Yukon gold rush) for those who worked on it.

Ferry service had been provided for some communities and after Confederation in 1949 several causeways were built connecting islands to the mainland. The first of these was built during the early 1950s to connect Lamaline and Allan's Island. Later the Hefferton Causeway was built connecting Random Island to the mainland. Years of isolation ended for New World Island's 5,000 inhabitants with the completion of the Curtis Causeway in 1965. The causeway linked New World Island with the rest of the Province and a ferry service was provided which linked New World Island with Twillingate Island. The project cost $3,000,000, was in three sections, and totalled 924 m (3,030 ft) in length. The sections were joined by stretches of road and bridges spanning the distance between the mainland and Chapel Island and joining Chapel Island to New World Island. In 1973 the final link of the causeway was completed connecting New World Island and Twillingate Island, replacing the former ferry service. The bridge across Dildo Run (to New World Island) was said to have been the "most ambitious engineering project ever attempted in the island of Newfoundland" (*ET* Aug., 1964). It was named Curtis Causeway after Attorney General L.R. Curtis. New World Island was linked to the mainland at Boyd's Cove. It was given the name "The Road to the Isles" by Premier J.R. Smallwood at the official opening. With the causeways more than 10,000 people were provided with access to the rest of the Province.

In the 1960s several other causeways were built including one to connect the two largest of the Change Islands that between Robert's Arm and Pilley's Island, (1965) and between Pilley's Island and Triton Island (1968). In 1968 a new causeway in Gander Bay was completed at the cost of $1,350,000. It connected the communities of Clarke's Head and George's Point and gave them an eastern access to the Trans Canada Highway and Gander; it completed the coastal route between Gander and Lewisporte. It shortened the route from Gander to New World Island by 35 km (21.5 mi), and the route from the Straight Shore to New World Island by 118 km (73.5 mi). In 1972 Triton and Brighton were joined as were Brighton and Cobbler Island; in 1974 Sunday Cove Island was joined to the mainland.

Many of the island settlements with neither causeways nor ferry service connecting them to the mainland resettled. For those communities that were connected by causeways years of isolation was ended. The effect on the culture and economy of

these areas was profound as services had easy access to the communities and residents of the settlements could commute to jobs on the mainland. See BRIDGES; FERRIES. Barry Isaacs (interview, Oct. 1981), Robert Wells (1960), *DN* (Aug. 19, 1964; Sept. 9, 1968), *ET* (Aug. 20, 1964). EMD

CAVE, WILLIAM HENRY (1872-1941). Politician. Born Bay Roberts. Educated Bay Roberts. William Henry Cave became a member of the Salvation Army Field Force, after completing his schooling, and worked in Canada for several years. He returned to Newfoundland, became the Superintendent of Salvation Army Schools in Newfoundland, and rose to the rank of Major. In 1916 he resigned his commission and entered private business, operating Dominion Dry Goods, a general dry goods and commission business at 122-124 New Gower Street, St. John's.

Cave became a candidate in the general election of 1919 as a supporter of Squires's Liberal Reform Party. He was elected a member for Bay de Verde and appointed Minister of Shipping (a position outside the Executive Council). A.E. Hickman *qv*, one of the defeated candidates in Bay de Verde, petitioned against Cave's election on the grounds of polling irregularities. (Cave had defeated Hickman by five votes.) Cave counter-petitioned Hickman with charges of bribery. The Supreme Court ruled against both men and the seat was declared vacant. In the subsequent by-election Cave was returned with a majority of over four hundred votes. He was reelected in the general election of 1923 and in June of that year was appointed to the Executive Council (Cabinet) as Minister of Finance and Customs. The Squires administration resigned on July 23, 1923 and W.R. Warren was asked to form a new administration. Cave was invited to return as Minister of Finance and Customs and held the post until the defeat of Warren's administration in the House of Assembly on April 24, 1924. He was not a member of Warren's second administration (May 3-7, 1924) but was appointed to the Cabinet formed by the new Prime Minister, A.E. Hickman, on May 10, 1924 as Minister of Finance and Customs. Ironically, it was Hickman and Cave who had been opponents in Bay de Verde in 1919 and petitioners in the law suits which followed. A general election was held on June 2, 1924 and both Cave and the Hickman administration were defeated. Cave was also defeated in Bay de Verde in the general election of 1928. After retiring from politics he returned to private business. He died on July 7, 1941. M.W. Graesser (1977), S.J.R. Noel (1971), *ET* (July 7, 1941), *NQ* (Summer 1920; Summer 1923; Autumn 1923), *Who's Who in and from Newfoundland 1930* (1930?). BGR

CAVENDISH (pop. 1976, 340). A community on the southeast side of Trinity Bay about 121 km (75 mi) from St. John's. It is about midway between Whiteway and Islington. Until *c.*1890 it was called Shoal Harbour and then until *c.*1904 it was known as Shoal Bay. It was renamed after the Governor of the time, Sir Cavendish Boyle. Tradition has it that the first settlers were Charles Oakley and John Lockyer who came *c.*1800 and left shortly afterwards. The first permanent settlers were the Jacksons who came from Lower Island Cove in 1845 and the Jerretts who came from New Jersey in 1855.

The early economy was based on the inshore fishery and shortly afterwards it was supplemented by agriculture and lumbering as well as by the Labrador fishery. The first sawmill was set up in 1876 and another in 1918. In 1970 there was still a sawmill in operation; it had been started *c.*1960. Until 1930 men went to the Labrador fishery with "floaters" from Carbonear. The bank fishery was also prosecuted in the late 1800s, and in 1890 a twenty-five ton boat was built in the community and used to fish at Baccalieu Island *qv*. In more recent years, however, agriculture and the fishery have declined. The decline in the fishery really began in the 1930s and by about 1940 there were only one or two crews prosecuting the inshore fishery; the Labrador and the bank fishery had disappeared. In the early 1970s there were five or six boats left prosecuting the inshore fishery.

Cavendish has always depended on nearby communities like Heart's Delight and Green's Harbour for supplies and services. The first Church of England church was built in the late 1860s and the first Wesleyan church in 1874. The Church of England church served for a period as a school. The Anglican congregation was still served in 1981 by the clergyman at Heart's Delight and the United Church congregation by the clergyman at Green's Harbour. Elementary pupils attended school at Heart's Delight and high school pupils at Green's Harbour. R. Johnson (197-), *Census* (1845-1976). Map H. JRD

C.C.F. (CO-OPERATIVE COMMONWEALTH FEDERATION). See POLITICAL PARTIES: NEW DEMOCRATIC PARTY.

C-CORE. See MEMORIAL UNIVERSITY OF NEWFOUNDLAND.

C.E.A.A. See ANGLICAN CHURCH ASSISTANT ASSOCIATION.

CEE BEE TIMES. Ronald Pumphrey founded this newsmagazine on December 1, 1960. The monthly publication was reproduced on a mimeograph machine from the office of Ron Pumphrey Enterprises at 209 Empire Avenue in St. John's. There are no known extant copies. The *Cee Bee Times* ceased publication in 1963. Ronald Pumphrey (interview, June 1980), Archives GN 32/22. DCM

C.E.I. See CHURCH OF ENGLAND INSTITUTE.

CEMENT LIMITED, NORTH STAR. Owned by Newfoundland Cement Company Limited, this company was in 1981 the only cement manufacturing company operating in Newfoundland and Labrador.

The Company's cement plant was located at Humbermouth, Corner Brook because there were in the area deposits of limestone and shale, two raw materials used in the manufacture of cement. The plant was built in 1951-1952 by the Department of Economic Development in association with a German firm. The German firm operated the plant under contract from 1952 to 1959. In the latter year the Government signed a ten-year management agreement with Newfoundland Cement Company Limited, a company formed by McNamara Corporation, Lundrigan's Limited *qv*, and three other user firms in the Province. In 1960 the plant produced 84 351 t (93,000 st) of cement. In 1967 the capacity of the plant was enlarged by a conversion from a wet process, which involved using water when grinding the raw materials, to the less expensive dry process. The management agreement between Newfoundland Cement Company, Limited and the Government of Newfoundland was renewed for a further ten years in 1969. In the following year the plant produced 92 922 t (102,504 st) of cement. By 1974 the plant was supplying 90% of all the Portland cement used in the Province. In 1978 New-

foundland Cement Company Limited purchased the North Star Cement Plant from the Government. In 1980 the president of North Star Cement Company Limited was A.R. Stanford, and the company had one hundred and five employees. In that year the plant produced 70 702 t (77,795 st) of cement. C.K. Howse (1975), James Landsky (1974), Andy Northcott (interview, Aug. 1981), A.R. Stanford (letter, Jan. 1975). EPK

CEMETERIES AND BURIAL GROUNDS. Many aboriginal groups practised burial and interment rituals before the arrival of European settlers on the Island and in Labrador. In 1886 J.P. Howley investigated a Beothuk burial site in a natural cave in the Bay of Exploits. Howley noted that "small sections of trees were cut to fit . . . over the bodies and on these the birch bark must have been laid, the whole body then covered or weighted down with loose rock and gravel" (J.P. Howley: 1915). R.S. Dahl (cited in Howley) also describes a natural cave burial site in Placentia Bay "covered with a Birch Bark shield . . . held in place or being weighted down with small rocks and gravel, or soil."

At the beginning of the Twentieth Century at least two authors, W.G. Gosling and H.H. Prichard, noted the existence of burial mounds and cairns in Labrador. According to W.G. Gosling (1910) a group of ruins located on islands off the coast of Labrador may have been ancient Inuit or Viking in origin. H.H. Prichard (1911) noted the existence of cairns constructed by Inuit at Bear Ravine near Munaingoak. Prichard, however, believed the cairns to be voyage markers. Although little has survived of early Inuit burial practices, volume 21 of the *Journal of the Bishop of Newfoundlands Voyage* (1851) noted that "the Esquimaux, in their primitive state, did not bury their dead under ground, but placed the corpse in the cleft of a rock, with all things supposed necessary for a journey and then covered it with stones."

The Inuit had adopted the practice of interment by 1848 when Bishop Edward Feild consecrated several graveyards on coastal Labrador and northern Newfoundland, including one at Anchor Point on August 28, 1848. In 1910 Gosling observed that "the custom of this race to show any respect for the dead, and their mode of burial was hardly worthy of the name" (suggesting that the practice of using cairns and stone burial was still practised).

From a grave of a Beothuk child

In 1967 a grave was uncovered at the community of Port au Choix during a commercial excavation; this was later investigated in 1968 to reveal an entire cemetery of the Maritime Archaic Indian group who are believed to have flourished between 7500 and 3000 B.C. Burial practices noted by J.A. Tuck (1976) include the random and collective grouping of skeletons suggesting "that people who died during the winter months simply could not be buried until the ground thawed in May or June." Tuck and others conjecture that many artifacts found in the graves were in fact "offerings given by the mourners."

According to Gerald L. Pocius (1976) the oldest European gravesites were characteristically "scattered throughout the community. Early burials took place randomly in such areas as a family meadow, garden, along a road, or in a small established plot." It is difficult to date the earliest European grave sites or even the oldest grave markers. Most burial sites were closely associated with early settlements. A community at Port de Grave is thought to have been inhabited by the Dawe family as early as 1610 and it is likely that John Guy's group at Cupids *qv* recorded the earliest deaths of a resident population in the Island. (These deaths appear in correspondence to the Council of the Newfoundland Plantation in England and in the Journal of Henry Crout.) The graveyard in Trinity *qv*, Trinity Bay, is also amongst the oldest in the Island.

With the arrival of the Christian religion on the Island the practice of random and scattered burial throughout a community was re-enforced by religious differences, though this eventually led to the establishment of separate graveyards for religious denominations and occasionally the location of sites at a distance from the community.

Pocius establishes that headstone monuments were not in common use in the Conception Bay area prior to 1730. M.F. Howley (1903) recorded the existence of early Basque *qv* tombstone inscriptions at Placentia *qv*. The earliest surviving monument of this group was dated May 1, 1676. Many of these stones were salvaged by the Church of England when residents of the community used them for doorsteps after the departure of the French from Placentia. Gravestones in general were not quarried in Newfoundland before 1830 and as a result most monuments prior to that period were brought from New England *via* Nova Scotia in the early 1700s (Pocius: 1978). The other major group of carved stones originated in the West Country of England (Protestant markers) and in the vicinity of Waterford, Ireland (Roman Catholic). According to Pocius "the earliest gravestone signed by a St. John's carver is dated July 2, 1836 and is located in the General Protestant Cemetery and fashioned by James Gray."

Graveyards were established at St. John's in the late 1500s. The oldest church cemetery at St. John's, adjacent to the present-day Anglican Cathedral of St. John the Baptist, is estimated to have been established around 1583. Church historian Francis Rowe (1974) states that the earliest surviving records of burial at the cemetery date from 1757. Rowe notes that two other cemeteries of the period were located at Mag-

First Roman Catholic cemetery, foot of Long's Hill, St. John's.

goty Cove common, near the eastern end of St. John's harbour. According to Paul O'Neill (1972) an early cemetery was established near Fort Townshend in the 1700s for the use of the military. (This cemetery later became part of the Roman Catholic Basilica Churchyard.)

In 1784 Governor John Campbell issued a proclamation "to allow all persons inhabiting this Island to have full liberty of conscience and the free exercise of . . . religious worship" (cited in D.W. Prose: 1895). According to H.F. Shortis (*Fugitive History*: Vol. V, p. 82) this freedom enabled congregations to "worship, simply without fear of extradition or of the razing to the ground of buildings used for religious services." It was not until August 1811 that Governor Duckworth, writing to Vicar General Rev. Father Ewer, granted the Roman Catholic Congregations "the indulgence . . . of being permitted to bury their own dead." In September 21, 1811 Chief Magistrate Thomas Coote *qv*, writing to Governor Duckworth, described a Roman Catholic cemetery as "situate on the side of the hill near Fort Townshend adjoining the road leading to the Charity school, towards the barrens." The cemetery was located on what was later the grounds of the Scottish Kirk and the adjacent lot of Holloway School.

The Rev. L.A. Anspach (1827, pp. 471-73) described funeral practices in Newfoundland at the beginning of the 1800s:

> Their funeral ceremonies are generally conducted with some parade, and attended by a large concourse of people, in proportion to the regard entertained by the public for the deceased. The clergymen of the place of district, both Protestant and Roman Catholic, meet at the house where the corpse is deposited, with

Monument and plaque type headstones.

the relations and friends, and there partake with them of a small collation, consisting of bread and cheese, seed-cake, wine, spirits, and *tea*. The procession, preceded by the clergy who march before the corpse, proceeds to the place of burial attended by the relatives two and two, and followed by the friends without any order. After the service has been performed and the ceremony is concluded, the procession returns in the same order to the house of the deceased, and there separates. The funerals of the military are conducted with the most impressive solemnity. The soldiers of the company, preceded by their officers, march two and two with their arms reversed, the drums muffled beating single strokes at intervals, and the fifes playing a solemn tune, until the procession has reached the grave. When the ceremony is concluded, three volleys are fired over the grave; the men then form themselves, the word of command, "quick march," is given, and the fifes and drums strike up a lively tune. . . .

The practice of "waking the dead" is pretty general in Newfoundland, particularly among the natives of Irish extraction, who, in this respect, most faithfully adhere to the usage of their fathers in every point, as to crying most bitterly, and very often with *dry* eyes, howling, making a variety of strange gestures and contortions expressive of the violence of their grief, and also as to drinking to revive their spirits, and keep themselves awake.

M.F. Howley (1888) alludes to the practice of charging burial fees as early as 1836 when an "infamous tax. . . . imposed upon Catholics . . . the payment of twelve shillings for every Catholic that was buried." These fees were abolished during the administration of Bishop Flemming, who refused to permit his congregations to pay them.

In 1849 the subject of cemeteries was raised in the Legislature. On Tuesday March 27, 1849 Thomas Bulley Job, addressing the House of Assembly, observed the injurious effect produced on health . . . by the practice of interring the dead . . . in the most densely populated localities within the town" *(JHA)*. Job's insistence resulted in the passage of a Bill preventing interments within city boundaries. Effective July 1, 1849 it was proclaimed, "all . . . burial grounds situate in St. John's . . . shall cease to be used for . . . interment . . . of deceased persons."

As a result of the closure of the urban cemeteries three new cemeteries were opened on the perimeter of the town. Between May and July 1849 the General Protestant Cemetery was opened at Riverhead on Waterford Bridge Road, the Church of England Necropolis was opened on present-day Forest Road and a second Roman Catholic Cemetery was opened at Mount Carmel above the shore of Quidi Vidi Lake, on the outskirts of town. According to "An Address delivered At the Consecration of the Mortuary Chapel in the St. John's Cemetery On the 31st Day of December 1859" (1860?) the rules and regulations for interment at the St. John's Cemetery (The Church of England Necropolis) noted that "For the fee of five shillings the Sexton will be required to dig the grave to the depth of four (4) feet; and will be allowed to charge an additional sum of 25 [shillings] for every additional foot of depth, and for every wooden case let down an additional sum of 55[shillings]."

Modern section of a cemetery

In 1981 most cemeteries in Newfoundland were church or parish burial areas, regulated by the individual church cemetery committees. The plots were sold by sizes and prices decided by the committees. Plots were of two types: perpetual care (graves kept up by the employees of the cemetery) and non-perpetual care (graves kept up by the owner or his family). Each cemetery regulated the size and type of headstone or marker, the type of flower containers allowed in the grave site, and the types of fencing, walls, hedges, etc., allowed in the cemetery. See ARCHAEOLOGY. L.A. Anspach (1827), Dick Dunn (letter, Sept. 1981), W.G. Gosling (1910), G.L. Pocius (1976), N.F. Richards (interview, Mar. 1981), Graham Snow (interview, Sept. 1981). WCS and DPJ

CENSORSHIP. See THEATRE; WAR MEASURES.

CENSUS. Newfoundland and Labrador has had a resident population since 6000 B.C. Maritime Archaic Indians inhabited eleven known sites between 5500 B.C. and 1000 B.C. and there is evidence of Paleo-Eskimo settlement in Labrador from about 2000 B.C. The Dorset Eskimos were present in various parts of Newfoundland and Labrador between 700 B.C. and A.D. 500. It is thought that the Beothuk *qv* were in Newfoundland from A.D. 1000 and may have been descendents of the Maritime Archaic Indians. The Naskaupi-Montagnais Indians of Labrador are believed to date from between A.D. 600 and 1200, while the Labrador Inuit, relative newcomers, arrived probably at about the same time the European voyages of discovery began (A.D. 1450-1500).

In the archaeological excavations at L'Anse-au-Meadow *qv* evidence was unearthed of a Viking village in Newfoundland around A.D. 1000, and similar finds at Red Bay, Labrador point to Basque *qv* settlements in the early 1500s. It is also possible that other Europeans visited and settled various parts of this land long before the celebrated voyages from Europe near the end of the Fifteenth Century. These settlers left no written records of their existence and consequently it is not possible to determine their exact numbers or the various other groups who lived in the early settlements. (Early reports claimed that the Beothuk population was as high as 50,000 but 500 is a more reasonable figure). However, from the evidence left behind it is conceivable that from 6000 B.C. to A.D. 1500 there were hundreds and probably thousands of people living in what became known as Newfoundland and Labrador.

There was no official formal census of the population of Newfoundland until 1836. There are several reasons for this,

including the facts that for a time the British Government prohibited settlement in Newfoundland, that Newfoundland did not receive colonial status until 1824, and that the population was scattered around the coast of the Island and Labrador in dozens of bays and coves. There is some information available on the population during the period between 1500 and 1836 which can be found in letters, lists, fishery reports and trade figures. Though these sources are often incomplete or localized they do provide an insight into the numbers of people and their activities during that period.

1500-1600. From the sketchy information extant it would seem that European settlement of Newfoundland was firmly established during the Sixteenth Century. Sabine (1853) reports that in 1522 there were forty to fifty people housed in Newfoundland, most of whom were around St. John's Harbour, mainly for the use of men engaged in the fishery. John Rut *qv* in his letter to King Henry VIII in 1527 tells of fishing vessels of all nationalities in St. John's Harbour. Sir Humphrey Gilbert *qv* found a permanent and relatively large settlement in St. John's when he claimed the Island for England in 1583, indeed so many residents that his associate, Sir George Peckham, recommended that the town be fortified. While most of these people were located at St. John's, it is conceivable that there were others in the bays and coves which later became permanent settlements.

1600-1674. Whitbourne *qv* visited Newfoundland in 1612 and John Oldmixon (1741) reports that Whitbourne left sixty-two people at St. John's (fifty-four men, six women, two children). They spent the winter of 1613 there, which proved to be a mild one. In 1622 Capt. Edward Wynne *qv* sent a letter to Sir George Calvert *qv* informing him that thirty-two persons wintered with Wynne that year at Ferryland, including twenty-three men, seven women and two boys. By 1625 there were approximately one hundred people living there. Colonies, and consequently settlements, appeared and then disappeared over the next few decades, but enough people remained on the Island for a recorded population of 350 families in 1654. This, averaged at five members per family, would put the population around 1,750.

BERRY'S LIST. In 1675 Sir John Berry *qv* was the commander of a convoy which was ordered by the British Government to proceed to Newfoundland, remove the settlers there, and transport them to the West Indies. After investigating the allegations against the local residents (or planters, as they were known) Berry championed their cause and was instrumental in aiding the settlers. He ordered a list to be made to record the number of planters, their wives and families, the number of men working with them, the number of boats and stages, and the number of cattle and sheep. The survey included the communities from Cape de Raze (Cape Race) around the east coast to Bonavista, thirty-four in all. Berry's list reported that there were approximately 1,659 people in Newfoundland; 146 of them were planters, while 1,253 worked for the planters. There were seventy-three women and 187 children. He found that there were 277 boats in use in the fishery, and that 3 518 122 kg (69,250 qtls) of fish had been cured and sent to markets in Europe. Sometime between 1678 and 1679 a similar report based on investigations by Sir William Poole and Charles Talbot was submitted, which showed the population as being 1,700. In 1680 regulations were introduced allowing permanent settlement in Newfoundland. That year the population statistics were taken by the convoy commanders, and their records indicate there were 2,181 resident persons.

FRENCH STATISTICS (1671-1711). The French had been involved in the exploration of Newfoundland since the voyages of Jacques Cartier *qv* in the early Sixteenth Century. They regularly prosecuted the fishery and probably had established settlements along the south coast of the Island from the time they began to fish there. Placentia *qv* (then Plaisance) is considered to be the first official French colony in Newfoundland and the date of the community's founding is given as 1662. The earliest extant census report for Placentia is for 1671, when the population was given as seventy-three; two years later it had dropped to sixty-four. The next return is for 1687 and includes several French colonies along the south coast of Newfoundland ranging from Placentia Bay to Hermitage Bay. There was then a total population of 663, which included seventy-six men, forty-four women, fifty-five children and 488 servants spread over nine colonies and the fort near Placentia.

Colony	*Population*	*Men*	*Women*	*Children*	*Servants*
Cap Négre	72	7	4	3	58
Hâvre Bertrand	36	1	—	—	35
Grand Banc	45	3	2	1	39
Baie de Fortune	72	2	3	4	63
St. Pierre	76	6	4	—	66
Petit Plaisance	35	13	6	6	10
Pointe Verde	17	6	2	4	5
Plaisance	256	27	22	37	170
L'Hermitage	31	2	1	—	28
Au Fort	23	9	—	—	14
TOTAL	663	76	44	55	488

The census also provided information on the number of families, the number of churches, houses, horned cattle and the number of firearms and swords. The French settlements along Newfoundland's South Coast flourished until The Treaty of Utrecht (1713) ceded the whole area to Great Britain and many of the people were forced to leave. During the period between 1687 and 1713 eleven more such reports were compiled, some on all the French settlements, some on Placentia alone. The last extant survey is for 1711 and gives the French population as 666.

SCHEMES OF THE FISHERY. In their early reports to the Colonial Office in London the Fishing *Admirals *qv*, who were in charge of the Newfoundland station, included population counts. Very often these reports gave estimated counts or collective counts for an area of coast. As well as the numbers of people these reports included data on fishing vessels and on fish caught. The information available for the years 1679 to *c*.1830 comes mainly from such reports but these are considered to be of doubtful accuracy. In 1779 Governor Richard Edwards *qv*, in an effort to secure provisions for the inhabitants of Newfoundland, sent out a circular to the Justices of the Peace stating, "You are hereby required and directed to take an account of all the houses and huts in your district, and report to me without loss of time, the number of inhabitants in each house, or hut, and also by whose order and permission the huts were built . . ." (quoted in Charles Pedley: 1863, p. 130).

OFFICIAL CENSUSES. The first Newfoundland Legislative Assembly provided, in 1836, for the collection of a census in An Act for ascertaining the Census of this Colony and other statistical Information (6 Wm. IV *c*. 4). This Act provided for the first official census of the population of Newfoundland. It

stated that a census was to be taken every ten years on the first Monday in May or shortly thereafter. Along with a full population count, the census was to include the amount of land under cultivation, the number of horses, neat cattle, sheep and hogs. Those appointed by the Governor to collect the census were to visit every house in their district. Expenses for carrying out the census was not to exceed £500 for any one year and this money was to be distributed among the districts. Anyone answering falsely or refusing to answer any questions was subject to a penalty of twenty shillings for each offence; failure to pay would result in recovery of the offender's goods and chattels and, finally, ten days in jail.

It was not until 1845 that the different religious denominations were distinguished in census returns. The Census Act (20 Vic., *c*. 7) of 1857 required that the census be taken between June and December in at least every tenth year. Persons refusing to answer questions or answering them falsely were to be subject to an eight dollar fine. Persons appointed by the Governor to collect the census were to provide the senior clergyman or minister of each religious denomination residing in their districts with a copy of the completed responses at least ten days before the day of examination and revision. The information collected under this Act had expanded to include information on buildings, number of religious denominations, agricultural products and stock, information on the fishery, the mills and factories, and statistics on articles manufactured. For the population, age, sex, marital status, profession, number of births, deaths and marriages in the preceding year, the number of Indians and coloured people, and other information was to be collected.

When Newfoundland joined Canada in 1949 the population was estimated to be 340,000. The first census taken after Confederation was in 1951 by the Dominion Bureau of Statistics. According to the revised statistics Act (*c*. 45) of the 1948 *Statutes of Canada*, the Dominion Bureau of Statistics was authorized to take a census in June in 1951 and every tenth year thereafter. The additional statistical information collected by the Bureau included the occupations of the labor force, earnings and employment of wage earners, distribution of retail and wholesale trade, and, for 1951, a special fisheries report. By 1956 it was decided that a census should be taken every five years.

The Statistics Act of 1971 provided for a census of the population to be taken by Statistics Canada in June 1971 and every five years thereafter. In that year the method of collecting the census changed from the traditional canvasser (door to door) method to the self-enumeration method. It was believed that this would prove to be more efficient and reduce the number of errors. In 1971, 97% of the population was enumerated by this method while the other 3% were enumerated by the traditional method because of such factors as isolation.

In 1981 the census was to be taken on June 3; however, collection began much earlier than that in some parts of Labrador. The canvasser method was used in remote areas of Canada including parts of Labrador, earlier than in less isolated parts to help reduce some of the problems that might have been encountered travelling to these areas. Three basic methods were used in other parts of Newfoundland to collect information in June 1981. In St. John's and Corner Brook questionnaires were delivered and the forms were returned by mail. Outside these areas the questionaires were left and later picked up by Government representatives. The canvasser method was used for more remote areas. The 1981 census was estimated to have included 584,500 people in Newfoundland and Labrador. The cost for collection and initial processing of census in Newfoundland and Labrador was 1.7 million dollars.

Selected population figures

Year	*Population*	*Year*	*Population*
1613	62	1831	75,900
1622	32	1836	75,094
1654	1,750	1845	96,295
1671	73 (French)	1857	124,288
1680	2,181	1869	146,536
1691	155 (French)	1884	197,335
1699	3,171	1901	220,984
1710	614 (French)	1911	242,619
1716	3,295	1921	263,033
1741	6,000	1935	289,588
1750	6,900	1945	321,819
1763	13,112	1951	361,415
1773	11,576	1956	415,074
1784	10,701	1961	457,853
1790	16,835	1966	493,396
1804	20,380	1971	522,104
1816	52,672	1976	557,725
1823	52,157	1981	584,500 (est.)

David Courtney (interview, Sept. 1981), Hatton and Harvey (1883), John Oldmixon (1741), Charles Pedley (1863), Berry Manuscript (CO 1:35), *Consolidated Statutes* (1871, Ch. LXII), Poole Manuscript (CO 1:41), An Act for ascertaining the Census of this Colony and other Statistical Information (6 Wm. IV, *c*. 4), *Census* (1836-1976). BGR and EMD

CENTENARY MAGAZINE, THE. James Murray, a St. John's merchant, started this publication in April 1896. The first issue of the monthly magazine appeared the same month with Murray acting as both publisher and editor. It was apolitical in nature although it did support the British monarchy. The magazine expressed a need to "fill a literary gap in a field that is neither controversial nor political" (*The Centenary Magazine*: Apr. 1896). It is not known when publication ceased. Archives GN 32/22. DCM

CENTRAL FOODS LIMITED. See FISH PLANTS.

CENTRAL HOTEL. See CROSBIE, GEORGE GRAHAM; CROSBIE ENTERPRISES.

CENTRALIZATION. See RESETTLEMENT.

CENTRE FOR COLD OCEAN RESOURCES ENGINEERING. See MEMORIAL UNIVERSITY OF NEWFOUNDLAND.

CENTREVILLE (inc. 1965; pop. 1976, 683). The town of Centreville is situated on the North Shore Highway in the Bonavista North area. It is located at the junction of the highway with the road from Wareham *qv*, a community less than 1.6 km (1 mi) to the northeast.

Centreville is a very new community by Newfoundland standards. It was begun in 1959 by settlers moving from Fair Island *qv* just off the coast. The people of the isolated community of Fair Island, realizing the importance of access to communication and transportation linkages, began to move to the Newfoundland mainland. They were not particularly interested in becoming part of an established community, so they

moved to an ideal location along the North Shore Highway and began to stake out claims. The Provincial Government wanted to avoid strip development but the people would not settle back from the highway unless proper secondary roads were constructed for them. As a result of these and other demands the Provincial Government carried out a topographical survey of the area. They lined off one hundred residential lots 30 m (100 ft) by 60 m (200 ft) as well as commercial, church and school sites. Several roads were constructed and plans were outlined for the provision of services such as water and sewerage. A circular was sent to those people still living on Fair Island but many of them were still reluctant to move.

To demonstrate commitment to the project a new school was built in 1960. By May of the following year the families still on Fair Island, thirty-six in all, had agreed to move during the summer. The government offer involved moving houses as well as people. Houses were buoyed with thirty to fifty oil drums and floated across the arm to their new site.

A little distance from Fair Island was a smaller fishing community known as Silver Fox Island. These people refused to move to Centreville, because they considered it to be too far inland. They wanted to be near the water to watch over their stages and boats, so they squatted at the bottom of Southwest Arm, Indian Bay in a cove they named Black Duck Cove, situated about halfway between Centreville and Wareham. Provincial Government planners considered it to be a suburb of Centreville and included it in plans for municipal services such as water supply, but it later became part of Wareham *qv*.

The community of Centreville is unique in Newfoundland because its formation was the only major attempt by the Provincial Government to plan settlement migration from older established areas into newly created communities. (Further resettlement saw people moving from one established area to another.) In the beginning the community consisted almost entirely of Fair Islanders. The first census of the community (1961) gave the population as 186. This was before the last families moved over from Fair Island. By the 1966 census the population had risen to 439. This large increase can be accredited to the second migration from Fair Island in the summer of 1961, as well as people moving there from other communities in the Bonavista North area. The population remained steady through the next five years (470 in 1971) but there was another large increase by the 1976 census, when the population reached 683. During the period 1970-1975 there had been a series of new building lots developed and ninety new homes were built. People were beginning to remain in the community and build a future there rather than leave for larger centres as soon as they finished school.

In 1981 the people worked at a variety of occupations. There was little local industry, but local work was constantly available for people in the service and trades industries. There were some local fishermen and loggers but most people had to leave the community to find work.

Centreville was under the jurisdiction of the Cape Freels Integrated School Board in 1981 and shared an elementary school with Wareham for children up to Grade Six. From Grade Seven through high school children were bussed to Trinity, Bonavista Bay. Centreville was also served by St. Barnabas Anglican Church. Gertrude Brown (interview, Jan. 1981), C.G. Head (1964), Fred Hunt (interview, Jan. 1981), *Census* (1961-1976). Map G. BGR

CEREBRAL PALSY ASSOCIATION. The Cerebral Palsy Association was set up to help children with Cerebral Palsy and was begun in Newfoundland in 1961 by several concerned parents under the direction of Freda Berry, a social worker with the Children's Rehabilitation Centre. The Association set up the Virginia Waters School in St. John's in 1968 for children who couldn't go to a regular school because of continuing medical treatment, physical disability or the need for extra learning help provided by special teachers. The Association originally paid for the maintenance of the school but later the cost was paid by the Government of Newfoundland and Labrador. In 1981 the Association supplemented the Government's support of the school by paying the salaries of several special teachers. The Association also had two offshoot organizations: The Cerebral Palsy Adults Association and The Cerebral Palsy Parents Association. Mrs. G. Crosbie (interview, Aug. 1981), *The Community Services Council Directory 1981* (1981). DPJ

CERTIFIED GENERAL ACCOUNTANTS. See ACCOUNTANTS.

C-5 BLIMP. See AVIATION.

CFL Co. (CHURCHILL FALLS LABRADOR CORPORATION). See ELECTRICITY.

CHAFE, LEVI GEORGE (1861-1942). Author. Born Petty Harbour. Noted for his editions of *Chafe's Sealing Book*, Chafe kept annual records and wrote reports of Newfoundland's seal hunt. These books, the first of their kind, recorded the history of the hunt, explained its operation and described the technological changes that had occurred over the years.

Levi George Chafe

Apart from his writing, Chafe was involved in business and worked for three years in the office of the *Morning Chronicle* before leaving Newfoundland in 1878 to travel around the world. Upon his return to St. John's in 1883 he embarked upon a career in dry goods, working for the firm of J.J. and L. Furlong. In 1891 he began working for Macpherson and Job (later the Royal Stores Limited) and from 1897 to 1904 managed their branch store in Placentia. Chafe entered a partnership with Nicholle and Inkpen Company in 1910, adding his name to the firm's. Nine years later he sold these interests and accepted the position of examining officer with H.M. Customs, which he held until his retirement in 1934. Throughout those years and up to 1941, the year preceding his death, Chafe diligently produced his annual reports of the seal hunt. L.G. Chafe (1923), C.R. Fay (1956), *NQ* (Sept. 1942), *Who's Who in and from Newfoundland* (1927; 1937?). LAP

CHAFFINCH. See GROSBEAKS.

CHAIN ROCK. One of two rocks located on opposite sides of the Narrows, the entrance to St. John's harbour, Chain Rock is situated at the base of Signal Hill directly opposite Pancake Rock, which extends from the southside of the entrance of the harbour. The space between these rocks is a mere 174 m (95 fathoms) and is the only route through which ships can enter St. John's harbour.

Captain Richard Falconer (1724), describing St. John's in 1700, wrote "The Harbour is large, fair, strong, and commodious, commanded by several good Forts, and a strong Boom that shuts it up." Chain Rock and Pancake Rock were used at

least as early as 1770 to protect St. John's from enemy vessels which sought entrance through the Narrows. A chain was secured on Chain Rock and stretched across the Narrows to Pancake Rock where, by the means of a large capstan, it was raised each evening to prevent enemy ships from entering. During World War I a heavy chain boom was placed between the two rocks and in World War II metal meshing and anti-submarine nets were used to secure the harbour. H.W. LeMessurier (1924), Paul O'Neill (1975), Philip Tocque (1878). DCM

CHALEUR BAY. See BAY OF CHALEUR.

CHALKER, JAMES RICH (1871-1941). Businessman; politician. Born Brigus, Newfoundland. Educated Brigus Public School. In 1904 he moved to St. John's to enter a local plastering firm and by 1907 established a fish and oil product business at St. John's. J.R. Chalker started the Newfoundland Lime Manufacturing Company in 1912 after purchasing the assets of Score's Lime Kiln and was affiliated with Cobb's Arm limestone quarry in Notre Dame Bay. During this period he became founder and managing director of Chalker & Co. Ltd., a meat-curing business at St. John's.

James Rich Chalker

In December 1929 Chalker entered public life as a member of St. John's City Council and by 1933 had become Deputy Mayor of St. John's, a position to which he was reelected in 1937. He died at St. John's on May 15, 1941. *NQ* (July 1941), *Who's Who in and from Newfoundland* (1930?; 1937?). WCS

CHALKER, JAMES ROLAND (1912-). Politician. Born St. John's. Educated Bishop Feild College; St. Andrew's College, Ontario. Before entering active politics in 1949 as Liberal Member of the House of Assembly for Harbour Grace (1949-1956) Chalker was managing director of Chalker and Co. Ltd. and Newfoundland Lime Co. Ltd. On July 28, 1949 Chalker received the portfolio of Minister of Public Health in the Smallwood Administration, which he vacated on December 23, 1952 to accept the portfolio of Minister of Education. After his appointment to the portfolio of Minister of Economic Development on July 4, 1956 he was subsequently appointed Minister of Public Works on May 1, 1957. In 1956 he was re-elected to the House of Assembly for the District of St. Barbe. Before his retirement from active politics in 1972 Chalker served as Minister of Provincial Affairs, from July 29, 1971 until January 1972. N.J. Richards (interview, 1980), Newfoundland Historical Society (Ministerial Portfolios since 1949), *Newfoundland Who's Who 1952* (1952?), *Newfoundland and Labrador Who's Who Centennial Edition* (1968), *Who's Who Newfoundland Silver Anniversary Edition* (1975). WCS

CHAMBERLAIN-BAYARD TREATY. In 1887 the United States and Great Britain arranged the appointment of a mixed commission to negotiate a fisheries agreement between the United States and British North America. Newfoundland had initiated negotiations in 1885, but these were dropped, and James Winter was appointed an "agent" by the Newfoundland Government to attend the conference. The commission met in Washington with Thomas F. Bayard, Secretary of State, as the leading U.S. representative. The British delegation was headed by Joseph Chamberlain, later Secretary of State for the Colonies. The committee agreed that Canadian and Newfoundland fishery products were to be admitted free of duty into the United States, and United States products would be admitted into Canada and Newfoundland duty free. Moreover, United States fishing vessels would be granted annual free licences to enter Canadian and Newfoundland waters for the purpose of purchasing supplies and equipment.

Pending the ratification of the treaty a temporary signed protocol established a *modus vivendi* to prevent conflicts arising during the next two years. This allowed United States fishing vessels, on payment of an annual licence fee of $1.50 per ton, to enter the bays and harbours of the Atlantic coast of Canada and Newfoundland to purchase bait and other fishery supplies, to trans-ship their catch, and to ship their crews, with the licences to be issued free of charge, if, during the interim, the United States would remove the customs duties on Newfoundland and Canadian fish products. Forfeiture of United States fishing vessels was to be enacted only for the offense of fishing or preparing to fish in territorial waters.

The United States Senate did not pass the Chamberlain-Bayard Treaty, but the *modus vivendi* established by the protocol was put into effect immediately, and remained in use until Newfoundland passed the Foreign Fishing Vessels Act *qv* in 1905. JCH

CHAMBERLAIN, JOSEPH (1836-1914). Politician. Born Camberwell Grove, London. Educated University College School, England. Chamberlain joined his father's business in 1852 at the age of sixteen. He began his public career in 1869 when he was elected a city councillor for Birmingham. He taught school in the late 1860s until he was elected Mayor for Birmingham in 1873. His first try for the British Parliament in 1874 was unsuccessful but he did win the Birmingham by-election in 1876. Chamberlain was first admitted to the Cabinet in Britain as the President of the Board of Trade in Gladstone's Administration in 1880. Chamberlain was appointed President of the Local Government Board in 1886.

Chamberlain's first contact with Newfoundland came in 1887 when he was sent by Great Britain to negotiate a treaty regarding the North American fishery. The treaty, referred to as the Chamberlain-Bayard Treaty *qv* of 1888, tried to settle the fishery rights of the United States and Great Britain which had been agreed to in 1818. The proposed treaty would have given fishing rights to the United States (in Newfoundland and Canada) if the United States had agreed to allow Great Britain fishermen to fish in other areas. The treaty was rejected by the United States Senate, but it was used as a basis for the final agreement which was later worked out by the Hague Tribunal in 1910. (The Hague Tribunal was set up in 1899 and was the popular name for the Permanent Court of Arbitration in the Hague, Netherlands.) In 1895 Chamberlain became Secretary of State for the Colonies and when Newfoundland negotiated its railway contract with Robert G. Reid in 1898 Chamberlain was quoted as calling the contract "an abdication without parallel" (C.R. Fay: 1956, p. 191). While Chamberlain did not agree with the actions of Newfoundland, he wrote a letter to Governor Sir H.H. Murray in March, 1898 which stated, "the contract . . . is essentially a question of local finance, and as Her Majesty's Government have no re-

sponsibility for the finance of self-governing colonies, it would be improper for them to interfere in such a case unless Imperial interests were directly involved'' (quoted in F.E. Smith: 1920, p. 150).

However, Chamberlain did continue in the letter to point out aspects of the contract which should be carefully examined by the Newfoundland Government. Chamberlain remained Secretary of State for the Colonies until 1903. He became ill in 1906 and retired from public life. He died at Highbury, Birmingham on July 2, 1914. St. John Chadwick (1967), C.R. Fay (1956), S.J.R. Noel (1971), F.E. Smith (1920), *DNB* (1912-1921). DPJ

CHAMBERLAINS (pop. 1966, 913). Since 1971 Chamberlains has been a part of the incorporated community of Conception Bay South *qv*. The settlement of Chamberlains, situated between Topsail and Manuels *qqv*, was first reported in the *Census* of 1845, as Chamberlain, with a population of 105. According to E.R. Seary (1971) Chamberlain is an English family name of Gloucestershire and other counties but is rare in Newfoundland. It is certain that the area was settled from at least 1800. According to documents examined by Elaine Hyde (1973), among the first known settlers in Chamberlains were Nicholas and James Medcaff (1801), William Williams (1803), Thomas Stickley (1804) and William Smith (1810), all planters. The first known recorded land grant was given to Augustus Des Barres in 1840. *Lovell's Newfoundland Directory* (1871) listed the family names of Fowler, Hiscock, Mercer, Squires, Casey, Cheater, Dowden, Foster, and Slade, and by 1901 the community had grown to 288 people.

Fishing and farming were the early economic mainstays of Chamberlains and it was also, like Topsail and Manuels, much frequented by people from St. John's as a summer resort. By the 1850s Chamberlains was connected by road to St. John's, which provided a close market for produce. Other employment included mining at Bell Island *qv* and some sawmilling. After 1945 the majority of the labour force commuted to St. John's, where many residents had found defense-related jobs during World War II. Some farming and service-industry jobs in the Chamberlains area provided other employment. Churches and schools were also attended in the Topsail-Manuels area. Elaine Hyde (1973), E.R. Seary (1971), *Census* (1845-1966), *Lovell's Newfoundland Directory* (1871). Map H. JEMP

CHAMBERS, WALTER MCKENZIE (1873-1934). Politician. Born Harbour Buffett. Educated Harbour Buffett; Bay Roberts. Chambers entered his father's commercial establishment in 1887 and took over the running of the company in 1898. In 1906 he was appointed a Justice of the Peace, and Sub-Collector of Customs and Receiving Officer. He sold out his business at Harbour Buffett in 1920 and moved to St. John's, where he soon became involved in the world of politics. In his first attempt for elective office, in the district of Burgeo and Lapoile during the general election of 1923, he was defeated. In the general election of 1924 he was successful in the same district as a supporter of W.S. Monroe's party, and in 1926 was appointed Minister of Public Works (a portfolio not then in the Cabinet). He was the only person from Monroe's administration retained by F.C. Alderdice *qv* when he succeeded Monroe in 1928, and he carried on as Minister of Public Works until the defeat of the Government in the general election of 1928. Chambers was re-elected in Burgeo and Lapoile but resigned shortly thereafter because of ill health. During his retirement he was proprietor of the Beach Grove Hotel in Spaniard's Bay and was a director of the Church of England Colleges. S.J.R. Noel (1971), *Who's Who in and from Newfoundland 1930* (1930?). BGR

Walter McKenzie Chambers

CHAMBERS OF COMMERCE. See TRADE, BOARDS OF.

CHAMPNEYS (pop. 1976, 82). An unincorporated fishing community on the Bonavista Peninsula about 5 km (3 mi) north of Trinity, Trinity Bay. Champneys was previously known as Salmon Cove, that name being changed in 1904 to eliminate the confusion caused by the large number of ''Salmon Coves'' in Newfoundland.

Although the good harbour, the excellent facilities for curing fish, and proximity to the rich fishing grounds of Trinity Bay had probably attracted seasonal European fishermen as early as the first decades of the Sixteenth Century, the first known inhabitant of Champneys was a planter named John le Crass, who in 1675 ran a fishing establishment employing twelve men. His ''Plantation'' consisted of a house and several outbuildings, as well as a stage and twenty-two boats (Berry Manuscript: C.O. 1:35). By 1836 Champneys was a community of twenty-eight houses and 177 people, most of whom were of English West Country extraction. Throughout the Nineteenth Century the community experienced a steady growth in both size and population.

The economy was based on the inshore fishery, mainly cod, although salmon, herring and capelin were also caught. The two other important activities were the Labrador summer fishery and the spring seal hunt. Both of these occupations, especially the latter, declined considerably in the early part of the Twentieth Century. In addition to going away ''to the ice'' the men frequently harvested the seals which drifted into Trinity Bay on the pack ice. On February 28, 1892 more than 200 men from Champneys and several surrounding communities were engaged in this hunt when a terrible blizzard descended without warning. This tragic event, in which twenty-four men lost their lives, became known as the ''Trinity Bay disaster'' (D.W. Prowse: 1895, p. 520). For a brief period around 1891 Champneys also had a lobster factory which in that year employed four men and eight women. The inshore fishery declined after the 1920s, partly because the men started the practice of going away in the summer to work on the Great Lakes boats, and to the ''lumber woods'' in winter. After Confederation this process was accelerated, and the population of Champneys declined. However, in recent years the inshore fishery has been revived to some extent.

Champneys has always been relatively self-sufficient in agriculture; most cultivated land is devoted to hay and potatoes, although cabbage and various root crops are also grown. Poultry, livestock and their products have always been important, mainly for home consumption, although the sale of wool provided some income.

Champneys supported a Church of England Church (the community was predominently Church of England) by 1845,

and two schools by 1884. The schools were later closed and by 1981 the students were bussed to Port Rexton. D.W. Prowse (1895), Berry Manuscript (C.O. 1:35), *Census* (1836-1975). Map G. Jeff Budden

CHANCE COVE, SOUTHERN SHORE (pop. 1884, 52). Located 10 km (6 mi) northeast of Cappahayden *qv*, Chance Cove is a small open bight on an exposed stretch of coastline marked by headlands and cliffs which are the highest (152 m or 500 ft) in the vicinity of Cape Race *qv*. The area is subject to strong winds, rain and fog, and Chance Cove and the adjacent coves of Clam Cove and Frenchman's Cove have been the sites of many spectacular wrecks since the cove was first fished by the French and Portuguese in the Sixteenth Century. According to Arthur Johnson (n.d.a) Frenchman's Cove was named after a French vessel which ran aground there. Chance Cove's name may be an anglicized version of the French family name Chene. On early maps it appears as Chaine Cove (1680) and as Chaine Cove (Cheryl Olsen: 1975). According to E.R. Seary (1971) the name Chance Cove, also found in Trinity Bay, may be a contraction of "Mischance" referring to the high incidence of shipwrecks there.

In 1854 the steamer *City of Philadelphia* was stranded in Chance Cove *en route* from Liverpool to Philadelphia. According to an account in the *Public Ledger* (Sept. 12, 1854), "The vessel was steaming at the rate of between 9 and 10 miles an hour when, a little after eleven o'clock, she struck on Cape Race and then backed at full speed into Chance Cove where she now lies ashore. Fortunately, there have been no lives lost, and no accident of any kind, except to the ship." The crew and passengers of the ship camped out on the beach at Chance Cove, which was not then inhabited, until rescue came from St. John's. Nearly a decade later, in 1863, the *Anglo-Saxon qv* ran aground in breakers off Clam Cove and 238 of 444 passengers and crew were drowned when the ship broke up on the rocks. More than 100 bodies were reported to have been buried on the bank of Clam Cove Brook (Arthur Johnson: n.d). Chance Cove and area have been the site of other wrecks including the *Askill, Christianiaford, Royal*, the French brig *Alice Marie*, and the schooners *Manutter* (1872), *Laura* (1894) and *Iolanthe* (1895).

At the time of the *Anglo-Saxon* in 1863 there were no settlers at Chance Cove reported by the survivors or the rescuers and it was only after several days that fishermen from nearby settlements appeared on the scene to help (Arthur Johnson: n.d.a). According to local tradition the French used the cove in the 1760s, and there was no other European settlement reported in the Chance Cove area until after the wreck of the *Anglo-Saxon*, when the Biar, King and Cunningham families were supposed to have settled near the site of the wreck in Clam Cove (Arthur Johnson: n.d.a). The only census of Chance Cove was reported in 1884: fifty-two inhabitants, four of whom were born in Ireland. No school was reported in the *Census* of 1884; however, in 1880 a Roman Catholic School was reported to have opened: "June 2, 1879. School is kept in a small house belonging to one of the residents" (*JLC*: 1880). In 1881 the School Superintendent reported that Chance Cove residents intended to build a school that winter (*JLC*: 1882), but from 1883 to 1884 school for the area was held in Clam Cove while the Chance Cove schoolhouse was reported to be still unfinished in 1884 (*JLC*: 1885).

In 1884 seven homes were inhabited by seven families on the west side of Chance Cove and the community's main occupation was the cod, herring and capelin fisheries. There were 11 ha (27 acres) of cultivated land and the inhabitants grew mainly potatoes and turnips. They were also engaged in some boat building.

Between 1884 and 1891 the settlement was abandoned. According to Johnson "the abandonment of the settlement was a dramatic one. Following a series of disastrous years in the fishery practically the entire community in great disgust moved away to Maynard, Massachusetts, leaving their houses, furniture, bridge, stages, boats and gear behind them just as they were." Johnson also reports that the names of these families were McCarthy, Sullivan, Doyle, Molloy and Fleming (of nearby Shoe Cove), and that a Mrs. Maggie Molloy of Renews held title to the land in Chance Cove by a grant in her possession. John W. White (1902) reported visiting the abandoned settlement in 1897. He found "On the beach, north, south, east and west of the cove . . . portions of wrecked steamers . . . The houses at least most of them, are in splendid condition, and it can't be poverty that drove them away." White speculated that the settlement was haunted by the ghosts of the many people who had lost their lives on the shores of Chance Cove and Clam Cove. Two years later he revisited the settlement and found that "a large number of northern fishermen . . . had gone ashore at this place and, having used the houses all the season, set fire to them in the fall previous to their leaving for home, and razed nearly every one of them to the ground."

In the early 1970s Chance Cove was created a Provincial Park. The park is 2068 ha (5,110 acres) traversed by almost 6.5 km (4 mi) of park road from its northwestern corner and continuing almost to the coastline. See PARKS, PROVINCIAL. George Draskoy (interview, May 1981), Arthur Johnson (n.d.a), Cheryl Olsen (1975), E.R. Seary (1971), J.W. White (1902), *Census* (1884), *Patriot and Terra Nova Herald* (May 2, 1863), *Public Ledger* (Sept. 2, 1854). Map H. JEMP

CHANCE COVE, TRINITY BAY (inc. 1972; pop. 1976, 487). A fishing community in Trinity Bay located about midway on the Isthmus of Avalon, southeast of Arnold's Cove *qv*, Chance Cove comprises two adjacent coves: Big Chance Cove (formerly called Great Chance Cove, *c*.1830) and Little Chance Cove (formerly called Lower Chance Cove, *c*.1830). The settlement is situated on the shore of Little Chance Cove, where J.F. Imray (1873) noted "The best shelter will be found on the north side" and that it was "only fit for small vessels during the summer months." According to E.R. Seary (1971) Chance Cove was possibly named "for mischance, that is, shipwreck." Settlement in Chance Cove originally took place on the shores of both coves. In 1835 Big Chance Cove was visited by Archdeacon Edward Wix (1836) who mentioned "one Kelly, a regular pilot" as a resident of the community and for whose family of twenty-four he conducted a service. John Peddle is listed as a fisherman of Lower (Little) Chance Cove in 1835 and Thomas Smith, Benjamin Smith, George Temple and James Bryant as fishermen of Great (Big) Chance Cove in 1835, and William Skinner in 1837 (Ed Hann: 1974). On the strength of a successful inshore cod fishery, a salmon fishery and, in the early 1900s, the Labrador fishery, Chance Cove grew steadily, attracting settlers from other areas in Trinity Bay: by 1869 seven new families

had moved to Chance Cove. They were Rowe (from Heart's Content), Hutchings (from Rantem), Andrews (formerly Andersons from Winterton), Linch, Liven, McCarthy and Noseworthy. By the early 1870s Benjamin Rowe had adopted George Brace, the son of an Englishman who settled in Quidi Vidi (Newfoundland Historical Society: Chance Cove) and the Warren and Hollet families had come to Chance Cove by this time. By the 1890s the Clarke family had arrived from the north side of Trinity Bay; from 195 in 1911 the population of Chance Cove had grown to 381 in 1945. Later settlement in the community came when Placentia Bay settlements were abandoned or resettled, and the Upshall, Reid and Hann families moved to Chance Cove (Samuel Brace: interview, May 1981).

From the early 1900s several family-operated sawmills also provided employment but the fishery remained the economic base of Chance Cove. In 1977 a fish plant employing fifty people opened there processing fresh-frozen fish, including herring, capelin, cod, squid, flounder, turbot and mackerel. The plant was open from April to October and supplied by about forty-five full-time fishermen in Chance Cove in 1981 (Bernice Anderson: interview, May, 1981). Other employment in the area has included wharf construction, brush-cutting and work as linesmen.

The first school in Chance Cove was reported to be operating in 1845 (*JHA*: 1846) and there was a Church of England church and a Salvation Army citadel by 1911. In 1981 elementary students attended school in Chance Cove and high school in Norman's Cove *qv*. By an Order-in-Council on 8 February, 1972 the Local Improvement District of Chance Cove was incorporated, governed by a board of trustees with seven people (*Royal Gazette*: Feb. 8, 1971). Bernice Anderson (interview, May 1981), Samuel Brace (interview, May 1981), Ed Hann (1974), J.F. Imray (1873), Edmund Rowe (n.d.), E.R. Seary (1971), Edward Wix (1836), *Census* (1836-1976), *JHA* (1846), Newfoundland Historical Society (Chance Cove), *Sailing Directions Newfoundland* (1980). Map H. JEMP

CHANCE COVE PARK. See PARKS, PROVINCIAL.

CHANCEPORT (pop. 1976, 73). A fishing settlement located on the west side of New World Island amid rugged hills, Chanceport (called Chance Harbour until 1921) is an eastward inlet that is entered to the west of Virgin Arm *qv*; it has excellent anchorage for small boats. Chance Harbour was first settled in the mid-1800s at a site near the sea, approximately .6 km (1 mi) to the north of the modern community of Chanceport. The first settlers probably came from Twillingate and were attracted to Chance Harbour because of its excellent stand of timber. The family names of Dove, Burt, Scott, Wheeler and Young were numerous on the Twillingate Islands in the 1700 and 1800s (E.R. Seary: 1976).

The first census of the settlement, in 1884, reported thirty-three settlers, all Wesleyan Methodists and fishermen. By 1911 the population had grown to seventy-nine inhabitants (sixteen families) on the strength of a prolific and diverse fishery. In 1911 10 090 kg (198 qtls) of cod were reported caught — one of the largest catches on New World Island — in addition to large quantities of salmon being tinned, and seventy-nine barrels of herring and lobster (there was one factory which employed two people); later, mackerel was also fished. The Labrador fishery was first reported in the 1901 *Census* and continued until 1945, with Chanceport men obtaining berths at Tizzard's Harbour *qv* (Spenser Dove: 1977).

In 1909 a Salvation Army school was reported open and an inspector reported that the school which had opened the previous year showed a very good increase in attendance. This school also functioned as a community chapel. In 1911 a Methodist school was reported open and by the 1921 census the majority of the population was reported to be Methodist. It is likely that this school, which was used until 1968, was utilized by several denominations. In 1981 Chanceport students (United Church, Pentecostal and Salvation Army) attended schools in Virgin Arm and Moreton's Harbour *qv*. Church was attended in Carter's Cove and Bridgeport *qqv*.

While the small-boat inshore cod fishery remained the economic mainstay of the community, and indeed increased after 1935, winter woods work at lumbering centres in central Newfoundland became an important source of additional income after the 1920s. In 1977 the majority of Chanceport's labour force was reported to be employed as fishermen, loggers, labourers, construction workers and carpenters.

The modern community of Chanceport is located about .6 km (1 mi) south of the old settlement of Chance Harbour. The move, made in 1957, was not government aided, and was made to move the community nearer the road built in 1952 which, because of the old community's hilly location, could not reach that settlement. Houses and nearby buildings were moved from Chanceport and nearby Bridger's Cove, whose five families all named Bridger, also chose to resettle in Chanceport. With the resettlement of Bridger's Cove the population of Chanceport attained its pre-1935 levels of over seventy people: with emigration and natural decrease the population of Chanceport had dropped to about forty between 1945 and 1956. Spenser Dove (1977), E.R. Seary (1976), *Census* (1884-1976), *Sailing Directions Newfoundland* (1980). Map F. JEMP

CHANGE ISLANDS (inc. 1951; pop. 1976, 535). Change Islands is a group of islands including two large islands, connected by a causeway, and several smaller ones located in Notre Dame Bay between Twillingate and Fogo. The incorporated community of Change Islands is located along the narrow tickle separating the two main islands.

Until 1783 Change Islands was part of the French Shore and unpopulated but with the beginning of the English Labrador fishery in the latter half of the Eighteenth Century and the setting up of establishments by the Bristol and Poole merchants, Change Islands began to be settled. It remained relatively sparsely populated until the mid-Nineteenth Century. In 1845 the population was 316, ninety-six of whom were fishermen. Five acres of land were cultivated and potatoes were grown. By 1884 the population had increased to 934. Many of the fishermen from Change Islands went to the Labrador fishery and in 1874 Change Islands was one of the focal points of the winter seal hunt prosecuted by landsmen.

In 1867, so the story goes, Joseph Edmund Elliott, while sitting in St. James Church at Change Islands listening to a sermon on the miraculous draught of fishes, conceived the idea for a cod trap. This Newfoundland cod trap, not to be confused with the one invented in 1865 by Capt. W.H. Whiteley *qv*, is, with some modifications, still used by Newfoundland fisherman.

Change Islands

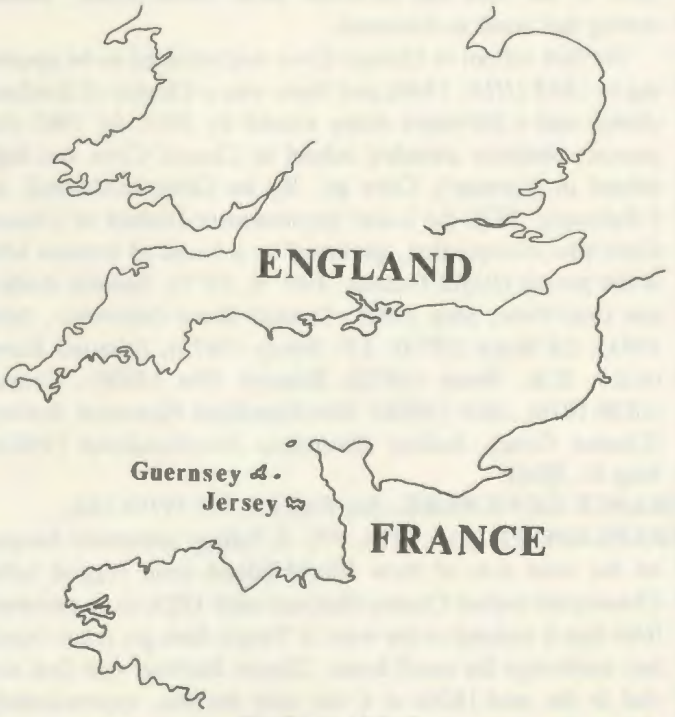
At the beginning of the Twentieth Century Change Islands was a prosperous settlement of over 1,000 people. In 1909 the first annual meeting of the Supreme Council of Coaker's *Fisherman's Protective Union *qv* was held at Change Islands. After the depression of the 1930s, however, the settlement declined and during the 1950s, although Change Islands gained some new citizens from resettlement, over 100 people left in search of better education for their children and better employment opportunities. In 1965 the causeway was built and motor vehicles arrived for the first time on Change Islands. In 1980 the majority of the population fished from longliners and small boats, and lobster and seal were caught as well. The local fish plant was run by B.C. Packers, who were brought in by the Provincial Government, (who owned the plant) in 1972 in response to the local improvement action committee's request. The plant was built in the 1950s and run by a co-op, but it failed after a few years. In 1980 the plant did not have the capacity to freeze fish but stored them packed in ice until they could be shipped out to Harbour Breton.

A ferry service running between Change Islands and Cobb's Arm replaced the CN Coastal Boat Service from Lewisporte in 1967. During the winter, when the ferry is not able to operate regularly, Gander Aviation provides air service to Change Islands. C.R. Chaulk (1969), C.G. Head (1963), Chesley Sanger (1977), *DA* (Aug. 1976), *Report of the Commission of Inquiry into Newfoundland Transportation* (1978). Map F. PMH

CHANNEL ISLANDS. Located in the English Channel off the coast of Normandy are the Channel Islands, since 1066 possessions of Great Britain. The islands are divided into two administrative areas, Jersey and Guernsey.

The Channel Islanders had connections with Newfoundland from a very early date. An old tradition maintains that Jerseymen, while on their way to Iceland to engage in the fishery, were overtaken by a strong wind which drove them southwest until they reached a land, the waters around which were filled with fish. This land was believed to be Newfoundland. Cabot made his voyage shortly after this and Jerseymen believe that he learned of the new western land from them and that they were the first people to visit Newfoundland. (H.W. LeMessurier: 1916). LeMessurier argues that it is unlikely that Cabot gave St. John's its name or ever visited it as some historians maintain he did in 1497. LeMessurier states that it is more likely that St. John's received its name from Jerseymen from the parish of St. John's in Jersey. He also argues that St. John's Bay, Petty Harbour and Bay Bulls probably received their names from people from Jersey.

Channel Islanders, particularly those from Jersey, began fishing in Newfoundland between the years 1600 and 1603, during the time that Sir Walter Raleigh *qv* was Governor of Jersey. It is believed that Raleigh encouraged them to become involved in the Newfoundland fishery and they first established a fishing station at Ferryland. They are believed to have settled mainly in Conception Bay, the West Coast and Labrador. LeMessurier maintains that many of the French place names on the northeast coast came from the Channel Islands. Conche and Croque are two ports near together on the northeast coast whose names, according to LeMessurier, originated in Guernsey where there are similar place names. He also claims that Carbonear is a corruption of Charbonier, and that this name was given to it by Jerseymen. Harve de Grace (Harbour Grace) was also settled by Jerseymen and Jersey firms dominated the town up to the year 1765. Peter LeSueur, who carried on a business at Harbour Grace, is said to have introduced Methodism into Jersey after he was converted by Laurence Coughlan *qv* in Harbour Grace.



The Channel Islands

On the west coast, St. George's Bay is claimed to have been named after the parish in Guernsey of that name (LeMessurier: 1916). Many of the place names and family names throughout the Island are further evidence of the Channel Islands' connections with Newfoundland. Names such as Nicolle, Clement, Le Feuvre, Gushue, and Hawco are Channel Island names. After England and Ireland, the Channel Islands were the most influential in providing Newfoundland with settlers (C.G. Head: 1976). Their involvement in the fishery lasted until the late Nineteenth Century. C.R. Fay (1961), W.G. Handcock (1979), H.W. LeMessurier (1916), Paul O'Neill (1975a), *NQ* (Mar. 1955; June 1955; Sept. 1956; Dec. 1956; Summer 1961). EMD

CHANNEL-PORT AUX BASQUES (inc. 1945; population

1976, 6,187). The western gateway to Newfoundland, Channel-Port aux Basques is the western point of entry for all people arriving from mainland Canada by boat. As one of the nearest ports to Cape Breton, Nova Scotia it is the eastern terminal for the Canadian National (CN) Marine Gulf Ferry Service in Newfoundland, (which sails the 175 km, 109 mi, to and from North Sydney), the western terminus for the CN Railway and the CN roadcruiser (bus) service, and the western end of the Trans Canada Highway (which stretches 910 km, 565 mi, to St. John's). Channel-Port aux Basques was incorporated by an Act to Incorporate the Town of Channel-Port aux Basques, 1945. This Act established the original town boundary which reached from Deep Cove, Motherlake Bay, to Grand Bay, and from the North West Arm and along the shore of the settlements of Channel and Port aux Basques back to Motherlake Bay. Mouse Island was annexed in 1974 and since that time the town boundary has been extended northwest to contain the watershed, bringing the boundary to the border of John T. Cheeseman Provincial Park, and to the east approximately 3 km (2 mi) east of Channel Head, including Duck Island and Hell's Beach. The town of Channel-Port aux Basques is situated mainly on a hilly (elevation 76 m, 250 ft), irregular peninsula which forms the west side of the harbour. It is a vital transfer point for goods and passengers between Nova Scotia and Newfoundland. A daily ferry service operates between Channel-Port aux Basques and North Sydney, Nova Scotia connecting the Trans Canada Highway, the CN railway and bus transportation. In the winter when passenger traffic virtually ceases, the year-round port is the major export terminus for newsprint from Corner Brook and for fish from the southwest coast of Newfoundland.

The original settlements which Channel-Port aux Basques comprises were all primarily fishing settlements, and Channel, Grand Bay and Mouse Island remained mainly fishing, service and residential communities in 1981. Situated at the head of Channel Bight, Port aux Basques was developed as the western terminus of the Newfoundland Railway in the 1890s and as the eastern terminus of the Cabot Strait ferry to North Sydney in 1898. Port aux Basques is a Public Harbour administered by the Minister of Transport, Government of Canada and for customs purposes it is a port of entry and an international port of call. As well as being a major port, and fishing and transportation centre, Channel-Port aux Basques is a distribution and services centre for southwest Newfoundland.

Channel-Port aux Basques is spread over a narrow hummocky peninsula that ends with a small off-lying island (Channel Head) across a narrow channel from which the settlement of Channel probably takes its name. The community of Grand Bay East is located on the western side of the peninsula; Grand Bay West is on the opposite shore across a narrow channel which forms the entrance to Grand Bay, the body of water which borders the western shore of the peninsula. Mouse Island is located on the southern end of the peninsula (and takes its name from a small outlying island) while Channel was originally settled in the lee of the narrow, low island at the tip of the peninsula. Port aux Basques stretches along the coast of Motherlake Bay and the harbour which bounds the eastern shore of the peninsula. Channel and Port aux Basques have gradually grown together and because of the very limited building space on this barren and bleak peninsula, it is densely populated.

Of these settlements, Port aux Basques is the oldest in both nomenclature and use. Although no specific records have been yet discovered in Spain, it is probable that, as its name indicates, Port aux Basques (Port of Basques) was a port of call for Spanish and French Basque whalers fishing the Strait of Belle Isle in the Sixteenth Century; it is not likely however, that the port was anything more than a sheltered stop for wood and fresh water, enroute to the major whaling stations on the Southern coast of Labrador. On early European maps of the Seventeenth Century the area is referred to as bay eclaire, 1612, and B.S. Clara (Bay St. Clara?), 1687. On Samuel Champlain's map of 1612 "po^{t} aux basque" is depicted as near St. Pierre, and in 1687 it was shown by Johannes Van Kuelen as "Port aux Basques" near Cape Ray *qv*. In the Eighteenth Century, European maps have a variety of names for the area: Popple's English map of 1733 calls it "Swift Harbour;" Mathew Seutter's map "*Partie Orientale de la Nouvelle France ou du Canada avec l'Isle de Terre Neuve* (1730?-1740?) names it "Swints Port;" in 1747 *A New and Accurate Map of the Islands of Newfoundland, Cape Briton, St. John and Anticosta* by Eman Bowen labelled it "Swift Port" and on two French maps published in 1754 and 1764 it appears as "Port aux Basques ou Smits Port." Captain James Cook *qv* charted a detailed map of the harbour in 1764, which he labelled "Port aux Basque," showing the tip of the peninsula (Channel) as "Sw. Pt. (Swift Point?)," the passage between the tip and the outlying island as Avirons Passage, the island as White Island, and the tip (Channel Head) as Point Blanche, a name which survived till the early 1800s. (A Joseph Brag was listed as being born at Point Blanche in 1816; E.R. Seary; 1976.)

Basque whalers called the Strait of Belle Isle Granbaya which appeared on old English maps as the Grand Bay and it was at the mouth of the Gulf that Basque whalers lay in wait for their prey (Selma Barkham: 1978). Grand Bay itself is not named on maps until the late 1700s, although it is the only one of the settlements that make up the modern Community of Channel-Port Aux Basques to appear in the 1836 *Census Returns*, with a population of eighteen. Channel, John Gill's Harbour and Mouse Island Harbour were first reported in the *Census*, 1857, with Channel having the largest number of people. A local tradition maintains that the name Channel is derived from the Channel Islanders who reportedly first settled at Channel in 1714; however, documented evidence fails to support this tradition. Gale's Harbour (population eight) was reported with the other settlements in 1884. Although Port Aux Basques was repeatedly referred to on maps, fishery schemes and reports from the 1600s, it was first reported in the *Census* (then as Port au Basque) in 1891, with a population of seventy-seven, as was Lake's Brook (population fifty-five). Since 1945 the community, including all of the above settlements, has been called Channel-Port Aux Basques; the business, transportation, fishing and population have been concentrated in the area of Channel and Port Aux Basques.

In 1714 Micmac from Cape Breton reputedly paddled across the Cabot Strait and landed somewhere near Grand Bay Brook (Newfoundland Historical Society: Channel-Port aux Basques). Port aux Basques in 1714 was a growing enclave of

French fishermen who were, according to H.A. Innis (1940), "French deserters from Cape Breton [called Isle Royale and settled by the French, mainly at Louisbourg] . . . [who] were supplied by ships from Bayonne and St. Jean de Luz." While the merchant houses of the Channel Islands and England established fishing stations and bases from the Burin Peninsula to Burgeo-La Poile in the Eighteenth Century, these did not extend to Port aux Basques which was exploited by the French after they withdrew from Hudson Bay, Placentia and mainland Nova Scotia according to the terms of the Treaty of *Utrecht 1713 *qv*. The remoteness of the area was the main reason for its exploitation by the French. According to C. Grant Head (1976) Port Aux Basques was "something of a minor metropolis on this long but sparsely-settled stretch of coast. Remote as it was from the main English fishing areas, it was noted to have good fishing grounds 'about' it, and it was not far from earlier French areas of exploitation on Cape Breton."

In 1734 William Taverner described the small group of French, resident at Port aux Basques, as a "little Commonwealth," most of them debtors or petty criminals from Isle Royale who brought with them stolen boats and goods. They were supplied by French ships based at Isle Royale and their produce was traded there as well (cited in C. Grant Head: 1976). In Statistics given in *A Computation of the French Fishery as it was Managed before the Present War*, 1745 (quoted in H.A. Innis: 1940) there were approximately sixty men employed at Port aux Basques who caught 914 458 kg (18,000 qtl) of fish in 1745. Although a Captain Crawford, reporting on this "Commonwealth" stated that there were at about the same time ten families at Port aux Basques "miserably poor" who were not trading with French ships (quoted in Head: 1976). From Hermitage to Cape Ray before 1763 there were less than forty boats reported on fishery schemes, and the winter population — estimated to be 100 — was about half the summer population. When Captain James Cook mapped Port aux Basques harbour in 1764 he showed five stages, concentrated on the east side of the peninsula. Cook described it as "a small snug commodious Harbour for Fishing Vessels. . . . the Road or outer Harbour . . . most convenient in 9 or 10 fm clear ground and shelter from all Winds . . . & is the only place for Men of War: but Fishing ships always lay up in the inner Harbour." He also noted that several French families lived there (quoted in Head: 1976).

According to Seary (1976) a Joseph Brag was baptized at Pointe Blanche (Channel) in 1816, the Guillam (Gillam) family was reported at Channel in 1829 and a Charles Guillam was baptized at Port Aux Basques in 1830. An Elias Coffin was reported at Channel in 1830, a George Harvey at Point Blanche in the same year, and a James Beaufit was at Port Aux Basques in 1835. According to family tradition an Edward Sheaves settled at Sheaves Cove, Channel Harbour in 1789 and according to Seary, a Charles Shave was a resident of Port aux Basques in 1835. Edward Wix, the first clergyman known to have visited the area, reported in 1835: "Put into Port Aux Basque, and held full service at the house of Michael Guillam where I slept." He also mentions a Thomas Harvie at Channel and two families at Gale's Harbour, three miles from "Port au Basque or the Channel." He regretfully noted that had he been a week earlier in his visitation "I might have had a congregation of two hundred, — there were so many boats and vessels belonging to Fortune Bay which were bound to the western fishery at anchor here. I assembled fifty persons and baptized ten." (Edward Wix: 1836).

By the 1840s the Dennis, Forcey (Forsey), Galton (Gaulton), Gange (Genge), Pryor and Matthews families were at Channel and Port Aux Basques and by the 1850s the Bartlett, Dingwell, Pool, Pike and Rose families were reported (E.R. Seary: 1976). Hutchinson's Newfoundland Directory for 1864-1865 (1864) listed William Kettle, George and Issac Lowman and Matthew Thomas as residents of Grand Bay, and Thomas Anderson, James Cooper, Francis William, John Keppin, Joseph and Peter Moisson and George and John Osbourne were reported to be residents of Mouse Island. At Channel in 1857 there were forty-two families of which 289 people were born in Newfoundland, twelve in England, nine in the British Colonies and two in Ireland. The predominantly Church of England settlement of Channel had one church (built in 1845 and shared originally by the Methodist and Church of England congregations until the Methodists sold their share and the church was consecrated as a Church of England Church in 1855 by Bishop Feild) and a Protestant public school established some time before 1858, instructed by a John Jordan, with an enrolment of sixty-eight but "not in operation" in 1858 (*JHA*: 1859, appendix p. 566). In 1860 it was reported that the Channel School Board "besides running an efficient School at Channel" supported schools at Burnt Islands and Seal Cove *qqv*; Channel was also the base of a Church of England Missionary Division that extended from Channel to the Codroy River (*JHA*: 1860-61, appendix p. 369). The first exclusively Methodist church was not built until 1896.

The growth of the settlements of Channel, Port aux Basques and environs in the early 1800s can be attributed to its advantageous position abutting the mouth of the Gulf of St. Lawrence *qv*. Although the French moved their main fishing bases north of Cape Ray after 1800, the growth of settlement in the Codroy Valley and the expansion of trade west of Burgeo contributed to Channel's growing importance. In 1856 it was reported "At Channel there is considerable business carried on by Prior and Sons, and by an agent of P. Nicolle — it is visited by many traders from the provinces . . . much fish is sold here, from the knife, in September, October, November and December to traders" (*JHA*: 1857). William Pryor of Halifax was granted land at Port aux Basques in 1846 and established a trading business there; Nicolle was one of the major Jersey trading firms of the south coast. The report also mentioned frequent stops by United States traders plying the coast and the Strait of Belle Isle. In 1857 a telegraph station was established at Channel-Port aux Basques which was considered to have added to "much to its importance" (*JHA*: 1857, appendix p. 367).

Although the Nicolle company was no longer operating there by the 1860s, a number of local merchant firms came into being: besides Pryor, John Guillam, Archibald Kidstone (an American) and Alexander Waddell were reported to be merchants at Channel in 1864; by 1866 Ridley and Sons were reported operating and by 1871 John Genneaux had joined the mercantile ranks. In 1877 there were six merchants at Channel alone — Bragg, Gosset and Company, J.L. Knight, John Pool, Joseph Small and John Steer, the Garland Company agent. These merchants, who dealt mainly in supplies in ex-

change for seal skins, cod oil, seal oil, salmon, herring and cod, had strong ties with traders and companies in Nova Scotia and the United States. In 1872 it was reported that "a large trade is carried on with Nova Scotia, Boston and St. John's, and [the] cod fishery [is] extensively prosecuted for two seasons in the year . . . The seal fishery is prosecuted here; their vessels go into the Gulf and invariably do well; . . . The Salmon and herring fishery is extensively carried on at Port-aux-Basque" (*JHA*: 1872, appendix p. 761). Cod was described as the staple fishery; salmon was reportedly "failed" in 1873, although the trout fishing at Grand Bay Brook was described as "good as any in Newfoundland" (*JHA*: 1873, appendix p. 720-721).

Because of the rocky, hilly land in the area, it was heavily dependent upon Nova Scotia, Prince Edward Island and Cape Breton for vegetables (*JHA*: 1873 appendix p. 761). By 1871 with a population of 584, it had attracted many new families from the south coast and Codroy Valley *qv*, and it was described as "The most westerly settlement of importance in Newfoundland . . . a place of considerable trade . . . a post town and a port of entry and the last station on the western steam route;" it also had an office of the New York, Newfoundland and London Telegraph Office (*Lovell's Newfoundland Directory*: 1871). The population was employed mainly in the fisheries but there was also a number of labourers, carpenters, blacksmiths, one teacher, one clergyman, a telegraph operator and a doctor. By 1891 there were two schools, three churches (Church of England, Methodist and Roman Catholic), two clergymen, two teachers, ten merchants, thirteen shopowners, five farmers and a doctor in the area which numbered 1,024 residents, 723 of whom were at Channel. In addition to the cod, salmon and herring fisheries, three lobster factories were reported operating.

Channel was also the site of some bad wrecks and by 1875 a light was placed in a round iron tower on Channel Head with a lightkeeper's house attached, and a brick magazine for storing gunpowder used in gun signals was built nearby. The need for such a service was obvious in this busy port: in 1892 "a short list of wrecks that have taken place during late years in the neighbourhood of Channel" was complied. This "short" list numbered over forty ships carrying lumber, wheat, iron, coal, herring, molasses and other provisions — which had foundered with great loss of life, including two ships where all hands had drowned.

F.F. Thompson (1961), summing up Monsignor Sears's exasperation after travelling in the area in 1877, stated "Capricious steamer services, for instance, required a person from Sidney in Cape Breton (only ninety miles from the *point de depart*), there either to await a ship going to St. George's Bay and Bay of Islands, or walk one hundred to two hundred miles through trackless forest, marsh and bush." With the growth of the St. George's Bay region, the Humber Arms area and the interior of Newfoundland to some extent in the 1880s, the need for a more efficient link with the markets and people of North America was felt. Channel-Port aux Basques, an ice free port facing the Gulf of St. Lawrence, was the logical, if expensive choice, for the terminus of the Newfoundland Railway which ran from the Avalon Peninsula *qv* to the Exploits River by 1893. It was decided that if the line were to be of utmost benefit, it should extend to Port aux Basques to connect with a steamer that would join the railway with the Canadian railway system which had been completed to Sydney, Nova Scotia by 1890. The steamer service and the railway to Port aux Basques, both owned by the Reid Company, was inaugurated June 30, 1898 with one steamer crossing the Gulf three times a week. The increased harbour traffic led to harbour regulations specifying harbour dues and creating the position of a harbour master. These regulations were enacted in 1906 by An Act respecting the Management and Control of the Harbour of Port-aux Basques (6 Ed. VII, *c.* 23). By 1913 the Reid Company began daily train service and added a nightly crossing in each direction with the help of a second steamer; transportation work became a major source of employment in Port aux Basques. By the 1930s, despite a series of reverses (whereupon the Newfoundland government had taken over the transportation system in 1923), the Gulf ferry service and the Newfoundland Railway continued to be major employers in addition to the fisheries.

In the 1930s Channel, Grand Bay and Port aux Basques had nine merchants — mainly dealers in fish, wholesale and general merchandise — including two large branch agents of major south-coast merchants based at Ramea and Burgeo. Area workers were employed as fishermen, fish plant, railway and communications workers, service industry workers and labourers. A number of fish plants opened at this time including the long-lived local company T.J. Hardy which opened in 1948. By the 1950s six fish plants were operating in the area, handling fish from fishermen all along the southwest coast. The community had become the administrative centre of the Burgeo-LaPoile area with a town office, a thirty-two bed cottage hospital, judicial chambers, a post office, CN Telegraphs, provincial and federal agencies, a police building and a fire station. After Confederation *qv*, the year-round port, rail and ferry service and freight transportation was administered by the Canadian Government. Extensive rebuilding of wharf facilities and massive modifications of the harbour were made in the late 1950s to accommodate the new ferries which were added after 1958. Channel-Port aux Basques grew rapidly in this period as new families chose to seek salaried employment, services and security in the community in exchange for the tenuous life found in isolated fishing villages scattered along the south coast. In 1951 the population was 2,634; by 1956 it was 3,320 and by 1966 it stood at 5,692.

In the late 1960s box car service was introduced, and in the early 1970s increased passenger traffic and the trucking industry led to new services, job creation and a peak employment of 733 was recorded in the transportation industry out of the population of nearly 6,000. The remaining workforce was employed in the fishing industry (as fishermen and in the one remaining fishplant), in business and in service industries. Between 1970 and 1975 settlement was extended to Grand Bay East and a large department store complex was built. The community also had a library and an arena.

In 1980 the CN Marine employment had dropped to approximately 570 including technical, terminal, supervisory personnel, crew members and vessel employees. By 1980 because of changing services and attrition, the number of full-time CN positions had dropped to 334, a loss of nearly 400 positions from 1976. In 1981 T.J. Hardy Fisheries employed about 500 people at peak production processing all species of ground fish and herring. Channel-Port aux Basques had five

schools in 1981, which came under an integrated school board and one Anglican and one United Church. There was a large number of service clubs in the community, which was governed by a town council. Channel-Port aux Basques also had a Vocational school and a cottage hospital. See CARIBOU, S.S.; FERRIES; MARINE, CANADIAN NATIONAL. Selma Barkham (1978), Ted Bartlett (interview, May 1981), Lionel Forsey (n.d.), C.G. Head (1976), H.A. Innis (1940), K. Matthews (1968), E.R. Seary (1976), F.F. Thompson (1961), Edward Wix (1836), W.C. Wonders (1951), *Census* (1836-1976), *Channel-Port aux Basques Concept Municipal Plan* (1975), *DA* (Apr. 1978), *JHA* 1857-1877), *JLC* (1866; 1877), *Hutchinson's Newfoundland Directory for 1864-1865* (1864), *Lovell's Newfoundland Directory* (1871), *Sailing Directions Newfoundland* (1980). Map K. JEMP

CHANNING, LYNN (1946-). Singer. Born St. John's. Early education Mercy Convent; Holy Heart of Mary Regional High School, St. John's. She was first taught music by her mother, Mrs. Myrtis Long, and later by the Sisters of Mercy, Ignatius Rumbolt *qv*, and Eileen Stanbury *qv*. From 1966 to 1969 she attended Dalhousie University and the Maritime Conservatory of Music, Halifax, where she was coached by Phillip May. She then studied for two years at the London Opera Centre, England, with Audrey Langford. In 1971 she was one of five Canadians awarded the Canada Council Arts Grant for further studies in Europe. The same year she made her operatic debut as "Queen of the Night" in the Sadlers' Wells production of Mozart's opera, *The Magic Flute*, in London, England. From 1972 to 1976 she was a member of the Glyndebourne Festival Opera and appeared as guest soloist with the touring company. In 1976 she was appointed Instructor in Voice to the Department of Music of Memorial University of Newfoundland. In 1978 she began teaching voice at the University of Regina, Saskatchewan and was appointed Assistant Professor of Music there in 1980. She has sung many principal roles in opera, oratorio, and in recital in England, France, Holland, Belgium and Denmark, including Calisto in Cavalli's opera *La Calisto*, Musetta in *La Bohéme*, and Sabina in Mercandante's *Orazi E Curiazi*. She has performed with most of Canada's major orchestras and choral groups, including the Toronto Symphony and the National Arts Centre Orchestra. She is also a frequent performer with the Canadian Broadcasting Corporation, both regionally and nationally. Sister M.L. Croke (interview, 1980). JEMP

CHAPEAU ROUGE. See BURIN PENINSULA.

CHAPEL ARM (pop. 1976, 712). Also Chappel Arm. Located at the south east corner of Trinity Bay, Newfoundland, the community of Chapel Arm first appears in the census of 1857, with a population of 130 people. In that year there were two merchants and more than thirty-nine fishermen. The community processed 60 000 kg (1,181 quintals) of cured codfish and 5 023 L (1,105 gal) of cod oil in that year.

According to M.F. Howley (1901) the community was named after Lieutenant Edward Chappell *qv* who made a voyage to Newfoundland in 1818, though Chappell's account of the voyage did not include any specific reference to this area of Trinity Bay. It is more probable that the community was named for the peculiar spire-shaped hills as suggested by H.J. Reid (1969). According to Reid the earliest settler was named Ned Power. By 1869 the population had increased to 223, 102 of whom were engaged solely in the catching and curing of fish.

It is interesting to note a substantial decrease in population that occurred in the next five-year period. In 1874 census figures record a population of only 122 people at Chapell Arm. Nearby Newman's (Norman's) Cove first appeared in the *Census* that year with a population of 147, suggesting that Norman's Cove had been part of Chapel Arm. In 1874 Chapel Arm had a total of eighteen houses and operated a total of ten fishing rooms. The residents of Chapel Arm also raised a small amount of garden crops and kept livestock during this period. By 1884 the community, then numbering only eighty-five, began to pursue a small woods operation, which employed eighteen men in that year. Reid reports that the people attended church services at Norman's Cove during this period. Chapel Arm had, however, erected a school by 1884.

Fishing remained significant enough to yield 20 728 kg (408 quintals) of cured codfish in that year but by 1891 the quantity had declined to 10 160.64 kg (200 quintals).

At the turn of the century the catch remained relatively constant at 14 276 kg (281 quintals) of cured cod. Out of a total of twenty families living in the community sixteen people worked at the two sawmills which had been established at Chapel Arm. In 1901 the mills produced 225 superficial meters of lumber and 36,000 logs. By 1911 census returns indicated that prosperity had returned to the community of 173 people, and that by that year they had erected a Roman Catholic Church and a school.

From 1921 to 1945 the population increased again, by 162 people, to a total of 381. After Confederation the population of Chapel Arm increased from 386 in 1951 to 561 ten years later. With the opening of the *Electric Reduction Company of Canada (ERCO) *qv* plant at Long Harbour in 1968 employment opportunities were increased in the area. On November 11, 1970 the town was incorporated as a Local Improvement District and by 1976 the population had increased to 712 people. Anne Power (interview, 1981), Helen Reid (interview, 1981), *DA* (Apr. 1977), *Municipal Directory* (1979), *Census* (1836-1976). Map H. WCS

CHAPEL COVE. See HARBOUR MAIN-CHAPEL COVE-LAKEVIEW.

CHAPLIN, PTE. JOHN FIELDING (1895-1915). Soldier. Born and educated St. John's. A member of the *Methodist Guards Brigade *qv*, he was one of the youngest men to volunteer for the First Five Hundred of the Newfoundland Regiment, and was assigned to "B" Company. When he died January 1, 1915, of natural causes during service training at Fort George, Scotland, he became the first member of the Newfoundland Regiment to die during World War I. Private Hugh McWhirter *qv*, who died at Gallipoli on September 22, 1915, was the Regiment's first fatal casualty in action. See REGIMENT, ROYAL NEWFOUNDLAND. G.W.L. Nicholson (1964), *NQ* (Apr. 1915). JEMP

CHAPLIN, MARK (1856-1929). "King of Tailors," M.H.A. Born St. John's. Educated Fort Townshend School, St. John's. After serving time as an apprentice and tailor as early as 1864, Chaplin established a tailoring business in 1875. According to the *Directory* of 1885-86 his shop was located at 106 Water Street.

He entered public life as Member of the House of Assem-

bly for the District of Bonavista on November 8th, 1900. He was subsequently re-elected in October 1904 and retired from politics in 1908. Chaplin was an active member of several clubs and societies. Most notably he was the first elected President of the Masonic Club (1896), President of the Newfoundland Football League (1895-1920), an executive member of the Good Templars, a member of the Total Abstinence Society, an Avalon Lodge Freemason and a Royal Arch Chapter man.

Mark Chaplin

Thomas Hutchinson (1864), H.Y. Mott (1894), John Sharpe (1885), *Might & Co's Directory* (1890?), *NQ* (Sept. 1902), *Yearbook* (1902-1909). WCS

CHAPPELL, EDWARD (1792-1861). Writer; sailor. Born Kent, England. At the age of twelve Edward Chappell enlisted on a British naval ship and served, during the Napoleonic Wars, in the Mediterranean and the West Indies. In 1813 he sailed to Newfoundland on the sloop-of-war *Rosamund* and to Hudson Bay in 1814 to oversee the British North American fisheries. His accounts of these voyages were later published as *Voyage of His Majesty's ship Rosamund to Newfoundland and the Southern coast of Labrador* and *Narrative of a Voyage to Hudson's Bay*. After the Napoleonic Wars Chappell patrolled the English Channel against smugglers and, as commander from 1826 to 1838, was in charge of the steam packet postal service in the British Isles. In 1840 he circumnavigated Britain in the steamer *Archimedes* and subsequently became an authority on steam navigation. He retired from naval services in 1853, was promoted to Rear-Admiral in 1858 and died in London January 21, 1861. *DCB* (IX). GL

CHAR, ARCTIC *(Salvelinus alpinus)*. Related to the Atlantic *salmon *qv* and brook *trout *qv*, populations of this salmonid may be divided into two general groups: the anadromous or sea-run type which inhabits arctic and sub-arctic waters, and the non-anadromous or land-locked type which occurs on the southern fringes of sub-arctic areas. The sea-run char are abundant in Northern Labrador waters, while they are rare off the coasts of insular Newfoundland. Landlocked types may be found in many lakes and rivers of the Island, but in Labrador they are much less frequent than the sea-run type.

The arctic char is an elongated fish which may be distinguished from the similar brook trout by the presence on the arctic char of a forked caudal fin or tail. The size of the char tends to vary depending on the type of char and the area it inhabits, but char weighing more than 4.5 kg (10 lb) are rare on the Labrador coast. Because food is scarce in the deep lake waters which they inhabit, landlocked arctic char tend to be smaller than anadromous arctic char and generally, the farther north a char lives, the smaller it is. Sea-run char from the Nain area usually measure 46 cm (18 in) at the age of seven years.

The char's colours vary depending on sex, the area which it inhabits, the type of char and the season of the year. Landlocked specimens are generally grey-blue to blue-black on the dorsal surface and upper sides, and the lower sides and belly are silvery to yellow-white in females and non-spawners, and deep orange to red in spawning males. The sides of all non-anadromous char are marked with pale spots. The anadromous type is steel-blue to blue-green on the back; its upper sides are silvery to blue and are marked with large white or pink spots; its lower sides and belly are milky white. Occasionally, as the anadromous type returns to fresh water, its sides, belly and lower fins turn to an orange-red colour.

Anadromous char spend the first three to seven years in fresh water, after which they run to sea every spring, following the break-up of the ice, returning to fresh water in late summer. Mature females release from 3,000 to 5,000 eggs every time they spawn.

The commercial arctic char fishery of northern Labrador, which harvests the anadromous type, has traditionally taken place between Cape Harrison and Seven Islands Bay. By the 1970s, however, the majority of the fishing was conducted in the Nain area and the remainder of the fishing was carried out between Cape Harrison and Hebron Fiord. A small amount of arctic char has also been caught in the waters around St. Anthony.

Extant records show figures for commercial landings of arctic char as far back as 1942. Before this date, from the 1860s to 1926, it is known that the *Moravian Church *qv* in Labrador had been buying the species from local fishermen and exporting it. After this and until 1942 small amounts of char were sold through the *Hudson's Bay Company *qv*. In 1942 the Newfoundland Government assumed the responsibility of providing trade services for Labrador, and storage and processing sheds for the fishery were soon erected by the Labrador Trading Operations, a division of the Department of Natural Resources of the Newfoundland Government. Since that time the Newfoundland Government has been directly involved in the fishery.

In general, from 1942 to 1969, a gradual growth occurred in the arctic char fishery of Labrador. From 1942 to 1949 an average of 66 155 kg (146,038 lb) of the species were handled by the Newfoundland Government. [All figures in the text which refer to landings of arctic char are estimated round (whole) weights.] In the 1950s this average increased to 110 687 kg (244,342 lb) and in the 1960s to 137 053 kg (302,546 lb). During this period, most of the fish caught was salted and exported, much of it going to Sweden.

By the late 1960s the character of the arctic char fishery was beginning to change. Better marketing and the replacement of traditional processing techniques (pickling) by more modern methods led to greatly increased landings. Smoking of the species was begun in 1967, when 900 kg (2000 lb) of the product was smoked at Okak Bay. Subsequent market studies revealed a number of large markets in Canada for the product, and in 1970 a smoking facility was established in Nain. The amount of char smoked subsequently increased from 1 800 kg (4,000 lb) in 1971 to between 9 000 kg and

14 000 kg (between 20,000 lb and 30,000 lb) in the late 1970s. Experiments in freezing char were also conducted from 1960 to 1970 but failed for a variety of reasons. Nevertheless, it was learned that markets for frozen char in Canada and the United States were large enough to support a frozen char fishery, and in 1971 a fish plant with two modern blast freezers was built in Nain by the Provincial Government. A fish plant in Makkovik was also built in 1972. From then until the late 1970s the amount of char frozen annually made rapid increases while the amount of pickled char decreased steadily. By the late 1970s from 14 000 kg to 18 000 kg (30,000 lb to 40,000 lb) were being salted each year.

The most significant change in the fishery during that decade was the increase in annual landings. In 1972 229 804 kg (507,294 lb) were landed. By 1978 this figure had increased to 248 334 kg (547,474 lb). In 1979, perhaps as a result of newly-introduced quotas and increased fishing effort for Atlantic salmon, the amount of arctic char landed decreased slightly to 212 985 kg (469,544 lb). The contribution of the arctic char fishery to the economy of northern coastal Labrador increased as well during the 1970s.

Nevertheless, owing to the slow growth of the char and its localized distribution, fears that the arctic char populations were being overfished during the 1970s were voiced by a number of marine biologists. Extensive studies of the fish were begun in the 1970s in an effort to determine the effects of the inshore fishery on the arctic char stocks, and as a result of these studies certain restrictions were placed on the fishery. These restrictions included a three month season, net mesh regulations, area quotas, the closing of one area (Nain Bay) to the fishery from 1978 to 1982, and the limiting of the fishery to permanent residents of the coast of Labrador who were dependent on the fishery for a large part of their livelihood. L.W. Coady (1974), Coady and Best (1976), J.B. Dempson (1978), Dempson and Best (1978), A.H. Leim (1966), Scott and Crossman (1964). CFH

CHARITY SCHOOLS. See SCHOOLS.

CHARLES BROOK (pop. 1935, 30). An abandoned lumbering community located in the Bay of Exploits, Charles Brook was possibly an encampment for Beothuk *qv* Indians. In 1792 a Naval Officer, Lieutenant G.C. Pulling, reported that some fishermen-furriers had attacked a Beothuk encampment at Charles Brook in 1791 and captured a little girl, whom they sold to an English merchant named Stone, at Trinity (F.W. Rowe: 1980). Charles Brook was visited in the 1870s by fishermen from the Notre Dame Bay area who seasonally netted the brook for salmon. In 1872 a Henry Lacey was reported to be a salmon-net fisherman at Charles Brook with a catch of six tierces (*JHA*: 1873). In 1884 the salmon warden reported that Charles Brook "has always been considered an excellent little salmon stream" (*JHA*: 1885); however, there was no settlement reported at Charles Brook until 1911, when a population of fifty-seven was recorded. In that year the salmon fishery was still the major fishery undertaken at Charles Brook: in 1911 seven persons produced 68 kg (150 lbs) of tinned salmon. The herring fishery and the inshore cod fishery were also major sources of income. By the 1920s lumbering and the lobster fishery had become important to the economy of the community.

The community, which was predominantly Methodist, had a one-room Methodist school. In 1928 there were five family names reported in Charles Brook: Hutching, Luff, March, Perry, and Purchase. More and more workers in the 1930s commuted to the large lumbering centres in the area. The population of the community had declined to thirty by 1935 and between 1935 and 1945 the settlement was abandoned. *Census* (1911-1935), *JHA* (1873; 1885). JEMP

CHARLESTON (pop. 1976, 167). Located near the head of Southern Bay, Bonavista Bay, Charleston was originally included under the name of Southern (Southward) Bay which referred to settlement on both sides of the Bay. The settlement on the west side of the bay was reputedly named Charleston in honour of the first settler, Charles Quinton, who came to Southern Bay from Pinchard's Point "about 10 miles down the shore" during the early 1800s (Newfoundland Historical Society: Charleston). *Lovell's Newfoundland Directory* (1871) lists Charles Quinton, and James and Charles Quinton as planters of Southern Bay, and Breen, Gould, McCormack, Moss, Prince, White and Yetman as fishermen, but these names included settlers on both sides of Southern Bay. Families who migrated to Southern Bay after 1871, many of them Salvation Army, and who settled on the west side of the bay included John Fry, Thomas Fry, Richard Taylor, James Gould, Abraham Hobbs, James Matthews and Henry Fry (Mrs. Alfred Pike: 1969). The first census of the community was included in that of Southward (Southern) Bay in 1869, which reported 109 inhabitants. The first census of the community separate from the settlement on the east side of the Bay (which retained the name Southern Bay) was the 1921 count, which reported a population of 114, and one Church of England school, one Salvation Army school, and eighteen houses inhabited by twenty families. Although the name was changed to Charleston by 1903 according to the Nomenclature Board Report (*Yearbook*: 1904), it was not reported by that name in the *Census* until 1921 and local tradition maintains that the name was changed between 1908 and 1910 (Pike: 1969).

The early economy of Charleston was based on fishing, farming and some boat building. Charleston's location made it an excellent farming centre, and agriculture was a full-time occupation for some inhabitants from the 1890s to the 1920s. By 1911 Charleston had the largest area of cultivated land from Open Hall *qv* to Bloomfield *qv*. The main crops were turnip and cabbage, and sheep, pigs, goats, horses and cows were raised. The building of the branch railway in the early 1900s led to a small lumber boom in Charleston (which was situated near excellent stands of timber), and by 1911 lumbering was a strong second industry to the inshore cod fishery and the lobster fishery (which also included canning in the early 1900s). Charleston had a number of family-operated sawmills from 1900 to 1935 cutting mainly pine, and producing shingles, fenceposts, and firewood and railway ties. In 1940 there were four sawmills operating in Charleston and it was noted that "The cutting of railway ties is an important occupation" (J.R. Smallwood: 1941). By the early 1950s lumbering was reported to be Charleston's main industry, with three sawmills operating, and by 1956 the population had nearly doubled from 124 in 1935 to 241 in 1956. (By 1966, however, the population had dropped to 180 as workers, especially the young, were drawn to larger centres.) Despite Charleston's good harbour and traditional pursuit of the fishery, fishing in 1952 was reported to be a part-time, summer

occupation and very little agriculture was reported in the community (H.A. Woods: 1952).

When a fish plant opened in 1958, initially employing twenty-five people, it rapidly expanded and became Charleston's most important seasonal employer. In 1964 the plant was bought from local owners by H.B. Nickerson and Sons but the operation retained its original name of Arctic Fisheries. The plant was first opened to process pothead whale meat, and the fat was shipped to South Dildo *qv*. In 1966 the plant began to process cod and, a decade later, diversified its line to include flounder, greysole, perch, catfish, turbot, halibut, lobster, salmon, squid, mackerel, herring and haddock. At that time the plant had a freezing capacity of 13 608 kg (30,000 lbs) of fillet per day and it employed 120 people. Blueberries *qv* and *partridgeberries *qv* were also processed. These products were shipped to markets in Quebec, Ontario, and the United States. Fish for the plant was not supplied by Charleston fishermen but was trucked in from the Sweet Bay-Charleston, Southern Bay-Princeton, and Summerville-Plate Cove areas and also from fishing communities near Trinity *qv*, Trinity Bay (Ford Ryan: 1976). In 1980 between 5.5 and 6 million kg (12 and 13 million lb) of fresh-frozen fillets (squid, turbot, cod and flounder) were processed by the plant, which was open year round for the first time and which employed 350 people during its peak months of operation in the spring and summer. In 1981 the plant remained the main employer of Charleston, with some fishing in the summer and some independent sawmilling during the winter providing alternate seasonal employment (Dolph Mavin: interview, May 1981).

In 1935 there were two schools operating in Charleston, one Methodist and one Church of England. By the late 1960s there was no school in Charleston and students attended elementary school in Lethbridge and high school in Musgravetown. In 1981 Charleston had two churches: St. Thomas Anglican and a United Church on the Summerville Pastoral Charge. Dolph Mavin (interview, May 1981), Mrs. Alfred Pike (1969), Ford Ryan (1976), J.R. Smallwood (1941), H.A. Wood (1952), *Bonavista Peninsula Study: Regional Study 1969-1979* (1969), *Census* (1869-1976), *Lovell's Newfoundland Directory* (1871), *Yearbook* (1904). Map G. JEMP

CHARLOTTETOWN (pop. 1976, 343). A lumbering community situated on the northwest shore of Clode Sound, Bonavista Bay, Charlottetown was called Brown's Cove until the end of the Nineteenth Century when the name was changed to Charlottetown, possibly after Charlottetown, Prince Edward Island (W.B. Hamilton: 1978), or after the first female settler Mrs. Charlotte (Hussey) Spracklin (E.R. Seary: 1976). By the 1890s Charlottetown became a lumbering centre in Bonavista Bay because of its rich forests, its excellent harbour and shipping facilities in the deep, sheltered waters of Clode Sound. Sawmills (as many as five operated at one time between 1891 and 1981) cut mainly spruce but also fur, pine and birch for stoves, posts, railway ties, firewood and pulpwood export. In 1911 one sawmill employing twenty-six men cut 18,000 logs and in 1921 three mills, valued at $6,350 and employing sixteen men, cut pulpwood for export; in 1941 there were five sawmills in the community. In the 1920s the wood was exported by steam-powered boats and pulpwood export has remained the main industry of Charlottetown.

Fishing was secondary to sawmilling since the first days of settlement, and agriculture, mostly root vegetables and hay, were grown successfully because of the fairly rich soils at the head of Bonavista Bay. Horses (used mainly for logging and farming), sheep, poultry, goats and pigs were raised. By 1911 Charlottetown had a post office, a Methodist school, a Salvation Army school and an Orange Lodge. By 1921 a Methodist church was built; it was rebuilt in 1961. In 1981 there was also a Salvation Army citadel, a community hall and an elementary school; there were three sawmills cutting pulpwood, a large government wharf and some fishing stages in Charlottetown, and a motel and bakery also provided employment. Community services included water and sewerage, a volunteer fire department and garbage collection. Although Charlottetown had no community council in 1981 a representative from the community sat on the Terra Nova National Park Regional Liason Committee as Charlottetown has been an enclave of the park since 1957. The park and the resulting tourist industry have brought only marginal employment to the community. The population of Charlottetown grew very rapidly (with the lumber boom) from the first census, taken in 1891, which recorded seventy-four people; by 1935 the population had grown to 202 and remained at about 200 after that. Gerald Anderson (interview, Apr. 1981), Harold Horwood (1967), J.R. Smallwood (1941), E.R. Seary (1976), *Census* (1891-1976), *Sailing Directions of Newfoundland* (1980). Map G. JEMP

Charlottetown

CHARLOTTETOWN (pop. 1976, 237). A fishing community situated on the south shore of an unnamed bay in St. Michael's Bay on the southern coast of Labrador, north of Port Hope Simpson, Charlottetown, although a year-round settlement, always reached its peak population in the winter, when summer fishing families from Square Islands, Seal Islands, Hawks Harbour, Dead Islands, Triangle, Tub Harbour, Venison Tickle and Pinsent's Arm moved approximately 19 km (12 mi) into St. Michael's Bay for the winter. These summer fishing stations were populated for at least one hundred years by families who came to fish each summer, mainly from Conception Bay, especially Carbonear and Harbour Grace. Ac-

cording to W.A. Sterns (1884) who visited Dead Islands during the second half of the Nineteenth Century, the inhabitants were "chiefly summer visitors from Newfoundland, engaged in the herring fisheries. . . . The majority of these fishermen . . . were from Harbour Grace." D.W. Prowse (1895) records fishing agents at Venison Tickle and Triangle in the 1870s, and according to Ben Powell (1979) by 1896 John and Martha Campbell had settled Campbell's Cove, and there were families reported at New York, Newtown, Wild Bight and Nick's Cove. These settlements (some of them year round) depended on the salmon fishery and, in winter, fur trading in mink, otter, fox, beaver and some lynx. However, these isolated locations, visited only by occasional coastal boats and lacking medical, educational and religious services (church was held in an old house in one place) made living difficult and tenuous. Soon after World War II Charlottetown was selected as a site for a permanent winter community in the hope that a large, consolidated settlement would overcome the difficulties of the tiny isolated settlements of St. Michael's Bay. The site, then called Old Cove, had been chosen by Ben Powell and Clarence Perry for its fine timber stand, and they started a logging operation there in 1949. The site also had the advantages of a fresh water supply, a good harbour and level ground for a future air strip. The naming of Charlottetown is described by Ben Powell (1979): after setting up the lumber operation about 1.6 km (1 mi) from Old Cove, he felt, "I should put some name on our settlement that we hoped would grow from what it was at that time — one little store . . . and one big pile of lumber . . . so I thought that maybe this place would be the capital of the bay the same as Charlottetown is the capital of Prince Edward Island. . . . I got a can of paint and a brush and on a board I spelled out what I thought was Charlottetown. There I marked in small letters beneath it 'In God We Trust.' "

By 1951 the townsite was still a heavily wooded area; however, the community had mail service and in 1951 the first school was held in a house, with Hayward Green of Hawkes Harbour as its first teacher. By 1954 the first schoolhouse had been built. Through contracts made with the Anglo-Newfoundland Development Company, local pulpwood was shipped to Grand Falls (the first from Labrador) and contracts were later made with Fishery Products Limited to ship building lumber for local markets. Boat building was also an activity and up to 1969 about 100 fishing boats had been built, including the *Miss Charlottetown*, claimed to be the first longliner built in Labrador (Ben Powell: 1979). By 1961 Charlottetown had its first post office and store.

The population of the community reached 146 residents by 1966, with the summer population distributed mostly at Triangle (forty-four) with the remaining residents at Tub Harbour (twelve), Hawke Harbour (nine), Dead Islands (eight), and other locations. The population at this time was reported to be 30% Anglican, 30% Pentecostal, 30% Christians Gathered in the Name of the Lord Jesus Christ and 10% United Church; the community had two schools: one Amalgamated and one Pentecostal. The community was served by a radio telephone and some electricity was provided by diesel generator (A.P. Dyke: 1969). Although some pulpwood cutting was still carried out it was for domestic consumption only: the pulpwood industry had proved to be very difficult and unsure and by 1969 it had been largely discontinued, although some local sawmilling was undertaken.

The cod and salmon fishery had re-emerged as the main industry in Charlottetown, and by 1975 a fish plant had been built. The plant, which employed thirty-eight people in 1981 and operated during the summer, processed salmon, cod and herring. In 1975, through a remarkable effort in community cooperation, and donations collected by a former teacher of the community upon her return to the mainland, a nursing clinic was built and by 1976 a dental clinic was added. In 1981 a nurse was stationed at the clinic year-round and it was visited by both a doctor and a dentist, providing a service which had formerly been available only at the International Grenfell Association Clinic in Mary's Harbour *qv*. A.P. Dyke (1969), Ben Powell (1979), D.W. Prowse (1895), W.A. Stearns (1884), *Census* (1956-1976). JEMP

CHARTERED ACCOUNTANTS. See ACCOUNTANTS.

CHARTERED COLONIES. See SETTLEMENT.

C.H.A.S.S. See HOUSING AND SUPPORT SERVICES, COMMUNITY.

CHAT. See WOOD WARBLERS.

CHATEAU BAY (pop. 1921, 16). One of the oldest fishing stations on the Labrador Coast, Chateau Bay is an extensive bay located northeast of Red Bay *qv*, which is peppered with islands, the largest being Castle Island and Menley Island. Thse islands, stretched across the mouth of the Bay, have spectacular basalt cliffs which resemble a medieval castle. The Bay also has an extensive arm called Temple Bay. On Mercator's map of 1569 the site is listed as Chasteau, and about that time it was used by Spanish Basques who called it Xateo Chateo; it was later called Chateu by French Basques. According to A.P. Dyke (1969) Chateau Bay "was already well-known when Jacques Cartier *qv*, visited it in the 1530s" and Samuel Champlain *qv* listed it as baye des Chasteauly on maps based on his 1612 voyage. James Cook *qv* charting the Labrador coast in 1763 named it "York or Chateaux" on his 1764 map and drew a detailed chart of the Bay, its numerous islands and large arms. The remarkable consistency in the nomenclature of Chateau Bay (*Chateau* is French for "Castle") lends credence to the tradition that it was so called "from the appearance of the surrounding land . . . a most remarkable pile of basaltic rocks rising in a vertical column . . . two hundred feet. It is composed of regular five-sided prisms . . . (and) seems like some grim fortress of the feudal ages" (Newfoundland Historical Society: Chateau Bay).

In the mid-1500s Chateau Bay was visited yearly by Basque whaling crews who arrived in the spring and who erected tile-roofed buildings there, to render down the whale oil which they took back to Europe in the winter (Selma Barkham: 1978). In documents examined by Barkham nine Labrador ports are referred to in this period; of these Chateau Bay and Red Bay *qv* turn up with regularity. Sir Joseph Banks *qv* visiting Chateau Bay in 1766 concluded that piles of tiles and whalebones (relics of the Basque) found on an island in the Bay must have been left by "Vikings or Danes from Greenland" (Selma Barkham: 1978). The French reportedly had established a settlement in Chateau Bay by the early 1700s; the Basques had left the Labrador coast with the growth of the north-European-based whaling industry by *c*.1620.

The French may have occupied the site until 1743 and according to one report exiled Acadians fortified Chateau *c*.1755 and vestiges of their fortifications could be seen until about 1900. It is more likely that those fortifications were built by order of Sir Hugh Palliser *qv* to protect fishermen. In

1765 Palliser sailed to Chateau Bay to establish friendly relations with the Inuit who, in the Strait of Belle Isle, had a fierce reputation. A cordial meeting between the two parties took place but it was preceded by a scare one night when loons calling were mistaken for war-whooping natives and the fifty-gun warship *Guernsey* prepared for battle. Because of Chateau Bay's position then, as the principal port on the Labrador Coast, Palliser ordered a blockhouse to be erected. In the fall of 1766 York Fort *qv* was erected at Pitt's Harbour and inhabited by an officer and a party of twenty seamen. Although the fort was built to protect the fishermen, it was apparently of no benefit and in 1775 the small force was withdrawn.

According to Dyke, Jeremiah Coghlan *qv* claimed to have been the "first English Subject that settled in the Seal Fishery at Chateaux" in 1765 (*Labrador Documents*: 1926, Vol. 3, p. 1269-76 quoted in A.P. Dyke.) George Cartwright *qv* visited Chateau Bay occasionally while living at Cape St. Charles *qv* in the mid-1700s; however, from the late 1860s the English firm of Noble and Pinson dominated the seal, salmon and cod fisheries at Chateau Bay. This firm took over Cartwright's interests in Sandwich Bay in 1784 and usually employed from 180 to 250 men in the cod and salmon fishery from their base in Temple Bay. According to W.H. Whiteley (1976) in 1778, after raids by American privateers and in fear of an attack by the French, the Chateau merchants led by Noble and Pinson erected four "forts" two of which "were little more than fortified stores and none mounted heavier than nine pounder carriage cannon." In 1793 Noble and Pinson entered into agreement with the Slade Company based at Battle Habour (ending years of competition) which drew commercial territorial rights. The Noble and Pinson firm remained entrenched at Temple Bay although on September 20, 1796 "two 74-gun [French] ships of the line and a freighter, commanded by Captain Zacharie Jacques Théodore Allamand, anchored in the roadstead of Chateau Bay and proceeded to bombard the forts and batteries into ruin. The defenders burnt their ships, provisions and naval stores before retreating into the woods, and the French completed the destruction of the settlement before departing on September 22" (W.H.Whiteley: 1976). Whiteley reported that the Noble and Pinson firm lost approximately £25,100 and they were unable to recover insurance costs because their boats were burned by their own hands. After requests for protection were denied, Noble and Pinson reduced their operation to one shallop; it is unlikely that the settlement ever recovered from that ruinous raid.

Noble and Pinson removed their base of operations from Chateau to L'Anse Au Loup *qv* and the bay was thereafter frequented by a variety of merchant fleets, particularly Americans. In 1804 Chateau Bay was reported to have sheltered "eight American schooners with more in the other arms of the extensive Bay." There were based at Chateau, one Newfoundland, one Irish and two English firms, numbering 160 men who caught mainly cod and seals; there was a resident population of five families (thirteen people); American ships and men, however, far outnumbered all others. By 1805 for St. John's firms employing 140 men in eight vessels controlled the cod fishery in Chateau Bay and Irish and English traders were also reported the following year. In 1806 there were a hundred permanent settlers at Pitt's Harbour and another forty at Henley Harbour, who continued to be plagued by American vessels (W.H. Whiteley: 1976.)

From 1856 to 1921 Chateau existed as a tiny year-round fishing settlement that grew increasingly smaller. In 1865 there were 160 men in sixty-seven boats with a reported catch of ten quintals per man in Chateau Bay which was also a base for the salmon fishery prosecuted by Nova Scotia schooners. In 1873 Chateau Harbour was reported to have a population of 101 (twenty-four families including those of "principal inhabitants" Francis Clarke and Mr. Joyce) and Chateau and Henley Harbour reportedly had a population of 200 (thirty-four families including those of Phillip Hant, M. Kennedy, Ed. Bemister and Charles Stone) (*JHA*: 1873). Chateau was reported to have no school and the salmon fishery was threatening the livelihood of the year-round residents, most of whom were cod fishermen (*JLC*: 1866). The population in 1864 was sixty-seven; by 1891 it had dropped to fifteen.

Browne described Chateau as "a tumble-down fishing hamlet with a summer population of ten or twelve families. Only four families reside here during the winter; and these will soon cross over to the Newfoundland shore and locate at the Bay of Islands." The average population was about twenty until 1921 and between 1935 and 1961 there was no summer or winter population reported at Chateau Bay. Since 1965 Chateau Bay has been used as a summer fishing station occupied by about fifteen fishermen from the south coast of Labrador, from Conception Bay and from the west coast of Newfoundland. Selam Barkham (1978), P.W. Browne (1909), A.P. Dyke (1969), W.G. Gosling (1910), W.B. Hamilton (1978), Hatton and Harvey (1893), Patricia Thornton (1891), W.H. Whiteley (1976), *Census* (1869-1961), *JHA* (1873), *JLC* (1866), Newfoundland Historical Society (Chateau Bay). JEMP and PMH

CHAUME, HENRI CHENARD DE LA (1861-1949). Author. Born Mayor, Dordogne, France. Educated private schools. When his father, Emile, came to Newfoundland as French Vice-Consul on June 1, 1882, Henri accompanied him as trade attaché. They remained in Newfoundland until October 19, 1883, Emile returning to France and Henri touring Canada and the United States before going home.

Henri de la Chaume was an observant young man with an eye for detail. He found Newfoundland a charming place and became friendly with a number of the young people in St. John's. He was particularly fond of the young ladies who spoke French and found the populace in general delightfully open and hospitable. Upon his return to France he recorded his thoughts in a book entitled *Terre-Neuve et les Terre-Neuviennes*. It is a social study of St. John's in 1882-1883 written from a personal, yet an outsider's, point of view. It contains descriptions of St. John's in winter, the need for a municipal council, his opinions upon the French shore questions, and an account of the seal hunt and trips to the ice front which were probably based on conversations with E.D. Shea *qv*.

After his return to France he married, raised a family and settled in the country near Cognac, where he was renowned as a horticulturalist, an organist and an artist. He died on February 12, 1949 never having returned to Newfoundland but, as he said at the end of his book, "some part of me will stay here forever." Henri de la Chaume (1961), *NQ* (Jan. 1974). BGR

C.H.E. (COUNCIL OF HIGHER EDUCATION). See SCHOOLS.

CHEESE MAKING. See DAIRY AND BEEF CATTLE FARMING.

CHEESEMAN, JOHN T. (1892-1968). Businessman; politician. Born Port au Bras. Educated Port au Bras; Bishop Feild College, St. John's. From 1909 until 1923 he was employed with his father's fisheries business in the Burin area. About 1923 he accepted the position of manager of the Burin Import and Export Company and by 1930 had started the firm of Cheeseman Ltd.

John T. Cheeseman

J.T. Cheeseman entered public life on November 3, 1919 as a Member of the House of Assembly for Burin, but was unsuccessful in an attempt to retain his seat in 1923. In 1933 he was appointed Chief Inspector of Fisheries, and in 1934 Chief Fisheries Officer. The following year he represented the Newfoundland Government in negotiations with European fishing markets.

In 1956 Cheeseman was elected to the House of Assembly as Liberal member for Burgeo and La Poile and was re-elected in 1959. In 1962 he was elected by acclamation in the newly-created district of Hermitage. On July 4, 1956 Cheeseman was appointed Minister of Fisheries and Co-Operatives, and from February 15, 1963 until his resignation from Cabinet for reasons of health the following December, he served in the portfolio of Minister of Provincial Affairs.

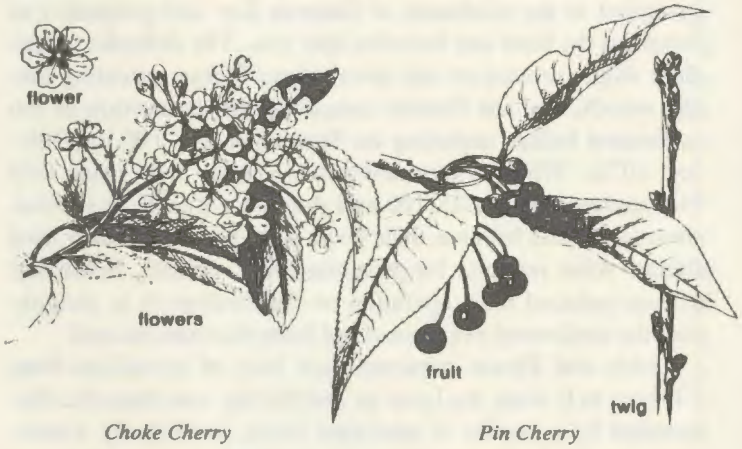
Cheeseman retired from the House of Assembly on August 1, 1966 and died on February 22, 1968. The J.T. Cheeseman Provincial Park near Channel-Port aux Basques is named in his memory. N.J. Richards (interview, 1980), Newfoundland Historical Society (Ministerial Portfolios Since 1949), *Newfoundland Who's Who 1961* (1961?), *Who's Who in and from Newfoundland* (1927; 1930?; 1937?), *Yearbook* (1919; 1920; 1924). WCS

CHEESEMAN PARK. See PARKS, PROVINCIAL.

CHEESEMAN, ROY LAWRENCE (1921-). Businessman. Born Port au Bras, Newfoundland. Educated Bishop Feild College, St. John's; King's College School, Nova Scotia; Shaw Business School, Toronto. After discharge from the Royal Air Force in 1946 Cheeseman entered business at St. John's as co-founder of General Trade Ltd. In 1949 he accepted the position of manager of the Wholesale Division of Bowring Brothers and held that position for eight years. In 1958 he became manager of West Atlantic Products Ltd., became a Director of that company later in 1958 and became its President in 1960. He also became a Director of Notre Dame Transport Ltd. During 1962 he served as President of the Newfoundland Board of Trade. In the general election held on March 27, 1972 he was elected to the House of Assembly as the Progressive Conservative member for the district of Hermitage. From June 1972 to March 1973 he was Minister of Fisheries in the Moores Administration. After he resigned from the House of Assembly in 1973, Cheeseman returned to the business community as President of West Atlantic Products, Ltd. and of Clarenville Ocean Products Ltd. Larry Cheeseman (interview, Apr. 1981), *Who's Who Newfoundland Silver Anniversary Edition* (1975). BGR

CHERRIES. The cherries belong to the genus *Prunus* of the rose family (Rosaceae) of plants. This genus comprises approximately two hundred species of cherries and plums, of which two are native to the Province: the choke cherry, (*Prunus virginiana* L.) and the pin cherry, (*P. pensylvanica* L.f.). Both species are deciduous and take the form of large shrubs or small trees, bearing small, edible cherries. The leaves, which are poisonous, are simple, alternate on the stem and deciduous. Both species bear small glands on the leaf stalk near the base of the leaf and the small, bisexual, white flowers are borne in many-flowered clusters.

CHOKE CHERRY. Also known in the Province as chuckley plum, wild cherry, mazzard and sloe tree, this cherry is usually found on rich moist soil along highways, fence rows, river sides and the margins of forests throughout the Island, except on the Great Northern Peninsula. Usually a large shrub, although sometimes a small tree, this species is usually between 2.5 and 5 m (8 and 16.5 ft) in height. Its bark is smooth and reddish brown or grey, becoming darker as the shrub grows older. The twigs of this species are not covered with a thin skin as are those of other cherries. The leaves of the choke cherry vary in shape from obovate to broadly oval; they are pointed at the tip, sharply toothed, up to 10 cm (4 in) long and dark green on the upper surface. The small, five-petalled flowers, which bloom from mid-June to mid-July, appear in dense elongate clusters at the ends of the twigs. Each cluster may be up to 11 cm (4.3 in) long and contain up to forty-five flowers. Each flower has twenty stamens. The flowers are followed by the cherry's fruit, small, juicy drupes which when ripe (in late August) are dark red or purple. The fruit is edible, but terribly astringent when raw. It is said to make good jams and jellies, however.



Choke Cherry *Pin Cherry*

PIN CHERRY. Also known in the Province as cherry tree or wild cherry. This cherry occurs in Newfoundland and southern Labrador along roadsides, the edges of forests, in burnt-over areas and newly-cleared land. Since it sprouts easily, it often forms coppices. This cherry usually attains the height of a small tree, up to 7.5 m (25 ft) in height. Its bark is rather smooth, reddish-brown and marked by small, pink or orange markings on young stems and is dark brown or grey and marked with large horizontal lines on older woody parts. The twigs are reddish-brown and are covered with a thin, grey, easily-weathered skin. The leaves are lance-shaped, light

green to yellow-green on the upper surface, from 3 to 11 cm (1 to 4 in) long, sharp pointed at the tip and round at the base. The midrib is prominent below and the margin is serrated with uneven incurved teeth. The flowers of this tree, which bloom from early to late June, are small and bear twenty or more stamens and five petals. They occur in clusters of five to seven flowers each. The fruit are shiny, bright red cherries, about .5 cm (.2 in) in diameter. Ripe by mid to late August, the cherries are quite sour but make very good jams and wines.

Although neither species has ever been commercially important, the cherries have long been harvested locally for the manufacture of a variety of products, including cherry wines, jellies and a medicinal bark tea which was drunk as a cure for a number of minor ailments, such as diarrhoea and the common cold. The cherries have also been important ecologically, as their fruit serves as food for a number of birds. E.R. Bearns (1967), M.A.J. Collins (1978), Dame and Brooks (1972), Fernald and Kinsey (1958), H.A. Gleason (1952, II), Asa Gray (1950), R.C. Hosie (1979), B.S. Jackson (1972), Mann and Hewitt (1978), O.P. Medsger (1939), Ernest Rouleau (1978), A.G. Ryan (1978), C.S. Sargent (1961, II), P.J. Scott (1975; 1976), *The Osprey* (June 1970; Aug. 1970), Memorial University of Newfoundland Folklore and Language Archive Cure File. CFH

CHERRINGTON, VIOLET M. (1886-1956). Educator. Born England. Educated Birmingham University (CHL Honours, Birmingham Education Diploma). Cherrington taught in England, British Columbia and at Havergal College, Toronto before she was appointed headmistress of *Bishop Spencer College *qv* in St. John's in 1922. An innovative and progressive educator, Cherrington introduced a rigorous physical education programme, and developed programmes in art, music, drama, elocution and native study during her tenure at Bishop Spencer College. Her philosophy of education was "the training of the whole person for life" (V.M. Cherrington: 1935) and one of her chief aims was to encourage her students, all female, in careers. To this end she introduced a Commercial Training course and a Domestic Science course at Bishop Spencer. She also maintained a network of contacts with hospital matrons in the United States and Canada for placing graduates of Bishop Spenser in training as nurses.

As headmistress of Bishop Spencer College Cherrington was responsible for every facet of school life, including the administration of the school, and fund raising (for both Bishop Spencer College and Bishop Feild College *qv*), curriculum and boarders. She also taught every class in the school above Grade Two, usually the subjects of Scripture, Poetry, English Language, and History. Cherrington also served on the Council of Higher Education, taught Summer School in St. John's and served as Director of the School for one year. She served on the Executive Council of the Girl Guide and was a Commissioner for many years. Cherrington was also active in the suffragette movement in Newfoundland. In 1938 she was awarded an M.B.E. for her work in education. In 1952, after thirty years of dedicated service to education, she retired as headmistress of Bishop Spencer College. She died in St. John's on October 5, 1956. In 1981 St. John's City Council honoured this educator by naming a street after her. V.M. Cherrington (1935), Jean Murray (letter, Mar. 1981), Murray and Bulley (1976), *DN* (May 7, 1981), *The Spencerian* (1953). JEMP

CHERRY WINE. See WINES, HOMEMADE.

CHERT. Chert ($Si\ O_2$) is a variety of the quartz mineral group. It is found in a large array of colours including fawn, grey, green and black, and in several sizes. It is opaque and occurs in massive or stratified forms. The stones can be polished to a beautiful finish. In Newfoundland it is often found in gravel pits along the Trans-Canada Highway and secondary roads. A green variety is found near Cow Head *qv*. Chert was used by the Beothuk to fashion arrow heads, spears and knives. J.H. McKillop (1968), R.M. Pearl (1955), F.H. Pough (1960), F.J. Warren (n.d.). BGR

CHESS CLUBS. Chess, a game for two players which consists of a board with sixty-four alternating dark and light squares and thirty-two chessmen, has fascinated people for centuries. Said to have originated in India the game had spread to western Europe by the Thirteenth Century. Organized chess had begun in Montreal, Canada by 1844.

In Newfoundland, while chess was not formally organized until the 1960s, many people enjoyed the game as a pastime. In 1965 the Memorial University of Newfoundland Chess Club was started in St. John's and the Club was the major centre for chess until 1969 when the Newfoundland Chess Association (N.C.A.) was formed. In 1980 the name was changed to the Newfoundland and Labrador Chess Association (N.L.C.A.). The Association was asked by the Downtown Development Corporation, in 1969, to hold a Chess Exhibition (to be played on a giant chessboard) on Water Street in St. John's. The N.C.A. agreed and the Corporation donated a trophy for the first Newfoundland Open Tournament held later in that year. In 1970 the N.C.A. hosted the eighth Canadian Open Chess Championship in St. John's. After the 1972 Fischer-Spassky World Championship Match, worldwide interest in chess increased as it did also in Newfoundland. During the twenty-fifth anniversary of Confederation in 1974, celebration tournaments were held in Gander and other sites on the Island. By the late 1970s organized chess had spread and grown in popularity. In March 1978 the N.C.A. became an associate member of the Newfoundland and Labrador Amateur Sports Federation. In 1980 Newfoundland hosted the Canadian Cadet (Chess) Tournament. On January 10, 1981 the N.L.C.A. were voted full members of the Sports Federation at the Federation's Board of Directors meeting.

The number of Newfoundlanders with memberships in the Chess Federation of Canada increased from four in 1970 to eighty-nine in 1981. In that year Newfoundland had approximately 150 rated chess players. The thirteenth annual Newfoundland Open competition was held from May 16 to 18, 1981, in Corner Brook and the eighth Newfoundland Closed was held from September 5 to 7 in St. John's. In 1981 there were approximately ten clubs across Newfoundland including two in St. John's, and clubs in Corner Brook, Stephenville, Sunnyside, Daniel's Harbour and Labrador City-Wabush. A.C. Metcalfe (interview, Sept. 1981), Paul O'Neill (1975; 1976), Robert Perchard (interview, Sept. 1981), Herbert Sooley (interview, Sept. 1981), K.J. Walker (interview, Sept. 1981). DPJ

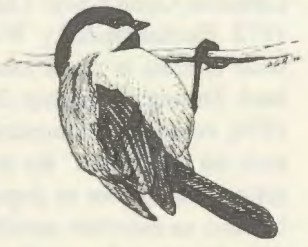
CHEVIOT SHEEP. See SHEEP.

CHICAGO EXPOSITION. From as early as the 1790s, when Lieutenant Lucas and George Cartwright *qqv* introduced some of their Labrador Inuit companions to the English world, whites in Europe and North America had a persistent curiosity

to see and hear these foreign "heathens," as they called them. Thus, several of the Labrador Inuit were induced to participate in journeys which always seemed to result in an unabashed exhibition of them. Few details have been recorded of such ventures, but W.B. Forbush (1903), in a boy's adventure story, gives an account of such a display at the 1893 World's Fair in Chicago. An American business firm planned to set up a display of an "Eskimo village" at the exposition and in 1892 sent a request to one of the missionaries on the Labrador coast for information on how to construct one, as well as how to go about recruiting Inuit to populate it. By the fall of that year fifty-seven men, women and children, all natives of Labrador, had arrived in Chicago and until the fall of 1893 were "on display." The Eskimo village was quite an attraction for tourists who were able to take a ride on a dog-drawn komatik or in a kayak, or merely to observe these "alien" people and their activities.

According to W.G. Gosling (1910) the Inuit were never paid for their part in the exhibition and they were left, destitute, to find their own way home. Many contracted typhoid fever while in the United States, and Gosling notes that there was an epidemic in Labrador after their return. But the homecoming itself was very gratifying for those who had been to Chicago, one of whom was Zecharias, who said, "We are glad to be at liberty once more and not to be continually looked at as if we were animals. We shall never go again." W.B. Forbush (1903), W.G. Gosling (1910). LAP

CHICKADEES (Family Paridae). Two species of this family occur in the Province: the boreal chickadee, *Parus hudsonicus*, breeds in both insular Newfoundland and Labrador, while the black-capped chickadee, *Parus atricapillus bartletti*, of a race or subspecies peculiar to Newfoundland, is found only on the Island. This subspecies is named after the famous Newfoundland explorer, Captain R.A. Bartlett *qv*. Chickadees are small birds, about 12 cm (5 in) long with longish tails and white cheeks. The boreal has a brown back and cap with a white breast turning to rust under the wings, while the black-capped has a gray back, black cap and white breast turning to buff-yellow under the wings. The voice of the boreal chickadee is higher, slower and more nasal than that of the black-capped. Both species are named for the sound they produce. Both frequent woods and thickets in small groups, often accompanied by nuthatches or kinglets. Chickadees nest in natural cavities, old woodpecker holes, or they excavate a nest in an old stump, lining it with moss, hair or feathers. They are friendly, cheery birds often fearlessly approaching close to human beings. They eat insects and their eggs, including some of the worst crop-and-orchard pests, and can be attracted to backyard feeders in winter by a piece of suet. W.E. Godfrey (1966), Peters and Burleigh (1951), W.E.C. Todd (1963), Tuck and Maunder (1975). PMH



Chickadee

CHICKEN. See POULTRY.

CHICKEN HAWK. See FALCONS.

CHIEF JUSTICES. See JUDICIARY.

CHILD HEALTH SERVICES. See HEALTH.

CHILD, SIR JOSIAH (1630-1699). Merchant. Born London, England. Child was the author of an essay on trade titled "A New Discourse on Trade" published in 1665 and later expanded. In his essay he discussed the decay of the Newfoundland fisheries and suggested two possible solutions to the problem. The first one was to establish a proper government for the Colony and the other was ". . . to have no Governor nor inhabitants permitted to reside at Newfoundland nor any passengers or private boat keepers suffered to fish at Newfoundland. This latter is the most agreeable to my proposition and if it could be effected I am persuaded would revive the decayed English fishing trade at Newfoundland and would be otherwise greatly for the advantage of this kingdom. . . ." (quoted in D.W. Prowse: 1895, p. 188). Child used his influence with the British Government to prevent settlement of the Island, believing it would be to his advantage and that of the West Country Merchants who were dependent on the Newfoundland trade. D.W. Prowse (1895), *DNB* (IV). EMD

Sir Josiah Child

CHILD WELFARE. The period of childhood, from birth to roughly adolescence, has been regarded with different values over different periods by different cultures in human history. Before the Seventeenth Century "infant," "baby," "child" and "youth" were generally interchangeable words, and the concept of children as essentially different from adults simply did not exist. From the Seventeenth Century to modern times there was increasing recognition of parents', and later society's, obligations towards children, and the child became the centre of a family circle which reflected the responsible state of society as a whole. Child welfare is primarily concerned with the social factors, laws and agencies which contribute to the well-being of children. In its broadest sense the term refers to the conditions of childhood and includes specific actions directed mainly at the social problems of the deprivation of parental care, including illegitimacy, neglect, abuse or abandonment caused by a lack of parental capacity, guidance or responsibility. Child welfare laws and services may also compensate for the permanent or temporary loss or absence of one or both parents, and provide care for delinquent children or children with mental, emotional or physical handicaps. The concept of services and provisions to strengthen families, to shore up parental capacity and to ensure the quality of life for all children which is basic to child welfare, is a modern one; generally, before the Nineteenth Century, child welfare as laws, agencies and services did not exist, and the welfare of children was largely a matter of fate.

Little is known of the conditions of childhood in Newfoundland and Labrador before 1800 except what may be inferred from varying accounts of journalists, diarists, missionaries and some secondary sources. Children, if part of a nuclear family, were solely the responsibility of parents. If apprentices, they were the responsibility of their masters according to the conditions laid down at their indenture. If orphans, they were dependent on relatives, if any, or such char-

Young patient at Grenfell Hospital, Battle Harbour, Labrador c.1900. Note the coverlet which is embroidered with Biblical texts and the doll on the child's right.

ity or support as could be found. Generally it may be concluded from the primitive, isolated conditions of life, the environmental hazards, the poor diet, the lack of formal education or any kind of safety-net of social services, laws or agencies, that the infant mortality rate, the maternal morbidity rate and the birth rate were probably high while the survival rate of children was undoubtedly low. The year-round population was quite small: in 1713 under 1,000, of which 400 were children. By 1785 the population was just over 10,000 of which 4,270 were accounted children. By 1830 the population was estimated to be just over 60,000 of which 27,977 were classified as children.

According to the classification of the censuses from 1698 to 1833 (contained in the C.O. 194 series) children were males and females under fifteen years; women servants were females fifteen years and older, including the daughters of planters (J.J. Mannion: 1977). A "youngster" in Newfoundland generally meant an unmarried fishing servant or labourer. According to W.G. Handcock (1979), these fishing servants or youngsters were exclusively "youthful males including both parish and private apprentices of rather tender age but composed mostly of young men in the 18-25 years age group." A "header youngster" was a boy employed to behead codfish, while "youngster" was itself a more universal term. According to the Rev. Julian Moreton, writing in 1863, a "boy" in a fisherman's household could refer to any male regardless of age excepting the father or master of a crew (Rev. Julian Moreton: 1863).

Though accounts of children and of attitudes of children exist from the earliest records of Newfoundland settlement, few conclusions may be drawn from these reports. From 1610 to 1637 there were numerous attempts to found colonies in Newfoundland, almost exclusively for reasons of economic exploitation; little is known of the social structure of these colonies although complaints about the conditions were indeed many. On March 27, 1613, possibly the first white child was born in Newfoundland to the wife of Nicholas Guy *qv* at the Cupids Colony, which numbered fifty-four men, six women and two children in 1612 (W.G. Handcock: 1979). In 1628 Lord Baltimore took his wife and children to Ferryland but quickly removed them to England with the following explanation: "I have sent them home after much suffrance in this wofull country, where with one intolerable wynter were we almost undone. It is not to be expressed with my pen what wee have endured" (L.C. Worth, "Tobacco or Codfish: Lord Baltimore makes his Choice" in *Bulletin of the New York Public Library* LVIII, 1954, 527 quoted in Patrick O'Flaherty: 1979). According to the "Grant to the Duke of Hamilton, Sir David Kirke, and others, of the island of Newfoundland, 13 November 1637" (quoted in D.W. Prowse: 1895, p. 144), at Kirke's colony "Every one over Twelve Years old [would be required] to take the oaths upon the Holy Evangelists before Hamilton, Kirke or his Deputy to establish the orthodox religion. . . ." The children in Newfoundland in 1675 numbered 194 out of a total of 620 people concentrated in St. John's and Bonavista (Berry Manuscript C. 0.1; 35). They were sons and daughters of gentlemen planters such as William Downing, who expressed his concern for their welfare in his petition, "Proposals of Wm. Downing and Thomas Ox-

Until the Twentieth Century, children in one family often shared one bed and one bedroom with infants often taken in bed with the mother or placed in a homemade cradle. This patented crib, advertised in 1912, allowed the young child a separate bed which converted to become an extension of the mother's bed. Cribs eventually replaced cradles almost entirely.

ford on behalf of the Inhabitants," which was received in England on April 29, 1679. In it he begged for protection and services from the mother country which included priests for the children who were "growing up without the ordinances of religion," and protection of existing homes and stages that "as their children grow up they may accordingly enlarge" (quoted in Prowse: 1895, pp. 196-197). John Downing was also a gentleman planter who repeatedly petitioned the king seeking reparation for the destruction of his stages and demanding protection. In his "A Brief Narrative Concerning Newfoundland" (received in England October 24, 1676) he recited the various patents granted the colonies and claimed that "in all . . . ample privileges were granted for encourag[t] of all, that w'd inhabit, that the children there born should be free denizens of England with many other freedoms etc." (quoted in Prowse: 1895, pp. 205-206).

In the 1670s a considerable proportion of the population were masters and fishing servants, with some bye-boat-keepers; they came to Newfoundland without wives and children, and throughout the Seventeenth and Eighteenth Centuries the population did not grow but rather fluctuated from year to year because of seasonal migration. While the earliest colonists may have envisioned the building of a year-round society, mercantile interests dictated that for the most part those who came to Newfoundland stayed for only a short period and returned to England.

In the Eighteenth Century Newfoundland was styled "the nursery of seamen." According to W.G. Handcock (1979) the apprenticeship of boys employed in Newfoundland (and in at least one case, a girl, Elizabeth Bayley indentured at age sixteen) was well-documented in Bristol for the period 1593 to 1630; Handcock concludes that the apprenticeship system seems to have been widespread and "marked the method by which many youths began a career as a mariner or fisherman." Apprentices were bound to both migratory masters and Newfoundland planters, often from the ages of nine to fourteen or until a specified age, in exchange for room and board. Boys were recruited from Bristol, Dartmouth, Southampton and Devon *via* North Dorset (in the latter case through a charity operating as early as 1620s). While little is known of their actual treatment and life in Newfoundland beyond the terms of their contracts, James Yonge noted in his journal that while he was at Renews there were boys employed as "helpers [who] would become so tired with labour, that they would steal off and sleep in the woods, unaware of the bites of mosquitoes, which would leave them temporarily blind with their faces 'prodigeously swoln." One little boy, Young reported, "lost the top of its nose, several fingers, part of the glans and prepuce, both heels to the bones, and several toes" to frostbite (*The Journal of James Yonge* 1647-1721, quoted in O'Flaherty: 1979).

The Newfoundland fishery was the normal trade for apprenticeship in many West Country parishes and Ireland until the mid-Nineteenth Century, and apprenticeship was the most common method of obtaining a trade and a means of support in an age when formal education was the privilege of the upper classes or the fortunate few who came under some sort of Church, trade, or personal patronage. Handcock describes the situation of the parish apprentices in Newfoundland in the Eighteenth and Nineteenth Centuries: "Except for rare and exceptional instances of children arriving as part of a nuclear family, and perhaps, more commonly, sons who went to sea with their fathers and older kinsmen, the youngest migrants were probably Dorsetshire parish apprentices. In Dorset parishes boys were apprenticed into the sea service and the Newfoundland fishery as young as they were indentured with local farmers and artisans . . . nearly seventy per cent of the apprentices sent to Newfoundland were bound in the age range of twelve to fourteen and over eighty-five per cent were indentured before they were fourteen. Beyond this limit . . . most young men bargained with employers as covenanted servants . . . up to [age] twenty-one, the legal age when most indentured servants were released." The apprentice papers commonly specified the duties of the boys in Newfoundland; for example, they would serve as mariners, curers, boat builders, tool makers or builders. According to Handcock's research into indentures in the Dorset record office alone, some twenty-seven parishes placed boys with Poole merchants, mariners and planters and this practice was noted as late as 1834. Generally, parishes offered a cash bonus with each boy and provided him with clothing and a sea chest. Such was the care in the apprenticeships of Richard Spencer and John Bingham who, bound for seven years to David Durrell, mariner of Poole, were provided with "2 jackets, 2 pairs of breches, a great coat, 3 shirts, 2 pairs of troucers, 1 hatt, 2 pairs of shoes, 2 pairs of stockings, 2 handkerchs, knives, combs, capps, bed and pillows, a large blankett" (quoted in Handcock: 1979). It was not until the mid-1800s that the Government of Newfoundland enacted laws governing apprenticeship such as had existed in England from 1563: the Act, entitled Of Infants and Servants, came before the Newfoundland Legislature in 1871 but was later enacted in the Masters and Servants Act of 1890 which was consolidated in 1892 under legislation entitled, Of Minors and Apprentices. This protected children to recover wages or make claims arising out of contracts of service as if they were of the full legal age of twenty-one years, though children could and did bring actions under Imperial law through their parents before this time. In October 1817 a Jonas Barter took action on behalf of his son who was apprenticed as a cabinetmaker to one James Johnston. The conditions of apprenticeship were well-defined by law, and covered in the papers of indenture which specified training in a trade, and room and board in exchange for service. In the Barter *vs* Johnston case the son was put to work as a house-carpenter and "the apprentice, not conceiving himself liable to work as a *house carpenter*, and feeling he was loosing his time by not learning his trade, came to St. John's and complained to the Magistrates." The court agreed and awarded the father, on behalf of his son, damages and release from his indentures (*Select Cases from the Records of the Supreme Court of Newfoundland*: 1829, p. 39).

The fishery, it can be seen, was the earliest but by no means the only source of apprenticeship. With the increasing year-round population in the early 1800s, goods and services were increasingly provided for by resident industries such as bakeries, cordwainers, boot and shoe manufacturers, carriage-makers, foundries, cabinet makers, carpenters, boat yards, and in merchant firms as clerks, etc. According to John Joy (1977) a large number of apprentices, girls and boys, were employed in the baking industry in particular in the late 1800s and early 1900s, and P.K. Devine (n.d.) reported, for example, that Steers "probably trained more young dry goods

clerks . . . than any other in the city. It was a place where young neophytes liked to get their training.'' Prowse (1895) records that 500 people — men, boys and girls — were employed in the Rope Walk owned by Colonial Cordage. The first newsboy, ''Billy'' Barnes, reportedly appeared selling papers on the streets of St. John's in 1808 and the later numerous dailies and weeklies employed young boys as street-barkers (a practice which was largely replaced in the mid-1900s with door-to-door sales and direct home delivery by children — licensed by law — who shared in the profits of these sales).

While Newfoundland had no mass industrialization of the kind experienced in England which had given rise to the abuses of the workhouse and the sweat shop in the Nineteenth Century, it may be said that from the earliest days of settlement in Newfoundland children laboured. Work was the means by which everyone, children included, survived; work was the common education and without work — starvation, destitution and pauperism. The main pursuit in Newfoundland until recent times was the fishery; this required work and co-operation provided by the basic economic unit, the fishing crew, commonly composed of family or related members including young boys. The ''shore'' workers were composed almost entirely of women and children of both sexes. Usually, by the age of eleven or twelve (and sometimes younger), both boys and girls performed ''adult'' tasks which contributed significantly to the well-being and indeed the survival of the family. Duties were determined in part by age, sex and the seasons of the year. They included, for boys generally, membership in the fishing crew, and, for the girls, household tasks, the care of younger children (in a time when large families meant extra manpower as well as extra mouths) and help in ''making the fish.'' Children of either sex provided unskilled labour in this latter task, which included unloading fish, keeping salt buckets filled, loading dry fish and cutting boughs for flakes. Feeding the family involved, in nearly every settlement, the cultivation of gardens, the gathering of wild fruits such as berries, and the hunting of birds and animals for supplementary food. With most of the older male population away, sometimes for several months at a time, young boys, girls and women shared most of the home labour. Observers and visitors to Newfoundland constantly commented on the co-operative nature of the society where the need for additional manpower to ensure family survival was met by children. Lieutenant William Griffiths reported in 1765 that ''men, women and children [were] employed in catching and curing the fish of each boat (as they all equally work)'' (quoted in Prowse: 1895, p. 296). The Rev. J.G. Mountain (1857) observed that ''they [the males] go off with a crew . . . and returning . . . so unload their cargoes of fish to be 'made' ie. dried by the women and children.'' He noted the absence of the father for part of the year and he remarked, ''it is so very seldom that children are brought up in this country on any principal of obedience; they are systematically indulged from infancy, and grow up in head-strong self-will.'' Mountain was struck by the effect work and early responsibilities had on young boys in particular. He writes, ''As soon as a boy is strong enough to work and become a fisherman, he assumes all the airs of a master, his mother and sisters wait on him with eager assiduity, he is allowed to act on the evil of its being a gift what so ever his parents may be profited by him . . . and it is painful to see the consequent reversal of the natural order — the independence of the children and the dependence of the parents. I have seen a youngster of fourteen, just in from fishing, look to his sister, his elder by at least ten years, and point in silence to a stool, which she promptly brought for him; and fathers are not ashamed to urge, in excuse for sailing in their boats on Sunday, that they are not masters, — their sons *will* have it so.''

Rev. U.Z. Rule (1927) reported in 1865 one settlement where ''the men . . . were all away from home. Two little boys, therefore, . . . aged respectively whether ten and eight years, or eight and six (I think it was the latter) moved to the schooner and took me ashore.'' A fisheries officer reported in 1875 that ''On the western portion of the south coast . . . I noticed a great want of enterprise in the fishing. They go about the business in a half-hearted sort of way; their boats are small and ill-founded; their plant generally indifferent and the very hands in the boats are often mere children'' (*JLC*: 1877). Bishop Edward Feild matter-of-factly commented while visiting White Bay in 1859 on the daily round of activity in the settlements he visited, that ''with the first dawn, the men and boys will be all out on their fishing-grounds, the women busy in their houses, the elder girls nursing the younger children;'' (quoted in H.W. Tucker: 1877). The Rev. Julian Moreton (1863) noted that ''all the women and grown children in a fisherman's household must be almost continually out of doors curing fish in the season, the care of the infants devolves greatly upon the aged people who are past labour.'' F.E.J. Lloyd, writing in the early 1800s, generously observed ''Little girls of very tender years can produce work equal, if not superior in all that constitutes good needlework, to that shown . . . by girls . . . in English National Schools'' and he noted that the girls, like their mothers, were expert shoemakers, spinners, tailors, dressmakers, knitters, soap-boilers and starch-makers.

Work, in most cases an ''apprenticeship'' within the family to either the mother or father according to sex, was the primary education of many Newfoundland children. Universal education was not required by law until 1942 and schools were not common in many outports until the late 1800s and early 1900s. The difficulty obtaining teachers was a persistent and, it has proved, a lasting problem, as was school attendance. As one School Inspector wearily observed when forced to report sporadic attendance in the schools under his care: ''Doubtless the shortness of our fishing season and the migratory habits of many of our families must act prejudically to regularity'' (*JLC*: 1877, p. 621). School sessions were adjusted to meet the fishing schedules of many communities whose residents moved to different locations (from a few kilometres away to stay in ''winter homes'' or to the coast of Labrador for an entire fishing season) at different times of the year as the fishing demanded. Boys, often very young, were taken from school to crew with fathers for the season. Girls were more often allowed to remain in school, with the result that the literacy levels of girls were noted to be somewhat higher than boys. Overall, the literacy levels of Newfoundland children as compiled by David Alexander (1980a) seem to have been distressingly low and, he argues, a retarding factor in the economic development of Newfoundland in the Nineteenth Century. Alexander estimated that the number of literate children had increased with the introduction of state-

Children of St. John's c.1920

School children at work and at play c.1975

aided education between 1836 and 1845; only roughly one-third of elementary-school-aged children could read in the 1850s and approximately half of all students were estimated to be literate by 1870. He estimated that from 1860 to 1878 school attendance was typically poor; only about fifty-five per cent of Newfoundland's children attended schools at some time during the year. In 1891 an estimated thirty-two per cent were classified as illiterate, compared to eleven per cent in the United States and three per cent in Great Britain for the same year. By 1935 literacy rates had risen to eighty-two per cent able to read and seventy-nine per cent able to write. With the increased number of educational institutions, services and laws in post-war Newfoundland, these rates rose still higher. The first compulsory school attendance was not enacted until 1942 ("An Act respecting School Attendance") which made it mandatory for children aged seven to fourteen to attend school. Such laws had been enacted in Canada, Great Britain and the United States before 1900. Nevertheless, Section 6(d) of the Newfoundland Act reserved the right for parents or guardians to remove children from school if "the services of any child are required for urgent or necessary duties for the maintenance of himself or of some person dependent." This clause and other provisions tended to limit the effectiveness if not the intent of the legislation. As R.A. MacKay (1946) pointed out: "the denominational system prevented full application of the compulsory principle, as parents were required to register their children according to their denominations, and if no denominational schools were available, attendance at school would not be compulsory. Denominationalism, however, is not the only factor. Poor geography, poor communications and economic circumstances also militate against the full application of the compulsory principle. Practically all exemptions to date have been granted on the basis of economic need."

The quality of child life before 1900 (and after) depended greatly on class, location of the home, religion, and the fishery but it was the fishery which ultimately determined all things. As F.E. Lloyd (n.d.) observed of the Newfoundland people in general: "There temporal condition is as uncertain and fluctuating as the fisheries, upon which it altogether depends." This varied greatly from place to place and the state of children was often used by early commentators to illustrate general conditions. As Julian Moreton remarked in the 1860s: "The manners and ways of the people were strikingly different. In one place you will find them clean, tidy, thriving; houses healthily and substantially built, . . . the children a picture of delight, with their beautiful eyes, well-formed faces, soft flaxen hair. In another, close by, the very reverse of all this; houses or rather hovels of studs, the crevices gaping wide or filled with moss, the roof covered with rinds of trees and sod . . . the interior without any furniture but a low table and a rough stool, scarcely raised three inches from the ground, the children, wretchedly ragged and dirty, crouching around or creeping into the smoky wood fire, an old sail . . . forming the only partition between the kitchen and the sleeping room, if such terms can be supplied to such miserable dens." Moreton's description of the tilt *qv* echoed that of Edward Wix nearly thirty years earlier who reported wrenching poverty, overcrowding and inadequate clothing and food. Wix, who was often more concerned with the spiritual than the material well-being of his widely-scattered flock, noted especially the efforts of parents who attempted to recompense their children for the deprivations necessarily imposed on them by their isolation. Of one widower in particular Wix noted "the anxiety . . . which he showed to bring up his children well by catechising them, and hearing them repeat their prayers before they retired to the single bed which served for the entire family of eight . . ." (Edward Wix: 1836).

The Rev. Augustus Bayly reported in 1850 that "Distress becoming very general . . . [I] went to see a family, living in a tilt in the woods in a most frightful state of destitution. Four of six children had nothing whatever to cover them, except a piece of dirty sail cast about their naked bodies. Their bed consisted of hay spread on the floor . . . They had nothing whatever to eat, and supported Nature by begging" (Rev. Augustus Bayly: 1975). A scandalized Wix reported in 1836 that he had observed "Women and among them positively girls of fourteen . . . under the plea of its helping them in their work, habitually taking their 'morning' of raw spirits before breakfast. . . . The same, the girls among the rest are also smoking tobacco in short pipes, blakened with constant use." Wix also wrote with horror of a baby drowned after being left on the landwash by its drunken mother (who later was reported to be cohabiting with her nephew). The baby's dead body was returned by the tide. Other incidents included the smothering of a two-year old by its mother while sharing her bed, (a not uncommon occurrence) and children who swore frequently at parents and sometimes struck them. The Rev. William Wil-

Heating the school. Many children brought coal or wood every month as part of, or in lieu of, school fees. c.*1940*

son disapprovingly noted that "The use of exhilarating drink was then [*c.*1860] a universal practice; and fond parents often unthinkingly taught their children the habit of giving them a little drop when they were in their infancy." (William Wilson: 1866).

The consumption of alcohol and tobacco was not unusual — in 1731 one man claimed that the 15,000 people in the fishery (including women and children) consumed 13 620 000 L (3,000,000 gal) of rum annually (quoted in K. Matthews: 1968). Liquor consumption was influenced in part by societies such as the Temperance Society (whose Juvenile Branch, formed in 1849, was called the Cold Water Army), and later controlled by law (An Act Respecting the Sale of Tobacco to Juveniles, 1902, and An Act Respecting the sale of intoxicating Liquors, 1882).

Although the observations of many early commentators were self-serving and somewhat prejudiced, the alarm they expressed was not unwarranted. The Nineteenth Century in Newfoundland was punctuated by calamity: the failure of the fishery in a number of years, cholera, small-pox, grippe and influenza epidemics, and, in St. John's and Harbour Grace, sweeping fires resulting in starvation and destitution. As O'Flaherty (1979) capsulizes the period: ". . . the real history, that of the common people — seems to exhibit continuity rather than progress. Whatever took place in high level discussions in London or St. John's, for the mass of people the essential conditions of life remained unaltered . . . if the fish failed, hardship and possibly famine followed that next winter; it was that simple." Catastrophe only intensified and highlighted the everyday realities of a comparatively harsh way of life. Arminius Young (1916) quoting a Methodist missionary, a Mr. Moore, tells of how he (Moore) gave a few pounds of flour to a starving family but "when this was exhausted he [the father] could not stand the repeated crys of his starving children for bread. He killed three of them, and then shot himself. Hunger had driven him insane." Infanticide, suspected or proven, occurred: one Margaret Smith was arraigned for the murder of her infant but was found guilty of concealment of birth only; she was sentenced to one year and nine months on November 23, 1875. Juliana Noseworthy was convicted of infanticide but sentenced to only six months for the crime in 1869 (Devine and O'Mara: 1900). In a Magisterial Report for 1876 the officer reported that there was a grave suspicion that one Anne Handcock "had recently given birth to an illegitimate child, and that child had been made away with; I investigated the case. Mrs. Handcock and her mother acknowledged the fact of the birth and stated that the child had only lived a few minutes. Surgeon of the ship made an examination and corroborated the statement" (*JHA*: 1877). Laws were enacted making the concealing of the birth of a child an indictable offence (On concealing the Birth of a Child) and in 1865 all births, marriages and deaths were required to be registered by law.

The scope of felonies was extended in the mid-1800s to include "unnatural crimes" which included rape, assault, murder, bigamy, manslaughter and "connection with children under thirteen" (D.W. Prowse: 1898). Devine and O'Mara (1900) reports that Rt. Rev. Monsignor Scott was fined by Magistrate Carter for "advocating morality" when, in his attempt to rescue a "young and innocent" girl from a house of ill fame was attacked by the "procuress" whom he in turn beat with a stick. Scott was tried for assault on July 16, 1867. Child prostitution was not the problem in St. John's that it was in the larger cities of the world in the 1800s and 1900s. In response to a public questionnaire sent to the Government of Newfoundland in 1921 by the League of Nations regarding traffic in women and children, Alexander Harris, replying for the Government, stated that "These have no application in Newfoundland" (Communiqué au Conseil et aux Membres de la Societé *c.* 46(m) 2 1921. IV. Genève 26 Novembre 1921 *Société Des Nations* "Traites des Femmes et des Enfants" Reponse du Gouvernement de Terre-Neuve Au Questionnaire publié par le Secretariat Conforment a la Resolution de L'assemblé.") Other laws such as the Female Passengers Act 1882 protected the privacy and rights of young female fishing servants on Labrador voyages while the Estates of Infants Act of 1867 ensured protection of children's property, rights and possessions gained through inheritance.

Matters of crime, property and protection were, however, of lesser note: by and large, social legislation of the Nineteenth Century was preoccupied with the pressing problem of maintenance. Newfoundland's first legislative provision for the welfare of children was enacted in 1834 with An Act to Provide for the Maintenance of Bastard Children. (The term "bastard" remained in the legislation until it was superseded by the phrase "illegitimate child," used in the An Act Respecting Illegitimate Children in 1921). The Act was passed because, as Prowse (1898) explained "a considerable part of the duty of Magistrates . . . consists in dealing with such cases, and . . . they are generally of a very disagreeable nature and sometimes very perplexing." The aim of the law was to establish paternity and liability — that is, anyone found to be the father of an illegitimate child who was not providing support, could be compelled by law to contribute so that this burden would not be shouldered by the state.

Other legislation — An Act Respecting Deserted Wives and Children (1846), An Act to Afford Relief to Wives and Children deserted by their Husbands and Parents (1858), the Desertion of Wives and Children Act of 1865, and the Reduction of Pauperism Act of 1866, in addition to numerous private bills, petitions and government grants to starving, destitute, crippled, insane or orphaned children — was almost wholly concerned with the matter of support. The aim of these pieces of legislation was not so much to provide immediate aid, as to ensure that those who had the responsibility — husbands, wives, near relatives — would support children and so prevent them from becoming "a burden on the colony," a phrase which repeatedly appears in legislation.

The commendable concept of the state as *parens patriae* is a modern one, and before enlightened legislation and child welfare agencies moved to improve the lot of children, or at least to shoulder the burden of children deprived of support and parental care, this void was filled by churches and charities, often in piece meal fashion, as the need arose. In Newfoundland the need was met in the 1800s by churches and charities whose small numbers tried, often inadequately, to cope with the problems of a fast-growing and far-flung population. The Benevolent Irish Society *qv*, established 1806, was specifically founded to attend "carefully to the claims of orphans or the children of parents whose vices or misfortunes prevent their supporting their offspring; to place such children out to good masters, so that they may become good and useful

members of the community'' (John C. Pippy: 1937). In 1832 the Society established an orphanage ''for the support and education of orphan children without distinction of country and creed'' (Pippy: 1937). Other charities, aided in part by public money and private donations, included the *Dorcas Society *qv*, (formed in 1827) and the *St. Vincent de Paul Society (1852) *qv*. Other orphanages were founded late in the century: the first church of England Orphanage, St. Michael's Orphanage, was opened in St. John's following a cholera epidemic; Belvedere, opened in 1884; and Villa Nova was started at Bellevue by Father Michael Morris in 1885. The Methodist Orphanage was founded in 1888 for ''the maintenance of destitute orphan girls, between six and sixteen, under such conditions as shall promote their moral and religious improvement and their education for the work of life'' (quoted in Barbara Smith: 1971). On October 24, 1898 it was announced that the ''First waifs entered Mount Cashel'' (Devine and O'Mara: 1900). Other charities, such as mass picnics where there were two hundred distressed women and children fed . . . by Lady O'Brien and other charitable ladies of the city (held in 1891), and the W.C.T.U. ladies who entertained 200 newsboys in the Temperance Hall on September 28, 1898 were typical of well-intentioned but sporadic relief that marked much of the child welfare endeavours of the Nineteenth Century.

The Twentieth Century has been, in many ways, the Century of the Child wherein a revolution of conscience and action in child welfare services, health, hygiene and the control of contagious disease, has greatly lengthened and strengthened the period of childhood and generally improved the quality of all life. In Newfoundland this movement was marked by two periods of intense development wherein first the public and later government took steps to ensure the welfare of all children. In the early part of the century, as in the 1800s, advances in child welfare were pioneered largely by volunteer organizations such as the Child Welfare Association, formed in 1921 as an outgrowth of a dynamic campaign for child health led by St. John's Mayor W.G. Gosling *qv*. On August of 1917 Gosling advertised a public meeting in St. John's ''to consider how best to promote the welfare of children of St. John's'' (''Child Welfare Association'': 1937). The outcome of the meeting was the organization of a Welfare Society and the opening of a child welfare clinic with one nurse on staff. Gosling donated his entire mayoral salary to the clinic while the Government granted fifty per cent of the nurse's salary with the remaining monies raised mainly through public subscription. This welfare society and clinic was administered by the *Women's Patriotic Association *qv* until 1921 when it was disbanded and the Child Welfare Association was formed with the financial support of the St. John's Municipal Council, the Government of Newfoundland, membership fees, gifts and donations. In 1934 the Government grant was rescinded.

The main concern of the Child Welfare Association was what it regarded as the most pressing problem in Newfoundland, that is the material well-being of children with particular emphasis on health and the causes of infant mortality. Newfoundland had and has one of the highest birth rates of any region in North America: from 1912-1921 the average annual rate of natural increase per 1000 population was 11.0; from 1936 to 1940 it rose to 13.4 and in 1957 it reached an all-time high of 28.5. (Ian Whitaker: 1974). Coupled with this high birth rate was an alarming rate of infant mortality (see Table 1), and the *Report of the Commission Appointed by the Government to Deal with and Report upon the Subject of Public Health* (1909) identified ''infantile mortality'' and tuberculosis as the causes of death ''which entirely overshadow all others in this Colony.'' According to the Report, the high rate of infant deaths was ''indirectly due to Tuberculosis'' but the Commission listed certain other conditions such as the improper care of young children, food of poor quality and insufficient variety, bad water and the absence of sanitation, which ''exist in a greater or less degree . . . in St. John's, and . . . most of the outports'' and which were significant causes of infant death. The Commissioners noted also a crushing rate of maternal morbidity (see Table II) due largely to a lack of prenatal care and the absence of proper care during delivery and the post-natal period. (Often, the mother's chances of survival in Newfoundland were not much better than the infant's to whom she had given birth, and after the mother's death the rapid remarriage of the husband or the raising of children by older siblings was not uncommon). They also blamed poor diet and lack of proper nurturing from birth as definite factors in Newfoundland's high rate of infant mortality, stating that ''The scarcity of milk throughout the Colony and the prevailing ignorance among mothers of how to treat young children, especially as regards feeding and fresh air, tend from the first to hinder the natural development of the power to resist disease.''

In the 1890s Dr. W.T. Grenfell *qv* had pioneered the first comprehensive medical efforts in Newfoundland and Labrador to administer to the needs of children. Describing his motives he stated that ''The plight of childhood is always an imperious challenge. The great prevalence of rickets, scurvy and malnutrition led us into child-welfare efforts.'' Grenfell's mission was confined mainly to Labrador and the Northern tip of the Great Northern Peninsula where he had established by the early 1900s four homes ''for orphans and derelict children.'' There he educated children in cooking, sewing, ''a sufficient smattering of the Three R's'' and the maintenance of healthy bodies (Sir Wilfred T. Grenfell: 1937). Grenfell's highly publicized work, in both material relief and public education, was in effect duplicated in St. John's by the Child Welfare Association. In 1922 the Association started its annual ''Health Week'' which was a public exhibition of child-care and health, with the aim of educating the public in the proper care and training of children from roughly birth to five years, the period of highest infant mortality. Milk stations and clinics were opened at two locations in St. John's and in 1923 a temporary hospital was opened by the Association at Waterford Hall to fight an epidemic of ''summer sickness.'' In 1925 a Welfare Centre was opened, and in 1929 a soup kitchen for under-nourished children and their mothers, which operated until 1934, was opened. The Association also sold clothing which was sold at cost price to needy mothers, held orthopaedic, dental and immunization clinics, arranged mothers' outings, mother craft classes and home visiting. When, in 1934, the Government financial assistance by direct grant was rescinded, the Government offered buildings to house the Child Welfare Centre in lieu of direct financial aid, a doctor was put in attendance at the bi-weekly clinics and student nurses were loaned for training in public health work. The Child Welfare Association also identified and fought the seasonal scourges

which caused high rates of infant death, such as gastro-enteritis, influenza, measles, pneumonia, cholera, poliomyelitis, turberculosis and smallpox, through immunization programmes and preventative care. Epidemic gastro-enteritis was a leading cause of infant death from 1910 to 1950 and the annual reports of the Child Welfare Association constantly commented on this and other diseases. In 1929 the report stated "... in October we had almost an epidemic of cholera or fly-sickness as some doctors call it." In 1937 they wrote ... "gastro-enteritis or summer complaint made its appearance in August ... the year was particularily bad in this respect." In 1942 they asked, "What are the things that keep our baby death rate so high? Summer complaint also known as gastro-enteritis was the worst offender ... half those babies lived their short lives in homes lacking modern conveniences, house flies constitute a definite factor. Delay in the disposal of waste matters must increase the menace of an epidemic" (*Child Welfare Association Annual Report*: 1925-1946). The leading role of this Association in the field of child welfare services in Newfoundland was compared with that of the government by R.A. MacKay (1946) and he concluded that "with the work of the Child Welfare Association, there is justification for the assumption that the work in the field of child welfare has helped us to focus the attention of the public and the Government upon the welfare needs of the children of all ages and in all parts of Newfoundland." Health and welfare services in Newfoundland such as those provided by the Child Welfare Association remained largely in the hands of churches, charities and private agencies until 1944.

Growing concern with the care and needs of children in Europe and the United States in the early 1900s had led to the passage of enlightened child welfare legislation restricting child labour, establishing children's rights and creating child care services. These laws were the outgrowth of public knowledge of, and public outcry against, the widespread industrial exploitation of children in these countries. In Newfoundland these conditions did not exist. The country's economy was based on the export of primary resources and secondary manufacturing took place on a relatively small scale. The basis of the economy continued to be the fishing industry undertaken by family crews, and although some economic diversification had taken place by World War I, the role of children as significant contributors to family welfare and income remained unchanged. Family incomes continued to be mainly produced "in kind" through home production of the goods and the widespread and chronic abuses of the European and American factory systems were unknown. The laws, agencies and social services concerned with child welfare in Newfoundland seem largely to have been the outgrowth of public effort and education, and the major social, economic and political changes that took place in Newfoundland from 1920 to 1950 that stimulated government initiative.

In 1920 An Act Respecting Midwives was passed regulating for the first time the practice of midwifery in Newfoundland which was the main, and often the sole, means of medical assistance to mothers during the birth of babies. An Act for the Prevention of Venereal Diseases passed in 1921 required the reporting and treating of venereal disease with special provisions for children who were often the hapless victims. The problem of children infected by their mothers with syphilis grew to be a great problem, at least in St. John's, nearly twenty years after the passing of the Venereal Diseases Act. This Act had proven ineffective and in 1939 the Child Welfare Association reported, "And now for what is becoming a hardy annual — syphilis. Child Welfare needs help attacking this menace. Unborn babies are still having their lives blighted by a terrible plague which continues to flourish in Newfoundland because of insufficient publicity and an unawakened public which allows the disease to run rampant ..." (*Child Welfare Association Annual Report*: 1939). It seems the problem of syphilitic children was largely a development of the 1930s. According to the Child Welfare Association Annual Report in 1937, "Previous to 1937 there were never more than three deaths reported ... due to syphilis in the entire country. In 1937 eleven deaths, most of them in babies were attributed definitely to syphilis in St. John's." In 1939 it was reported that "There are at present on file the names of forty cases of congenital syphilis in the city of St. John's. With a few exceptions these patients are under two years of age. ..."

In 1924 a course in maternity nursing was initiated at the Salvation Army Grace Hospital with the first graduates entering the field in 1926. While these endeavours marked important steps, it was in An Act for the Protection of Neglected,

Christmas toys, books and games for the little boy and girl of 1912. Many toys were also homemade.

Dependent and Delinquent Children 1922, that the state took its first leap into the arena of social services and responsibility, although it lacked at first the means of implementation.

This Act specifically dealt with neglected and delinquent children, but it also outlined the powers and the duties of parents and guardians in the sections pertaining to children as dependents in general. The definition of neglect included willful neglect, assault, ill-treatment, physical cruelty, abandonment, exposure and lack of protection, criminal exploitation and unlawful employment. The Act provided for removing children from situations proven to be harmful to them and made provisions for their maintenance in a place of refuge, with consideration to be given to their religious persuasion. The Act also covered delinquent children who had previously been dealt with under the provisions of An Act Respecting Summary Jurisdiction 1879 in a section which applied to children over the age of seven years who were adjudged "of sufficient capacity to commit crime." The court procedures, the special circumstances of child crime, the regulations for punishment, maintenance and the responsibility of parents were re-defined in the 1922 Act. Significantly, the Neglected, Dependent and Delinquent Children Act provided for the maintenance of children through designated court officers who were to be responsible for the care and safety of children declared to be neglected. For the first time the state shouldered at least a part of the burden.

Social work services designed to administer the provisions of the 1922 Act were created, in name at least, in 1931 but the Government lacked the financial means to implement them. The Child Welfare Board was created under the Health and Public Welfare Act (1931), which contained a section entitled "The Welfare of Children." This section repealed the Neglected, Dependent and Delinquent Children Act of 1922 and The Illegitimate Children Act (1917) and its new provisions significantly enlarged the scope of service and type of children who could be provided for by the state. Mentally and physically handicapped children were included for the first time under the legislation, and provisions were made for their care. A Juvenile Court was created and further regulations concerning the employment of children, their maintenance, and tougher restrictions regarding the selling of tobacco and liquor to minors were enacted. The Act also outlined regulations controlling the services of child welfare organizations.

Unlike the 1922 Act, the Public Health and Welfare Act of 1931 created a position in government to administer the provisions of the Act. The Director of Child Welfare was appointed the head of a branch of the Department of Health called the Child Welfare Service which was created "for the purpose of providing for and securing the proper care and protection of children" (Sec. 583, An Act Respecting Public Health and Welfare). The specific mandate of the Director of Child Welfare was "to encourage and promote the conservation of child life in Newfoundland" and it was his responsibility to advise, supervise and administer the regulations and provisions for care for all children in Newfoundland "actually or apparently under the age of sixteen years." It was also his duty to examine all adoption agreements made in Newfoundland, to maintain records of adoption (a certificate issued to the adopting parents) to recommend the cancellation of such agreements which he deemed unsuitable.

Until 1940 when the passage of An Act to make Provision for the Adoption of Infants was passed, there was no adoption legislation in Newfoundland beyond the clause inserted in the Health and Public Welfare Act of 1931. Adoption in Canada and elsewhere was a comparatively modern development: some of the earliest effective dates of adoption laws were Massachusetts (1851), New Brunswick (1873), Ontario (1921) and the United Kingdom (1926). Newfoundland adoptions before 1940 were in the form of a contract that had been developed and was in fairly wide use. This contract named definite obligations to be carried out by the adopting parents and various expedients were used to enforce these obligations and make withdrawal from the agreement unprofitable, but parents could, and sometimes did force the would-be adopter to return the child when it was old enough to be useful to the natural parents or when the natural parents were able to care for it. At least one such case created a huge public sensation in 1873 as "the Ginx's Baby Case." A child named Mary James had been left by her mother with a Mrs. Walsh of St. John's when the mother went to Canada. Mrs. Walsh, a Roman Catholic, brought up the child in her faith, despite the fact that the natural parents were Episcopalians. As Devine and O'Mara (1900) related "no one interferred until the little one had reached her eleventh year. At this time Rev. Mr. Johnson, acting on behalf of the Church of England, claimed the child. The foster mother refused to give it up, and the case came to court. When the child was sought it could not be found, and Mrs. Walsh was sent down for contempt of court for not revealing its whereabouts. She was released after a time, but the child was never found."

The 1940 Act set the terms and conditions for the order of adoption, with consideration being given to the child's religion and his consent, if he were of an age. It also established an adoption register and the assurance of secrecy and protection of identity for both the natural parents, the adopting parents and the child. The Act also recognized the legality of existing de facto adoptions. The primary concern of this adoption legislation was the welfare of the child by ensuring proper placement and adequate care rather than satisfying the would-be adoptors. The Act of 1940 was the first decisive step toward real protection of adopted children, and the defects contained in the initial legislation which militated against sound (unassailable) adoption were remedied to a great extent by An Act Respecting the Welfare of Children (1944) which replaced the 1940 Act. The sections of this Act pertaining to adoption came under the administration of the Director of Child Welfare and no adoption was valid without his consent. The new legislation contained features which were essential in safeguarding the interests of both the adoptive parents and the child; above all, an adoption order under this Act made the child "to all intents and purposes, the child of the adopting parent or parents (An Act Respecting the Welfare of Children 1944, Part V).

The Child Welfare Act 1944 was created by a new division of the Department of Health and Welfare and under the Director of Child Welfare who was responsible for child protection in Newfoundland. The new division (called the Division of Child Welfare and later Child Welfare Services) and the new legislation were the result of an effort to co-ordinate all child welfare undertakings in Newfoundland under a single agency. The main services of the Division were adoption, child care and protection, foster homes, institutions and services to

unwed mothers. This included administration of existing facilities such as homes for "the Aged and Infirm" (first opened in 1861 and generally known as "the Poor House") and the Waterford Hall Home for Infants (opened in 1943) which provided care for dependent infants and very young children, principally for illegitimate children between the ages of three months and two years. The only maternity home for unwed mothers (many of them children themselves) in Newfoundland was the Salvation Army Institution known as "the Anchorage." This institution also cared for aged women and mentally defective girls, and in 1944 a public financial campaign was carried out by the Salvation Army authorities and the Department of Health and Public Welfare which led to the establishing of a new institution in 1948 known as the Glenbrook Home for Girls. With the creation of the new division a number of other services and institutions came into being between 1944 and 1950: the Boy's Home and Training School for delinquent and neglected boys was opened in 1947 (with the capacity to care also for about fifteen girls). The services of foster homes were secured for children who were permanent wards of the Division of Child Welfare, in temporary care or those being prepared for adoption.

The creation of the Child Welfare Division and the Child Welfare Act of 1944 was the watershed of the social upheaval and radical change in Newfoundland that took place between 1930 and 1945. By 1930 the world was suffering from a severe economic depression. In Newfoundland it dried up the export markets on which the economy depended; there was widespread unemployment and even rioting, and fifteen per cent of the Government's total revenue was expanded in relief. When the Commission of Government took over the administration of the country in 1933, the annual expenses of the Health and Welfare Division were $278,000 and the division, which included child welfare services, was responsible for the administration of all public relief in the country. Although the Health and Public Act of 1931 had provided the legislation of child welfare services, there were few means of enforcing the law and the services provided did not meet the need which escalated as the Depression grew more severe. In 1922 the infant mortality rate was estimated to be seventeen per cent in excess of the Canadian level; between 1931 and 1935, it had risen to fifty-five per cent and stood at sixty-five per cent between 1941 and 1945. In 1931 thirty-six per cent of all deaths were children under the age of fourteen who had succumbed mainly to tuberculosis, influenza, bronchitis, pneumonia and congenital malformation.

When the Commission of Government was appointed in 1934 some changes were wrought, particularly in the area of social services for children, although they were insufficient at first. A doctor and nurses were provided for a Child Welfare clinic and in 1936 a programme to provide milk as a diet supplement was started in St. John's for school children and extended in 1938 to outport school children at which time cocoa, milk and sugar were provided (See COCOMALT). A total of 409 elementary schools and 20,258 children were covered under the programme which lasted until about 1946. In 1938 a grant of $5,000 was provided for the education and maintenance of blind children attending the Halifax School for the Blind and this grant was extended to deaf children in 1940. By 1943 there were three child welfare clinics in St. John's and cottage hospitals had been built in Bonavista, Bonne Bay and Placentia by 1942, in addition to the Grand Bank Hospital which had been opened some years earlier. In addition to government services and legislation, the Sunshine Camp for Underprivileged children was opened in 1937 through the initiative of the Rotary Club; associations such as the Newfoundland Outport Nurses Industrial Association (NONIA), the Women's Patriotic Associations, the Jubilee Guilds, the Dorcas Societies and the Child Welfare Association, as well as churches and other charities, attempted to improve the conditions of children in Newfoundland.

With the declaration of war in 1939 a new area of prosperity in Newfoundland accelerated the pace at which social services and legislation, including those related to child welfare described above, were created. The influx of Canadian, United States and British money and services to Newfoundland contributed greatly to raising the standard of living in general. In particular medical experts and technicians helped identify specific conditions and their causes in Newfoundland, especially in the areas of diet and nutrition. In 1945 a survey of nutrition in Newfoundland (J.D. Adamson *et al*: 1945) identified serious deficiencies in the Newfoundland diet. Concern focussed on children in particular and it was generally observed of the children examined that "In attitude and behaviour the children resembled little adult men and women . . . Subjects of all ages seemed older than their years. The skin of the children lacked elasticity and resembled skin from adult men and women . . . Muscular development was very poor . . . minor stomach ailments and severe constipation were very common." The findings of this report concurred with a pre-Depression survey of Newfoundland children (W.R. Aykroyd: 1930) which had concluded that while the children examined were of normal height, they were often underweight and "clear, healthy skins were uncommon and there was an absence of high spirits amounting sometimes to apathy." The *Report on Nutrition in Newfoundland* (D.P. Cuthbertson: 1947) which was conducted on a group of west coast children after the war reached many of the conclusions, that dietary deficiencies were the main causes of child health and development problems. None of these reports had a particularly wide scope: they were not comprehensive and did not admit to the great variations in child welfare found from place to place in Newfoundland caused by great variance in the availability of goods, services and the varying standards of living. They were surprised with some findings and shocked by others. Adamson (1945) reported that "An early impression of short stature . . . in children was not borne out by measurements." Cuthbertson (1947) recounted having seen a child of three breast-fed in church and "seeing the same child smoking on the doorstep of the church after the service — its post prandial puff." These reports were not only important for their descriptions of post-war children in Newfoundland, but also for their lasting influence. Many of the dietary recommendations were acted upon and the Cuthbertson report in particular led to the legislation of laws for the addition of vitamins and nutrients in flour used in all baked products in Newfoundland which would compensate in part for poor diets. (See BREAD AND BREAD MANUFACTURING).

Giant steps were taken in the provision of child welfare services between 1934 and 1949 but in 1949 Confederation with Canada entitled the newest province to the many benefits of

federal social security and other services, in particular the "baby bonus" (Mothers' Allowance) which had been one of the pivotal issues in the Confederation debate. The Mothers' Allowance Act and the Dependents' Allowance Act, both among the first pieces of provincial legislation passed in 1949, guaranteed monthly cash support for all children under sixteen years and classified as dependents, or for all those people with mental, physical or emotional handicaps whose incapacity threatened the survival of a family. Under the Dependents' Allowance, fuel, rent or special foods were also given to recipients where there was proof of need. Other laws passed between 1949 and 1980 were mainly legal consolidations and revisions of the ground-breaking laws of the 1930s and 1940s, which incorporated improvements and progressive thinking in the fields of child welfare and family law in general, and the administration of social services in particular. They included An Act Relating to the Adopting of Children, An Act Respecting Children of Unmarried Parents (both passed in 1964 repealing the relevant sections of the 1944 Welfare of Children Act and later consolidated in 1972), The Legitimacy Act, The Welfare of Children Act 1964 (amended and consolidated 1972), An Act Respecting the Employment of Children (1968; revised 1970), An Act Respecting Juveniles (1970) and An Act Respecting the Attainment of Age of Majority (passed in 1971, lowering the age of majority from twenty-one to nineteen in this and all other legislation affecting minors such as those dealing with alcohol consumption, estates, trusteeship, child welfare, marriages and adoptions). In 1975 An Act Respecting Day Care and Homemaker Services was passed which regulated the care, training, protection and maintenance of school and pre-school children who required the regular provision of day care and homemaker services. This legislation was a response to the need to regulate the large numbers of day care and homemaker services that had sprung up as more and more mothers joined the workforce full-time or part-time in the 1960s and 1970s. In 1976 An Act to Establish the Newfoundland and Labrador Youth Commission was passed which created a Youth Commission and a Youth Advisory Council to inquire into "all matters relating to the encouragement, promotion, establishment, development, coordination and implementation of programs" for the province's youth. Most of the post-Confederation child welfare legislation came under the jurisdiction of the Family Court which was created in 1951 with jurisdiction over a wide area of child welfare and family matters.

In the area of health, which had been the great concern of the 1930s and 1940s, post-Confederation Newfoundland children benefited hugely from new laws and services. In addition to the improvements made in health care generally, legislation was passed in 1956 inaugurating the Children's Health Plan which provided complete medical care for children under sixteen years of age, including hospitalization, out-patient services, dental and optical care and doctor's office visits and housecalls. A Children's Dental Health Service which had gone into effect in 1956 had been the first stage of this service. Between 1953 and 1963 there were epidemics of polio, measles, whooping cough and gastroenteritis. By the mid-1960s diptheria, poliomyelitis, measles and mumps had been almost completely controlled by widespread immunization programmes. Notably, mass Sabin Vaccine clinics conducted in 1962 (innoculating almost 100,000 children) were first held in Canada. In 1963 an epidemic of gastroenteritis claimed fifty-seven children, mostly infants. The epidemic and a growing incidence of infantile scurvy first noted in 1959 were attributed in part to a widespread change in infant feeding. According to D. Severs, T. Williams and J.W. Davies (1961) breast feeding and the use of fresh cow's milk and goat's milk had been common in the feeding of infants before Confederation. From 1949 to 1959 there had occurred a switch from breast milk to evaporated milk and "an undue dependence upon food from cans, packet cereals and other commercial preparations." A concerted effort in public education was made and the value and practice of breast-feeding was promoted. In 1964 legislation was passed making the addition of vitamin C to evaporated milk mandatory.

New children's homes were opened at Fort Pepperrell in 1963 and moved to Water Street in 1964. A School for the Deaf was established at Fort Pepperrell in 1964. In 1966 the Dr. Charles A. Janeway Health Centre was opened in St. John's and in 1968 the opening of the Children's Rehabilitation Centre transferred activities from the Sunshine Camp to the new St. John's facility. In 1969 Exon House was phased out as an orphanage and reopened as a home and training centre for severely handicapped children. By the 1970s school services, special classes in prenatal and maternal health care, pre-school services, examinations and screenings for vision and hearing, speech therapy, audiology, well-being clinics and direct home care to assist parents with mentally handicapped children (and other services) were available. A steady decline in infant mortality occurred after 1960 and although the rate slightly exceeded the national average in the 1970s it was lower than that of Nova Scotia, Prince Edward Island and Saskatchewan. The birth rate also declined progressively after 1960 although it was still the highest among the Canadian provinces.

With the tremendous growth in social services and health care, there was also a corresponding growth in children's services in volunteer organizations, particularly in the 1960s and 1970s. These have included: various camps for children; the Council for Exceptional Children (blind, deaf, physically, emotionally or mentally handicapped children, children with learning disabilities and gifted children); the Early Childhood Development Association; the Newfoundland Childbirth and Education Association; the Atlantic Maternal and Newborn Association; the Atlantic Nurse Midwifery Association; the La Leche League; various family life and planning associations (concerned mainly with pregnancy and childbirth); and a large number of youth organizations such as Allied Youth, Big Brothers, Block Parents, Boys and Girls Clubs; the John Howard Society (which dealt with Juvenile offenders); the YMCA and YWCA and the Youth Action Committee (which the efforts of many youth groups).

Other changes since Confederation have resolved many age-old difficulties regarding children and in turn created some new ones. With the creation of the Memorial University of Newfoundland (in 1949) came the first opportunity for full university education in the Province, and incentives such as free tuition were used (in the late 1960s) to attract students. Schools and the education system in general were vastly upgraded and, because of the alleviation of economic need, more children had less cause to leave school at early ages. The rate of reported illegitimate births more than doubled,

however, from four per cent of live births in 1941 to nearly nine per cent in 1970 and it rose to fourteen per cent by 1978. The world-wide post-war baby boom escalated Newfoundland's already high birth rate and enlarged already traditionally large families. In 1961 the median age of the Newfoundland population was nineteen years and by 1963 fully one-third of the population was under the age of sixteen. Whereas large families in the past had often meant economic survival, in post-war Newfoundland the high youth-dependency ratio created problems of unemployment in a society which had shifted from an economy where much of the income was produced "in kind" to a cash-based economy which lengthened the age of dependency. The teenage pregnancy rate which was sixty-six per 1,000 pregnancies was twice the national average overall in Newfoundland in 1981 and in some parts of the Province it rose to three times the national average.

The change in the welfare of children and child welfare services in Newfoundland since 1940 and especially since 1949 has constituted a revolution started by public concern and fueled by government action. The conditions of childhood have often been used as symbols of both the pathos of pre-Confederation poverty and the promise of Confederation prosperity. As Patrick O'Flaherty (1979) indicates of Ted Russell's two portraits of the imaginary Newfoundland outport, Port Carson, in one "you were appalled at the pinched faces of the children" while in the modern Port Carson healthy, smiling children represented the post-Confederation ideal. John A. White wrote in his article "Life Yesterday in the Outports," "To see what the last eighteen years [since Confederation] have meant to us, look at the children. In the olden days it would have broken your heart to see children going to school with patched up clothes, broken shoes and pale faces. Now it's a joy to see happy children, well-dressed, well-fed, rosy cheeks and good schools for them to attend." (John A. White: 1967). Newfoundland novelists Percy Janes and Margaret Duley both explored themes of lost, embittered youth and the desperation and deprivation of old-time Newfoundland in their novels. But, as many early diarists had seen the value of childhood in Newfoundland despite its setting amid the poverty of many settlements, modern writers have also expressed an acute nostalgia for a lost way of life coloured by poignant childhood memories. Ray Guy catalogued many hallmarks, occasions and impressions of childhood in Newfoundland in his series of sketches, "Juvenile Outharbour Delights." Art Scammell, writing in 1945 amidst the tremendous changes which were then sweeping the country, already longed for a time when "Maybe we didn't get our quota of orange juice. Perhaps our food was a bit short on calcium or phosphorous. We were so busy catching tom cods, 'copying pans in the Spring, doing chores, sailing boats, etc., that we didn't have time to chase all our vitamins" (quoted in O'Flaherty: 1979).

TABLE I
NEWFOUNDLAND
INFANT MORTALITY
RATES
PER 1,000 LIVE BIRTHS

YEAR	*RATE*
1910	141
1920	136
1930	135
1940	91
1950	59
1960	36
1970	22
1975	17
1976	15
1977	10
1978	13

TABLE II
NEWFOUNDLAND
MATERNAL MORTALITY
RATES
PER 10,000 LIVE BIRTHS

YEAR	*RATE*
1920	52
1930	53
1940	42
1950	16
1960	11
1970	4
1975	1
1976	1
1977	—
1978	—

TABLE III
BIRTHS BY NUMBER
AND RATE NEWFOUNDLAND

YEAR	*NUMBER*	*RATE*
1910	7,199	29.7
1920	7,654	29.0
1930	6,563	23.8
1940	7,937	26.3
1950	13,164	37.5
1960	15,173	33.9
1970	12,539	24.2
1975	11,213	20.4
1976	10,443	18.7
1977	10,409	18.5
1978	9,525	16.7

TABLE IV
NEWFOUNDLAND ADOPTIONS
1954-1978

Year	*Number*	*Year*	*Number*
1954-55	144	1966-67	276
1955-56	126	1967-68	254
1956-57	124	1968-69	331
1957-58	151	1969-70	417
1958-59	171	1970-71	425
1959-60	168	1971-72	465
1960-61	156	1972-73	536
1961-62	222	1973-74	570
1962-63	236	1974-75	573
1963-64	219	1975-76	502
1964-65	278	1976-77	471
1965-66	312	1977-78	532

J.D. Adamson *et al* (1945), Rev. Augustus Bayly (1975), D.P. Cuthbertson (1947), P.K. Devine (n.d.), Devine and O'Mara (1900), M.M. Doyle (1974), Sir W.T. Grenfell (1937), W.G. Handcock (1977; 1979), P.A. Jones (1979), F.E.J. Lloyd (n.d.), R.A. MacKay (1946), K. Matthews (1968), Leonard Miller (1960), Rev. Julian Moreton (1863), Rev. J.G. Mountain (1857), Dr. D. Mowat (interview, Aug. 1981), R.G. Moyles (1975), Patrick O'Flaherty (1979), J.C. Pippy (1937), Charles Pope (n.d.; interview, May 1981), D.W. Prowse (1895; 1898), Edith Richards (1970), U.Z. Rule (1927), David Severs (1979?), D. Severs *et al* (1961; 1966), Barbara Smith (1971), Bob Stacey (1976), H.W. Tucker (1877), Brendan Walsh (1977), Ian Whitaker (1974), William Wilson (1866), Edward Wix (1836), *Annual Report of the Director of Child Welfare* (1946-1951), *Child Welfare Association Annual Reports* (1925-1946), *Day Care and Preschool Licensing Requirements 1981* (n.d.), *Day Care Services in Newfoundland and Labrador* (1973), *Department of Social Services and Rehabilitation Annual Report* (1971-1980), *John Howard Society* (n.d.), *Newfoundland Health Education Division Outline Child and Maternal Health* (1966). JEMP

CHILDHOOD AND PARENT EDUCATION ASSOCIATION NEWFOUNDLAND. See CHILD WELFARE.

CHILDHOOD. See CHILD WELFARE.

CHILDHOOD DEVELOPMENT ASSOCIATION, EARLY. See CHILD WELFARE.

CHILDREN, COUNCIL OF EXCEPTIONAL. See SCHOOLS.

CHIMNEY COVE (pop. 1966, 9). A resettled community located near the mouth of the Bay of Islands *qv* on the bank of the St. Gregory River. For most of its existence Chimney Cove was the only sizeable settlement between the northwest shore of the Bay of Islands and Trout River *qv* near the southwest entrance of Bonne Bay *qv*. Although located on an isolated stretch of coastline which until 1904 was part of the French Shore *qv*, Chimney Cove and the nearby tiny fishing stations of Shoal Point and Crabbs Brook were first settled in the late 1870s by fishermen from north of Trout River and the inner arms of the Bay of Islands. Because of its location facing the Gulf waters, fisherman were attracted by Chimney Cove's close access to some of the prime lobster-fishing areas on the west coast of Newfoundland, and to its plentiful supply of good land, fresh water and timber. From the 1880s to the 1890s it was one of the highest yielding lobster settlements on the coast and in the first census of the community, reported in 1884, it had a population of 100, all Church of England.

Family-run lobster factories became the economic mainstay of the community and in 1901 eighty-eight cases of lobster were produced, making Chimney Cove one of the highest producers of lobster from Cow Head *qv* to Woods Island *qv*. Cod and herring catches were also reported and by 1911 five lobster factories were in operation and the herring catch had nearly doubled. A Church of England chapel had also been built by this time. Increasingly by 1921 a number of Chimney Cove residents turned to the land, and farming became a full-time occupation. The population had dropped to seventy-five inhabitants and in 1928 five families, Butler, Buffett, Gillingham, Payne and Wells, were reported (*List of Electors*: 1928). Farming in the 1930s and 1940s became almost the sole employment of Chimney Cove residents, and Robert Wells (1960) reported nine full-time farmers in the late 1950s and described their farms as "considerable assets." However, the abandonment of Shoal Point and Crabbs Brook by the 1940s, and the lack of a road to Chimney Cove, left it increasingly isolated. Wells reported that the population had dropped to twenty-one by 1951 and that Chimney Cove was "completely alone . . . the nearest community being Trout River, which is some miles away." There was no school or church and no medical services. From 1966 to 1968 the remaining two households resettled, under the First Resettlement Agreement, to Trout River. Patricia Thornton (1977), Robert Wells (1960), *Census* (1884-1966), *List of Electors* (1928). JEMP

CHIMNEY TICKLE (pop. 1891, 8). A former year-round settlement on the south coast of Labrador near Carrol's Cove *qv*, Chimney Tickle has been a tiny summer fishing station since 1965, used mostly by Labrador fishermen. From 1864 to 1891 Chimney Tickle was occupied year-round by cod and salmon fishermen: the largest recorded population was forty-one in 1869 and the smallest was eight in 1884 and 1891. In 1874 Chimney Tickle had a population of nine and a note in the *Census* of that year stated that a Captain S. Gaden operated a "salmon preserving business" at this site and Chimney Tickle was mentioned in passing, in Fisheries reports in the 1870s, as a salmon station with from one to three boats (*JHA*: 1873-1877). A.P. Dyke (1969), *Census* (1869-1891). JEMP

CHIMO SHIPPING LIMITED. See CROSBIE ENTERPRISES.

CHINAMAN (COMMON GOLDENEYE). See DUCKS, GEESE AND SWANS.

CHINESE COMMUNITY. Although there have been Chinese in Newfoundland since the 1890s their numbers grew very slowly until Confederation *qv* in 1949, and it was 1951 before any became legal citizens.

According to tradition the first Chinese to live in Newfoundland was Choy Fong in 1894. Stopping in St. John's on his way to England, and noting that there were no Chinese in St. John's, he thought it a good place for a laundry. So he stayed and sent for some of his male relatives, who arrived and also set up laundries. The Chinese population of Newfoundland grew in this way until 1949.

Another early settler was Kim Lee in 1899. He owned a laundry at first but in 1922 changed to the restaurant business. (In 1981 his son was operating a restaurant and club service in Grand Falls). Kim Lee knew all the Chinese in St. John's and, since he was fluent in English and well-educated, helped them with letters and documents in English. During the Won Fen Game murder trial of 1922 (See EXECUTIONS) Lee was a translator.

The main reason for emigration from China to other parts of the world in the early years of the Twentieth Century was the great difficulty for most of the peasant class to make a living. This was caused by civil war, foreign invasion, and the weakness of the government. Many emigrated to Canada where most stayed at the points of entry: Vancouver and Montreal. In 1906 "An Act Respecting the Immigration of Chinese Persons" (6 Ed. VII, *c*. 2) was passed by the Newfoundland Legislature. This Act laid down certain conditions that had to be met by Chinese coming into Newfoundland, some of which were as follows: each person of Chinese origin, except members of the Diplomatic Corps, clergymen, tourists and some others, had to pay a tax of $300 (students would

have this money refunded after they had studied in Newfoundland for three years); a vessel carrying Chinese immigrants was allowed to carry only one for every fifty tons of its tonnage; all immigrants had to pass quarantine; and paupers, idiots, diseased persons and prostitutes were not allowed to land. Penalties for breaking the law were severe.

Most of the Chinese who came to the Country before 1949 came from Canton in Southern China. A report written in 1975 by members of the Memorial University Chinese Student Society (Jane Hong *et al*) described a typical journey as follows: Chinese immigrants travelled first by train or boat, then boarded a ship which called at Shanghai, Osaka, Yokahama and finally Vancouver. To travel by passenger ship cost $500, but by cargo ship only $50. Immigrants bound for Newfoundland, upon their arrival at Vancouver, were put under guard and escorted to a train, put together in the same car and guarded by policemen all the way to Montreal. There they were locked in a cabin to await a train to take them to Halifax or North Sydney and from there they travelled by boat and train to St. John's. The entire trip took over a month. Once in Newfoundland, though, they could do as they pleased and most went to work in laundries. In 1939 the usual salary was five dollars a week, room and board, for working often twenty hours a day. The workers saved most of their money to send to their wives and families in China, since Chinese wives were not allowed into Newfoundland before 1949.

WAR EFFORTS. The Chinese, like the rest of the population of Newfoundland, were affected by World War II. Whereas before the war many of the Chinese had made regular visits to their families in China, none returned between 1939 and 1948 (when twenty left for their homeland). All, however, were very generous in their contributions to the War effort and to the China Relief Fund. They formed a Chinese War Relief Association which raised funds through regular individual contributions and special events held throughout the year. In fact, the Chinese had been contributing $3 each a month and supporting other collections for China relief from the time of the outbreak of the war between China and Japan (in the mid-1930s). At a meeting of the Association on January 4, 1942 the Commissioner for Finance and Customs, the Hon. Ira Wild, addressed the Chinese on the subject of War Savings Certificates. Gordon Higgins in his introduction of Wild noted that each Chinese resident sent to his home in China $25 monthly, and that the Newfoundland group of only 160 had contributed $9,000 to the China War Relief Fund and had sent $1,200 to the United States China Relief Fund. At the close of that meeting the Chinese bought $1,425 worth of certificates.

THE COMING OF CONFEDERATION. Confederation of Newfoundland with Canada in 1949 brought many welcome changes for the Chinese. The tax of $300 was abolished. Most importantly, Chinese wives and their children under twenty-one could join their men in the Province. (A curious result of this was that many boys entered illegally by posing as sons of Chinese already living in Newfoundland, having paid the "father" $100. In the early 1960s an Act of the Canadian Parliament was passed allowing Chinese to immigrate without pretense. In 1972 another Act was passed which made it even easier for the Chinese to immigrate and many more did so at that time.) The first three Chinese women came in 1950. They were Mrs. Au to Corner Brook, Mrs. Hoin Suey to St. John's and Mrs. Lee Pon, with two children, to Bell Island. The first Chinese baby in Newfoundland was born to Roy Lee and his wife, of Gander, who had moved from Toronto early in 1950.

Another result of Confederation was that Chinese immigrants upon fulfilling the requirements of the Canadian Immigration Act could become legal citizens of Canada. The first ten to do so were sworn in, in February 1951. Seven more received their citizenship papers in June of the same year, and from then on most of the Chinese who settled in the Province became Canadian citizens.

POPULATION. The population of the Chinese community grew continuously especially after Confederation. About the same time that Chinese wives and children were first allowed into Newfoundland, the Communist Party took control of China. This circumstance, perhaps even more than the first, resulted in many Chinese emigrating to the Province. Also, Confederation allowed Chinese in Newfoundland who were unemployed to move to the mainland of Canada, as many did. However, the Newfoundland Chinese population increased from 160 in 1942, to 591 in 1971, to 780 in 1975, and to 850 in 1981. In the early days most of the emigrants came from Canton Province in China, but in the 1960s Chinese came also from Hong Kong, Taiwan and Southeast Asia, many of whom were trained professionals. Students came in larger numbers and by 1981 there were about thirty at Memorial University, with a Society of their own. In 1981 the largest centres of Chinese population were St. John's (probably over half), Corner Brook, Grand Falls and Windsor, Botwood, Gander, Stephenville, Port aux Basques, Baie Verte, Carbonear and Clarenville, with single families in a number of other places. There had been a number of families in Bell Island but they moved out when the mines closed. The most common family names (which often took other forms as indicated) were Au (Aue, Que), Hong, Tom (Tam, Hum), Jin (Jine, Gin, Jim), Fong, Wong, Kung, Chan (Tan, Cheng), Mah, Ho, Sezto and Kwan. Intermarriage with non-Chinese had become quite common and was quite acceptable to most of the Newfoundland Chinese in the early 1980s.

OCCUPATIONS. Whereas the first Chinese in Newfoundland were mostly laundry workers, as early as 1927 there was also a restaurant, the King Cafe, serving some Chinese food. After

One of the oldest and better known hand laundries, 83 Gower Street, St. John's, it was the John Lee Laundry until 1973. The upstairs was for many years the home of the Hong Heing Society.

1950, however, many Chinese went into the restaurant business and served a greater variety of Chinese food which became more and more popular with the non-Chinese clientele. By 1975 there was only one Chinese laundry operating in St. John's, but in 1981 there were more than forty Chinese restaurants and "takeouts," as well as many confectionary and grocery stores in Newfoundland and Labrador. There were also in that year about forty Chinese in the professions of medicine, education, accountancy and engineering. Many members of the younger generation of Chinese Newfoundlanders have graduated from Memorial University, Trades Colleges, the College of Fisheries and other Universities of Canada. Many Chinese students at Memorial University who have come from Asia return to their homeland after graduation.

RELIGIOUS AFFILIATIONS. Most Chinese before leaving their homeland had been Buddhists, but many freely affiliated with Christian churches in Newfoundland. (A survey in 1975 showed under three percent Buddhists and forty-six percent with no religious affiliation). Most Chinese became attached to the United Church, although some joined other religious bodies. Most Chinese children, however, attended Anglican (later Amalgamated) schools. The first connections were with Wesley Church in St. John's in the 1920s and 1930s. A.W. Martin set up a Sunday School where Chinese were taught English by women volunteers, so many Chinese attended Wesley Church. In the 1950s there was a swing to Cochrane Street Church when David Decker, Director of the Red Cross, formed a Y.C.C.A. (Young Chinese Christian Association), which carried on its activities at Cochrane Street United Church, St. John's. In the mid-1960s the Chinese moved to Gower Street United Church, again because the Church accommodated their people.

In the early 1960s a Presbyterian Missionary, Elsie Lee, asked the women of St. Andrews Presbyterian Church to help her get in touch with the Chinese in St. John's. Since most of the Chinese were United Church the Presbyterian women met with women from that denomination. As a result a Committee was formed to help Lee, and to consider further means of helping the Chinese become a more integral part of the community. Dr. A.S. Butt and Dr. Stella Burry, and later Rev. Levi Mehaney, Marguerite Mehaney and Dr. Kim Hong, provided leadership to the Committee and for the activities that followed. William Ping, a leader in the Chinese community and in Gower Street United Church, provided liason with the Chinese, and helped other members of the Committee (especially Mabel McKinley, who came to know most of the Chinese, and in 1981 was still a visitor) foster friendly relations between the Chinese and non-Chinese. Dorothy Louis (as Secretary) and Marion Pitt served on the committee for the ten years of its existence, and other members for shorter periods. During most of these ten years parties were held seven or eight times a year on Sunday afternoons at Gower Street United Church, attended by growing numbers of Chinese and non-Chinese. Special occasions were also observed by parties. Numbers at these events increased from the dozen or so at the first party in 1966 to the hundreds of men, women and children who attended in 1976, the year in which the Committee (which in the previous five years had half Chinese membership) was dissolved and the Chinese Association of Newfoundland and Labrador was formed. Most of the Chinese members of the Committee became members of the executive of the new Association. During the summers of 1973 and 1974 a United Church Chinese student minister, Mr. Lee, travelled throughout Newfoundland (including St. John's) getting to know the Chinese families and providing lists and information for the Committee.

SOCIETIES. Although the Chinese gradually have become an integral part of the Newfoundland community they have also maintained, to some extent, their own culture. Although many speak English fluently most still speak their own language. They have over the years formed their own societies. The earliest was the Tai Mei Society, formed in 1927 and still in existence in 1981. Its chief purpose was fellowship for members of the Au families. In 1932 the Hong Heing Society was formed as a meeting place for people originally from the same district of China including the Hong, Tom and Jin families. Here they could read Chinese newspapers, talk with friends and play their favourite gambling game, Mah-Jong.

Traditional Chinese Lion Dance, performed on special occasions. It is performed to chase away evil spirits.

In 1976 the Chinese Association of Newfoundland and Labrador drew up its constitution and registered with the Government. Membership was drawn from all over the Province and in 1981 numbered about 750. There was also a small associate membership of non-Chinese. The Association is non-political and non-denominational. Its aims expressed in its constitution are "To enrich ourselves and those surrounding us, and to become better citizens of Newfoundland and Canada." The Executive for the first term of the Association were President: Dr. Kim Hong; Vice-Presidents: Sing Lang Au (St. John's), Tom Chow (Grand Falls), Kim Ham Tom (Corner Brook); Treasurer: Ted Hong; Secretaries: Margaret Chang, Dick Mau. The Association worked through committees which helped with the various activities. For many years a Christmas party has been held for Chinese and non-Chinese

1980 Chinese New Year's Celebrations at St. Mary's Anglican Church, St. John's. Dr. Kim Hong, the first President of the Chinese Association, assisted by Barbara Ryan, Chan Chau Tam and Sing Lang Au, announces the winner of the traditional Lucky Draw.

children at Gower Street United Church. The Chinese New Year is celebrated on the nearest Sunday to the beginning of the New Year in February. For several years the celebration has taken the form of a multi-cultural variety show, with Chinese food served afterwards to hundreds of Chinese, and invited guests from the non-Chinese community.

An annual Flower Service is held on the Sunday after Regatta Day in the Mount Pleasant Cemetery in St. John's. This ceremony is followed by a Garden Party held at another location. This flower service is very special because Chinese come from all over Newfoundland since nearly all Chinese who die in the Province are buried in St. John's. Thus the Flower Service brings the Chinese people together to remember their ancestors. In 1981 a monument was erected in the cemetery on which was inscribed, "In memory of those

The Chinese Monument, Mount Pleasant Cemetary, St. John's

friends and relatives who have gone before." Some of the other activities of the Association being carried on in 1981 were recreation and fitness programmes; language classes in English, Mandarin and Cantonese (which were open to the general public); a Chinese Culture exhibition at the Newfoundland Museum; and Chinese movies shown from time to time. Dr. Stella Burry (interview, Aug. 1981), Jane Hong *et al* (1975), Amelia Hong and Dr. Kim Hong (interview, Aug. 1981), Dorothy Louis (interview, Aug. 1981), Rev. Levi Mehaney (interview, Sept. 1981), Mabel McKinley (interview, Sept. 1981). Marion Pitt

CHIPMUNKS. See SQUIRRELS AND CHIPMUNKS.

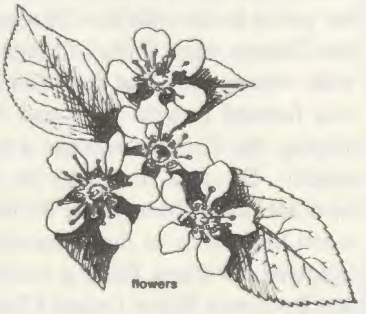
CHISHOLM, JOHN FORBES (1831- ?). Bookseller. Born West River, Nova Scotia. Educated Pictou; New Glasgow; Saint John, New Brunswick. After moving from Nova Scotia in 1857 Chisholm established The British and American Book Store at St. John's. The store was located east of Baine Johnston and Company at 175 Water Street. Paul O'Neill (1976) reports that Chisholm entered into a brief partnership in 1864 creating the company of Smith and Chisholm at new premises in Becks Cove.

John Hutchinson (1864) notes, however, that the British and American Bookstore had not changed location by that date, and that J.F. Chisholm continued to be the proprietor. In 1892, after the Great Fire, J.F. Chisholm erected a temporary store until his business had been rebuilt on Water Street. H.Y. Mott (1894) reported that Chisholm was the oldest living Past Master of the Masonic body in St. John's in 1894. H.Y. Mott (1894), Paul O'Neill (1975; 1976). WCS

CHISLETT, FREDERICK G. (1880-1928). Athlete; businessman. Born St. John's, Newfoundland. In 1897, at the age of seventeen, Frederick Chislett became the long-distance skating champion of St. John's by defeating F. Donnelly and W. Smithwicke, covering 8 km (5 mi) in 19:48. He defended his title many times, often against competitors brought in from outside Newfoundland. He set the record for the 5 km (3 mi) race in 1905, defeating R. Laidlaw of Halifax in 10:22.4. He was also the proprietor of a successful monument business known as Chislett's Marble Works. Frank Graham (letter, Dec. 31, 1980), H.M. Mosdell (1923), *Who's Who in and from Newfoundland 1930* (1930?). BGR

CHLORINATION. See WATER AND SEWERAGE.

CHOKEBERRIES. (*Aronia*) of Rosaceae. This genus comprises slender shrubs with alternate, simple, obovate or elliptic leaves which are toothed along the edges, pointed at the tip and which bear small, dark glands on the midrib above. Generally the leaves measure between 2.5 and 5 cm (.9 and 1.9 in) in length. The flowers, which bloom in early summer, are perfect and bear five sepals, five petals and commonly twenty stamens. They are white or pinkish and are borne in terminal clusters. Their fruit are edible, pectin-rich pomes which resemble berries.



Purple Chokeberry

According to Ernest Rouleau (1978) there are three species of chokeberries native to our region: *Aronia arbutifolia* (L.) Ell. (the Red Chokeberry), which is found in St. Pierre and Miquelon; *Aronia prunifolia* (Marsh.) Rehder or *Aronia floribunda* (Lindl.) Spach (the purple chokeberry which, according to E. Rouleau, is also known as Indian, winter or low pear), which is found in Newfoundland and Labrador; and *Aronia melanocarpa* (Michx.) Ell (the black chokeberry,

which, according to Rouleau, is also known as choke-cherry), which is found on the Island and in Labrador.

Variations in several characteristics within each species make separate identification difficult. According to J.W. Hardin (1973) only the colour of the pomes borne by the shrubs leads to correct identification, the red chokeberry having red pomes, the purple chokeberry having purplish pomes and the black chokeberry having black. Nevertheless, each of the species has been identified by other "typical" characteristics by other authors. The red chokeberry is said to have leaves which are densely pubescent on the underside and twigs and flower stalks which are also hairy; its pomes are bright red. The purple chokeberry is said to be similar to the red chokeberry in a number of ways. It is distinguished from the latter by not being as densely hairy and by bearing dark purple fruit. The black chokeberry is different from the other two by not having hairy leaves, hairy flower stalks or hairy twigs and by bearing black pomes.

Recent field and herbarium investigations in the Province have led a number of botanists to question the existence of the three species in the area (P.J. Scott: interview, Dec. 1980; A.G. Ryan: 1978). According to A.G. Ryan (1978, p. 71), "the common chokeberry found in Newfoundland is somewhat different from any of the . . . three species [described above]. It seems to fit the description of *A. prunifolia* best. The flower stalks and twigs are woolly. The leaves are shiny above and white-woolly beneath, and turn scarlet in the fall. (Hardin states that '*Aronia arbuitifolia* is the only species developing a deep scarlet color' in the fall.) The fruit are black, usually covered with a slight fuzz, and ripen in September." Fernald and Kinsey (1958), H.A. Gleason (1952, II), Asa Gray (1950), J.W. Hardin (1973), Ernest Rouleau (1978), A.G. Ryan (1978), Agnes Marion Ayre Herbarium ("Location Lists," File 174). CFH

CHOKE CHERRY. See CHERRIES; CHOKEBERRIES.

CHOLERA. See HEALTH.

CHORAL AND ORCHESTRAL SOCIETY, ST. JOHN'S. One of the earliest groups of its kind in Newfoundland, the Choral and Orchestral Society was active at the beginning of the Twentieth Century. Conducted by Charles Hutton *qv*, a local music teacher, and Montcreif Mawer, a baritone soloist with the group, the Society consisted by 1910 of a choir of 135 sopranos, contraltos, basses and tenors, and a complete sixteen piece orchestra. John Hutton (interview, June 1980), Paul O'Neill (1975; 1976), *NQ* (Mar. 1910). WCS

CHRIST CHURCH, HARBOUR GRACE. In 1865, after fourteen years as pastor of the congregation of St. Paul's Church, Harbour Grace, Rev. Bertram Jones left his parish to retire in England. Jones was replaced by Rev. Mr. Hoyles from Carbonear and James Gardner, a lay preacher of the congregation. Jones returned to Newfoundland in 1868 after an unsuccessful attempt to secure a retirement and pension from the Society for the Propagation of the *Gospel *qv*. His request for a pension from the St. Paul's congregation, upset by the expulsion of their priest, Archdeacon Kelly, resulted in a schism which divided the congregation. In 1875 forty-six members of St. Paul's congregation erected Christ Church and on July 9, 1876 it was consecrated by Bishop Kelly. Ironically, the dispute over the Jones pension was settled that year when he retired. In December 1878 a memorial present of £120 was instrumental in enabling the congregation to acquire their first curate. Reverend C.E. Smith served as first Rector of Christ Church from his appointment in 1880 until 1883 when he was replaced by Reverend N. LeMoine. According to T.G. Ford (1935) Christ Church was officially granted the right to keep registers of marriage, birth and death in 1883. On January 12, two years earlier, the first baptism was performed at the church and noted on the register of St. Paul's. The church, however, operated in heavy debt and by 1889 became the Mission of Christ Church, St. Paul's parish, subsidized by grants from the Synod. That year the Reverend John Monk Noel was appointed curate of both mission churches of St. Peter's and Christ Church. From that period his successors at St. Paul's, Rev. W.R.J. Higgitt (1915-1925), Rev. Gordon S. Templeton (1925-1934), Rev. H.F.G.D. Kirby (1934), and former curate of St. Peter's Rev. W.E.R. Cracknell, became responsible for the Christ Church congregation. With the arrival of Kirby in 1934 the congregation decided to close the church. The final baptism was recorded in October 1933 by Rev. Mr. Templeton. The church was eventually dismantled and its building material transferred to Rev. Mr. Short's congregation for enlargement of the church at Grates Cove *qv*. J.A.F. Slade (letter, Apr. 1980), *History of St. Paul's Church Harbour Grace Newfoundland* (1978). WCS

CHRIST CHURCH, QUIDI VIDI. This cruciform structure was built in 1832 based on a plan by Henry Purcell of Cork, Ireland, to accommodate a congregation of seventy-five. Christ Church was dedicated on July 30, 1834 by representatives of the Church of England, Congregational and Wesleyan Methodist churches. Rev. T.H. Bridge, the Church of England clergyman, conducted the morning service and Reverend D.S. Ward represented the Congregational Church at the afternoon devotions. Although the church was operated by three separate congregational bodies the Congregational Church had been instrumental in obtaining the grounds from Messrs George, William and Richard Brace and procuring the original building materials, according to Rev. D.S. Ward (cited in *The Dissenting Church of Christ at St. John's 1775-1975*: 1976?). In November 1842, after the collapse of the ecumenical movement, Christ Church was reopened by the Church of England, which also operated the day school of the Newfoundland and British North American School Society at

Christ Church, Quidi Vidi

Quidi Vidi. In 1843 the Society for the Propagation of the Gospel donated the first bible and altar to the church, and by 1890 a cast bell was installed in the church belfry. About 1906 Christ Church was incorporated into the parish of St. Thomas's *qv* and for many years was operated by student priests of *Queen's College *qv*. During 1931 the church was used for on-location footage in the Hollywood feature film *The Viking qv*. In 1965 the Anglican Synod of Newfoundland decided to demolish the building, which had fallen into decay. That year the church was closed and deconsecrated. During 1966 the Newfoundland *Historic Trust Society *qv* was formed to save the building for its historic value. The building was secularized by Bishop Robert Seaborn on July 16, 1966 and given in trust to the Society, which started the first restoration-fund drive on May 1, 1967. Renovations began at the Church on September 9, 1967 after all the original pews, windows and the altar were removed for storage.

Plans to establish a "museum for civil, military and church life at Quidi Vidi" (*ET*: Apr. 28, 1967) were cancelled, but by autumn 1972 the renovations were nearing completion. Under a restricted rental and sale covenant (controlled by the Anglican Synod) the Memorial Extension Services was granted the first lease on the building. They made an unsuccessful attempt to establish a crafts programme and by April 1974 declined renewal of their lease. The first successful summer recreation programme at Quidi Vidi Church was administered by the City of St. John's during July and August 1974.

On January 29, 1975 the Newfoundland Historic Trust granted a brief lease to the Quidi Vidi community which used the building as a community and recreational centre.

After the building was designated a National Historic Site on September 28, 1976 it fell dormant until August 1980, when the Historic Trust granted a three-year lease to Home Works Ltd., which established an antique and curio shop in the building. Ted Rowe (interview, Dec. 1980), *The Dissenting Church of Christ at St. John's 1775-1975* (1976?), *DN* (July 16, 1966), *ET* (Apr. 28, 1967; May 2, 1967; Sept. 9, 1967; July 4, 1974; Jan. 24, 1975), *Heritage Canada* (Autumn 1974), *The Star* (Aug. 17, 1843), *Sunday Herald* (May 14, 1967), *Trident* (Feb. 1974; Nov. 1976). WCS

Christ Church Historic Sites plaque

CHRISTIAN ADVOCATE, THE. The first issue of this periodical probably appeared in February 1919. Reverend A. Young of Shoal Harbour founded the paper and acted as both editor and publisher. Barnes and Company of St. John's printed the monthly publication at their office on Water Street in St. John's. *The Christian Advocate*, as the title indicates, concerned itself with religious matters. It is not known when publication ceased. *The Christian Advocate* (May 1919), Archives GN/32/22. DCM

CHRISTIAN BROTHERS, IRISH. See ROMAN CATHOLIC CHURCH.

CHRISTIANS GATHERED IN THE NAME OF THE LORD JESUS CHRIST. A religious group which derives most of its beliefs from a religious reform movement that originated in Dublin, Ireland *c.*1830. The members of the movement were known as "Brethren," and they wished to return to the New Testament pattern of practice and doctrine. Two of the prominent members of the group were Anthony Groves and John Darby.

The movement spread rapidly during the English Evangelical Revival of the latter Nineteenth Century; there were so many converts in Plymouth, England, that members of the movement became known as "Plymouth Brethren." However, internal conflicts divided the movement into eight sects, each identified by a Roman Numeral. The movement continued to grow, expanding to the European Continent and eventually to North America.

It was first reported in Newfoundland in the summer of 1919, when members of the movement came to hold evangelical meetings in St. John's and Carbonear. Similar meetings were held in 1926 and 1944, and one of the evangelists, Herb Harris, who came in 1944, remained in Carbonear to form the first Newfoundland congregation.

The members of this religious group believe in a direct, non-ritualized worship of God based upon the literal interpretation of the New Testament and the guidance provided by the Holy Spirit. Many of their specific beliefs are substantially different from the doctrines of the larger denominations. They do not have an ecclesiastical structure, since they believe that the only true leader of the Church is the Lord Jesus Christ and they believe that a large organization would not be responsive enough to the workings of the Holy Spirit; instead, the members of this religious group accept the autonomy of the assemblies in each community.

Within each assembly the members are equal as they have an equal status before God. The clerical needs of the assembly are performed by male members who demonstrate a gift or vocation for the duties from the Holy Spirit. Elders, deacons and evangelists are singled out to leadership roles by the Holy Spirit — given qualifications, being recognized by the congregation. Their duties include baptizing true believers by immersion, giving biblical instruction to the assembly, and acting on behalf of the congregation when true believers wish to become part of an assembly.

The assembly meets on the first day of each week to perform a service patterned after the Last Supper. They may perform this service in a home, or a hall, the latter being known

as a "Gospel Hall" since they do not believe that a consecrated building is necessary. In 1981 there were twenty-five Gospel Halls in Newfoundland and Labrador serving an estimated population of 1,000 Christians Gathered in the Name of the Lord Jesus Christ, or Brethren II. E.H. Broadbent (1931), Gaius Goff (interview, Apr. 1981), James Hastings (n.d.), J.A. Joyce (letter, Apr. 1981), John McCullock (1908-1926), Andrew Miller (1964). EPK

CHRISTIAN SCIENCE SOCIETY. Christian Science, a religion based on spiritual healing, the Bible and the teachings of its founder, Rev. Mary Baker Eddy, was begun in 1866 in the United States. In 1879 the Church of Christ, Scientist, was founded in Boston. The name of the mother church was changed in 1892 and it became known as The First Church of Christ, Scientist.

Christian Science services were first held in Newfoundland in 1911 at the home of a Christian Scientist. There are no records of services being held from 1929 to 1931. Informal groups held services in the parlour of the Crosbie Hotel, St. John's, from the early 1930s to 1944 when the Christian Scientists rented and renovated a ground-floor building at 94 Gower Street in St. John's. In 1945 the St. John's group was recognized as a Christian Science Society by the mother church in Boston. Land at the corner of Rennie's Mill Road and Empire Avenue was donated to the Society by a Christian Scientist living in England. The corner-stone of the Society's building was laid in May 1957, and the first Sunday morning service was held there on August 4, 1957. A combined Sunday School and Reading Room was added to the building in September 1965.

The number of Christian Scientists in Newfoundland is unknown; the only Newfoundland church building is in St. John's. Services for Christian Scientists around the Island and Labrador are held in the homes of the members of the faith. Lenzie Drover (interview, Sept. 1981), M.B. Eddy (1936), Margit Hammerstrom (interview, Sept. 1981), *Dedication Christian Science Society St. John's, Newfoundland* (n.d.). DPJ

CHRISTMAS ADVERTISING JOURNAL. See CHRISTMAS ISSUES.

CHRISTMAS ANNUAL. See CHRISTMAS ISSUES.

CHRISTMAS BELLS, THE. See CHRISTMAS ISSUES.

CHRISTMAS CAROLS. See CHRISTMAS ISSUES.

CHRISTMAS CHIMES, THE. See CHRISTMAS ISSUES.

CHRISTMAS CHRONICLE. See CHRISTMAS ISSUES.

CHRISTMAS CUSTOMS. As early as 1583 Sir Humphrey Gilbert carried English mummering garb and "Morris dancers, Hobby Horses, and Maylike conceits" (Richard Hakluyt: 1600) to the coast of Newfoundland, to amuse and entertain both the native inhabitants and his own crew during their stay on the island. Rev. Clarence J. D'Entrement (1977) conjectures, however, that the first Christmas celebration in the New World may have been at L'Anse au Meadow *qv*. He maintains that the Norse settlers were from pagan Greenland but *Leifr Eiriksson *qv*, their leader, had been converted to Christianity in Norway. Most other sources are in agreement in attributing the first traditional celebration of Christmas on the Newfoundland and Labrador coasts to the European fishermen and settlers who wintered in Newfoundland after the Norse.

P.K. Devine (1901) traces the custom of burning a "yule log" in Newfoundland to the French Shore, although L.A. Anspach (1819) believed the custom more universally founded. In Newfoundland the log or "back junk" was cut before Christmas and at sunset on Christmas Eve was placed at the back of the hearth. A blaze was taken from the burning log at midnight on Christmas Eve and thrown over the house to protect it from the danger of fire throughout the coming year.

In 1785 George Cartwright (cited in W.G. Gosling: 1910) describing Christmas on the Labrador coast observed that "At sunset the people ushered in Christmas according to the Newfoundland custom. In the first place they built a prodigious fire in their house, all hands assembled before the door, and one of them fired a gun loaded with powder only; afterwards each drank a dram of rum, concluding the ceremony with three cheers. These formalities being performed with great solemnity, they returned into their house, got drunk as fast as they could and spent the whole night in drinking, quarrelling and fighting. This is an intolerable custom, but as it has submitted to."

P.K. Devine (1909) commenting on the custom of firing a gun salute of powder on Christmas Eve maintains that the practice declined with the advent of breech loading guns and cartridge ammunition, which no doubt added danger. In addition to recording the gathering of a yule log Anspach reported the practice of observing the season of yule for twelve days and the exchange of "Christmas-boxes, or presents not in coin, . . . but in eatables, from a turkey or a quarter of veal or mutton, or a piece of beef just killed for the occasion, down to a nicely smoked salmon." Anspach attributes the origin of the custom to mariners receiving offerings of foodstuffs during the Christmas season as acknowledgement of the risks of their profession.

Although mummering had been practised in Europe before this, Anspach's account (in 1819) is perhaps the oldest recorded documentation of mummering (or "jannying") practised in Newfoundland, but the custom was better described by J.B. Jukes (1842) who also described other Christmas-time practices: "This was the season of general holiday. The lower orders ceased work; and, during Christmas, they amused themselves by what seemed the relics of an old English custom, which, I believe, was imported from the West of England, where it still lingers. Men, dressed in all kinds of fantastic disguises, and some in women's clothes, with gaudy colours and painted faces, and generally armed with a bladder full of pebbles tied to a kind of whip, paraded the streets, playing practical jokes on each other and on the passers by, performing rude dances, and soliciting money or grog. They called themselves Fools and Mummers. The merchants and higher classes shut up their books and neglected their various employments, and amused themselves with sleighing parties to various points where the roads were open; while a general series of dinner parties commenced, varied now and then by an evening party and a dance. There was an amateur theatre, the profits of which were devoted to charitable purposes, and a performance took place once a fortnight, in which their several parts were well sustained both by the actors and the audience. There were, moreover, two public balls, for charitable institutions, that were well got up and numerously attended. In short, there was no lack of amusement, till the preparations for the sealing voyage began, towards the middle of February,

to draw off the attention both of masters and men to the more serious business of life."

R.H. Bonnycastle (1842) noted the existence of a play which "they perform, at those houses which admit them. . . . It is a dialogue between the captain and a sailor . . . and a mock fight goes on . . . till one is supposed to be slain, when the doctor is called in to bring him back to life again." Variations of this play or characters were the only ones which were extensively performed in mummering throughout Newfoundland, although St. John's also observed the custom of "wrenning" which Bonnycastle attributed to the Irish. On St. Stephen's Day (Boxing Day) a small, dead or costume bird was fixed to a decorated branch and taken from door to door by small boys who canvassed for money and treats with which they would bury the wren, or "wran" as was the colloquial pronunciation. Bonnycastle directly attributed the lack of industry during the Christmas season to the seasonal break from fishing. Fishermen during this period were otherwise only engaged in the repair of gear for the next season or for the seal hunt. In Bonnycastle's description the first mention of Christmas trees appeared and "the custom of decorating the churches and houses with evergreen."

Gerald M. Sider (1974) established the existence of two forms of mummering in Nineteenth Century Newfoundland, which emerged as a result of social dichotomy and the rapidly increasing distinction between urban and rural environments. Urban practices, particularly at St. John's, tended to be strictly organized, involving large groups in parades. Mummering, however, was often abused: the use of disguises permitted those of poorer classes to harrass the wealthy merchant classes or often allowed rival religious sects the opportunity to vent their hostility while in masquerade and D.W. Prowse (1895) noted that "Men were often beaten badly for old grievances by the fools."

On January 5, 1861 Governor A. Bannerman reported in a letter to Colonial Secretary John Kent that one "Isaac Mercer was murdered by some person or persons in disguise, unknown" (*JHA*: 1861) at the community of Bay Roberts in Conception Bay. According to Paul O'Neill (1976) Mercer's party had been waylaid by mummers on the evening of December 28, 1860. Mercer's death resulted in the passage of a Bill which prohibited the wearing of any disguise or mask in a public place in Newfoundland without direct permission of a magistrate. The "Act to make further provisions for the prevention of Nuisances" (24 and 25 Vic., *c*. 3) became law on June 25, 1861 and was subsequently responsible for the extinction of mummering at St. John's on pain of a sentence of seven days or twenty shillings.

Rural mummering continued, however, and P.K. Devine observed that the law prohibiting mummering was rarely enforced north of Conception Bay. Although it has not been practised extensively in the Twentieth Century, in 1980 many communities still engaged in mummering, incorporating either a traditional Christmas play or a musical performance in their rounds. Other old customs (now on the decline if not extinct) included the practice of "shooting" the Christmas pudding out of the pot with a powder rifle; the Bonavista Bay practice of dividing and scattering a Christmas loaf to the four corners of the house to ensure good luck in the following year; and divination by melting lead on Christmas Eve.

Newfoundland antiquarian and historian N.C. Crewe pointed out that St. Stephen's Day was officially changed to Boxing Day as an edict of the Commission of Government at Christmas 1934. At that time residents of Port de Grave still were actively preserving the custom of "hauling" on St. Stephen's Day. According to N.C. Crewe (1966a) "If a man ventured to engage in any work on that day, and it became known, a number of his neighbours would get a ladder, a gate or a door, march with it to the offender's place of work or his home and make him get on the ladder, gate or door." The offending worker would then be forcibly carted around the settlement and when returned to his home he was obliged to treat his tormentors with "Christmas Cheer." A similar practice survived at Fogo where a catamaran was used to cart the victim, and a flag was unfurled to announce his crime. The ride was not without a price, however, and the person was eventually "auctioned" to the highest bidder. He would then have to match the bid to pay for rum for the hauling gang or to provide a meal for them. Crewe claims the Fogo custom had all but disappeared by the late 1880s.

During the early 1970s The Theatre Resource Group working under the auspices of Memorial University of Newfoundland Extension Services conducted workshops to perform a theatrical recreation of a traditional Newfoundland mummers play. The workshops conducted at *Christ Church, Quidi Vidi *qv* were instrumental in the formation of the Mummers' Troupe which performed the play in the St. John's area until a theatrical production was performed annually by members of the folk group *Figgy Duff *qv* in the late 1970s. See CHRISTMAS ISSUES. Newfoundland Historical Society (Brigus; Christmas). WCS

CHRISTMAS ECHO. See CHRISTMAS ISSUES.

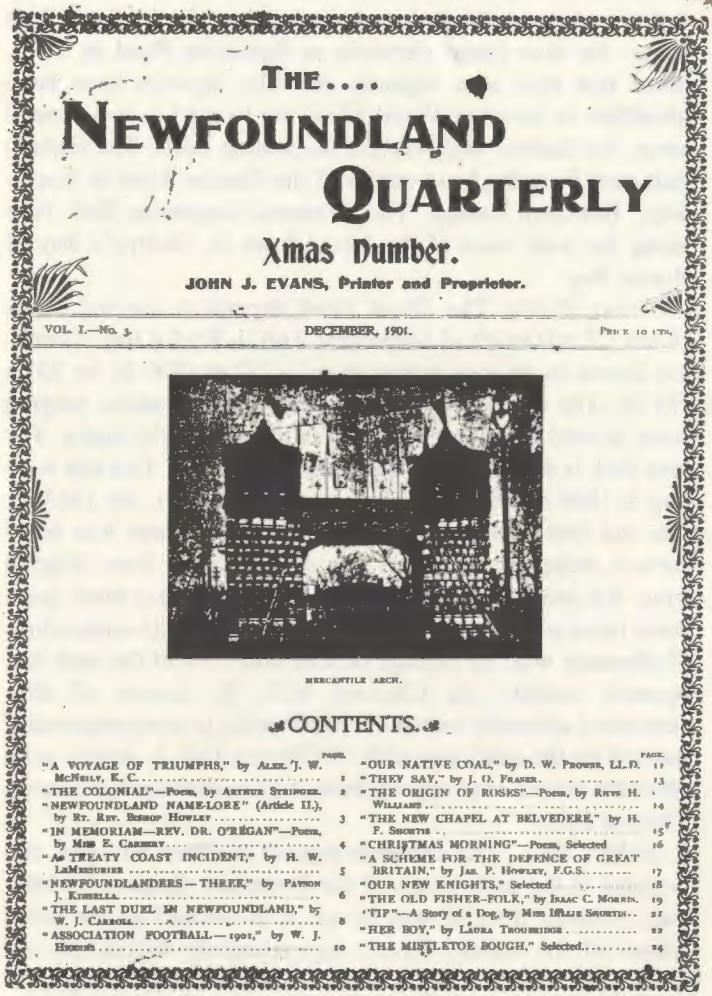
CHRISTMAS GREETING. See CHRISTMAS ISSUES.

CHRISTMAS HERALD. See CHRISTMAS ISSUES.

CHRISTMAS ISSUES. An important feature of the history of Newfoundland and Labrador periodicals is the annual Christmas issue. Commonly known as the Christmas Number or Christmas Edition, the Christmas issue refers to those numbers which appeared as a supplement to a regular edition, as in the case of newspapers, and those which appeared annually as independent editions. These Christmas issues appeared each Christmas, becoming almost a tradition in Newfoundland, a tradition which has all but disappeared over the years, along with most of the copies of those Christmas periodicals.

Almost all of the newspapers in Newfoundland and Labrador which published regularly in the past have at one time issued on their own, or been involved with the issuing of, a Christmas number as a supplement to their regular edition. Of the numerous independent editions which appeared throughout the years, information exists on only twenty-five or so, with but a few extant copies available.

One of the first known independent Christmas issues to appear in Newfoundland was the *Holly Branch* started *c*.1891 by Thomas W. Cragg, a St. John's bookbinder. As with most of the Christmas issues, the last date of publication is not known. It can be assumed that all subsequent issues mentioned here were similar in this regard, unless otherwise noted. About 1892 *Christmas Bells* began an annual publication which was to continue into the 1930s. This particular periodical was very popular because of its variety of feature stories and photographic supplements on Newfoundland. The



THE....

NEWFOUNDLAND

QUARTERLY

Xmas Dumber.

JOHN J. EVANS, Printer and Proprietor.

VOL. I.—No. 3. DECEMBER, 1901. PRICE 10 CTS.

MERCANTILE ARCH.

CONTENTS.

Their first Christmas issue

Christmas Review was also in circulation in 1892 and continued at least until 1901. The *Tribune* issued its first Christmas annual entitled *Tribune Xmas Number*, in 1893, under the editorship of P.R. Bowers.

William English and William Cullen, two St. John's printers, officially started the *Christmas Greeting* in 1895. Although registered then, publication had begun around 1893. It appeared annually and was published and printed by the *Daily News* office in St. John's. Publication probably ceased shortly after 1913. However, the *Christmas Greeting* was revived in 1933 by Kathleen Mary English. It appeared annually until 1947, at least.

The Christmas issue *Yuletide* was in existence in 1898 but very little is known about it. In 1899 the first *Parsons Xmas Annual* appeared. It was a production of Parsons's Portrait Studio of St. John's, and like many of the Christmas issues of the day, provided photographic supplements with its feature stories.

Two Christmas issues began publication in 1909, *The Christmas Chimes* and *Holly Leaves*. The former was started by K.S. Barnes of the St. John's printing firm Barnes and Company, and appeared annually. Although volume one of *The Christmas Chimes* was issued in 1909, another periodical of the same name had been in existence as early as 1897. *Holly Leaves* was started by two St. John's residents named Power and Ewing. It was printed and published at the office of the *Free Press* at 310 Water Street in St. John's and was issued annually, at least until 1921.

Volume One of *The Christmas Annual* was published in 1910 by Andrews and Crotty, although this was not the first issue of the periodical. It was in existence prior to 1909 under the sole proprietorship of T.D. Carew. *The Christmas Annual* survived several editors and publishers over the years, becoming one of the longest-running Christmas issues ever published in Newfoundland and Labrador. Although it probably did not appear consistently, it was still in publication in 1953. *Yuletide Bells* also began publication in 1910. It was started by Miss A. English. Like *The Christmas Annual*, it lasted longer than most of the Christmas issues, and was still being published in 1947.

Baxter Parsons, a St. John's printer, started the annual Christmas issue, *Christmas Carols*, in 1912. It was originally printed at the *Evening Telegram* office in St. John's, but later moved to the *Daily Star* office on New Gower Street. *Christmas Carols* was issued at least until 1922.

During 1913 two Christmas Numbers were started: the *Christmas Chronicle* and *The Christmas Post*. The former was begun by S.F. Morris and E.J. Goodland, and was published from the offices of the Evening Herald Publishing Company Limited in St. John's. *The Christmas Post* first appeared in December 1913, published by W.J. O'Neill and R.T. Joy. In 1916, Edward Smith, a St. John's reporter, founded another *Christmas Post*. The latter *Post* was printed and published annually from the offices of the *Evening Telegram* in St. John's. *The Christmas Times* was issued in 1913 as well, but not for the first time. Records indicate that this periodical first appeared *c*.1910.

R.T. Joy became the publisher of another Christmas issue, the *Christmas Record*, in 1916. It was an annual publication, printed in St. John's by the Evening Herald Limited. *The Christmas Echo*, although not officially registered until 1918, probably started publication during the 1916 Christmas season. Francis Bugden and Herbert Taylor of St. John's acted as proprietors and editors of this periodical, which was printed at the Herald Publishing Company Limited in St. John's. On October 8, 1918 two St. John's printers Samuel N. James and J.F. Kelly started the *Christmas Mirror*, which they published from the offices of the Star Publishing Company Limited.

After World War I very few new Christmas issues appeared in Newfoundland. In 1922 Nathaniel Butler and Thomas O'Brien, acting as joint proprietors and publishers, began publication of *The Christmas Tree*. The Trade Printers and Publishers Limited, 272 Duckworth Street in St. John's, printed *The Christmas Tree*. *The Christmas Herald* began publication in 1924. Ray Petten of St. John's started this annual periodical which was printed by the Union Publishing Company, 240 Duckworth Street in St. John's.

Leonard M. Knight started the *Christmas Advertising Journal* in 1926, acting as the periodical's proprietor, publisher and editor. It was printed at the office of P. Escott on Water Street in St. John's. *The Christmas Messenger*, under the coeditorship of T.C. Hibbs and P.K. Devine, first appeared in December 1927. It was published annually from the offices of the *Daily Globe* on 286 Duckworth Street in St. John's. Another *Christmas Messenger* had been started in 1918 by James Martin and Edward Sparkes, and was to be published from the offices of the Advocate Publishing Company in St. John's; however, it has not been ascertained if this periodical was ever published.

Denis Meaney of Corner Brook started the annual

Christmas issue, *Yule Log* in December 1932. It was printed by A.L. Barrett at the *Western Star* office in Curling. In 1937 Joseph R. Smallwood and J.T. Meaney started the *Christmas Shopper*, acting as joint proprietors, publishers and editors. The periodical was printed by Messrs. Long Brothers Limited on Water Street in St. John's but only one issue appeared.

One of the last of the Christmas issues to appear as an independent edition was the *Newfoundland News Christmas Number* in 1943, W.J. Crotty was the editor and publisher of this particular edition.

Christmas issues, numbers, or editions appeared in various forms. In addition to the independent editions which for the most part appeared only once, regular periodicals such as the *Public Bureau* and regular newspapers such as the *Evening Telegram*, printed Christmas numbers once a year as a supplement to the regular edition. Archives (GN 32/22; P 6/A/12; P 6/B/79). DCM

CHRISTMAS MESSENGER. See CHRISTMAS ISSUES.

CHRISTMAS MIRROR. See CHRISTMAS ISSUES.

CHRISTMAS NUMBERS. See CHRISTMAS ISSUES.

CHRISTMAS POST, THE. See CHRISTMAS ISSUES.

CHRISTMAS RECORD. See CHRISTMAS ISSUES.

***CHRISTMAS SEAL,* M.V.** Within a year of the founding of the Newfoundland *Turberculosis Association *qv* in 1944, the Association purchased a naval patrol craft from the United States Air Force base in Argentia. The *Christmas Seal* (as this vessel was named by Newfoundland school children and sanatorium patients) was converted to a TB medical clinic and visited coastal communities around Newfoundland providing X-rays and vaccinations to prevent tuberculosis. The M.V. *Christmas Seal* was operated through funds raised by the sale of Christmas seals and by public donations.

M.V. Christmas Seal

In late 1970 the vessel ceased operating as a floating TB clinic, as most of the outlying communities were accessible by road, and the vessel was sold in 1971. She was wrecked off the Nova Scotia coast in May 1976 while under charter to the Bedford, Nova Scotia, Institute of Oceanography. *DN* (May 14, 1976), Imperial Oil Review (1953). GL

CHRISTMAS SHOPPER. See CHRISTMAS ISSUES

CHRISTMAS TREE, THE. See CHRISTMAS ISSUES.

CHROMITE. Chromite is a black, hard, heavy metallic mineral ($FeCr_2O_4$) consisting of approximately 68% chromic acid and 32% iron oxide. In 1864 Newfoundland Government Geologist Alexander Murray *qv* reported the earliest-known deposit of chromite in Newfoundland, at Little Bay, Baie Verte. He also found chromite at Pipestone Pond in 1870. Since that time nine separate chromite deposits have been identified in Newfoundland. These are located in two general areas, the Eastern and Western Serpentine Belts. The Eastern Belt runs from the head waters of the Gander River to Rocky Bay, Hamilton Sound. The Western Serpentine Belt runs along the west coast of the Island from St. George's Bay to Bonne Bay.

SHOAL POND. The Shoal Pond deposit is located about .8 km (.5 mi) south of Southwest Arm in Rocky Bay, Hamilton Sound in an area approximately 152 m (500 ft) by 23 m (75 ft). The ore is sparse in scattered concentrations ranging from several centimetres to several metres in thickness. The host rock is serpentinized dunite and peridotite. Test pits were dug in 1898 and further tests carried out in 1931. By 1965 six pits and four trenches had been worked and there was some surface stripping. However, no ore had ever been shipped from the site. The tests on the ore showed that there were three types of chromite in the deposit area: 1. disseminations of chromite with an average of less than 10% of the rock-bed located mainly on Chrome Hill; 2. lenses of disseminated chromite with a 40:60 chromite to serpentine ratio, located on the southwest side of Chrome Hill; 3. nearly solid chromite lenses outcropping from the serpentinized dunite on Chrome Hill.

BURNT HILL. The chromite deposit at Burnt Hill was discovered in the early years of the Twentieth Century by Micmac trappers from Conne River. It is located at the headwaters of the Gander River, approximately 48 km (30 mi) north of the head of Bay d'Espoir. The host rock is serpentinized peridotite and dunite. There are seven separate occurrences of chromite there which have been sampled and found to have chromic oxide (Cr_2O_3) concentrations ranging from 40.7% to 55.7%. The ore is of two types: 1. lenses of disseminated chromite in serpentine on the west side of the Gander River; 2. pods of massive chromite in serpentine on the east side of Gander River. The site was trenched between 1900 and 1910 and again during 1931-1932. There were twenty-two trenches in total and there was some stripping from the outcrops.

MOUNT CORMACK. The deposit at Mount Cormack was the one Murray discovered at Pipestone Pond in 1870. It is located approximately 64 km (40 mi) southwest of Bishop's Falls and 52 km (32 mi) northwest of the head of Bay d'Espoir. There are four areas with irregular lenses of disseminated chromite and pods of massive chromite in a host rock of highly altered talc carbonate. The sampling of the ore carried out showed the deposits contained from 36.2% to 50.2% Cr_2O_3.

FLATWATER POND. This is the only known deposit of chromite in the ultrabasic mass of the Baie Verte Peninsula area. There is an exposed lens of high disseminated chromite 2.4 m (8 ft) by .7 m (2.33 ft). The host rock is serpentinized peridotite.

STOWBRIDGE. This chromite deposit is located 2.4 km (1.5 mi) northeast of Stowbridge Brook on the North Arm of the Bay of Islands. The presence of the ore was noted in the late Nineteenth Century but no work was done at that time. It was rediscovered and sampled during World War I. Channel sampling was conducted in 1934 and ore was found to contain

40.26% Cr_2O_3. There was further channel sampling in 1958 and magnetometer sampling in 1962, but these demonstrated much lower concentrations of Cr_2O_3. The deposit occurs as lenses in a zone 4.8-6.4 km (3-4 mi) long by 4.8 km (3 mi) wide. The host rock is dunite.

BLOW-ME-DOWN. Blow-Me-Down chromite deposit is located 6.4 km (4 mi) southwest of Blow-Me-Down Brook on the south shore of the Bay of Islands. It occurs as outcropping on the flat summit of Blow-Me-Down Mountain. There is a 1 829 m (6,000 ft) zone containing scattered lenses and bands in dunite. In 1915, 101 tonnes (100 tons) of chromite was mined from the site. Around 1918 some pitting was done and six trenches were dug. Between 1963 and 1965 magnetometer and gravity surveys were conducted on the site. From the five samplings done the level of Cr_2O_3 present was found to range from 31.5% to 55.8%.

CHROME POINT. The Chrome Point chromite deposit is located in the southeast corner of the Lewis Hills on Newfoundland's west coast. It was discovered in 1899 by miners working at the Bluff Head Mine some kilometers away. By 1901 seven trenches had been dug. By 1933 forty small veins and lenses and two bands of ore each 1.2 m (4 ft) by 30.5 m (100 ft) had been identified. The chromite is located in serpentinized dunite near a pluton margin. In 1940-1941 ore testing was conducted and in 1961 a geophysical survey was completed. The 1961 survey indicated reserves of 10 160 tonnes (10,000 tons) of 25%-30% Cr_2O_3.

BLUFF HEAD. The Bluff Head chromite deposit was discovered in 1894 by prospectors looking for asbestos. It is located on the coast several kilometers north of the mouth of Fox Island River, which flows into Port au Port Bay. A mine opened there in 1895 and operated until 1899. The following table indicates the production level for each year and the amount of money for which the ore sold:

	Quantity		*Value*
1895	33 tonnes	32 tons	$ 640.00(?)
1896	1 031 tonnes	1,014 tons	15,210.00
1897	3 084 tonnes	3,035 tons	42,462.00
1898	736 tonnes	724 tons	15,457.00
1899	717 tonnes	706 tons	10,399.00
	5 601 tonnes	5,511 tons	84,168.00(?)

All the ore was sold to United States markets. A second attempt to mine the site was made in 1919, and 81.3 tonnes of ore was recovered and sold to Canada for $2,900. The mine was reinvestigated in 1942, and numerous trenches and pits were struck in the area around the mine site. By 1981 the tunnels which were dug for the original mine had become unusable because of cave-ins and many of the trenches were filled with debris. Two analyses have been conducted on the ore and have found it to be 46.68% to 49.23% Cr_2O_3. No work has been carried out there since World War II.

SPRINGER'S HILL. The chromite deposit at Springer's Hill was discovered in 1941 by the Springer Company, which did preliminary drilling and trenching from 1941 to 1943. It is located approximately 1.6 km (1 mi) west of the Chrome Point deposit in the southern part of the Lewis Hills pluton zone. The host rock is serpentinized dunite. A geophysical survey was conducted during 1961-1962 by the Mineral Resources Division of the Canadian Department of Mines and Technical Surveys. Seven shallow holes were bored and the concluding report indicated the site contained at least 9 144 tonnes (9,000 tons) of 30% Cr_2O_3 in reserve. Further testing and sampling from 1963 to 1965 showed ore containing 43.39% Cr_2O_3. The ore is located in lenses up to 46 m (150 ft) by 9 m (30 ft) and disseminations and stringers in an area 4 km (2.5 mi) square.

Much more work, especially geophysical sampling and depth drilling, is necessary before final conclusions can be made on the economic possibilities of the chromite deposits in Newfoundland. No work was carried out between 1965 and 1980, though the production of chromite could become a viable industry especially in the Chrome Point-Bluff Head-Springer's Hill concentrations on the west coast of Newfoundland. D.M. Baird (1955), C. Douglas (1976), W.D. Fogwill (1970), J.P. Howley (n.d.; 1917a; 1917c; 1917d;), J.H. McKillop (1968), A.K. Snelgrove (1937; 1953), *Mineral Resource Development Province of Newfoundland and Labrador* (1966). BGR

CHUCKLEY-PEARS (*Amelanchier* of Rosaceae). Known also in the Province as Scotch-apple, Indian-pear, wild pear and pear-tree, and generally in Canada as Saskatoons, shadbushes, service berries, sarvis and juneberries, the chuckley-pears which are native to the Province are woody plants usually betwen 1 and 3 m (3 and 10 ft) high which grow on edges of woods, slopes, bogs and swamps, roadsides, banks of streams, barrens, thickets and other sites. P.J. Scott (1980-81) and A.G. Ryan (1978) list six native species of chuckley-pears in Newfoundland, including one which is also native to Labrador: Bartram's chuckley-pear (*A. Bartramiana* (Tausch) Roemer, native to both parts of the Province; Fernald's chuckley-pear (*A. Fernaldii* Wieg.); the running chuckley-pear (*A. Stolonifera* Wieg.); the smooth chuckley-pear (*A. Laevis* Wieg.); the swamp chuckley-pear (*A. intermedia* spach); and Wiegand's chuckley-pear (*A. Wiegandii* Nielsen). E. Rouleau (1978), however, omits Wiegand's chuckley-pear in his list of Newfoundland plants and includes as native species of Newfoundland: *A. canadensis* (L) Medic, the Canadian chuckley-pear; *A. Sanguinea* (Pursh) DC., the red chuckley-pear; and *A. spicata (Lam)* K. Koch.

Chuckley-Pear

The leaves of *Amelanchier* shrubs are simple, alternate, toothed and vary in shape being oblong, elliptical or ovate. The flowers are perfect, white, and have five petals, which are linear, oblong, oblanceolate, oval or obovate, and five sepals, which spread out or recurve at flowering time and remain attached to the later fruit. The flowers bear many stamens. They bloom in the latter half of May and throughout June. The fruit of these shrubs are edible, many-seeded, dark red, purplish or blackish pomes which resemble berries. They are ripe by early August.

Differences between the species of *Amelanchier* are subtle and only one species, Bartram's Chuckley-Pear, is dissimilar enough from the rest to make identification relatively easy. It differs from the rest in having flowers which are either soli-

tary or in clusters of two to four; in the latter case one flower is terminal and the others arise from the leaf-axils. All other species of *Amelanchier* bear elongated clusters (known as racemes) of flowers. A.M. Ayre (1935), H.A. Gleason (1952: II), Asa Gray (1950), A.G. Ryan (1978), H.J. Scoggan (1978: III), P.J. Scott (1975; 1980-81).CFH

CHUCKLEY PLUM. See CHERRIES.

CHURCH OF ENGLAND. See ANGLICAN CHURCH.

CHURCH OF ENGLAND ASSISTANT ASSOCIATION. See ANGLICAN CHURCH ASSISTANT ASSOCIATION.

CHURCH AND SCHOOL SOCIETY, COLONIAL. See SCHOOLS.

CHURCH OF ENGLAND COLLEGE. See BISHOP FEILD COLLEGE.

CHURCH OF ENGLAND INSTITUTE. Formally opened by Bishop L. Jones in St. John's on October 31, 1896 and later known simply as C.E.I., it was a social club for members of the Church of England, which sponsored community sports

The executive of the Institute c. 1918

teams. In about 1955 it dropped its association with the Anglican Church and opened its membership to people from other denominations. In later years it continued its sponsorship of St. John's sports teams. H.M. Mosdell (1923), J.R. Smallwood (interview, 1981). EPK

CHURCH OF ENGLAND, REFORMED (REFORMED EPISCOPAL CHURCH). The movement was first established by Rev. George D. Cummins on December 2, 1873 at Evangelical Alliance meetings in New York. The formation of the Church in the United States gave an outlet to the Evangelical movement in the Church of England which was to reach the Island of Newfoundland in the latter part of the Nineteenth Century. The Department of Health, Vital Statistics reports (1863-1891, vol. 37) date the earliest appearance of the Church as 1883 at the North River parish, Port de Grave District. The Reformed Emmanuel Church located near the site of the present Salvation Army Citadel at Clarke's Beach *qv* had a congregation of 100 in 1884 under the charge of Rev. William Goodchild (*fl.*1883-1889). According to N.C. Crewe (1966) Goodchild, in addition to being a respected clergyman, was relied upon as a community doctor and herbalist. Assisting the visiting clergy to the parish were Bishop B.B. Ussher (1884) and Rev. A.E.N. Suckling (1885 and 1886). The church registry of the period also records a baptism performed by William Wells at Curlew, Labrador in 1885. It is not known whether Wells was merely a lay-preacher from the Clarke's Beach congregation or a missionary to Labrador communities, although no Labrador congregation was ever officially noted in census returns for 1884-1901.

Vital Statistics records forty marriages performed by Goodchild and 118 children baptized. Census returns for 1884 indicated a total of 399 Reformed Church of England adherents in ten communities in the whole district of Port de Grave. The community with the largest number was Brigus where a separate parish of 140 persons was active in 1884 (*Census*: 1884). According to John Sharpe (1885) Goodchild was responsible for the Brigus charge, but by 1887 the post was reported vacant by the *Yearbook*. By 1889 the Brigus charge had disappeared from the *Yearbook* entries of the Reformed Episcopal Church, possibly indicating the collapse of the congregation between 1887 and 1889.

At the time of the 1884 census a congregation was formed in the parish of Green's Harbour, Trinity South District and a small congregation of thirteen members at St. John's. The Trinity South congregation was formed at New Harbour in 1884. This congregation was reported by N.C. Crewe to have erected a church building which was later occupied by a Methodist congregation in the 1890s. Rev. C.F. Hubbard led the New Harbour congregation from *c.*1887 to 1891, when the community had become New Dildo. Assisting and visiting clergy included Joseph Burr (1885), Rev. W. Goodchild (1886), Rev. W.J. Wood (1887), and William Kendall (1890). Between 1885 and 1890 Vital Statistics (1883-1892, vol. 61) reports fourteen marriages and fifty-six baptisms. Of the total congregation in 1884 of 222 persons located in seven communities in Trinity Bay the largest, at New Harbour, accounted for 108 of the group. By 1901 the entire Trinity Bay parish had disbanded (even the large congregation at Dildo which stood at eighty-eight in 1891) with the exception of two persons at Hopeall. By 1901 other small, isolated groups at Leading Tickles, Twillingate, Aquaforte, Ferryland and Baine Harbour had also disappeared from the census returns.

The *Yearbook* (1894) named C.F. Hubbard as Corresponding Secretary of the Evangelical Protestant Union of Great Britain and the Colonies, a position which he had held since October 31, 1891. The last *Yearbook* to record A. Hubbard in the position was the 1899 edition. In the year of his appointment there had been a total Reformed Church of England congregation of 600 in Newfoundland. The year before, Bishop Ussher had been replaced by the Right Rev. Samuel Fallows and by 1894 the position of Presiding Bishop of Newfoundland had been assumed by the Right Rev. Thomas W. Campbell, who did not reside in Newfoundland, and it is unknown whether Bishop Fallows, who was a resident of Chicago, Illinois, ever visited Newfoundland.

The 1887 *Yearbook* named Rev. A.N. Suckling as Commissary and clergyman of the St. John's Branch of the Reformed Episcopal Church. M.M. Montcrieff (1967) claims that a total of thirty-five families attended the Trinity Reformed Episcopal Church, located on Livingstone Street in St. John's, which later became The Salvation Army barracks Corp 2 in 1888. The new church was administered by Suckling, who had been ordained in 1880. (He was originally sent to Newfoundland to start the church at Brigus and Clarke's Beach). He was, however, at St. John's by 1885 according to Sharpe and continued as a Reformed Episcopal Clergyman

until he was officially ordained a Presbyterian Minister in 1888. His congregation moved that year to St. Andrew's Parish, St. John's. Rev. W.J. Wood of Toronto, assisting Rev. Mr. Hubbard, preached at Trinity Church, St. John's on July 9, 1887 according to N.C. Crewe. By 1900 the *Yearbook* discontinued reference to the Reformed Episopal Church; the preceding year the Clarke's Beach and New Harbour parishes had been recorded. In 1884 the *Census* reported a total of 637 Reformed Church of England adherents in Newfoundland. In 1891 the number had decreased to 484, and by 1901 the census returns recorded only three remaining parishioners.

From 1887 to 1896 the Reformed Episcopal Church operated schools at Clarke's Beach, Brigus and New Harbour under the Director, Rev. A.N. Suckling, and the Chairman, Rev. W. Goodchild. Most of the congregations involved eventually re-established in other Protestant denominations. N.C. Crewe (1966), T.R. Millman (1975), A.D. Price (1902), John Sharpe (1885), Otto Tucker (interview, 1981), *Census* (1884-1901), *The Dissenting Church of Christ At St. John's 1775-1975* (1976?), *The St. John's Citadel Newfoundland 90th Anniversary 1888-1978* (1978?), *Yearbook* (1863-1891). WCS

CHURCH OF ENGLAND TOTAL ABSTINENCE SOCIETY. See TEMPERANCE.

CHURCH, FREDERIC EDWIN (1826-1900). American painter. Born Hartford, Connecticut. Although Church's direct connection with Newfoundland was of brief duration, it proved to be of considerable significance to his career as painter and to the history of American painting in the second half of the Nineteenth Century; it also provides an interesting, unusual, and little-known footnote to the history of one of the Island's most celebrated mariners and sealing-captains of the last century, Captain William Knight *qv*. Church is considered the greatest of the Hudson River school of painters. He became one of the most widely-travelled painters of his time in search of the elemental forms of nature, and consequently one of the most diversified in the subjects of his paintings. His most unusual subjects, however, were encountered off the shores of Newfoundland and Labrador, when in 1859 he embarked on a quest for icebergs. Arriving at Sydney, Nova Scotia in the early spring of that year, he chartered a small schooner named the *Integrity* and engaged Captain Knight of St. John's as his skipper. From Sydney they sailed to St. John's and thence, after spending several weeks visiting St. John's and environs, sailed up the northeast coast to Labrador in search of their hazardous quarry. The year proved to be a good one for icebergs, so that Church was able to make numerous sketches that he would later transform into a series of spectacular paintings. Accompanying him was a clergyman-friend, the Rev. Louis Noble, who on his return that autumn wrote and later published with illustrations by Church (under the title *After Icebergs with a Painter*: 1861) a lengthy, dramatic account of the expedition, including an illuminating description of St. John's and some of its neighbouring villages, their inhabitants, and manner of life in the mid-Nineteenth Century. Captain Knight, inspired by Church, with whom he continued to correspond for some time afterward, subsequently took up painting as a hobby, though none of his work seems to be extant. Knight's grandson, the poet E.J. Pratt *qv*, would also later owe a debt to Noble's descriptions and Church's illustrations for at least parts of several celebrated poems depicting icebergs. A further sequel to the 1859 expedition occurred late in 1979, when Church and his Newfoundland icebergs made art history in London. The one large oil painting, *The Icebergs*, that developed from his Newfoundland trip, and which had hung unappreciated though hardly unnoticed above the staircase landing in a Manchester reformatory school for nearly a century, was auctioned for $2.5 million, the highest price ever paid for an American painting and, at the time, exceeded only by a Titian and a Velasquez. F.E. Church (1859), L.L. Noble (1861), *Collier's Yearbook: 1981* (1981). D.G. Pitt

CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS. Founded by Joseph Smith Jr. in the United States in 1830 and based in Salt Lake City, Utah. Followers of the Church of Jesus Christ of Latter-day Saints, or Mormons, follow the teachings of Joseph Smith Jr., who is believed to have received divinely inspired works from Moroni, an angel of God.

The Church sent its first missionaries to Newfoundland to St. John's in 1949. In May 1953 a servicemen's group was organized by the U.S. Armed Forces stationed at Fort Pepperrell, under the direction of New England Mission President Junius M. Jackson, and conducted by Elder Gilbert T. Yardley, to establish a St. John's Branch. The first Branch included Wilbur Q. Moses, President, Alonzo P. Holloway, First Counsellor, and Charles P. Jackson, Clerk. On June 8, 1958 George H. Simmonds was sustained as the first native Newfoundland Branch President with Alonzo P. Holloway as Counsellor.

A fund for the construction of a chapel was begun in May 1953, the first meeting was held in the chapel in 1969, and in 1974 the first chapel of the Church of Jesus Christ of Latter-day Saints, situated on Ferryland Street East in St. John's was completed. During this time the Church in the Province was part of the Canada-Halifax mission which was composed of the Maritime Provinces and the northern part of Maine. However, in August 1978 the Church in the Province became a separate District and in 1979 had missions in Gander, Grand Falls and Corner Brook, though no chapels had been erected in these areas. In the Province in 1979 the Church had a membership of approximately 330. *The Church of Jesus Christ of Latter-day Saints* (1974). GL

CHURCH LADS' BRIGADE. On St. Martin's Day, November 11, 1891 the Church Lads' Brigade (C.L.B.) was established in Fulham Parish, London by W.M. Gee, who was to become first Colonel of the Brigade. The original Church of England organization had as its objective "the advancement of Christ's Kingdom among lads of all classes, the promotion of charity, reverence, patriotism, discipline, self-respect, and all that tends toward true Christian manliness." The suggestion that a Church Lad's Brigade be formed in Newfoundland, made by Harold Blackler (who became Number One of the first St. John's Squad) to the Church of England Bishop of Newfoundland, the Right Rev. Llewellyn Jones *qv*, resulted in the appointment of Rev. J.S. Thompson as first Company Chaplin and organizer. Thus on November 18, 1892 the St. John's Brigade became the first overseas member in the British Empire. The first officers, in addition to Reverend J.S. Thompson, were C. Wearing Hayward, Joseph Shea and W.S. Melville, who were later assisted by Alan C. Goodridge, Canon Dunfield and Dr. Wilfred Gren-

fell. Avalon Battalion, Company No. 119 was officially enrolled on December 31, 1892. The Church Lads' Brigade badge was formed upon a text from Ephesians and took as its motto "Fight the Good Fight." The Brigade was formed along para-military lines, using Imperial Army drill, as did the mother organization in England. Meetings were held three times each week, gym classes on Monday evenings, parade on Thursday and Bible Class on Sunday afternoons.

The first commanding officer in Newfoundland was Captain W.S. Melville, who served from 1892 to 1895. The first companies, A, B, C and F, formed at St. John's, were complemented by the formation of D company at Channel and E at Heart's Content and Heart's Delight by 1911. George R. Williams (1937) reported that seven parades were held in the founding year and by 1894 the Brigade held its first field day and an inspection by Sir Terence O'Brien. Lieutenant B.E.S. Dunfield (1911) noted that the 1894 membership of the Brigade was thirty persons. In 1979 there were seventeen active companies throughout the Province with a total strength of 1,030 cadets.

THE ARMOURY. The first organized meetings of the Church Lads' Brigade were held in 1892 at the residence of Sgt. Harold Blackler at 72 George Street, and later that year the Brigade moved to the Mission Room of St. Michael's Parish on Springdale Street, where the members met until the following year. From 1893 to 1894 meetings and drill were held at Messrs Johnson and West's Warehouse on Water Street East. The Brigade moved to Harvey's Butterine Factory at Hoylestown (Forest Road) in 1894 and then to the Pro-Cathedral building on the Church of England Cathedral grounds in late 1895. The building was used until *c.*1899, when the Brigade membership of over 300 moved to the first official armoury at the Victoria Rink on King's Road. The first regimental yellow and blue colours were received at King's Road on March 2, 1900, a gift from the Hon. George Knowling. The permanent armoury at Harvey Road was officially opened on Easter Monday, March 28, 1910. The building, constructed entirely through private donations and subscriptions, was estimated by Col. R.G. Rendell (1914) to have cost $20,000. On July 29, 1912 the new armoury was visited by Colonel Gee, who held inspection and officially opened Lodge Number One of the Old Comrades' Club (see below).

CAMPS AND ACTIVITIES. The first fund drive to establish programmes for the Church Lads' Brigade was started by Lady Edgar Bowring at the Springdale Street School in April 1893. That year the first Brigade camp was held at "the Retreat," Captain John Green's summer cottage in Topsail, known locally as the "Haunted House." In the following year the first organized camp was held at the Topsail site, with

The Armoury

C.L.B. Band, Signal Hill

forty cadets and three officers in attendance. From that year until 1948 only three war years (1915, 1941 and 1942) interrupted the Topsail summer camps. In 1949 and 1950 the camp was held at Trinity before it was moved to Harbour Grace in 1951. The present Church Lads' Brigade Camp was opened at Mint Brook, Gambo in 1967.

The earliest references to Brigade sports appear in Harold Blackler's notebooks recording meetings of a boxing team in the early 1890s. From 1897 to 1913 the Church Lads' Brigade participated in the annual St. John's Regatta, winning the 1902 race in spite of a broken oar. During the early 1900s inter-brigade sports were organized between the Church Lads' Brigade and the two newly-formed youth groups, the *Catholic Cadet Corps *qv* and the *Methodist Guards *qv* of St. John's. Inter-club shooting from 1903 to 1914 and football, 1906-1913, were typical of the organized competitions of the period. On June 20, 1901 over 5,000 city residents of St. John's turned out to view a mock battle at Waterford Bridge performed by the Church Lads' Brigade, in which over 400 cadets participated. Many sporting events were carried on by the Brigade throughout its history, including regular annual sports days and a summer camp athletic programme. Church Lads' Brigades have had a variety of leagues, including basketball, football, junior football, gymnastics, track and field, rowing and long-distance walking and running competition. The Church Lads' Brigade have had many drill teams and parade groups which took part in competitions at home and abroad. In September 1912 a Newfoundland Brigade Squad placed third in an inter-dominion drill competition at Toronto.

BRIGADE BAND. Originally formed *c*.1892 as a "tin whistle band" by Lieutenant J. Shea, the Church Lads' Brigade Band developed to a Fife and Drum Band in 1896 under the guidance of Professor David Bennett. A brass band was formed in 1898 by subscriptions from Dr. H.E. Rendell. The first lieutenant and bandmaster was Nathaniel Snow. It was under his leadership that the Church Lads' Brigade Band took second place at the 1907 Earl Grey Competition in Ottawa, at the inter-colonial music contest. Some of the parades in which the Church Lads' Brigade Band have participated include the commemorations of peace in the 1902 Boer War, the 1903 visit of the Prince of Wales, the visit of King George VI and Queen Elizabeth in 1939, visits of the Duke of Kent and Field Marshall Earl Haig the same year, and the departure of Princess Elizabeth and Prince Philip at Portugal Cove in 1951.

OLD COMRADES ASSOCIATION. The earliest record of a senior group affiliate of the Church Lads' Brigade is dated March 17, 1905. The group at St. John's known as the Church Lads' Brigade "Old Boy's Club" consisted of men over eighteen who had been Brigade members. The Church Lads' Brigade membership currently accommodates youths between eight and eighteen. The need for a senior group

recognized by the "Old Boy's Club" resulted in the formation by Ken Ruby of Lodge Number One of the "Old Comrades Club." During the visit of Colonel W.M. Gee on July 29, 1912 the "Old Comrades" club was officially inaugurated. From 1912 until 1966 the "Old Comrades" met at the Armoury as a separate group which acted as a fund-raising body, and a sports and activities aid for the Church Lads' Brigade. The "Old Comrades Club" at one time had its own String Band which was formed on September 14, 1922. In 1966 St. John's Old Comrades moved to 210 LeMarchant Road, a building which they occupied until 1979. During that year expansive building premises were acquired at St. Michael's Hall on Rickets Road in St. John's. The current "Old Comrades Association" Lodge Number One is the oldest operating in the Commonwealth and had an active strength of five hundred members in 1979.

Harold Blackler (n.d.), Glen Carter (1977), Lt. B.E.S. Dunfield (1911), R.L. Learning *et al* (1966), William Tilley (1980), George Williams (1937), *The Cadet* (Apr. 1914), *The C.L.B. in Newfoundland* (1921), *DN* (Nov. 10, 1962; Nov. 16, 1962), C.L.B. Armoury Archives. WCS

CHURCH OF THE NAZARENE. The Church was organized in California in 1895 and the present day Church evolved through unions with the Association of Pentecostal churches of America, and the Holiness Church of Christ in 1907 and 1908. The church reported a membership of 430,128 in the mid-1970s.

In Newfoundland the Mount Pearl Church of the Nazarene was founded in 1960 and its first Pastor was Verbal E. Williams, who came from Ontario. The church was an affiliate of the International Church of the Nazarene with headquarters in Kansas City, Missouri. The Mount Pearl Church in 1981 had a membership of thirty-five.

Several sister churches have been set up in Newfoundland. The Church in Bay Roberts was begun in 1968 and in 1981 the membership of that church totalled eighteen. A church was built in Stephenville in 1961-1962 but services were discontinued in 1979-1980. Stephenville had a membership of between twelve and fifteen persons but were without the services of a pastor. Corner Brook had Mission status in 1981 and a pastor, Walter MacPherson, but no church building. In 1981 the Mission conducted Sunday School and a Vacation Bible Church. R.W. Gillespie (interview, May 1981), Walter MacPherson (interview, May 1981), George Straighton (interview, May 1981). DPJ

CHURCH SOCIETY, COLONIAL. See SCHOOLS.

CHURCH SOCIETY, COLONIAL AND CONTINENTAL. See SCHOOLS.

CHURCHES. See under denominational headings.

CHURCHILL FALLS (pop. 1976, 930). An unincorporated community on the Churchill River *qv* in Central Labrador. An outgrowth of the Churchill Falls, Labrador hydro-development project, Churchill Falls was built to accommodate the approximately 1,000 permanent residents who, after the completion of the construction of the project, would live year-round operating and maintaining the power station and the community services. The Churchill Falls area was first seasonally occupied by Naskaupi (Nenenat) Indians who, according to Phillip Smith (1975), were "probably forced on to the inhospitable hunting grounds of the Labrador plateau by pressure from the much more numerous Montagnais to the south and west, and their alleged traditional enemies, the Eskimos of the coast." When the falls were first sighted by John MacLean of the Hudson's Bay Company in 1839 he learned from an Indian of a portage route around the falls and over a steep gully which in 402 m (1,320 ft) rose 305 m (1,000 ft) to the plateau where the town of Churchill Falls was eventually built. The portage route was used only a few years by the Hudson's Bay Company and it was not until the beginning of the construction of the Churchill Falls project in 1966 that the site was first inhabited year-round.

By Christmas 1966 the Main Camp, in addition to two other construction camps, had been established with men housed in trailer complexes, and by 1968 about 200 families had arrived and were housed in a trailer court that adjoined the main camp. It was then that Don McParland, President of the Churchill Falls (Labrador) Corporation (CFLCo) decided that "if the design of the town site were left to the engineer it would inevitably take second place to the project itself" (Phillip Smith: 1975). In an effort to draw top workers to the project McParland proposed for the community of Churchill Falls "a model community to which they [the workers] would not mind taking their families; a place where the housing, school, hospital and recreation facilities would match those of other towns farther south in which they might choose to live" (Phillip Smith: 1975). To this end a management services division of CFLCo was created to oversee townsite planning and services and in 1968 a townsite services manager was appointed.

The problems of creating a permanent community were mainly social and environmental. While the isolation of the Churchill Falls area was alleviated by the building of a rough road, called The Freedom Road, linking it to Happy Valley-Goose Bay *qv*, and the inauguration of regular air service by two airlines by 1970, nevertheless the town needed a man-made environment that would counter both the harsh climate (the mean minimum temperature in 1971 was −30°C, −22°F, and there was 483.1 cm, 190.2 in, of snow recorded; *Churchill Falls News*: January 8, 1972), and the necessarily close working conditions of an isolated, one-industry town. By 1967-1968, when families and women first began to arrive in the Main Camp, it was serviced by a recreation centre, a detachment of the RCMP, a bank and tavern (which in the next four years would sell 4,000,000 bottles of beer; Langeven Cote *et al*: n.d.). The early presence on the site of families, and women had been credited with making the Main Camp a success (as one worker described it "more like a town than a camp" (*Churchill Falls: An Accomplished Beginning*: n.d.). By 1968 details of plans for a permanent community had been made which would include fifty-nine houses and four apartment buildings set in a semi-circle around an enclosed central town complex that would contain essential services and recreational facilities under one roof. With the peak construction period drawing a work force of over 6,000 the gradual changeover from a seasonal construction camp to a smaller permanent community accelerated by 1970. In 1969 the Donald Gordon Town Centre was built; it included the Eric G. Lambert school (housing Grades Kindergarten to Eleven which replaced the original school which had been housed in trailer units) and housed separately a twenty-four bed hospital operated by the International Grenfell Association. In 1971 a multi-denominational school had been built and by 1972 services in the town of Churchill Falls included a bank, barber shop, beauty salon, library, hotel, bowling alley, theatre,

swimming pool, grocery store, department store and school in addition to similar services in Main Camp.

The planning of the townsite had reflected the philosophy that "a settled happy work force . . . is the key to maintaining schedules and cost targets. . . . Civilization must come concurrently with construction" (*Churchill Falls: An Accomplished Beginning*: n.d.). Its building also reflected the challenges of northern living, including houses built on only one side of the street to facilitate snow clearing and privacy and to take advantage of a southern exposure, and special instructions on living in houses where the lack of care for special insulators called "utilidors" could freeze an entire street (*Churchill Falls News*: Jan. 8, 1972). Facilities were also convertible to save time and money; for example, the school resource centre and gymnasium were also used as the community library and auditorium respectively.

In 1971 the population of Churchill Falls was reported to be 2,357, the peak summer number. From this time onward the population of Churchill Falls declined as major construction was finished and the power station began to supply power. From the mid-1970s to 1981 there was no large-scale construction in the town of Churchill Falls, and in 1981 the labour force of Churchill Falls was composed of about 200 men employed on site to operate and maintain the power station, with the remaining work force made up of hospital, school, bank, telephone, airport and other service employers. In all about 400 people were employed directly by CFLCo (Jack Burghardt: interview, July 1981). The annual turnover in the work force was reported to be an average of twenty percent in 1979 and, because of its nature as a virtually one-industry town, Churchill Falls reportedly had little unemployment and high salaries in addition to CFLCo subsidies for such items as food (up to thirty-five percent) and housing for all residents. There is no private ownership of land or housing; homes are rented from CFLCo. Periodic shortages of supplies such as those which occur in coastal Labrador communities are avoided by bringing supplies overland by rail from Quebec. In 1981 the town of Churchill Falls was managed by a Town Manager who was employed by CFLCo to administer the Town Services Department of the CFLCo which has overseen the community since 1969. There has been no community government in Churchill Falls: the Town Manager consults advisory committees composed of Churchill Falls residents on community decisions. Until the early 1970s Churchill Falls was a closed town because of its severely limited accommodation and accessibility; usually visits to the site were by invitation only. With the decline in population and improved air services, the community of Churchill Falls became increasingly accessible. In 1981 there were no restrictions for people wishing to visit Churchill Falls; however, because all access to the community was controlled by CFLCo, and because of the lack of public transportation and still-limited hotel accommodation, visits were often arranged through the Town Services department. See COMPANY TOWNS; ELECTRICITY. Jack Burghardt (interview, July 1981), Longevin Coté *et al* (n.d.), Ted Perry (interview, July 1981), Phillip Smith (1975), *Census* (1971-1976), *Churchill Falls: An Accomplished Beginning* (n.d.), *Churchill Falls News* (Oct. 1967-Nov. 1973), *Power From Labrador: The Churchill Falls Development* (n.d.), *The Rounder* (Aug. 1979). Map B. JEMP

CHURCHILL FALLS HYDRO ELECTRIC DEVELOPMENT. See ELECTRICITY.

CHURCHILL, SGT. FREDERICK (1876-1927). Policeman. Sergeant Frederick Churchill was a member of the Newfoundland Constabulary for twenty-five years. He was a dedicated, well-respected officer who was given the command of the mounted police detachment which was sent to the Labrador Gold Rush in 1923. *Who's Who in and from Newfoundland* (1930?, obituary). BGR

CHURCHILL PROVINCE. See GEOLOGY.

CHURCHILL RIVER. The Province's largest and longest river is the Churchill; it is 335 km (208 mi) long and drains a watershed of over 77 700 km² (30,000 mi.²). The Labrador plateau has been likened to a saucer, lower at the center than the rim, which was scooped out by the retreating ice of the last ice age. The river was originally called the Grand River but was renamed the Hamilton River after a Governor of Newfoundland, Sir Charles Hamilton (1818-1825). The name was officially changed to the Churchill River in 1965 to honour our former British Prime Minister, Sir Winston Churchill.

Virtually the entire plateau drains into the Churchill River and its tributaries. From its head in Ashuanipi Lake the river drops 529 m (1,735 ft.) The greatest drop is at the Churchill Falls. The Falls are 75 m (245 ft.) high with volumes of water passing over the Falls ranging from 33 980 m³ (12,000 ft³) per second in winter to 339 802 m³ (120,000 ft³) in summer.

Churchill River

Before the Churchill River was diverted to develop its hydro electric potential its descent was described thus:

> . . . it began to run down off the plateau five miles [8 km] above the falls, when it entered a series of rapids. By the time it has reached the falls it had already dropped more than two hundred feet [61 m] and at this point was foaming downhill in a sort of chute at an angle of forty-five degrees. . . . From there, the river turned sharply to its left and surged away down the five-mile-long Bowdoin Canyon. . . . At the foot of Bowdoin Canyon, where it is joined by a tributary, the Valley River, the Churchill turns sharply left again and continues to run downhill through another series of rapids in a deep gorge. In the twenty-two miles [35.5 km] between the pool at the foot of the Falls and the end of the rapids, the river drops a further 580 feet [177 m]. At this point, it is thus more than a thousand feet [305 m] below its original level up on the plateau.
>
> (Philip Smith: 1975)

For centuries the falls were known only to Indians who feared the roaring waters. According to Indian legend, once two Indian maidens, while gathering wood near the falls, were enticed to the brink and drawn over by the evil spirit of the place. Since then they have been condemned to dwell beneath the falls and work daily. Now no longer young and beautiful they can sometimes be seen, it was believed, through the mist with outstretched arms waiting to catch anyone who dares to venture near the falls.

The first known white man to see the Falls was John Maclean in 1839. Twenty years later, Joseph McPherson, guided by an Indian, visited the Falls and in 1891 Professor C.A. Kenaston, John Montague and Henry Bryant began a journey to the Falls. They were hoping to receive assistance from the Indians who knew more about the region than they did but they were refused help because of the Indians' belief that anyone who looked upon the Falls would die. Kenaston, Bryant and Montague arrived at the Falls on the second of September. However, just two weeks before they arrived two young men from the Bowdoin College had already been there. The "Bowdoin Boys" (as they were called) left Rockland, Maine for a venture known as the Bowdoin College Labrador Expedition. They were to study the natives along the coast and to visit the Falls. Two of the group, Austin Cary and D.M. Cole, made the trip to the Falls, arriving there on August 13, 1891. Before leaving the Falls they carved their names and date on a tree and left behind a jar containing a piece of paper with the same information on it and a suggestion that other visitors do the same. The bottle remained at Churchill Falls until 1960, when it was given to Premier J.R. Smallwood for safekeeping. In 1976 Smallwood gave the bottle to the Labrador Heritage Society who recommended that the bottle be returned to Churchill Falls. In recognition of their expedition the name "Bowdoin" had been given to the Canyon downstream from the Falls.

The first real scientific information about the area was provided by Albert Peter Low who visited the Falls in 1894. Low estimated the height of the Falls to be 92 m (302 ft) but his estimate of the volumes of water at 141 584 m^3 (50,000 ft^3) per second was closer than estimates made years later.

In 1915 Wilfrid Thibaudeau observed the Falls and he has been credited with being the first to suggest in a general way the "Channel Scheme" which was eventually used to develop the Falls, which development began in 1966. The water was diverted before the river entered the rapids above the Falls and conducted back into it twenty miles downstream. The "head" was thus more than 300 m (1,000 ft) instead of the 75 m (245 ft) existing at the Falls. See CHURCHILL FALLS; ELECTRICITY. H.G. Bryant (1892), Philip Mathias (1971), Donald McParland (1967), Philip Smith, (1975), *The Bottle of Churchill Falls* (1968), *Hydro Outlet* (Jan.-Feb. 1978). EMD

CHURCHILL, SIR WINSTON LEONARD SPENCER (1874-1965). Statesman. Born Blenheim Palace, Oxfordshire, England. Educated Harrow; Sandhurst. Sir Winston Churchill's first Cabinet portfolio in a British Ministry was as Under Secretary of State for the Colonies (1906-1908). In this position he became a valued ally and champion of Newfoundland and of Sir Robert Bond *qv* during the fishery dispute between Newfoundland and the United States which was finally settled by the Hague Tribunal (1910). Some years earlier, as a Member of Parliament, he rose to condemn the British Press for their unwarranted attacks upon Bond stemming from his stand during the 1904 Imperial Conference on the Anglo-French Treaty (1904).

During his tenure as Prime Minister (1940-45) during World War II, he visited Argentia *qv* and met with United States President F.D. Roosevelt on board H.M.S. *Prince of Wales* where they signed the Atlantic Charter. He also arranged for the Lend Lease Bill of 1941 which gave the U.S. four Newfoundland bases, at Fort Pepperrell (St. John's), Argentia, Stephenville, and Goose Bay to the United States Government. Churchill had earlier vetoed a plan by the British ambassador to the United States which called for the leasing of all of the islands of Newfoundland, Trinidad and Bermuda to the Americans to shore up their defenses. Churchill Falls and the Churchill River in Labrador are named in his honour. See ATLANTIC CONFERENCE. Elizabeth Baker (1978), St. John Chadwick (1967), R.S. Churchill (1967), M.P. Schoenfeld (1972). BGR

CINEMAS. See THEATRES AND CINEMAS.

CINQ CERF (pop. 1911, 3). An abandoned community which was situated near the mouth of the Cinq Cerf River on the south coast of Newfoundland, 72 km (45 mi) east of Channel-Port aux Basques *qv*. Cinq Cerf was originally settled as a fishing community between 1845 and 1857. The first records of settlement reported twenty-six people in 1857 and the population remained at this level until the last *Census* of the community in 1911. In 1871 Charles Courtney (planter), James Hodder (fisherman), John Lawrence (planter) and Edward Melbourne (fisherman) were listed as residents of Cinq Cerf (*Lovell's Newfoundland Directory*: 1871). In 1872 it was reported that "The people of Sinq Serf are going to build winter houses near the brooks where the land is good, firewood plenty, and where they can procure good timber for boat building." The report also described the limitations of life on this isolated coast stating: "No road in this harbour, cultivation very limited. . . . The settlers here are comfortable but have no school. The salmon fishery very bad; wood lands bad, small and scrubby" (*JHA*: 1872, appendix p. 777). The main occupation was fishing, primarily cod and lobster, and in 1901 two lobster factories were operating in Cinq Cerf. No church or school was reported in the community but it was a Church of England mission, though later the people were reported to be Methodist.

The area around Cinq Cerf is geologically rich, according to A.K. Snelgrove (1953). The area is underlain with a huge bed of granite near the sea coast and a mass of partly volcanic rock which lies north of the granite. These rock beds were the subject of gold and copper prospecting from 1903 to 1905 and in 1935. In 1903 the Chetwynd gold prospect, a 12 m (40 ft) shaft and several other prospects were sunk along the Cinq Cerf River, and in 1937 Toronto interests further explored the area. Other explorations yielded several other mineralized outcrops including Woodman's Drake, a prospect up to 1.5 m (5 ft) in thickness, but no production from any of these properties has been recorded. According to James Howley, however, Cinq Cerf was known mainly as a copper proposition containing "a very rich class of ores." Like the gold prospects, no copper production has been recorded on this site. J. Davies (1907), J.P. Howley (1917), A.K. Snelgrove (1953), *Census* (1857-1911) *JHA* (1872, appendix p. 777). JEMP

CINQUEFOILS (*Potentilla* spp.). The cinquefoils which occur

throughout the Northern hemisphere are a group composed largely of perennial herbs, bearing alternate, stipulate, compound leaves, mostly of three or five leaflets and flowers which occur singly or in cymose clusters. The flowers, which are usually composed of parts in fives (and sometimes in fours) bear sepals, an equal number of bractlets and roundish petals and numerous stamens and carpels, the latter being borne on a hairy or downy receptacle. The fruit are dry, one-seeded fruit (achenes) which are arranged in a head and are enwrapped by the calyx. P.J. Scott (1977) lists eighteen species of *Potentilla* as native or naturalized plants of the Province.

Shrubby cinquefoil

P. fruticosa L., or the shrubby cinquefoil, also called Goldwithy or widdy in the Province, is a shrub native to Newfoundland and Labrador, where it grows in wet areas such as bogs and marshes. It bears pinnately compound leaves of five to seven hairy, untoothed leaflets, and yellow flowers which bloom for almost two and a half months, beginning in July.

P. tridentata Ait., the three-toothed cinquefoil, also known as simple tea in the Province and as mock strawberry or white cinquefoil, is a perennial which grows on ledges, slopes, barrens and beaches in Newfoundland and Labrador. Its leaves are composed of three leaflets, each usually bearing three teeth at the apical end. Its white flowers are arranged in few to many flowered clusters, which bloom in June in Newfoundland.

P. sterilis (L) Garcke, the strawberry-leaved or barren strawberry, has been reported in the Province only on the Avalon Peninsula, where it may be a native species. Resembling a strawberry plant, its leaves are three-foliolate, each leaflet being toothed along the margin. The flowers, which are white and are borne singly or in two or three flowered clusters, bloom in June.

P. palustris (L.) Scop., the marsh cinquefoil, marsh five-finger or purple cinquefoil, usually grows in marshes, wet bogs and along wet shorelines in Newfoundland and Labrador; a form of this plant, *subsericia* (Beck) Wolf. grows in drier habitats. Its leaves are pinnately compound, composed of from five to seven leaflets, and its flowers bear five red-purple petals, which are quite a bit smaller than the five large purplish sepals. They bloom, either singly or in clusters, in July.

P. nivea L., the snow or snowy cinquefoil, is a low perennial which grows in Labrador and western Newfoundland on barrens, cliffs and ledges. Its leaves, which arise from the crown of the plant, are composed of three, toothed leaflets which are covered with silky hairs or are hairless on the upper surface, and are woolly on the under surface. Its yellow flowers occur singly or in small clusters and are held on ascending stems which bear a few small leaves; they bloom in June and July.

P. argentea L., the silvery cinquefoil, is an introduced, naturalized perennial of Newfoundland found on open ground, such as banks and roadsides. It is an ascending or depressed, branched plant with woolly branches and dissimilar basal and stem leaves, the basal leaves being borne or long petioles and composed of five to seven palmately arranged, deeply-cleft leaflets, and the stem leaves being smaller, borne on short stalks or sessile. The flowers, which are yellow, bear petals somewhat smaller than, or about the same size as, the sepals, and bloom in July and August in many-flowered clusters.

P. usticapensis Fern., the Burnt Cape cinquefoil is so named because it was first found at Burnt Cape, western Newfoundland, where it grows in dry calcareous gravels. It is a dwarf plant with pinnately compound leaves of three to five leaflets covered with long woolly hairs above; the leaves are deeply incised, and the plant's small, creamy-coloured flowers are borne on thin, hairy, trailing stems, up to 9 cm (3.5 in) long, either singly or in clusters of two or three flowers; they bloom in July.

P. pectinata Raf., the comb or coast cinquefoil, is a native perennial of western Newfoundland and Labrador, where it grows in rocky, gravelly or sandy ground in coastal areas. The basal leaves are pinnately compound, composed of five to seven leaflets which are themselves deeply cleft. The flowering stems are ascending or erect and bear many-flowered yellow clusters, which bloom in August.

P. recta L., the rough-fruited cinquefoil, is an introduced perennial, occurring in Newfoundland in waste places and on roadsides. Its leaves are digitately compound, composed of five to seven leaflets, each toothed and bearing coarse hairs on both sides. Its pale yellow flowers are borne on erect stems and bloom in many-flowered clusters in August.

P. norvegica L., the rough cinquefoil, perhaps both native and introduced in North America, is found in Newfoundland and Labrador in meadows, thickets, on shorelines, and roadsides and is often considered a weed. Its stems are rather stout, branching and leafy and up to 90 cm (35 in) high. Its lower leaves are composed of three leaflets and are borne on long leaf-stalks; they are covered more or less with coarse hairs. The upper leaves are sessile. Its flowers, which bear yellow petals about the same size as the sepals, bloom in clusters in July.

P. intermedia L., the intermediate cinquefoil, is an introduced perennial, found in waste places and roadsides in Newfoundland. Its lower leaves are five-foliolate and palmately compound, with wool-like hairs on the under surface. The flowers, which are yellow, bloom in many-flowered and leafy clusters; their petals are about the same length as the sepals.

P. anserina L., silverweed, is a native stoloniferous perennial of Newfoundland and Labrador, where it grows in coastal areas on sandy and gravelly beaches. A low plant, its basal leaves, which are pinnately compound, are composed of several toothed leaflets, which are covered in silky hairs underneath; plants of forma *sericea* (Hayne) Hayek bear leaves which are silvery-silky on both sides. Other parts of the plant,

including the stolons, peduncles and petioles are covered with long and soft hairs. The flowers are large and yellow and are borne singly on long stalks; they bloom through the summer. The roots of this species are said to be edible and tasty.

P. egedii Wormsk., Egede's silverweed, similar to the silverweed, is a perennial, native to Labrador and Newfoundland, where it grows in salt marshes, brackish muds, sand beaches and other coastal habitats. Its leaves are pinnately compound and hairless above and either glabrate or bearing opaque white hairs below. The rest of the plant is usually hairless. The flowers are yellow, borne singly and bloom from late June to August.

P. hyparctica Malte, the sub-arctic cinquefoil, is a dwarf herb which grows in tufts and is found in Labrador in open, rocky areas on tundra. Its leaves are composed of three leaflets, which are pilose at first and later glabrous. Its flowers are yellow and are borne singly or in small clusters, which bloom in July and August.

P. crantzii (Crantz) G. Beck, Crantz's cinquefoil, a native herb of western Newfoundland and Labrador, is a low tufted plant found on calcareous gravels, and peaty and grassy ground. Its basal leaves are palmately compound composed of five leaflets. These are deeply toothed above the middle and are either hairless or downy. The flowers, which bloom from June to August, have pale yellow petals somewhat shorter than, or the same size as, the sepals. They occur singly or in clusters of up to fifteen.

P. erecta (L.) Rausch., the erect cinquefoil, is a somewhat erect, leafy and branched herb, native to Eurasia and found only in two places in North America, Massachusetts and the Avalon Peninsula of Newfoundland, where it is found on mossy ground. It is said to be a native species in Newfoundland although this is disputed. The basal leaves are composed of five leaflets and are petioled, while the stem leaves may have three to five leaflets and are sessile. Its flowers are bright yellow and usually bear four petals, which are the same size as the sepals. They bloom in August.

P. anglica Laicharding, called the English cinquefoil, is either an introduced or native perennial; it is found on the Avalon Peninsula. It is a trailing, branching plant which roots at its tips. Its stem leaves, which are composed of three to five leaflets are petioled. Its flowers, which are yellow and usually bear four petals and four sepals, are borne singly at the end of a long flower stalk and bloom in July.

P. simplex Michx., var. *calvescens* Fern., the common cinquefoil, occurs in thickets, clearings and fields in Newfoundland, where it is a native. At first ascending, the stems of this plant, which arise from tuberous rhizomes, later arch and dip, the tips then rooting and giving rise to tubers. Its leaves are composed of usually five leaflets, which are pubescent underneath; the stem leaves are stalked. Its flowers are yellow and bloom in June.

A.M. Ayre (1935), Fernald and Long (1914), H.A. Gleason (1952), Asa Gray (1950), O.P. Medsger (1939), Peterson and McKenny (1968), Nicholas Polunin (1959), E. Rouleau (1978), A.G. Ryan (1977; 1978), H.J. Scoggan (1978: III), P.J. Scott (1977; 1980-1981), Agnes Marion Ayre Herbarium (Location Lists). CFH

CITIES. In 1980 the Province had a total of 308 incorporated communities: two cities, one metropolitan area, 166 towns and 139 other communities. The cities are incorporated under special Acts, the other communities under the Municipalities Act 1980 (no. 33).

St. John's was incorporated in 1888 and until 1938 it was the only area in Newfoundland to be incorporated. Newfoundland's delay in accepting municipal government was at least partly caused by the British policy of prohibiting settlement of the Island. When settlement began the fishery usually determined the pattern. Many small settlements grew up along the coastline but the populations were too small to support a local government and the people were not familiar with the idea. More significantly, there was no pressing need for the services that municipal government would provide.

St. John's was the first to feel the need for municipal services. In 1921 it was incorporated as a city by the City of St. John's Act (12 Geo. V, *c*.13). Under this Act the municipality had few functions, with the Newfoundland Government retaining control of the administration of justice, public health, social welfare and education. (This control was still exercised by the Newfoundland Government in 1981. In most other Provinces the municipal governments were responsible for education, health and some social services.)

Municipal Government was unpopular in Newfoundland and Labrador because the people feared the property taxes that would follow. The right to own property was not won until 1824 and the people were afraid that under local government they would lose the property they valued so much. After several attempts to provide legislation for municipalities failed, the Commission of Government decided it would pass a special Act for each area as it became incorporated, allowing the area to specify the form of taxation it preferred. By 1948 twenty municipalities had been formed under special Acts.

This method of incorporation was replaced in 1949 by the Local Government Act (1949, no. 52), which included all municipalities outside St. John's. In order for a community to be incorporated a petition had to be signed by one half of the community's citizens who were twenty-one years of age and who had resided in the area for a minimum of twelve months. The Lieutenant-Governor in Council could then declare an area to be a municipality by the name of town, rural district or local improvement district.

In 1952 the Community Councils Act (1952, no. 46) was passed to provide services for areas with populations of less than 500. A community was incorporated only after a public meeting was held and incorporation had been requested by one-quarter of the voters.

The Province's second city was formed in 1955 by the amalgamation of the towns of Corner Brook East, Corner Brook West, Corner Brook Townsite and Curling under the City of Corner Brook Act (1955, no. 35). St. John's and Corner Brook are the only two cities in the Province. Although two other communities, Labrador City, and City of Wabush were given the name, neither has city status; they were incorporated in 1961 and 1967 respectively as Local Improvement Districts under the Local Government Act and became Towns under the Municipalities Act in 1980.

In April 1980 the Municipalities Act came into effect, which repealed the Community Councils Act and the Local Government Act. Under the Municipalities Act the Lieutenant-Governor in Council could, by order and on the recommendation of a feasibility study, establish an area in the Prov-

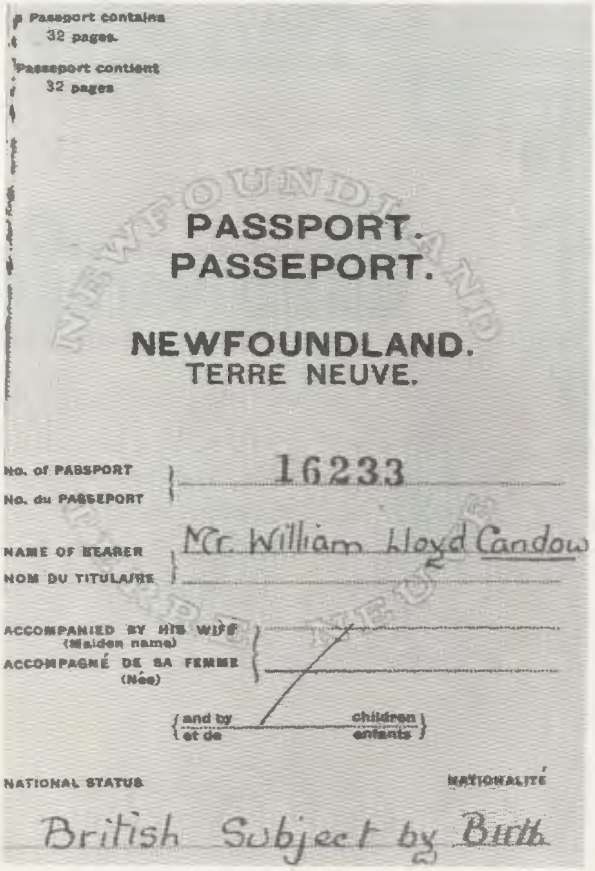
ince as a town, community or region. All rural districts and local improvement districts were continued under this Act as towns. The decision to incorporate an area as a town or community was usually determined by population; however, there were no strict requirements. In 1981 the Province also had no laws limiting the incorporation of a city. The two cities that existed then were established under special Acts that applied specifically to those cities. In most of the other Canadian provinces there were population requirements to be met before an area could be incorporated or change its status to city. In Ontario a city is created out of a corporation having the status of village, town or township. For a village or town to apply for city status it must have a population of at least 15,000. A township must have at least 25,000 people.

The unique aspect of Newfoundland's municipal units is their size compared to those found in other Canadian Provinces. Although in 1974 (according to the Royal Commission on Municipal Government in Newfoundland and Labrador) Newfoundland had more municipalities than Nova Scotia, New Brunswick and Manitoba, they were considerably smaller. They vary greatly in size, so that no population requirement can be said to exist. In 1980 of the 166 towns, twenty-one had populations of less than 500. The smallest was 110, the largest 12,012, and the majority were under 7,000. The communities varied in numbers of population, ranging from sixty-nine to 3,782. Forty-three of the 139 communities had populations below 300. R.E. Corbett (interview, May 1981), Donald Higgins (1977), Clarence Keeping (1975), R.R. Munske (1974), I.M. Rogers (1981), *EC* (VII), *Statutes of Newfoundland* (1972), *Royal Commission on Municipal Government in Newfoundland and Labrador* (1974). EMD

CITIZEN, THE. C.E. Russell and K.S. Barnes of St. John's founded *The Citizen* on July 23, 1908. They became the printers and proprietors of the paper, which was published at 421 Water Street in St. John's. There are no known extant copies, nor has it been determined when publication ceased. Archives GN 32/22, DCM

CITIZENSHIP. When Newfoundland became an official British Colony in 1824 the citizens residing in the Colony became British citizens. Later Acts passed by the British Parliament outlined the requirements for citizenship in the United Kingdom. According to the British Nationality and Status of Aliens Act, 1914 (passed in Great Britain on August 7, 1914) "Any person born within His Majesty's dominions and Allegiance" was deemed to be a natural British subject as was "Any person born out of his Majesty's dominions, whose father was a British subject at the time of that person's birth and either was born within His Majesty's Allegiance or was a person to whom a certificate of Naturalization had been granted." The Act went on to provide for the Naturalization of Aliens, the loss of British Nationality, the status of aliens and the procedure for implimentation of the Act, all of which applied to Newfoundland as well. These requirements covered the status of people in Newfoundland. For instance, to vote in Newfoundland, a person (male and over 25) had to be a British Subject. The last British Act to apply to Newfoundland was the British Nationality Act of 1948. In that Act Newfoundland is mentioned specifically as being covered by the Act.

Laws which were passed in the Newfoundland Legislature



dealt with the naturalization of Aliens in Newfoundland and the method by which aliens could become British subjects by residing in Newfoundland and meeting Newfoundland requirements. The Newfoundland Acts covered such areas as The Naturalization of Aliens (Newfoundland 54 Vic, *c*. 26), marriages of Newfoundlanders outside of Newfoundland (Newfoundland 4 Edward VII, *c*. 9) and the right of aliens to own property in Newfoundland (Newfoundland 44 Vic, *c*. 3).

When Newfoundland joined Canada in March 1949 all the citizens of the Island and Labrador then alive, regardless of their date of birth, became Canadian Citizens. The Canadian Citizenship Act of 1947 was amended and a new section dealing with Newfoundland was added to comply with term 43 of the *Terms of Union *qv*. Each Newfoundland citizen was elegible to be given a Certificate of Canadian Citizenship upon application. It read:

> I, the undersigned, Secretary of State of Canada, do hereby certify and declare that — [*Every Newfoundland British Subject*] — coming within the relevant provisions of the Canadian Citizenship Act is a Canadian Citizen and that he/she is entitled to all rights, powers and privileges and subject to all obligations, duties and liabilities to which a natural-born Canadian citizen is entitled or subject.
>
> In testimony whereof I have hereunto subscribed my name and affixed the seal of the Department of the Secretary of State of Canada, this first day of April, 1949.

The Canadian Citizenship Act of 1947 had been the first in-


CANADA

CERTIFICATE OF CANADIAN CITIZENSHIP

ISSUED UNDER THE CANADIAN CITIZENSHIP ACT

I, the undersigned, Secretary of State of Canada, do hereby certify and declare that — every Newfoundland British subject — coming within the relevant provisions of the Canadian citizenship Act is a Canadian citizen and that he is entitled to all rights, powers and privileges and subject to all obligations, duties and liabilities to which a natural-born Canadian citizen is entitled or subject.

In testimony whereof I have hereunto subscribed my name and affixed the Seal of the Department of the Secretary of State of Canada, this first day of April 1949.

C. Stein
UNDER SECRETARY OF STATE

John Gibson
SECRETARY OF STATE OF CANADA

dependent naturalization law to be enacted in the British Commonwealth. Until that Act, Canadians were considered to be British subjects. After the Act was passed Canadian citizens became distinct from British subjects, but did not cease to be British subjects. What happened was that they had something added, namely, Canadian citizenship. A new Act, the Citizenship Act, came into effect on February 15, 1977. This Act, administered by the Department of the Secretary of State of Canada, defined Canadian citizenship, and dealt with such matters as the loss and resumption of citizenship, requirements to acquire citizenship, and the age at which one could apply for citizenship. In 1981 Newfoundlanders, as Canadians, were governed by the Citizenship Act of 1977, but in no sense or degree ceased to be British subjects. Jocelyn Saulnier (interview, Sept. 1981), J.R. Smallwood (interview, Nov. 1980), An Act to amend the Law relating to the legal condition of Aliens and British Subjects (Parliament of Great Britain 33 Vict. Ch. 14, 12th May, 1870), An Act to consolidate and amend the Enactments relating to British Nationality and the Status of Aliens (Parliament of Great Britain. 4 & 5 Geo. 5, Ch. 17, 7th August 1914), British Nationality Act 1948 (Parliament of Great Britain. 12 Geo. 6, Ch. 56, 1948), *Canada Year Book (1978-79)*, (1978), *Newfoundland Acts of the Legislature* (1859-). DPJ

CITY CLUB. Instituted on October 22, 1893 and located on Water Street in St. John's, it was a social club for the well-to-do merchants and financial men of the city. H.M. Mosdell (1923), J.R. Smallwood (interview, 1981). EPK

CITY OF WABUSH. See WABUSH.

CIVIL DEFENCE. See WAR MEASURES.

CIVIL SERVICE. See GOVERNMENT.

CIVIL RE-ESTABLISHMENT. In anticipation of the cessation of hostilities in Europe the Newfoundland Minister of Militia, J.R. Bennett *qv*, authorized the establishment of a Civil Re-Establishment Committee in June 1918. The first committee was administered by Chairman Hon. Mr. Justice Kent, Vice-Chairman R.B. Job and H.E. Cowan in conjunction with a panel of representatives from the Government offices of Finance, Marine and Fisheries, the Denominational Education Boards, the Newfoundland Patriotic Association, and various standing military departments.

The committee was responsible for the care, re-education or vocational training, employment recruitment, and convalescent referral of Newfoundland veterans who were honourably released from military service by demobilization, injury or disability. All discharged veterans who were judged eligible for the programme were also eligible for a training allowance ranging from fifty to ninety dollars a month. In late 1918 a school was established at the Church of England Synod Building in St. John's, which had an enrolment of 190 students by February 1920. The school had a vocational staff of ten instructors.

The Committee was responsible also for the rehabilitation and re-education of invalid veterans who were located at Waterford Hall and Jensen Camp hospital. Provisions were made for those who "through disability received in service . . . [are] compelled to take up a new vocation" (Minutes of the Civil Re-Establishment Committee: Feb. 20, 1920).

Upon discharge from the military forces each man was entitled to a suit of clothes (or thirty dollars), a winter coat

(or thirty dollars), three months pay, free transportation home, his military uniform, and the assistance of the Civil Re-establishment Committee to find him work. The Committee estimated that it had processed 2,888 separate applications and requests for assistance and re-training by April 26, 1919, and had recommended war service gratuity grants to veterans (enabling them to purchase equipment, boats and houses), land grants to disabled veterans who wished to pursue agriculture, and the establishment of new industry to accommodate the influx of returning veterans.

As a result of the lessons learned from the demobilization problems of World War I the Commission of Government in 1942 formed the first Cabinet Committee and Advisory Committee to the Cabinet Committee on Demobilization, Civil Re-Establishment and Post War Planning. The Committee's aim, as expressed by J.C. Puddester, Commissioner for Public Health and Welfare, on November 20, 1941, was to attempt to give "The soldiers' old jobs back if they want them; work if it can be found for them, employment insurance in insurable industries; assistance in re-establishing their own business or occupation, and full provision for completing disrupted education." The Committee drafted a Civil Re-Establishment Plan in November 1943, which was revised on March 14, 1945 by the Hon. A.J. Walsh, Commissioner for Home Affairs and Education. Effective April 1, 1945 all returning overseas veterans were entitled to deferred pay of $109 per annum from the date of enlistment (to a maximum retroactive date of January 1, 1942); a clothing allowance of fifty to sixty dollars; assistance in vocational or educational retraining for occupations; allowances for small business; employment grants, and a Maintenance Allowance (from fifty to $133 a month for a period of up to one year). Pensions and medical treatment were also provided for disabled veterans who would not be re-entering the work force. As in World War I, the Civil Re-Establishment Committee also co-ordinated re-education of veterans and training for other prospective employment. G.W.L. Nicholson (1964), *JHA* (1919-1921), *When You Come Home* (1945), Archives (GN S3/2/1; S3/2/2). WCS

CJON NETWORK. See BROADCASTING.

CJYQ NETWORK. See BROADCASTING.

CLARENVILLE (inc. 1951; pop. 1976, 2807). The town of Clarenville is situated in Trinity Bay near the bottom of the North West Arm of Random Sound. It runs about 5 km (3 mi) along the coast and averages between 460 m (1500 ft) and 610 m (2000 ft) in width. It is well sheltered from the Atlantic Ocean by Random Island *qv* and is at the base of the Bonavista Peninsula.

The name Clarenville is relatively new by Newfoundland standards. In the early 1890s some of the people in one of the small communities in the area asked the Prime Minister, Sir William Whiteway, how they could get a post office. He said it was necessary for some of the smaller places to join together to form a larger centre in order to warrant putting a post office there. As a result, five communities, Lower Shoal Harbour, Dark Hole, Brook Cove, Broad Cove and Red Beach, amalgamated to form Clarenville.

The new community was first called Clarenceville. It is possible that it was named in honour of the Duke of Clarence, oldest son of the Prince of Wales (later King Edward VII), who died in 1892 about the same time as the community was being formed. (Some sources have said that the community was named for a son of Whiteway but Whiteway had no son by that name.) By the time of the first census after amalgamation, in 1901, however, the town's name appeared as Clarenville and has remained so.

Each of the five communities had been well established in its own right well before Clarenville was formed. Lower Shoal Harbour was first settled in 1848 by William Cowan, who built a sawmill on the Lower Shoal Harbour River and two years later by John Tilley and his four sons, who purchased the sawmill from Cowan. This trend of one-family established jurisdiction in a small area is also evident in the other places. Each was first settled by one family, around the same time: Dark Hole by the Balsoms, Brook Cove by the Burseys, Broad Cove by the Strongs and Red Beach by the Stanleys. It appears they were logging families who visited areas which they staked out as their cutting rooms in the summer time, and, for the winter returned whence they came. Eventually they began to settle permanently and remained in their small family settlements even though each was in close proximity to the others.

The town of Clarenville grew very slowly over the first thirty years. The first amalgamated census in 1901 lists the population as 229. There was slow but steady growth until 1935, by which time the population reached 310. After 1940 there was an influx of people from smaller communities into Clarenville, and by 1945 the population had jumped to 964. Over the next thirty years the population tripled. This major population increase was tied to Clarenville's development, which was itself the result of the development of Newfoundland and Labrador.

The early economy of Clarenville was diverse. Fishing was never a major industry; people first came to the area in the early 1800s because of the ready supply of timber. During the 1840s a man named William Cowan from "down in Trinity Bay" started a sawmill in the area which he sold to John Tilley of Lower Shoal Harbour in 1850. Since then there has been a prosperous lumbering industry, especially for the sawing of railway ties. Forest fires have been a constant hazard for this enterprise, with several large fires over the years destroying acres of prime timber.

Farming was also important in the early years, as it was necessary for settlers to grow their own vegetables for winter provisions. There were large stretches of level land, which made farming relatively easy. Domestic animals were also raised as a source of milk, eggs and meat. For about fifteen years, beginning in 1950, some large scale farming was carried out but it was not very successful. In 1981 most of the farming in Clarenville was done on small farms catering to personal needs. Fur farming, especially muskrat and silver fox, was also carried on.

Since the turn of the century the economy of Clarenville has been based on the service industry. In 1891 the construction of the Newfoundland Railway reached the Clarenville area. A railway station was built there and it soon became the first of the five major terminals between St. John's and Port aux Basques. Between 1909 and 1911 the Bonavista Branch Line was constructed and its terminal was at Clarenville. In 1981 the terminal was in continuous operation despite the closing of the Newfoundland Railway's Island passenger service. In that year it was used as an express/freight terminal

and as a bus terminal for the trans-Island bus service operated by Canadian National Railways. It was also the terminal for the passenger train which operated weekly on the Bonavista Branch Line.

In 1937 a company called Colas Roads opened a plant in Clarenville which produced an emulsified asphalt product called colas. This product was used for the runways of the airports at Gander, Stephenville and St. John's. The next year the company became Colas (Nfld.) Ltd. and in 1941 it was sold to Flintcote Co. (Nfld.) Ltd. A creosote plant was added for preserving wood through the use of an injected coal-tar solution. It was first used only for poles for the United States bases and for railway ties. By 1955 it was also used for construction timbers for wharves and breakwaters, and for utility poles for Newfoundland Telephone Company. In 1955 the company was purchased by the Newfoundland Government and became the crown corporation Newfoundland and Labrador Hardwoods Ltd. The plant converted from colas to liquid asphalt in 1958. In 1980 it supplied all liquid asphalt (for pavement) used in all Newfoundland Government road construction. In 1968 the creosote division also changed products, switching to a chemical called pentachlorophenol for wood preserving.

There had been shipbuilding on a small scale in Clarenville as far back as 1887 and possibly earlier. In 1942 the Commission of Government established a major shipbuilding yard at Clarenville and in 1944 the Department of Natural Resources provided it with its first large-scale contract. Sensing a need for greater communication with, and access to, Newfoundland coastal communities the Department commissioned the yard to build ten wooden passenger-freight vessels of approximately 300 tons each. They were to be used on both the coastal service and for the import-export trade. They were all named for Newfoundland towns, the first of which, launched July 12, 1944, was named the *Clarenville* (See SPLINTER FLEET). The Department of Education also commissioned three small boats for providing educational facilities to remote areas, and an experimental ship was also built for the Fisheries Board.

In 1946 the Clarenville Shipyard was sold to Basil Fearn and Spencer Lake. Since that time freighters, draggers, fishery import boats, longliners and cabin cruisers have been built there. The largest ship constructed at the yard was a 600-ton wooden vessel built by Captain John Blackwood. In 1965 a new shipway was installed.

During World War II the United States Government installed an Aircraft Detection Corps in Clarenville. In 1944 their building was given to the Newfoundland Government. It became the headquarters for District 2 of the Department of Highways which was responsible for all Provincial roads from Whitbourne to Terra Nova Park.

Eastern Telephone and Telegraph Company also established in Clarenville. In 1955 the first trans-Atlantic telephone cable was laid along the Atlantic Ocean floor from Oban, Scotland to Clarenville, a distance of 3621 km (2,250 mi). It was extended overland to Terrenceville later that year and to Sydney Mines, Nova Scotia in 1956. The company later became part of Canadian National Telecommunications. (See TELEGRAPH AND TELEPHONE COMPANIES.)

In 1981 there were five churches in Clarenville. The earliest denomination was Methodism which began there *c.* 1840. From 1870 the services were held in a Meeting House, In 1884 a church was constructed between Lower Shoal Harbour and Dark Hole. It was destroyed by fire in 1892 and the new church was built between Dark Hole and Brook Cove. In 1925, after church union, a new United Church was built. Seventy per cent of the population were United Church members in 1981.

The Salvation Army came to Clarenville after the fire of 1892 which destroyed the Methodist Church. John Tilley did not like the location of the new church so he and his sons built one of their own in a location pleasing to them. After completion he invited the Salvation Army to take over the building. A new one was built in 1927, and a third replaced it in 1957. In 1979 a new Salvation Army Citadel was opened.

The Church of England began in Clarenville in 1910, first holding services in the home of Mr. and Mrs. J. Long until money could be collected to build a church. As the congregation increased a house was rented which served as both a chapel and a school. The first church was opened in 1924. In 1960 the cornerstone was laid for St. Mary's Anglican Church and the building was opened for services in 1964.

In 1946 Mrs. Alfred John Balsom inyited Pentecostal missionary William Gillett to hold a meeting at the Odd Fellows Hall. This was the beginning of the Pentecostal Assemblies in Clarenville. Not satisfied with the progress toward the construction of a church building, in 1950 Balsom began to provide for the construction of the church herself. The congregation accepted her challenge and a church building was opened in November of that year. A new building was opened in 1967.

The Roman Catholic population of Clarenville has grown steadily. Up to 1960 the adherents were served by the parish priest from Plate Cove but in 1960 Our Lady of Fatima church was opened. After that the priest from King's Cove, Bonavista Bay served the parishioners as part of his mission.

There have been several school buildings in Clarenville over the years. The earliest was a Methodist school which began around 1880 with six students. In 1957 the first regional high school built by the United Church in Newfoundland was opened in Clarenville. In 1981 there were three schools, all operating under the Bonavista-Trinity-Placentia Integrated School Board, with a combined enrolment of over 1,200 students and more than fifty teachers. A Vocational School was opened in 1963, offering a variety of trade and upgrading courses. A library was built in 1947 as a memorial to the community's war dead and a stadium was opened in 1956. Clarenville is also the seat of the Provincial Court for the Trinity Bay area.

Clarenville was incorporated in 1951. In the municipal election of 1957 Dorothy Drover *qv* headed the poll in Clarenville, and became the first woman elected to a municipal council in Newfoundland. Until the election was voided in 1958 she served as mayor, making Clarenville the first town in Newfoundland to have a female mayor.

Natural features of the Clarenville area have attracted outside interest, including a scientific expedition in the 1900s, when several students and their professor came to the area from the United States. They were engaged in the study of paleoichthyology and carried out their work at the shale cliffs on Random Island. As well, General Italo Balbo *qv* and the twenty-four planes of the Royal Italian Air Armada landed off

Clarenville and Shoal Harbour in 1933 on their way back to Italy from Chicago. They anchored at Red Beach to refuel and stayed for two weeks using the Odd Fellows' Hall as home. W.B. Hamilton (1978), John Parker (1950), J.R. Smallwood (1937; 1975), Ray Stringer (n.d.), *Clarenville Municipal Plan Review* (1974), *DN* (Nov. 13, 1957; Jan. 3, 1958; May 9, 1958), *ET* (June 29, 1981), Newfoundland Historical Society (Clarenville). Map H. BGR

CLARENVILLE. See SPLINTER FLEET.

CLARENVILLE PACKET. This newspaper was first published on March 28, 1968. Robinson-Blackmore Printing and Publishing Limited were, in 1981, the proprietors and printers of the weekly paper. The *Packet* is issued every Thursday from its office in Clarenville. Upon commencement of the paper in 1968 Barry Wheaton was appointed editor. Over the years the paper has increased its circulation and in 1981 served readers in the areas in and around the north side of Trinity Bay, Bonavista-South and Bellevue. The *Packet* has been published continuously since it first began and in 1980 was under the editorship of Lloyd Thompson. F. Woolridge (interview, Mar. 1980), *Clarenville Packet* (Mar. 1968-Mar. 1980 *passim*), Archives GN/32/22. DCM

CLARENVILLE SHIPYARD. See SHIPBUILDING.

CLARKE, GEORGE WILLIAM (1910-). Lawyer; politician. Born Carbonear. Educated United Church School, Carbonear; Memorial University of Newfoundland; Mount Allison University, New Brunswick. After his graduation from university G.W. Clarke taught school in Newfoundland from 1928 until he was attached to the Meteorological Service of the R.C.A.F. in 1941. After returning to civilian life he was appointed Magistrate in 1946, a position he held until he was elected to the House of Assembly for the District of Carbonear on Oct. 2, 1956. He was subsequently re-elected in 1959, 1962 and 1966. From March 1963 until 1971 he served as Speaker of the House of Assembly. Clark also served on the Executive of the Newfoundland Division of the Canadian Red Cross and the Community Hospital Committee. *Newfoundland Who's Who 1961* (1961?), *NQ* (Spring 1902), *Who's Who Newfoundland Silver Anniversary Edition* (1975). WCS

George William Clarke

CLARKE (CLARK), RICHARD (*fl.*1541-1596). Mariner. Born Buckhurst, Essex. Clarke went to sea and became master of the *Mary Fortune*, and in 1572 carried on trade with Bordeaux. In 1582 he sailed to Newfoundland in command of the *Susan Fortune* which was accompanied by another ship, the *Popinjay*, commanded by Henry Taylor. The *Susan Fortune* was owned by the Southampton merchant and shipowner Henry Oughtred, who commissioned Richard Clarke to take his ship to Newfoundland, armed as a privateer, to capture Spanish and Portuguese fishing vessels there in retaliation for the losses he had suffered from the Spaniards while in Spanish waters. Sir John Parrot, owner of the *Popinjay* and a notable figure in the administration of Wales and who seems to have been Oughtred's partner, may have had some encouragement from anti-Spanish officials at court. By the end of July both ships were at Fermeuse, but the Spanish and Portuguese vessels were in Renews harbour, which the *Susan Fortune*, because of her large size, could not enter. Clarke, however, took the smaller *Popinjay* into Renews and, with what he claimed to be a royal commission, proceeded to take over the three Portuguese vessels anchored there. The ships were taken without resistance under this false commission and brought to Fermeuse where two of them were plundered and the third, carrying all the fish and gear she could hold, was taken away.

The master and part-owner of the Portuguese ships, Francisco Ferdinandes, sailed to Portugal with the other two ships carrying a deposition against Clarke signed by the English shipmasters who were at Renews during the capture and who had witnessed what had taken place. Clarke and Taylor reached England with their prize after pillaging other Portuguese ships in Newfoundland and the ship and plunder were given to Oughtred. Ferdinandes sued Clarke in the High Court of Admiralty, though (as far as is known) he received no satisfaction.

In June 1583 Sir Humphrey Gilbert *qv* took Richard Clarke as his chief navigator on his voyage to the North American mainland by way of Newfoundland. As master of the flagship *Delight* Clarke brought his ship into St. John's harbour on August 3, where Gilbert formally claimed Newfoundland for England. On August 20 the ship sailed for Sable Island but on August 29 it was wrecked in a storm. Clarke and fifteen others escaped in the ship's boat and, steering the overladen vessel with only one oar, reached southern Newfoundland a week later. He then proceeded westwards and found a Basque whaling ship which conveyed them across the Atlantic. After escaping from capture by Spanish officials at Pasaje they reached England late in the year. The loss of the *Delight* forced Gilbert to return to England and while enroute he was himself lost at sea.

In 1596, in command of the *Pilgrim*, Clarke returned to Newfoundland to fish on the Banks. Still short of his cargo of fish and supply of salt by late September, he sailed for St. John's where he hoped to find some salt. While at St. John's he became acquainted with Admiral Michel de Sancé of a French Basque fishing vessel who offered Clarke help to make up his lading. The *Pilgrim*, however, was overpowered and plundered by the French and Clarke and his crew were imprisoned on board for nine days. They were then released, given back their ship, and with a few sails and little food were forced to return to England. Clarke and Richard James charged Sancé with piracy but to no avail. *DCB* I. GL

CLARKE, REV. DR. WYLIE C. (?-1941). Clergyman. Born Ontario. Wylie Clarke was a school teacher for several years before he entered the Presbyterian ministry during the 1900s. After ordination he served at several churches in Ontario and at Quebec City before becoming minister of Knox Presbyterian Church in Saskatoon in 1911. He served there for eighteen years before moving to Newfoundland in 1929 as minister of Gower Street United Church, St. John's. (With the union of the Methodist, Congregational and some Presbyterian Churches in 1925 to form the United Church of Canada, Clarke became a United Church clergyman.) He served at Gower Street for seven years, and during 1931-1932 served as President of the Newfoundland Conference of the United Church of Canada. After leaving Newfoundland he served at Amherst, Nova Scotia, before retiring. He moved to Toronto and continued his ministry at a church in Mimico, a suburb of

Toronto. He died on February 19, 1941. D.G. Pitt (interview, July 1981), *DN* (Feb. 20, 1941), *ET* (Feb. 21, 1941), *Newfoundland Conference United Church of Canada 56th Session* (1980: II). BGR

CLARKE'S BEACH (inc. 1965; pop. 1976, 977). A town on the west side of Conception Bay 87 km (54 mi) from St. John's and about 20 km (12 mi) south of Bay Roberts. Although there are indications that the area was settled before that time, it did not appear in the census until 1857. Then it had a population of 280. Many of the early settlers came from Bareneed and Port de Grave when these two settlements ran out of space for curing fish and when the Labrador fishery became prominent.

Clarke's Beach never had an inshore fishery but many of its settlers prosecuted the Labrador fishery. The fishermen usually got their berths from merchants at Cupids, Brigus or Bay Roberts. There was a marked decline in this fishery in the 1890s as many people stopped going to Labrador in the summer. This decline coincided with an increase in agricultural production and the beginning of sawmill operations, which, combined with a number of business operations, helped maintain stability in population.

Clarke's Beach c. 1900

In the 1880s and 1890s there was a sawmill in Clarke's Beach operated by Horwood Lumber Company. It employed 112 men in 1891 although it did not last much beyond this date. There were two other sawmills there in the early 1900s, and *c*.1920 fish casks and drums were being made. The business, operated by Chesley Fillier & Son Limited in 1980, was begun by Samuel Batten in 1908 and bought by Chesley Fillier in 1939. Williams' Drug Store, which was still in operation in 1980, was begun in 1909.

In 1941 Clarence Moore started a general store and later went into trucking and wholesaling; by 1980 he operated a funeral home. The only sawmill in operation at Clarke's Beach in the 1970s was established by George Wilson in 1943. Garfield Ralph set up business in groceries, dry goods, hardware and footwear in 1944 and the business was still in operation in 1980. A supermarket was established by Everett Moores in 1971. The Bank of Nova Scotia was established for a few years in Clarke's Beach *c*.1910 and reestablished in 1970.

The major religious denominations in Clarke's Beach in 1980 were the Pentecostal Assemblies, the United Church and the Salvation Army. In the Nineteenth Century the Church of England was a major denomination in Clarke's Beach but about 1880 the Reformed Episcopalian Church (See CHURCH OF ENGLAND, REFORMED) was established there from a splinter group of the Church of England. This denomination had 115 members in 1891 but by 1901 only one member was listed. Most of the others had become Methodists or had joined the recently established Salvation Army. The Pentecostal Assemblies came in 1922 and in 1924 built one of the first Pentecostal churches in Newfoundland. The first Methodist Church had been built in 1874. The first school in the general area was opened at Salmon Cove by the Colonial and Continental Church Society in 1834. D.H. Dawe (1972), *Census* (1857-1976). Map H. JRD

CLARKE'S HEAD (pop. 1976, 426). A lumbering community located in Gander Bay approximately 50 km (30 mi) northeast of Gander *qv*, the area was first reputedly populated by Indians, with the first European settlers appearing at Mann Point and Salt Island in the late 1700s and early 1800s. Although the Gander Bay area was not located near prime cod fishing grounds, the earliest settlers were attracted to its shores by the prolific salmon fishery in the brooks and streams that empty into Gander Bay. Clarke's Head was first recorded in the *Census* in 1869, with a population of sixty-nine including three inhabitants born in England, one in the "British Colonies" and one female Indian servant. *Lovell's Newfoundland Directory* (1871) listed John and Richard Gillingham, Charles Francis, James, Nathaniel, Robert and William Gillingham and John Harris as fishermen of Clarke's Head. According to B.C. Porter (1969) John Bussey (Bursey) settled at Tibbey's Point, Clarke's Head, from Fogo *qv* in 1830 and that Charles Francis was reputedly of Micmac blood.

Farming and fishing, especially for salmon, remained a major source of employment in Clarke's Head. In 1883 a road was built from Clarke's Head to Victoria Cove. In the 1890s a new resource, timber, began to be exploited; according to B.C. Porter (1969) at this time a man named Saunders, a shipbuilder from Blackpool, England, came to Gander Bay *via* Change Islands and set up premises at Clarke's Head for the Labrador fishery. He also set up a sawmill which produced rough lumber and plank until about 1955. By 1935 the population of Clarke's Head had risen to over 300 and the main source of employment had become logging (in the early 1920s, in the Badger-Millertown area and later, in the Glenwood area). Two sawmills were operating in Clarke's Head *c*.1970 and logging, construction work and some fishing and farming remained the main sources of employment there.

A Church of England Church was built in Clarke's Head in 1905 and a school was operating in the community from the late 1800s. A Roman Catholic church was also built in the community. B.C. Porter (1969), *Census* (1869-1976), *Lovell's Newfoundland Directory* (1871). Map F. JEMP

CLATTICE HARBOUR (pop. 1966, 49). A resettled community on the Burin Peninsula northeast of Marystown *qv*. The harbour itself is divided into two arms and the settlement of Clattice Harbour was located on the shores of the northwest arm, and the community of Clattice Harbour Southwest was situated near the head of the southwest arm.

Oral history maintains that Clattice Harbour was first settled by a man named Cullitin and later by a Connors family in the early 1800s. These settlers were attracted by the fine natural harbour, good stand of timber and access to herring fishing grounds (Walter Parsons: n.d.). The first census, in 1836, numbered thirty-nine people, and the population grew to 187 by 1901. The economy of Clattice Harbour was based mainly

on the herring fishery (and later herring processing in the 1930s) and squid fishing, which was introduced in the 1950s. The community had a one-room school and chapel but no roads linking it to other settlements on the Burin Peninsula. Successive poor fishing seasons, the lack of roads and the establishment of the Argentia Naval Base, which attracted workers from Clattice Harbour, led ultimately to the resettlement in 1966 of Clattice Harbour residents in Dunville, Admirals Beach, Fox Harbour, North Harbour and Southern Harbour *qqv*. Walter Parsons (n.d.), Robert Wells (1960), *Census* (1836-1966), *Sailing Directions Newfoundland* (1977). JEMP

C.L.B. See CHURCH LADS' BRIGADE.

CLEARY, HON. CAPT. PHILIP (1825-1907). Mariner; Member of the Legislative Council. About 1836 Cleary joined a ship's crew and subsequently became a noted local shipper. As the owner of the S.S. *Ariel* he was commissioned to the Newfoundland north-south mail-steamer service in 1863. The *Ariel* was replaced by the steamers *Tiger* and *Leopard c*.1870.

Captain Philip Cleary

By 1872 he had abandoned his shipping business and entered the Department of the Board of Works. Cleary was instrumental in introducing many marine safety standards which earned him the title of "Plimsoll of Newfoundland". Cleary also served as Superintendent of Operations in the construction of the St. John's *Dry Dock *qv* in the early 1880s, and became the manager of the facility in 1884.

From 1872 onward, Cleary also became interested in several mineral and timber ventures at Sunday Cove Island, Rabbits Arm, Pilley's Island, and in one of the first asbestos prospects in Newfoundland at Bluff Head, Port au Port Bay in 1891-92. J.P. Howley (1917b) noted that a coal seam on one of his leased lots was later named the "Cleary Seam" in his honour. From 1883 to 1894 Captain Cleary served as a Member of the Legislative Council and was given the title "Honourable" upon his retirement in 1894. H.Y. Mott (1894) reported that by that year he had successfully secured the services of a Lloyd's representative to regularly examine and inspect fishing vessels in Newfoundland. By 1896 he had vacated his post on the Board of Works. Cleary, as a businessman, continued to be an avid supporter of Confederation and railway expansion as a method to increase public prosperity and to open up the Country's resources. See COAL. J.P. Howley (1917b.), H.M. Mosdell (1923), D.W. Prowse (1895), N.J. Richards (interview, 1980), John Sharpe (1885), *JHA* (1890), *Yearbook* (1880-1896 *passim*). WCS

CLEFT LIP AND PALATE FAMILY ASSOCIATION, NEWFOUNDLAND AND LABRADOR. The Newfoundland and Labrador Cleft Lip and Palate Family Association was set up in 1979 with the help of a grant from the Federal Commission for the International Year of the Child. The Association, active in St. John's, works closely with the Palate Clinic (begun in the summer of 1975) at the Janeway Child Health Centre. The Association (made up of the children, their parents and various professionals) provides for their members such services as a newsletter, a programme of contact and support for parents of newborn children with clefts, arrangements to visit hospitalized children from outside St. John's whose parents cannot travel to the city and a Resource Centre of literature and video tapes. Funds for the various projects are raised by the members of the Association. In 1981 the Association had a membership of approximately 275 families across Newfoundland and Labrador. Norah Browne (interview, June 1981), Doris Taylor (interview, June 1981). DPJ

CLERK, HOUSE OF ASSEMBLY. See HOUSE OF ASSEMBLY.

CLERK OF THE PEACE. See JUDICIARY.

CLÉRON D'HAUSSONVILLE, COMTE D'HAUSSONVILLE, JOSEPH-LOUIS-BERNARD DE (*fl*.1762). Colonel, French Infantry. In May 1762 a French naval squadron embarked from the port of Brest with four ships and 732 officers and troops to capture the garrison of St. John's (Newfoundland) which was defended by a small company of sixty-three men. According to D.W. Prowse (1895) the squadron under the command of Count d'Haussonville and Admiral de Ternay landed at Bay Bulls on June 24, 1762 and captured St. John's by land on June 27, 1762. The ground attack was led by d'Haussonville. Reporting on the recapture of the Fort William *qv* garrison Lieutenant-Colonel William Amherst *qv* reported the landing of British troops at Torbay on September 13, 1762 and the eventual attack on Count d'Haussonville's party on September 15, 1762.

By September 18, 1762 Count d'Haussonville was forced by insurmountable military opposition to surrender to Amherst the entire French garrison, and the forts and batteries which the French troops had rebuilt since the initial capture of St. John's on June 27. In a dispatch to the Earl of Egremont (cited in Prowse) dated September 20, 1762 M. Le Compte d'Haussonville, Colonel, was reported as one of the prisoners taken by Amherst. According to Lord Colville (cited in Prowse) de Ternay escaped, or deserted d'Haussonville's fusiliers and grenadiers, in a thick fog on the evening of September 15; consequently an unusually high number of soldiers were captured, who might otherwise have escaped in de Ternay's ships. G.C. Salagnac (*DCB*: IV, p. 31-32) maintains that de Ternay, in the capacity of Naval Commander, advised the withdrawal of the force of grenadiers in August 1762 but returned them to the garrison in September on the approach of Amherst's troops which had disembarked at Torbay. On September 15, 1762 de Ternay advised the French to abandon Fort William and retreat from the harbour. Cleron d'Haussonville ignored his advice, kept the garrison fortified, and consequently suffered the capture of the majority of his garrison troops. See ARSAC DE TERNAY, CHARLES-HENRI-LOUIS D'; CUCKHOLD'S COVE, QUIDI VIDI. D.W. Prowse (1895) David Webber (1967). WCS

CLIFT, JAMES AUGUSTUS (1857-1923). Lawyer; politician. Born St. John's. Educated Wesleyan Academy, St. John's; Windsor Academy, Nova Scotia. J.A. Clift studied law with Prescott Emerson, Q.C. and A.O. Hayward, Q.C. at St. John's. In 1882 he became Solicitor of the Supreme Court of Newfoundland and was called to the

James Augustus Clift

Bar on May 19, 1883. Clift became agent for the Equitable Life Assurance Society in September 1883 and Newfoundland agent for the General Fire Assurance Company of London, England in the decade preceding the "Great Fire" of 1892. In October 1883 Clift founded the City Club *qv* at St. John's and became its first Vice-President. Clift also became the first Grand-Secretary of the Society of United *Fishermen *qv* in 1884. He successfully contested the District of Port de Grave and entered public life as a Member of the House of Assembly in 1889. From April 7 to May 4, 1891 Clift served as Acting Speaker of the House, a position he vacated because of illness. From 1893 to 1900 he served as Assistant Clerk in the House of Assembly and in 1900 successfully contested the District of Twillingate under the leadership of Sir Robert Bond. On the occasion of the Royal Visit of the Duke and Duchess of Cornwall and York in 1901 Clift acted as Honorary Secretary to the Citizen's Reception Committee. Two years later he was honoured by one of two titles of King's Council conferred on New Year's Eve in Newfoundland. In 1904 he was appointed to the Executive Council in the Mines and Agriculture portfolio which he held for two terms, the first from 1904 to 1909 and later from 1918 to 1919.

Clift was installed as an English Freemason at St. John's in which Association he eventually became District Grand Secretary *c.*1888 and District Grand Master of English Constitution Freemasonry in Newfoundland from 1909 to 1913. Fred Bursell (interview, May 1980), Devine and O'Mara (1900), H.M. Mosdell (1923), N.J. Richards (interview, 1980), H.Y. Mott (1894), Barristers' Roll (1826-), *NQ* (Sept. 1902; Mar. 1903; July 1918), *Yearbook* (1901-1920). WCS

CLIFT, WOOD AND COMPANY. In 1790 this commission merchant and ship brokerage firm was established at St. John's. According to Thomas Hutchinson (1864) the firm was operated by the Hon. James Shannon Clift, Thomas Clift, Charles N. Clift and James B. Wood. The premises of Clift, Wood and Company were located at 185 Water Street near the Market House *qv* and extended to the waterfront and wharves *via* Clift's Cove.

John Sharpe (1885) reported that the company had passed to the direction of Charles N. Clift and Shannon N. Clift. James S. Clift was deceased by this time. Mercantile entries on James Wood do not occur in Sharpe's 1885 *Directory*. By 1890, however, *Might & Co.'s Directory* (1890?) recorded that his widow resided at the home of the Clift family. The directory for that year names Charles N. Clift as surviving Director of the company. During this period the firm had expanded substantially, acting as representatives of the "Stratton Line" of vessels operating between Newfoundland and Boston, and as central depot and agent for the Old Bridgeport Mines Sydney Coal Company. D.W. Prowse (1895) reported that in 1892 the firm was destroyed in the "Great Fire." In 1900 the *Yearbook* indicated that the firm had passed to T.B. (Thomas) Clift, the grandson of the founder. Under the direction of T.B. Clift, the firm changed its name to T.B. Clift Company. J.A. Rochfort (1877), *Might & Co.'s Directory* (1890?), *Yearbook* (1898-1901). WCS

CLIFTON (pop. 1976, 61). A fishing-lumbering settlement located about 1 km (.6 mi) north of Burgoyne's Cove *qv* on the north shore of Smith Sound, Trinity Bay, north of Clarenville. Clifton was called Lower Rocky Brook when it first appeared in the census of 1869. Like the contiguous communities of Otter Cove, Newburn Cove and Burgoyne's Cove *qqv*, Lower Rocky Brook (renamed Clifton by the Nomenclature Board after 1904, *Yearbook*: 1915) was situated on well-drained marine terraces on cliffs well above sea-level with difficult access to water. The community was settled in the 1860s by families from Trinity, Trinity Bay and other Trinity Bay communities who came "up the Sound" at that time to settle in the richly forested areas in Smith and Random Sounds. Sawmilling and employment in the slate quarry (near Burgoyne's Cove) were early occupations.

With the building of the railway in the late 1800s, and opening up of woods operations in central Newfoundland in the 1920s, woods work became the sole occupation of Clifton, which numbered thirty-eight inhabitants in 1935. Family names reported in 1928 were Barnes, Cooper, Duffett, Hookey, LeDrew, Moody, Penny and Rogers (*List of Electors*: 1928). In 1940 it was reported that there were seven sawmills in Clifton (J.R. Smallwood: 1940), all family-owned operations. In 1952 there was very little cod fishing reported; however, the herring fishery from April to May and October to December (the fish was salted and sent to St. John's) and some salmon fishing were undertaken by one crew numbering two or three men (H.A. Woods: 1952).

Clifton shared a Church of England school with Newburn Cove and had a Church of England church which served several communities. The population of Clifton dropped to about thirty in the 1950s and the school was closed; students attended elementary school in Burgoyne's Cove in 1970 and high school in Shoal Harbour and Clarenville. In 1981 Clifton had an L-shaped government wharf and the main employment was fishing, lumbering and jobs in service industries in the Clarenville area. J.R. Smallwood (1940), H.A. Woods (1952), *Census* (1869-1976), *Sailing Directions Newfoundland* (1980). Map H. JEMP

CLIMATE. The Newfoundland climate is notorious, but some, such as Captain Kennedy, R.N., Commander of the H.M.S. *David* (quoted in Moses Harvey: 1897), claimed in the 1850s that it was maligned: "the fogs on the east and south coasts seldom if ever penetrate inland; and I have no hesitation in saying that for four or five months in the year, namely, from June to October, inclusive, the climate is far superior to that of Great Britain." The Reverend M. Harvey, author of *Newfoundland in 1897* (1897), was not quite of the same mind and temporized thus: "However unpleasant and gloomy these fogs may be, it must be remembered that they are not prejudicial to health. Taken as a whole the climate of the island is more temperate and more favourable to health than that of the neighbouring continent." The official surveyor for Newfoundland in 1877, Alexander Murray, found the inhabitants undeceived by any glowing reports of the colony's climate: "It is difficult even now to persuade many people, even amongst those who have lived in the country all their lives, that it is anything more or better than a vast fishing rock, enveloped in everlasting fog in an Arctic position in the Atlantic Ocean."

While the climate of Newfoundland and Labrador is varied and variable, the summers are usually short and cool and the winters range from temperate to arctic depending on latitude and distance from the sea. The climate of insular Newfoundland, except for the most interior regions, may be considered marine while that of south and central Labrador is subarctic

and northern Labrador arctic. Labrador has a climate considerably colder than other regions of the same latitude, as indeed does Newfoundland. The prevailing winds over both are westerly but are subject to sudden changes, gusts and gales, especially during the winter when the influence of the Icelandic low pressure systems is particularly felt. Newfoundland lies in the path of cyclonic disturbances, tropical and continental, from the south and southeast, and these contribute to the high precipitation and the variability of the weather. The Labrador Current, partially composed of arctic waters, flows along the east coast of Labrador and Newfoundland; a branch swings westwards round the Island along the south coast and then turns northward. Another branch enters the Strait of Belle Isle, thus virtually encircling the Island. These cold waters, carrying surface ice and icebergs during the spring and early summer months, cause prolonged, chilly springs and short, cool summers along the coasts, with the exception of part of the west coast.

Peninsula, and falling to less than 76 cm (30 in) near the Strait of Belle Isle. In the south precipitation is greatest and most frequent in winter. In the north it is greatest in summer and autumn. In Labrador the average annual precipitation is 101 cm (40 in) in the south and decreases to about 43 cm (17 in) in the north where more than half falls as snow. Average annual snowfall at Goose Bay is high, about 406 cm (160 in), with the average annual precipitation over 86 cm (34 in). On the Island the spring is usually the driest season and late Fall the wettest.

The frost-free season varies greatly from approximately 145 days along the south coast of the Island to much less at the Strait of Belle Isle where frost can occur even in summer. Vegetation on the Island varies accordingly. Fog is most frequent in the coastal regions of Newfoundland during spring and summer but can occur at any time of the year. The south and east coasts are particularly susceptible, bordering as they do the world's foggiest seas. The Grand Banks fog is often of

NEWFOUNDLAND

	EXTREMES		*Place of Occurrence*
Extreme Maximum Temperature	36.1°C	96.9°F	Glenwood
Extreme Minimum Temperature	−45.0°C	−49°F	Badger
Maximum Rainfall in 24-hour period	15.72 cm	6.19 in	Cape Race
Maximum Snowfall in 24-hour period	101.6 cm	39.99 in	Colinet
Maximum Wind Gust	193 kmh	119.85 mph	St. John's

LABRADOR

	EXTREMES		*Place of Occurrence*
Extreme Maximum Temperature	37.8°C	100.0°F	Goose Bay
Extreme Minimum Temperature	−47.8°C	−54°F	Wabush
Maximum Rainfall in 24-hour period	11.10 cm	4.37 in	Cape Harrison
Maximum Snowfall in 24-hour period	88.9 cm	34.99 in	Battle Harbour
Maximum Wind Gust	139 kmh	86.32 mph	Cartwright

TABLE OF RECORD EXTREMES FROM ENVIRONMENT CANADA
(These are the latest figures available, 1980;
they are usually compiled over a 30-year period.)

Temperatures in Newfoundland and southern Labrador are generally cool and temperate, while northern and interior Labrador can experience such extremes as −49°C (−57°F) in winter with temperatures of −40°C (−40°F) common, and 38°C (100°F) in summer. The July mean varies from 4°C (40°F) in northernmost Labrador to 15°C (59°F) on the south coast of the Island of Newfoundland. On the Island winters are cold and snowy but rarely severe with January means for most of the southern part of the Island usually −6°C (20°F) and in the north about −9°C (15°F). In the summer months of July and August higher temperatures, sometimes reaching 29°C (85°F) and occasionally 32°C (90°F) or higher, occur on the west coast of Newfoundland while the south coast is usually cooler and often foggier because of the cooling effect of the Labrador Current. The Great Northern Peninsula, being virtually surrounded by the cold Labrador Current, which is often ice laden even in July, experiences cool weather, sometimes with widespread fog. The Strait of Belle Isle has a July mean of only 9°C (40°F) in spite of its latitude of 52°N, equal to that of London, England.

Precipitation is generally abundant and well distributed throughout the year with a higher annual average in the southern portion of the Island, reaching 140 cm (55 in) on the Burin

great extent though it rarely reaches far inland in summer. Fog is also common along the Labrador coasts where it is most dense in July, and in the autumn fog can penetrate the tributary valleys which drain into the coastal inlets.

In winter, winds generally blow from the west and northwest over Newfoundland and travelling depressions are frequent, bringing gale-force gusting and veering winds. Rain or snow usually occurs with southeast winds in advance of these depressions. Southwest winds tend to blow in summer and in the autumn intense storms originating in the tropics can occur. Winds tend to blow doubly hard down the Strait of Belle Isle and in Labrador the cold dry winter winds from northwest Canada bring storms and squalls. In summer southwesterly breezes are usual over Labrador and these offshore winds often produce a chinook effect, especially in the northeastern part of the peninsula in the region of the Torngat Mountains. See ICE; LABRADOR CURRENT; METEOROLOGY. C.E. Banfield (n.d.), Robert Branner (interview, Apr. 1980), F.K. Hare (1952), Moses Harvey (1897), C.G. Head (1976), Alexander Murray (1877), W.F. Summers (1967), V. Tanner (1944), *Annual Meteorology Summary for Goose Bay* (1972), *Naval Air Pilot Newfoundland and Labrador* (1943), *Sailing Directions Newfoundland* (1977). PMH

CLINCH, REV. JOHN (1749-1819). Clergyman; physician. Clinch came to Newfoundland in 1775 as a medical practitioner (he was not an M.D., nor was it usual for a practising physician at that time to have that degree), first at Bonavista for eight years and then at Trinity, where in 1784 he married Hannah Hart of English Harbour. The residents of Trinity, desiring the highly esteemed "Dr." Clinch to be more involved in their community life, petitioned the Society for the Propagation of the *Gospel *qv* to have him ordained as their parish priest. The request was granted, and in 1787 Clinch went to England and was ordained by the Bishop of London. He returned to Trinity with an annual allotment of £70 and practised as both doctor and clergyman until his death. During the more than forty years he spent in Newfoundland he also served as a Justice of the Peace, a customs officer, and as a land surveyor.

Plaque erected in Trinity to Rev. John Clinch

An old school friend of Clinch, Dr. Edward Jenner, with whom Clinch maintained a steady correspondence, and who in 1796 had discovered the cowpox method of protection against smallpox, sent Clinch threads of the vaccine to begin immunization in the New World. Thus the first inoculations against smallpox in Newfoundland and in the New World were performed by Clinch before 1800 at Trinity. Clinch began by first inoculating his nephew and his own children against the disease, and afterwards gave vaccinations throughout Trinity Bay, and in St. John's and Portugal Cove where, 1799-1800, an epidemic of small pox was feared. Clinch is also noted for having collected, about the year 1800, a short vocabulary of the Beothuk *qv* language from a Beothuk girl named Oubee *qv* (though it has been popularly believed that the Beothuk John August was Clinch's informant). Clinch died at Trinity on November 22, 1819 and was buried in the cemetery of St. Paul's Church. In 1968 a plaque was erected in his honour to commemorate the introduction of the smallpox vaccine to Canada. In 1978 Dr. Kenneth Roberts was appointed the first John Clinch Professor of the History of Medicine and Physiology, in the Faculty of Medicine, Memorial University of Newfoundland. See HEALTH. J.W. Davies (1970), John Hewson (1979), K.B. Roberts (1979), J.R. Thoms (1975). GL

CLINICS, MEDICAL. See HOSPITALS.

CLINTON, HON. GEORGE (*c.*1686-1761). Governor; Admiral of the Fleet. Born Oxfordshire, England. The second son of Francis Fiennes Clinton, sixth Earl of Lincoln, Clinton entered the Royal Navy in 1707, was promoted to captain in 1716 and in 1731 was appointed Governor of Newfoundland and commodore of the ships sent there. He was the first officer to hold both these apointments concurrently. Clinton was succeeded as governor by Edward Falkingham *qv*. During Clinton's brief stay in Newfoundland, he was chiefly concerned with the conduct of the recently appointed local magistrates whom he supported in their conflicts and disputes with the fishing admirals. The admirals in turn opposed Clinton for his stand with the magistrates although he was in many respects an able administrator of the civil government.

In 1737 Clinton was appointed commodore of the Mediterranean fleet and held a command in the squadron by 1740. Dissatisfied with his position and seriously in debt, Clinton was appointed Governor of New York in 1741 by the Duke of Newcastle as a means of relieving Clinton's financial straits but Clinton did not take up the position until 1743. By 1747 he had risen to the rank of Admiral. In 1753 he was replaced in the governorship by Sir Danvers Osborn *qv* and returned to England. There he was elected to Parliament in 1754 as the Member for Saltash, Cornwall and in 1757 he was appointed Admiral of the Fleet. He died in England on July 10, 1761 at the age of seventy-five. Gordon Duff (1964), *DCB* (III). JEMP

CLINTON, GENERAL SIR HENRY (1738?-1795). Soldier. Born St. John's. Son of Admiral George Clinton *qv*, Governor of Newfoundland (1732-1741). In 1741 Clinton left Newfoundland for New York because of his father's appointment there as Governor. Henry entered the New York Companies (Militia) and was a captain-lieutenant when he left for England at the end of his father's term of office in 1751. In November of that year Clinton was gazetted as a lieutenant in the 2nd, or Coldstream, Guards. In 1760 he went on his first active service and distinguished himself under Ferdinand of

General Sir Henry Clinton

Brunswick during the Seven Years War. In 1772 he was promoted to major-general and elected M.P. for Boroughbridge. From 1774 to 1784 he was Member of Parliament for Newark in England.

Clinton went to Boston in May 1775 and fought with the British forces in the American Revolution. He rose through the ranks to become second-in-command to Sir William Howe in 1776 and was knighted in 1777. Clinton became Commander-in-Chief of the British Army in North America in 1778. He resigned in 1781 and returned to England where he wrote several pamphlets about the American campaign. One, "Narrative of the Campaign of 1781 in North America," angered his former second-in-command, Lord Cornwallis, when it was published in 1783. In 1790 Clinton became M.P. for Launceston and in July 1794 Governor of Gibraltar. He died there on December 23, 1795. W.B. Wilcox (1964), *DNB* (IV). DPJ

CLINTONIA. [*Clintonia borealis* (Ait.) Raf. of Liliaceae.] Also known in the Province as poison-berry. Clintonia is a native plant of Newfoundland and Labrador commonly found on damp soil of coniferous woods and thickets; it is also found in dry woods, on damp wooded slopes and on barrens. It is a perennial herb bearing two to four large basal leaves which arise from a creeping underground rootstock. The leaves are dark green, from 10 to 33 cm (4 to 13 in) long, ovate, broadly elliptic or obovate in shape, and pointed at the tip. The bases of the leaves sheath a long [up to 33 cm (13 in) high] leafless flower stalk which bears at its tip a small cluster of two to four nodding, greenish-yellow, bell-shaped flowers. Occasionally one or two flowers are also borne below the cluster on the top half of the stalk. The flowers are perfect and 10 to 15 mm (.4 to .6 in) long, have six stamens and bloom from late May to early July. The fruit which follow are many-seeded, deep-blue berries which are poisonous. The leaves of the plant are edible and are prepared when very young by some North Americans as a pot-herb or salad green. Fernald and Kinsey (1958), H.A. Gleason (1952: I), Asa Gray (1950), Ernest Rouleau (1978), Agnes Marion Ayre Herbarium (Location Lists: File 68). CFH

Clintonia

CLODE SOUND. See BONAVISTA BAY.

CLOTHING. See TEXTILE MANUFACTURE.

CLOUDBERRY. See BAKEAPPLES.

CLOUSTON, ALWYN V. (1910-). Businessman; entertainer. Born St. John's. Educated Prince of Wales College. Employed with Terra Nova Motors Ltd. for nine years, he joined John Clouston Ltd. in 1940 and worked there until his retirement in 1974. He was the National Director of the Boys' Club of Canada and, from 1972 to 1975, he was the National Director and Local President of the Canadian Bible Society. In 1975 Clouston began a new career as a storyteller with the release of his first record of Newfoundland tales, *Spinnin' Yarns*. In 1977 he made his second record, *Proper T'ing*, and in 1978 published his first book, *Come 'Ere Til I Tells Ya*. In 1979 he released his third record, *Cinderelly*, for which he was nominated in 1980 for a Juno Award in the humor category. In 1980 Clouston also published his second book, *We Rant and We Roar*. A.V. Clouston (interview, Oct. 1980), *Who's Who Newfoundland Silver Anniversary Edition* (1975). JEMP

Alwyn V. Clouston

CLOUSTON, JOHN WILLIAM (1869-1956). Businessman. Born St. John's. About 1884 Clouston started a tinsmith apprenticeship at St. John's which he left *c.*1892 to enter the smithy of W.J. Clouston, also in St. John's. In 1904 John Clouston opened his own tin shop on Duckworth Street and did local work. According to A.B. Perlin (1958?) an example of Clouston's work of the period was the copper sheathing construction of the Presbyterian Kirk at St. John's. By the Act respecting the Establishment of Cold Storage Factories (4 Ed. VII, c. 2) passed April 28, 1904 Clouston was able to finance at Petty Harbour a storage depot and plant, which housed an experimental indoor fish dryer that utilized circulating electric blowers. John Clouston's patented design was the model for two subsequent experimental fish processing plants, one on a small scale at St. John's in 1907 and a full-sized facility operated *c.*1915-1917 at Bay Bulls by the Newfoundland American Packing Company. Perlin credits Clouston with pioneer work in boneless processing, shredding, and packaging codfish (by 1910) and with the first attempts to export chilled salmon from Newfoundland, in 1923.

John William Clouston

By 1930 Clouston had abandoned entrepreneurial activity in the fisheries to concentrate on his tinsmith business, returning briefly to try exporting canned codfish in 1940. In that year his son, A.V. Clouston, became manager of the company, which operated from 170-172-174 Duckworth Street. In the years up to his death at St. John's on January 11, 1956 John Clouston's business expanded to accommodate expansion in the oil and gas home-appliance trade and furnace lines, while still retaining a smithy. In 1969 the firm established an aluminum division and the following year abandoned its appliance trade.

In 1975 Ian Clouston asssumed the position of manager of the firm and phased out the company's sheet metal working division. The next year the company started a home insulation programme which was in effect until June 1980 when John Clouston Ltd. terminated business in the Province. A.V. Clouston (interview, Oct. 1980), Ian Clouston (interview, Oct. 1980), *Newfoundland Directory 1936* (1936). WCS

CLOUSTON LIMITED, JOHN. See CLOUSTON, JOHN WILLIAM.

CLOVERS (*Trifolium* of Leguiminosae or Fabaceae). Naturalized herbs of the Province. The genus of *Trifolium* includes about three hundred species which occur in northern temperature areas. In the Province there are four clovers, all of which

have been introduced from Europe and have subsequently become naturalized. Clovers are annuals, biennials or perennials with usually three-foliolate, palmately-compound leaves which are alternate and stipulate. The perfect flowers, which are held in small, dense heads, bear five petals, which are usually united to form a tube and are papilionaceous, and a calyx, which is often tubular or bell-shaped and five-lobed. Fruit are small, membranaceous legumes containing one to six seeds each.

Clovers are rather common herbs occurring in meadows, fields, on roadsides, lawns and various other places. Because of their nutritive values, they are grown extensively in mixtures with other crops for use as fresh livestock feed, hay or silage. As well as being a good protein-rich feed, they have the added benefit of converting atmospheric nitrogen into organic nitrogenous compounds which are released in the soil, thereby enriching it. The four naturalized clovers occurring in the Province are *Trifolium agrarium* L., the yellow or hop clover, an erect annual which bears yellow flowers, each of which is borne on a pedicel; *T. hybridum* L., the alsike clover, a perennial which is ascending or erect and which bears white and pink or deep red flowers borne on stalks; *T. repens* L., the white clover, which is a trailing perennial with white or pinkish flowers each of which are also borne on individual stalks; and *T. pratense* L., the red clover, also known as the Honeysuckle clover in the Province, a biennial or perennial with ascending stems which bears deep red flowers which are sessile. All of these clovers, excepting *T. agrarium*, are used in livestock feed mixtures in the Province. Numerous types of these clovers have been developed for better yields; one of these is the Ladeno clover, a type of white clover, which give good yields and provides a very good quality feed. See LEGUMES. Bradford Angier (1974), Etgen and Reaves (1978), H.A. Gleason (1952: II), Asa Gray (1950), Fred Rayment (interview, Oct. 1981), E. Rouleau (1978), P.J. Scott (1973; 1977), *Field Crop Guide Atlantic Provinces* (n.d.). CFH

CLOWN'S COVE. See FRESHWATER, CONCEPTION BAY.

CLUTTERBUCK, SIR PETER A. (1897- ?). British civil servant. Born Gorakhpur, India. Educated Pembroke College; Malvern College. Clutterbuck joined the British Civil Service in 1919 and in 1922 began a long career with the Colonial Office *qv* which included various positions, such as member of the United Kingdom delegation to the League of Nations. In 1933 when Prime Minister F.C. Alderdice *qv* of Newfoundland agreed to an investigation of the economy of Newfoundland the Amulree Commission was established and Clutterbuck was appointed as its secretary. According to St. John Chadwick (1967) the Commission's final report "owed much to . . . [Clutterbuck's] grasp of the complex problems with which Lord Amulree *qv* and his colleagues were faced." He later became the British High Commissioner to Canada, and he was twice knighted for his contribution to the British Civil Service. See AMULREE REPORT. St. John Chadwick (1967), J.R. Smallwood (1975). EPK

CLYDE. See ALPHABET FLEET.

CLYDE VALLEY. Built at Belfast, Ireland in 1886 the *Clyde Valley* gained distinction and notoriety after successfully running a British blockade to deliver arms to Northern Ireland in the early nineteen-hundreds.

Eventually seized by the British it was purchased by the H.B. Clyde Lake Shipping Company Limited, St. John's. The 475-ton *Clyde Valley* operated on the Newfoundland coastal service until grounded at Burin in 1953. The vessel was berthed at Sydney, Nova Scotia, to be scrapped, but instead Samuel G. Campbell of County Antrim, Ireland, purchased her. In 1968, designated the oldest iron clad vessel afloat, the *Clyde Valley* was shipped to Carrickfergus, Ireland, for conversion to a floating museum. *DN* (Oct. 8, 1968; Nov. 30, 1968), *ET* (Aug. 24, 1974). WCS

C.N.I.B. See BLIND, CANADIAN NATIONAL INSTITUTE FOR THE.

COACHMAN'S COVE (inc. 1970; pop. 1976, 293). A fishing-lumbering community north of Baie Verte on the east side of a promontory near a tip of the Baie Verte Peninsula *qv*, Coachman's Cove was first called Pot d'Etain by the French who used the cove as a fishing station on the *French Shore *qv* (*JHA*: 1873). Coachman's Cove was so named by English settlers who were living there year-round by the 1860s. The first settlers to arrive in Coachman's Cove possibly came at the invitation of the French in the early 1800s to act as *gardiens* of French stages and fishing equipment during the winter months and who established a permanent fishing settlement. Many communities such as Coachman's Cove had double identities and double populations: places like Petit Coup de Hache (Brents Cove), Grand Coup de Hache (Harbour Round), Isle a Bois (Wood Island) and Des Pins (Mings Bight) that were situated on the north shore of the Baie Verte Peninsula had predominantly French populations from June to September (as crews came from France to fish cod off Cape St. John *qv*) and Anglo-Irish-Newfoundland populations during the winter. According to the *Journal of the House of Assembly*, 1873, "The French Captains, prior to their leaving the shore, appoint one or more of the English settlers Gardiens of their habitating stages, and other articles of property which they leave on the coast."

Coachman's Cove is first recorded in the *Census* of 1869, with 237 inhabitants of which two were Irish born and two who were born in the "English Colonies." There was one merchant and one Roman Catholic Church in the community which had 229 Roman Catholic adherents. In 1872 there were fifty-one reported inhabitants of Coachman's Cove: the families of James Downey Sr., James Downey Jr., Daniel Downey, John Bailey, John Normor, Richard Dobbin, Andrew Dow, John Demfy and Timothy Drover. It is likely that the large figure recorded in 1869 included French summer fishermen as the population recorded for Coachman's Cove after 1869 did not reach over 200 again until 1921. The construction of a church points also to the importance of the community to the French as a base. (There were French chaplains based at Conche and La Scie at the time.) It also contributed to its development as a year-round English settlement on the French Shore; of other communities on the shore it was stated in 1872 "some few of the most populous places may receive an occasional visit or a Clergyman, yet it [the French Shore] remains nearly as destitute as their neighbours in White Bay" (*JHA*: 1873).

The early economy of Coachman's Cove was based mainly on the cod and herring fisheries but lumbering and sawmilling increasingly became the main source of employment for the community, which numbered 294 people by 1935 with the

immigration of many Roman Catholic families of Irish origin (Fitzgerald, Brian, Duggan, Dunn, Foley, Fahey, Walsh, Hearn, Kennedy) and a French family (Le Mie). There were three sawmills in the settlement by 1940 and by the 1950s lumbering had become the main employer in Coachman's Cove. In 1954 the settlement numbered 284, fifteen families engaged in fishing (twelve crews, with the catch—cod and salmon—sent to Paquet *qv*) and about twenty men engaged full-time in woods-work for Bowaters. In the winter all fishermen worked in the woods and sixty men were employed in local sawmills one of which reportedly supplied "wharf timbers for most of the piers on the northeast coast" (*Fishing Communities of Newfoundland*: 1952).

By this time there was a public wharf in Coachman's Cove, a Credit Union and a two-room Roman Catholic school but it was not until the 1960s that the community was linked by road to other settlements on the Baie Verte Peninsula. The high rate of seasonal unempoyment and the community's isolation made livelihoods difficult in the 1960s and 1970s. Approximately thirty-five of those employed worked in Baie Verte as miners. Most of the remainder were employed as fishermen and seasonal labourers. In 1981 there was an elementary school in Coachman's Cove. J.R. Smallwood (1940), *Census* (1867-1976), *Fishing Communities of Newfoundland* (1952), *JHA* (1873), *List of Electors* (1928; 1975). Map E. JEMP

COAKER, SIR WILLIAM FORD (1871-1938). Founder of the *Fishermen's Protective Union *qv*; politician; businessman; reformer. Born St. John's. Educated Bishop Feild College. Later to become one of the most powerful Newfoundland men of his day, Coaker showed an early interest in things political. As well as attending the House of Assembly debates regularly while still a school boy, he became somewhat of a leader of his peers when at the age of thirteen he instigated and managed a strike held by boy employees of one of the largest of the St. John's exporting firms. The strike lasted two days, and at its conclusion the boys' wage demands were met.

Sir William Ford Coaker

At the age of fourteen circumstances led to Coaker's departure from school and the securing of clerical employment at McDougall and Templeton, of St. John's. Following two years with the firm in St. John's he accepted the position of manager of its branch store in Pike's Arm, Notre Dame Bay. Four years later he took over the ownership of the store, but was left bankrupt after the *Bank Crash *qv* of 1894. Coaker then began farming on a relatively large scale on an island in Dildo Run, Notre Dame Bay, which he called Coakerville. His knowledge of farming was gained at a short course of study in Macdonald College, Quebec. As well as tending the farm, he also began work as a telegraph operator, customs employee and post master in 1902. Again active in organizing, he formed a telegraph operators' union in 1903 and began editing a small union periodical. One year later, however, he quit his three positions and left the union. Moving back to Coakerville, Coaker apparently spent many winter evenings reading and contemplating. His adult years up to this time had been spent primarily in Notre Dame Bay, amongst the fishermen of the area. For a long time he had been aware of the problems of the fishermen and during his stay in Coakerville he had had much time to think about these problems and their solution.

The reasons for these, as he saw them, were many. In general the fishery was being very poorly managed. Many exporters shipped on consignment dried cod at about the same time each fall, creating gluts in overseas markets and forcing the prices for cod down. As well, much of the fish from the Colony, particularly from Labrador, was of poor quality, largely because of the practice of "tal qual" *qv* buying. Furthermore, when fish was culled, it was done so by individual cullers employed by the merchants. Standard grades, however, did not exist because of the absence of any colony-wide regulatory system. As the end result the price for cod from Newfoundland and Labrador in overseas markets was usually low. In the meantime the fisherman spent his entire life in subservience to the merchant-exporter under the credit or truck system of the fishery. Under this system the fisherman acquired his supplies in the spring on credit from the merchant who would be repaid in the fall in fish. Owing to the state of marketing and the need on the merchant's part to make a profit the value assigned by the merchant in the fall for the fish was often seen to be quite low. As a result fishermen, particularly in years of poor catches, often could not repay the debt created by purchasing goods in the spring. As well as being poverty stricken, the fisherman was also powerless. Uneducated because of his poverty, the need to start working at an early age, and the poor educational system, the fisherman was rarely a successful candidate for the House of Assembly. The affairs of the country were consequently controlled usually by moneyed and educated men who were by and large from St. John's and who understood little of the needs of the fishermen.

Coaker's solution, as it evolved over those winter nights, was the formation of a union of fishermen which would be powerful enough to change the unfair treatment of the fisherman. This would require the reorganization or reform of the fisheries, government, the educational system and just about every other facet of life in the Colony. By the fall of 1908 Coaker was ready to present his proposals to the fishermen of the area where he lived, and on November 2 and 3, 1908 he

held public meetings at Herring Neck to announce his intentions of and reasons for forming a union. At the end of the meeting of November 3 nineteen fishermen stayed behind to join with Coaker in forming the first local council of the new organization which was to be called the Fishermen's Protective Union (FPU); Coaker became the president of the new Union. Throughout the rest of that winter Coaker travelled around Notre Dame Bay speaking to the fishermen and organizing those who were interested. In the spring he went back to Coakerville to farm, but word of the union and its objectives spread throughout the district and by the fall of 1909 fifty local councils of the FPU, with thousands of members, had been formed on the northeast coast of the Island. During the following four winters Coaker repeated his travels around the coast, moving farther north and south each time until by 1914, through his efforts, approximately 20,000 fishermen from Conception Bay to the northern district of St. Barbe had enlisted in the Union.

The task of uniting these men was an arduous and difficult one. The fishermen were scattered about in isolated villages along the coast, and travelling to them in winter was extremely hard. Moreover, to convince these men who were traditionally individualistic, that they should unite was an accomplishment of great magnitude. That it was accomplished is in no small way due to Coaker himself. An amazingly hard worker, Coaker was a strong man and easily able to withstand the rigours of those winter travels around Newfoundland, some of which he did on foot. His powerful way of speaking was an effective tool; he was described as "one of the most forceful speakers [the fishermen] had ever heard. A man in his early thirties, short, very thick-built, strong as an ox, eyes flashing, dressed in the kinds of clothes that would be worn by a farmer who had lived all but alone on an island for fifteen years, Coaker appeared . . . every inch one of the people. The fishermen were quick to know him for one of themselves. Nor was his speech suave, polished, like that of the professional politician to which they were accustomed to listen each four years. He paid them no oily compliments, which was a novelty to them. Had they not recognized the rugged simplicity and sincerity of every word he uttered they would most surely have resented the taunts and gibes he threw passionately at them for what he termed their slavish acquiescence in the conditions imposed for centuries upon their forefathers and themselves" (J.R. Smallwood: 1927, p. 21).

In addition to enlisting fishermen in this period Coaker was also building up the various parts within the Union organization. By 1909 his plans for the Union had taken a well-defined form. It was organized according to democratic principles; Local Councils were formed by members of an area; these Local Councils met weekly to discuss issues of importance, and to conduct the business of the Local. Each Local elected an executive which in addition to administering the affairs of the Local, also represented it in a larger District Council. Each District Council in turn was represented in the Supreme Council, which acted as the organizing body for the whole union. Recommendations made at the local level which were of general importance could therefore be passed up through the hierarchy to the Supreme Council. Funds for running the councils and conducting their activities were provided by the members themselves in the form of membership fees. Special funds, set up for loans or disability payments, were also fed by membership contributions.

In order to free the fishermen from their ties to the merchants, while at the same time decreasing the fishermen's costs, the Union was to enter the commercial field. Through a company or a number of companies the Union was to buy goods at wholesale prices and distribute the goods to the various locals, where they could then be sold for cash at cost. To this end, in 1911, Coaker formed the Union Trading Company, which was incorporated the following year and which was designed to import goods and sell them at cost to members of the FPU. The company, the shares of which were held only by FPU members, secured premises in St. John's to serve as headquarters and built or purchased buildings in various outports where the goods were to be sent and sold. As this company progressed, Coaker saw the need to establish other enterprises, including an export company and a ship-building company. At first Coaker thought of establishing these companies in St. John's, but costs there proved to be prohibitive. After some searching he decided to erect these companies' headquarters in a place near Catalina, and work at the site, which was later called Port Union, began in the winter of 1916. By 1918 the site was completed. Not only did it contain premises for the Union Export Company and the Union Shipbuilding Company, but also headquarters for the Union Trading Company and a company called the Union Electric Light and Power (which was established in 1916 and which produced hydro-electric power, distributing it to the other companies' premises and houses in Port Union and to various outports on the Bonavista Peninsula). Coaker also established a shipping company, the Port Union Shipping Company, and a company known as the Union Cold Storage Company, which was located in Patras, Greece.

To keep all members informed of the Union's activities and local political events Coaker began the publication of a newspaper, known usually as *The Fishermen's Advocate qv*. In 1910 during its first year the newspaper was printed by various interests. In the following year, however, Coaker started the Union Publishing Company (shares were sold only to members of the Union) to take over the publication. From then to 1924 the paper was published in St. John's, but the company then moved its premises to Port Union, where it was still being published in 1981. In addition, Coaker wrote and distributed circular letters to members of the Union to keep them informed on fish prices and markets and to explain his stands on various issues.

As well as forming a commercial empire and communications network, Coaker felt that the Union should also become involved in political affairs in order to further its aims of changing the fishery and other aspects of Newfoundland life. As he planned it, the Union would work towards an almost complete reformation of society itself. The Union was to see to it that a system of night schools for the use of fishermen and other workers was established, that a widespread, effective educational system which would make education free and compulsory for all children was begun, that old age pensions for needy men over the age of seventy were instituted, that referenda and the recall of members of the House of Assembly were introduced and that conflict of interest laws and provision for increased salaries for Members of the House of Assembly were passed. "Tal qual" buying of salt cod was to be abolished, a standard cull of fish, administered by government employees, was to be established, and trade agents in actual and potential codfish markets were to be hired by the

Government to keep Newfoundlanders informed about markets and to create new ones. Prices for the various grades of fish were to be set by Government, tinned lobster was to be inspected and graded by government personnel, and cold storage bait depots were to be erected by Government for the use of the fishermen.

At first the Union, under Coaker's direction, lobbied for such improvements. But as early as 1909 Coaker had it in mind to set up a political wing of the FPU. In that year, at the Union's first convention, Coaker announced that he wished the Union to run eight to ten candidates to act as an opposition body, fighting for the rights of the fishermen and supporting only those measures which upheld these rights. By the fall of 1911, largely as a result of Coaker's endeavours, plans were made to select thirteen candidates for the 1913 election to run under the banner of the Union Party. The new Union Party's election manifesto drafted the following year, soon became known as the Bonavista Platform and included twenty-three important reforms, for which the Union had been fighting. Some of the more notable were a standardized cull of fish, administered by the Government; the hiring of trade agents and the establishment of cold storage bait depots, owned and operated by the Government; the weekly publication of overseas prices for fish; educational reforms, introduction of old age pensions; measures to protect the forest resources of the Colony; the reduction of duties on certain necessary items; reform in the Civil Service; the establishment of a colony-wide telephone system; and anti-combines legislation.

Although Coaker's original plan had been to confine the political activities of the Union to a small number of non-aligned Union opposition members of the House of Assembly, it became apparent to Coaker that the joining of the Union's candidates with one of the two major parties was better for two reasons. First, joined with another party, the Union Party stood the chance of forming part of a new administration, thereby increasing its power to make reforms; secondly, neither Coaker (who was to run for election) nor the other Union candidates had had any parliamentary experience and therefore could benefit from close association with other, more experienced members in the House. Of the two major political parties then in existence, Coaker was drawn more towards the Liberal Party, under the leadership of Sir Robert Bond. Bond certainly appeared more amenable to incorporating into his politics the ideas and programmes proposed by Coaker. Edward Morris's People's Party, on the other hand, which had been in power in the House of Assembly since 1909, had consistently shown indifference towards the demands of the Union. The Liberals realized the necessity of joining with the Unionists, who had built up most of their power in the northern districts of the Island and who thereby threatened the traditional Liberal stronghold there, and negotiations were therefore started and the terms of a coalition between the two parties were eventually worked out whereby the Union were to run nine members in the coming election under the leadership of Bond; Bond agreed to incorporate fifteen of the Union's Party's election proposals in his own election platform. In the election of 1913 eight of the Union candidates, including Coaker (who had contested a seat in the district of Bonavista) won, but only seven of Bond's Liberals were elected. Morris's People's Party took twenty-one seats and thus placed the alliance in opposition. Bond, perhaps embarrassed by the poor showing of his own Liberal Party and feeling eclipsed by the success of Coaker and his colleagues, resigned from the House of Assembly soon after. In the vacuum thus created Coaker emerged as the leader of the opposition, in fact though not in name, and his colleagues in the Union Party supported him energetically. For the first time the fishermen of the country were represented by their peers.

In opposition the Union Party was quite successful. Its power, which came from representing so much of the Newfoundland population, was recognized by all parties, and the People's Party, under Morris, realized that some compromise would have to be made with the Union Party; consequently two important bills, the Sealing Bill and the Logging Bill, which contained reforms proposed by the Union Party, were passed in the House of Assembly. Although these bills lost much of their effectiveness because of amendments made in the Legislative Council, a victory had been secured by the Union in the House.

In July 1917 an end came to the Union Party's opposition role when a war-time National Government, composed of all political parties in the Legislature, was formed, first under the leadership of Edward Morris and then under that of W.F. Lloyd. Certainly the most pressing problem that faced the new administration was the need to find replacements for the declining ranks of the Newfoundland Regiment. Recruiting campaigns had been successful earlier in the war, and as late as the winter of 1916-1917 Coaker himself had been responsible for finding sixty-eight recruits for war services, men who were popularly known as "Coaker Recruits." Despite such attempts to bolster the forces, voluntary enlistments were not numerous enough and losses in the ranks of the Regiment were threatening its existence. Conscription seemed to be the only method of keeping the Regiment alive. At the same time, however, Coaker was being pressed by vast numbers of the Union to vote against conscription. In response to this, Coaker announced that he would not agree to conscription, unless a referendum were held and its results showed that the majority approved of taking this measure. In the end, however, Coaker did vote for conscription without a referendum. In his own defense he claimed to have voted for this measure, without waiting for a referendum, because no time could be wasted in strengthening the Regiment, and Coaker felt that he could not stand in the way. One historian (Ian MacDonald: 1976) has claimed that Coaker was forced to vote for conscription because if he had done otherwise he would have alienated the Union Party from the Government and therefore from its powerful position to push for reforms. Moreover, according to the same writer, to have voted against conscription and thereby to assign the Union Party to opposition seats, Coaker and his party would have been forced to face the electorate without the aid of experienced colleagues in an alliance, and in Coaker's mind the Union Party was unable to form a government without such aid. Whatever Coaker's reasons for voting for conscription, his decision to do so weakened his appeal amongst some of his supporters.

The phenomenal growth of the FPU in the pre-war years now began to slacken. At the peak of its strength the Union had locals from St. Barbe District, across the Northeast Coast, to Conception Bay and a small number on the Burin Peninsula. That it did so well on the east coast, as opposed to the other coasts, has been attributed by some historians to the social conditions prevalent there. Men from these areas mixed annually with others from the same areas in the spring and

summer at the seal hunt and in Labrador, and in the winter at logging camps. Not only did this lead to the realization amongst fishermen that their problems were common ones and were shared by most fishermen on the northeast coast, but this situation also allowed for a rapid spread of news about the Union.

The Union was unable to make gains in the southeast area of the Island, mainly because of the overt opposition of the Roman Catholic Church in Newfoundland. One local at Ferryland, was instituted but was then quashed by the Archbishop, M.F. Howley *qv*.

Now, with the question of conscription, Coaker found new opposition to the growth of the Union. At the same time prohibition became an issue. Before it became law Coaker had been a strong supporter of the measure, as had many others in the Union. Nevertheless, the measure was unpopular amongst many in the Roman Catholic districts of Newfoundland and it was felt that Coaker's approval of prohibition hampered the growth of the Union in these areas.

If conscription and prohibition had been important reasons for the weakening of the FPU during the war, the issue of reform in the cod fisheries became, for a short while, an important one in strengthening it during the post-war years. After the war the National Government Coalition had been disbanded and an election called. Coaker's first move was the formation of an alliance with R.A. Squires *qv*, the leader of the new Liberal Reform Party. From the point of view of both leaders the alliance was necessary to fight Sir Michael Cashin *qv*, who had emerged as Premier after the disbanding of the National Government. Coaker thought that the alliance, if successful, would give him the opportunity to introduce reforms in the fishery. He foresaw great troubles in the fishery in the post-war period, for he realized that a fall in fish prices always occurred following a major war, with the re-introduction of foreign competition in the fish markets of the world. An arrangement was worked out between Squires and Coaker whereby Coaker was to direct the affairs of the fisheries and Squires was to become leader of the new Administration if the alliance was successful at the polls.

The new arrangement with Squires proved to be fruitful, for in the election of November 1919 the coalition carried twenty-four seats, while Cashin's party won only twelve. Desertion from the ranks of the Liberal Reform Party later added one more seat to Sir Michael's party's standings in the House.

In the new Administration Coaker became the Minister of Marine and Fisheries, a position he held until 1923. In his first year in office Coaker soon became engrossed in setting up the fisheries reforms he had worked so long to accomplish. Before Coaker assumed office new problems in the fishery had already surfaced. In 1918 the Italian government had established an agency known as the *Consorzio* to act as the sole buyer for all foreign imports, in an effort to keep prices as low as possible. Agreements had been made before this, however, between Newfoundland fish exporters and Italian importers, and substantial amounts of fish for this market had been bought from the fishermen at suitable prices. But the *Consorzio* had announced that previous agreements with Italian importers were not binding. This had presented the prospect of not being able to sell any fish to the Italians; if this happened, gluts and decreases in the price for fish could occur in other markets. In short, the Newfoundland fishery was facing the possibility of a catastrophic year. To avert this, the National Government, then under the leadership of Lloyd, had established a commission of exporters, including Sir John Crosbie *qv*, a minister of the government, to control the marketing of all Newfoundland fish. It had been given powers to direct fish exports to any markets at any time, depending on market conditions. Although the commission had no success in the Italian markets, it did in other major markets, thereby proving its worth.

In the following year similar controls had been placed on marketing and an agent for Newfoundland exporters appointed to negotiate prices with the Italian agency. The arrangement had not worked, however, because it failed to receive the support of all Newfoundland's exporters. A small number of these exporters sold fish to the Italian market at relatively low prices upsetting the negotiations and making it seem that further shipments of Newfoundland cod at similar prices would follow in other markets. Other buyers, therefore, had slowed down their buying, while awaiting Newfoundland shipments. In November 1919, when Coaker assumed the office of Minister of Marine and Fisheries, he reacted to the situation in the fisheries by establishing minimum market prices for cod and penalties for exporters who did not comply with them. The negotiator was also instructed to continue talks with the Italians. The talks ended well and marketing in Europe turned out to be relatively profitable.

Coaker followed this action by introducing new legislation to reform the fisheries at home. "Tal qual" buying was made illegal and was replaced by a new government-controlled fish culling system; trade agents in foreign markets were provided for, as was an Exportation Board with powers to control marketing, particularly market prices. During the winter of 1920-1921, however, the regulations providing for controlled marketing at agreed-upon prices were disregarded by a number of exporters who sold at lower prices in European markets. Other exporters, fearful that by following the Government's regulations, they would lose their markets, followed the example of those exporters and sold at whatever prices they could get. According to some (S.J.R. Noel: 1971; Ian Feltham: 1959) this was an understandable reaction amongst the exporters, since the fixing of overseas prices in markets which fluctuated constantly could not have stopped foreign cod sellers (such as the Norwegians) from selling at lower prices, thereby weakening Newfoundland's position. At the same time an imbalance in the rates of exchange among currencies made Newfoundland regulations unworkable as well. The end result was the repeal of Coaker's regulations later in 1921.

It has been claimed that the failure of these regulations (which have been generally praised by students of Newfoundland history) in which Coaker had placed all his hopes, was a terrible blow to the man, and because of its impact on him he lost the zeal with which he had run his Union and his Department. Coaker's influence in the political arena waned in the following years, though he continued to hold his ministerial portfolio until the resignation of R.A. Squires in July 1923. Coaker was then appointed minister without portfolio in William Warren's Administration, a post he held until May 1924.

Later in 1924, following the general elections of that year,

he ran unsuccessfully in a by-election against W.S. Monroe in Bonavista Bay. This was perhaps a sign not only of Coaker's waning interest in politics, but also of a corresponding decline in his support in an area that was once solidly behind him. From then to 1928 Coaker stayed out of politics. In that year, apparently in a final attempt to reform the fisheries, he ran again with Squires, and was elected in Bonavista East. Nevertheless, once elected he assumed the position of Minister without portfolio, rather than that of Minister of Marine and Fisheries, which was held by H.B.C. Lake, and his role in the direction of the fisheries was not a strong one. He retired from politics in 1932.

During the 1920s Coaker had became more and more involved in the commercial affairs of the FPU. He resigned in 1926 from his position as President of the FPU, which he had held uninterruptedly since 1909. More and more he came to conduct his commercial empire as merchants had done traditionally for decades. The ideal of dealing in cash was foresaken, and by 1926 was actively being discouraged by Coaker.

Up to his death he retained the position of Honorary President of the FPU, and President of the Union Trading Company Limited, the Union Electric Light and Power Company Limited, the Union Shipbuilding Company, Limited, the Union Cold Storage Company and the Port Union Shipbuilding Company. In later years, apparently for his health, Coaker spent much of his time at a dwelling which he owned in Jamaica. He died in Boston in 1938.

Coaker was made a Knight Commander of the Most Excellent Order of the British Empire in June, 1923. M.L. Bouzane (1974), W.F. Coaker (1930), Ian Feltham (1959), Ian McDonald (1976; 1976a), Peter Neary (1973), S.J.R. Noel (1971), Centre for Newfoundland Studies (Coaker Papers; Fishermen's Protective Union Circular Letters), *NQ* (Summer 1923), *Who's Who In and from Newfoundland 1937* (1937?). CFH

COAKERVILLE. See COAKER, WILLIAM F.

COAL. In his travels along the west coast of Newfoundland during the 1760s Captain James Cook *qv* reported that there were coal deposits of excellent quality and of such quantity that it would meet the needs of all of Europe and America. Cook was not alone in his optimism. In 1822 William Cormack *qv*, during his trek across the Island, indicated that he had seen specimens of a coal of excellent quality taken from the Barachois Brook area of St. George's Bay. The first Newfoundland Government Geologist, J.B. Jukes *qv*, investigated the Barachois Brook area during 1839-1840 and reported finding a coal seam with .92 m (3 ft) of good quality coal. He also visited the Grand Lake area and discovered a 15 cm (6 in) seam of coal near Coal Brook.

With the establishment of the Geological Survey in 1864, Alexander Murray *qv* became its director. He initiated an exploratory journey across the Island the next year and one of the major purposes of this journey was to ascertain whether there were coal deposits in the interior of Newfoundland. He first stopped at Grand Lake, but found no visible outcroppings; nor did he find the 15 cm (6 in) seam Jukes had reported twenty-five years earlier. He continued on to St. George's Bay, where he found a small seam near Romaine's Brook. Murray's second visit to the areas where coal was believed to exist did not occur until 1873, eight years later. He was accompanied by James P. Howley *qv* who in 1884 would succeed him as Director of the Geological Survey. Near Riviere Blanche they discovered an outcrop about 15 cm (6 in) thick. They also investigated the seam they thought to be the one discovered by Jukes (which they named Jukes Seam in his honour) and found it to have 107 cm (3.5 ft) of coal. Another seam was discovered just above that one, on the Middle Barachois River, and named Cleary seam, after Hon. Philip Cleary *qv*, upon whose concession it was located. Measurements taken indicated a coal seam 43 cm (17 in) thick. Howley discovered a fourth seam (which Murray named Howley Seam) and it was found to have 122 cm (4 ft) of excellent quality coal. No further exploration was attempted during that year.

Coalfields

In 1879 the third search for commercial coal deposits was instituted, this time at Grand Lake. The Government purchased a boring device and tests were conducted with the hope of finding a seam of such thickness as would warrant a full scale mining operation. Holes were struck to a depth of 76 m (250 ft) but the coal seams encountered were extremely thin, the largest attaining a thickness of only 41 cm (16 in). The boring continued in 1880 but there were no more fruitful results and the existence of extensive deposits was doubted. In any event it was felt that Newfoundland's coal reserves were much too small to command additional expenditures of the taxpayers' money. No further exploration for coal occurred until 1889.

ST. GEORGE'S COALFIELDS. The St. George's Coalfields are located in the area around Barachois Brook in the south, extending north through the Robinson's River, and past the Northern Feeder which empties into Robinson's River. The area, sometimes referred to as the St. George's Bay trough, is approximately 110 km (68 mi) long and 19 km (12 mi) wide, a total area of 2113 km² (816 mi²). Early attempts to determine the extent of the coal deposits in the fields had proved to be inconclusive. James P. Howley, however, firmly believed that Newfoundland's coal resources were extensive and could be developed into an economically viable industry. In 1889 he convinced the Government of Newfoundland of his belief that there were millions of tons of coal in the St. George's Coalfields waiting to be discovered. He subsequently began a de-

tailed exploration of the area. The Howley seam on the Robinson's Head River was cleared of debris for 46 m (150 ft) along its outcropping and found to have an average width of 127 cm (50 in) of good, solid coal. Two new seams were also discovered on Robinson's Head River and four additional seams on the Northern Feeder.

The majority of the previously discovered seams were located on or near the Middle Barachois River. These included the Jukes and Cleary seams, which had been investigated in 1873. Additional seams were discovered near these, and farther down the river. Jukes Seam was uncovered for 402 m (440 yd) and was found to have a good quality coal, resembling Cherry coal, with a thickness varying from 7.6 to 20 cm (3 to 8 in). Below this seam twelve new ones were discovered ranging in size from several centimetres to more than a metre. The four major ones of these were the 18-Inch Seam (46 cm; 18 in), Slately Seam (109 cm; 43 in), Clay Seam (51 cm; 20 in) and Rocky Seam (43 cm; 17 in). Cleary Seam above Jukes Seam had a thickness of 66 cm (26 in) and resembled Glace Bay coal.

Farther down the River, 671 m (2,200 ft) below Jukes Seam, a new seam was discovered and named in honour of Alexander Murray. It appeared on both sides of the river and was 145 cm (57 in) on the right side and 163 cm (64 in) on the left, the greatest average thickness discovered up to that time. However, the coal was determined to be of inferior quality. Other seams were discovered but were small, inaccessible or of poor quality. Howley felt boring might determine that there were other seams with more extensive coal deposits buried beneath the field, but this boring did not take place until the 1920s.

In the *Report upon the Mineral Resources of the Island for the year 1903* J.P. Howley (1917d) indicates that the Barachois Coal Company Ltd. was carrying on mining operations at Bay St. George. However, the company does not appear to have mined any coal. The second company to operate in the region was the St. George's Coal Fields Ltd. which began operations sometime around 1920 under the leadership of its President, Thomas J. Freeman. The company was commended by the Minister of Finance on June 15, 1920 in a speech to the Newfoundland House of Assembly for the work they had done and were doing to develop the coal deposits along Robinson's River. That year the Geological Survey of Canada reported that much of the coal in the area was infused with deformed or broken rock which would make mining difficult, but it did indicate that there was approximately 2.5 million tonnes of mineable coal in the fields.

In 1927 Herbert Baker, then the Newfoundland Government Geologist, presented a paper at a meeting of the Second (Triennial) Empire Mining and Metallurgical Congress held at St. John's, entitled "The St. George's Coalfield, Newfoundland." He concluded that more extensive boring operations needed to be carried out before it could be determined that the coalfields could be viable mining operations. He felt that the fields were capable of producing millions of tonnes of good coal, but pointed out the need for caution and expertise in the development of a resource which could spark a revolution in the industrial base of Western Newfoundland.

In 1938 Professor A.M. Bryan did a thorough investigation of the economic possibilities of the St. George's coalfields. While he acknowledged the existence of an abundant coal deposit which could produce millions of tonnes of coal, there were many adverse factors which prohibited its economical or practical extraction. There was severe folding in the geological structure which compressed the coal beds, causing disintegration of the product, and resulted in crushed and thinned-out coal seams. Damage had been caused to many seams and others were completely destroyed by faulting. Because of the geological disturbances the coal seams also varied considerably in quality and thickness and many seams suffered from the presence of impurities and dirt bands. There was also the problem of variations in dip caused by the repeated folding, which would make any attempt at mining the product extremely difficult. This factor, considered with the composition of the surrounding shale and clay (which had a tendency to collapse in the tunnels), would make underground mining expensive in terms of both money and human lives. Since most of the coal was located near river beds, water entering the shafts and tunnels from the watersheds would cause major hazards to any mining venture. He concluded that no seam was promising enough to warrant a full-scale mining operation.

The Government of Newfoundland financed another extensive survey of the coalfields during 1947-1948. Under the direction of Albert Hayes the survey concurred with Bryan's opinion that, while there were extensive coal deposits at St. George's Bay, there was no profitable means of procuring it.

GRAND LAKE-HOWLEY COALFIELDS. Situated at the northern end of Grand Lake, this coal field extends from Aldery Brook in the south to Sandy Lake in the north. Jukes first mentioned finding a coal seam in the area in the 1840s. Murray attempted to find this seam in 1865 but his search proved fruitless. At the Government's request Howley supervised boring tests in the area in 1879-1880 but the work proved to be inconclusive. In 1890 the Geological Survey was given the task of making the initial survey for the extension of the railway across Newfoundland. The report they issued expressed the hope that there would be a resumption of exploration for coal in the Grand Lake region. In the following year the Government approved funds for the investigation of the Humber Valley carboniferous area (the geological classification). A thorough search was conducted and it was determined that there was a long, narrow trough of coal along the eastern upper end of Grand Lake. At Aldery Brook, 3.6 km (2.25 mi) from the head of the lake, twenty-eight different coal seams were discovered with an aggregate of 6.9 m (22.5 ft) of coal over a distance of 601 m (1,970 ft) of terrain. At Coal Brook sixteen seams were found with a aggregate of 4.6 m (15.15 ft) of coal over a distance of 581 m (1,905 ft). To facilitate the investigation of these seams, the Government in 1893 purchased a Sullivan Diamond boring drill, which was then transported to the Grand Lake area. Seven attempts were made with the drill to reach bedrock but all except one failed. Drilling was also attempted at Kelvin Brook, but no true seams of coal were discovered. It was made difficult by the extensive layers of shale, clay and other debris which had to be penetrated on each bore. In 1895 further exploration was carried out near Goose Brook north of Kelvin Brook.

The first mining of coal in the area on any large scale was done by the Reid Newfoundland Railway Company near Howley Station beginning in July, 1897. They chose No. 4

seam at the Coal Brook site and employed twenty-five men in the initial work. This was later increased to fifty and preparations were made for an extensive mining operation. *The Report of the Mineral Statistics and Mines of Newfoundland for the year 1900* (J.P. Howley: 1917c) shows that coal was extracted from the mine for two years only:

	Quantity	*Value*
1898	2,900 tons	$11,600
1899	5,000 tons	20,000
Total	7,900 tons	$31,600

The operation was subsequently terminated because of the difficulty in extracting the coal. The coal taken out was of good quality and used by the company in their locomotives. The failure to establish a profitable mining venture in the Grand Lake area aroused feelings of doubt about the economic viability of Newfoundland's coal resources. More care, better management and thoughtful preparation were deemed to be necessary before another attempt should be made.

In 1903-1904 the Government appropriated $10,000 for further exploration of the coal fields around Grand Lake. A Davis-Calyx drill was purchased and an experienced engineer brought in from New York to operate it. Optimism again ran high as it was reported that there was proof of a much greater coal trough than had earlier been suspected. It was further speculated that there was a coal basin as thick as the one at Sydney, Nova Scotia (which was approximately 549 m, 1,800 ft, thick).

It was not until 1914, however, that another attempt was made at mining the area, and this was initiated once again by Reid interests in the Reid Newfoundland Development Company. They began work on an outcropping near Coal Brook. Their operation was taken over by the Anglo-Newfoundland Development Company in 1918 and they conducted the operation until 1920. The results of six years work demonstrated that in a coal zone of 122 cm (48 in) there was only 48 cm (19 in) of good coal, 12.5 cm (5 in) at the top and 35.5 cm (14 in) at the bottom. Between these two layers of good coal lay mixtures of fireclay, shale, mixed coal and shale and poor coal amounting to 74 cm (29 in). The coal seam was so thin and the strata broken and faulted to such a degree that the company halted its operations after the 1920 season.

Hayes, in his *Coal Possibilities in Newfoundland* (1949), concluded that the evidence demonstrated that the coal seam in the Grand Lake area was very narrow. It could not sustain full-scale mining because there could only be limited production. Even if the seam were of a greater thickness the structural conditions would still make mining extremely difficult.

CODROY VALLEY COALFIELD. The Codroy Valley *qv* coal fields are located along both sides of Coal Brook and along the South Branch of the Great Codroy River. Coal was first discovered around 1896-1897 by an employee of the Reid Company. The Government decided that an investigation was warranted to determine the extent and possibilities of the field. J.P. Howley was dispatched to the area and he instituted a full-scale exploration. As well as the seam already discovered, which was named Jubilee Seam in honour of Queen Victoria's Diamond Jubilee, Howley discovered several other smaller seams, a large seam which was found to have 244 cm (8 ft) of clean coal, and a small outcrop at Campbell's Brook. Jubilee Seam was found to be 328 cm (10.75 ft) of which 208 cm (6.8 ft) was coal. Howley recommended further testing. The Government directed him to remove 60-70 tons to be transported to the coast for testing on board British ships to determine its ability to produce steam. In attempting to remove the coal, the miners met with rock faults. The coal seams also narrowed out to form arnaceous rock, and a great break cut off the coal seams completely.

The Reid Newfoundland Company also attempted to remove coal but after procuring only 100-150 tons were forced to give up their operation because of thinning of the seams. In 1918 the Reid Newfoundland Company decided to try underground mining. They sank a shaft to a depth of 26 m (85 ft) below ground and constructed a tunnel approximately 183 m (600 ft) long. There were indications that there were coal seams up to 152 cm (5 ft) thick but only 508 tonnes of coal were removed before the mine was abandoned because of severe faulting. In 1946 Joseph Cantwell reopened the mine but closed it the same year.

The information gathered by the Hayes expedition (1947-1948) indicated that the coal deposits had become very crushed and in some places powdery. His report recommended that no mining be attempted there because it would be too hazardous to be profitable.

BITUMEN. Bitumen is a soft coal that is often 70% to 90% carbon. There are several deposits of this type of coal around Newfoundland. Howley reported finding it near the Murray seam at the St. George's Coalfield and it has also been found in volcanic rocks near Humber Arm, on the east side of Port au Port Bay, near Deer Lake and at Pilier Cove on the Great Northern Peninsula. The deposits are small and have not warranted mining. However, there are reports that some families in areas where it could be found often obtained their winter supply of coal there.

In 1897, when it was still thought that Newfoundland's coal resources could be developed into a strong economic base, there were exhibitions at London and Philadelphia to which specimens of Newfoundland coal were sent for public display. The specimens were from Jukes, Clearly, Howley and Shears seams, St. George's Bay; #'s 4, 6, and 12 seams, Coal Brook, Grand Lake; #'s 6, 7, 12, 16, and 25 seams, Aldery Brook, Grand Lake; and from Jubilee and 8-foot seams in the Codroy Valley. There were also bituminous shale specimens from Humber River and from Grand Lake.

After the period of great optimism, lasting for approximately twenty or thirty years at the beginning of the Twentieth Century, it was gradually realized and accepted that Newfoundland would not become one of the world's coal-producing countries. The A.O. Hayes (1949) report confirmed this and except for what is collected by souvenir hunters, geologists and local residents for fuel, the coal fields of Newfoundland remain dormant. H.A. Baker (1927), A.M. Bryan (1938), A.O. Hayes (1949), J.P. Howley (n.d.; 1917; 1917a; 1917b; 1917c; 1917d; 1917e; 1917g; 1917i; 1917j; 1917k,). A.K. Snelgrove (1953), *JHA* (1920). BGR

COAL BROOK (pop. 1976, 169). A logging-farming community located north of South Branch, Codroy Valley *qv*, Coal Brook derives its name from a 13 cm (5 in) coal seam that was discovered along the brook 5.5 km (3.5 mi) north of

South Branch by the Reid Newfoundland Company *qv* while the Newfoundland Railway was being constructed in the 1890s. According to A.K. Snelgrove and D.M. Baird (1953) limited prospecting, producing about 100 tons of coal for use on the railway, was undertaken at Coal Brook in the 1890s but the project was abandoned because of low yields. About 500 tons of coal were mined when the Reid company, in conjunction with the Government of Newfoundland, renewed operations in 1918; however, the project was again abandoned after the coal-bearing rocks were found to be badly faulted. By 1936 the plant and facilities had fallen to ruin and further drilling by the Newfoundland Government in 1946-1947 (about 600 tonnes mined) proved that the coal was uneconomical (*Mineral Occurrence Tables Newfoundland*: 1976).

The community of Coal Brook was first recorded in the *Census* of 1945, with thirty inhabitants. It is likely that settlement in the area pre-dated the coal development and that the community was considered a part of South Branch or an extension of it as the increased cultivation of the land forced residents and new settlers to move north. Coal River was settled by people of mainly Scottish and Acadian origin, named McArthur, Gale, Aucoin (O'Quinn) and later St. Croix, who were attracted to the area because of its potential farmlands. Farming, mainly root vegetables, was the main source of income. In the 1930s and 1940s logging and railway work became important means of employment and in 1981 logging employed the majority of the Coal Brook labour force. A Roman Catholic school operated in the community until *c*.1960, after which students were bussed to schools in South Branch and later to larger schools in the Codroy Valley. Church was attended at the Roman Catholic church in South Branch. The population of Coal Brook grew steadily after 1945: in 1951 seventy-one inhabitants were reported and by 1966 the population had climbed to 146. Martha McIssac (interview, Sept. 1981), A.K. Snelgrove (1953), *Census* (1945-1976), *Mineral Occurrence Tables Newfoundland* (1976). Map K. JEMP

COALITION GOVERNMENT. See GOVERNMENT.

COAST. Formed by glacial action during successive ice ages, the coast of Newfoundland and Labrador is made up of thousands of inlets, coves, and bays with an estimated length (its irregular shape makes accurate measurement difficult) of 17 540 km (10,900 mi); the Island of Newfoundland's coastline is approximately 9 655 km (6,000 mi), and Labrador's is about 7 885 km (4,900 mi).

The meaning of the word "coast," when it was used in early documents referring to Labrador, was significant in settling the dispute between Canada and Newfoundland over where the western boundary between the two countries was located in Labrador. The dispute was settled by the Report of the Judicial Committee of the Privy Council which was delivered on March 1, 1927. The Privy Council accepted the arguments presented by the Newfoundland representatives, which showed that the accepted meaning of the word "coast" during the period when it was used on documents referring to Labrador included "the whole of the area between the sea and the height of land" (R.A MacKay: 1946). In other words, when Newfoundland had been granted the rights to the coast of Labrador in the Eighteenth and Nineteenth Centuries it included the area drained by the rivers which emptied into the Atlantic Ocean. See LABRADOR BOUNDARY DISPUTE. F.W. Rowe (1976; 1980), Michael Staveley (interview, Aug. 1981). *The Rounder* (July/Aug. 1981). EPK

COAST GUARD, CANADIAN. See MARINE SUPPORT SERVICES.

COASTAL BOATS. See MARINE, CANADIAN NATIONAL.

COASTER. Originally known as *The Foghorn qv*, the *Coaster*, as such, came into being in 1978, but it was not officially registered until January 25, 1979. The founding editor and publisher of this newspaper was Bernard Bromley of Grand Falls. Robinson-Blackmore Printing and Publishing Ltd. of Grand Falls, who printed the paper from the start, took over complete control of it in May 1980. The *Coaster* is issued every second week and serves the needs of the people in the Milltown, Bay D'Espoir, St. Albans, Harbour Breton and Hermitage areas. Ron Ennis was the editor of the paper in 1980. P. Sparkes (interview, July 1980), Archives GN 32/22. DCM

COAT OF ARMS, NEWFOUNDLAND. See ARMS OF NEWFOUNDLAND.

COBB'S ARM (pop. 1976, 178). A fishing community located on the shores of a deep arm that divides into two inlets on the north side of New World Island, Cobb's Arm has a limestone bed measuring 46 m (150 ft) thick of medium to coarse limestone and was the site of three quarries which operated at different times from 1866 to 1966. The years 1930 to 1960 were the highest labour-intensive years in the limestone industry for the community of Cobb's Arm, which ordinarily derived its major sources of employment from fishing and lumbering. The community was first reported in the *Census*, 1911, with a population of 77, all Methodist and all reported to be fishermen. The fishery was based on the inshore cod and herring fisheries and also supported one lobster factory. By 1911 Cobb's Arm also had a Methodist church and school. The community, which grew to ninety-seven in 1921, also reported lumbering as a major activity. In the *List of Electors* (1928) twelve family names were reported in Cobb's Arm: Blake, Brown, Cutter, Fudge, Keefe, Loder, Saunders, Stone, Stuckey, Walsh, Watts and Woods.

In 1940 it was reported that there was a "considerable quantity of limestone quarried for St. John's and newsprint mills at Corner Brook and Grand Falls" (J.R. Smallwood: 1940). In 1953 A.K. Snelgrove and David Baird described the operation as small. The limestone bed on the south shore of Cobb's Arm was exposed for over 1.6 km (1 mi); the quarry was cut into the north side of the limestone bed and the lime was "trucked a few hundred yards and loaded directly into small schooners for shipment to St. John's where it is burned for lime, to Botwood for use in the flotation mill." Production at this time was reported to be about 5000 tonnes annually (A.K. Snelgrove: 1953). In the early 1960s the last of the quarrying operations which had intermittently quarried Cobb's Arm after 1966, the Newfoundland Lime Manufacturing Company Limited (based in St. John's), closed its St. John's lime manufacturing plant but it was reported that the Company "still supplied limestone to the paper company at Grand Falls" from their quarry in Cobb's Arm (Robert Wells: 1960). In 1963 it was estimated that the limestone reserves at Cobb's Arm were one to two million tonnes of high grade mineral used "for agricultural purposes, in production of sulphite pulp and as commercial stone." In 1972 it was estimated that the maximum reserves at Cobb's Arm measured

about one million tonnes (*Mineral Occurrence Tables Newfoundland*: 1975).

After the closing of the limestone quarry in 1966, the economy of Cobb's Arm depended almost exclusively on the fishery. In the mid-1970s a community wharf and stage were built and in 1980 it was reported that the community of 172 people had five trap crews, five longliner crews and between twelve and fifteen gillnetters. In 1980 the catch, which was sent to the fish plant in Herring Neck *qv*, included cod, lumpfish, flatfish and some lobster in season. Cobb's Arm was formerly the ferry terminal for passengers travelling to Change Islands *qv*. In 1981 Cobb's Arm students attended schools in New World Island. J.R. Smallwood (1941), A.K. Snelgrove (1953), Robert Wells (1960), *Census* (1911-1976), *DA* (Aug.1980), *Mineral Occurrence Tables Newfoundland* (1975). Map F. JEMP

COBHAM, ERIC (*c*.1715-1780). Pirate. Born Poole, England. Eric Cobham began his career at an early age. While still a young boy he was smuggling between France and the West Country of England. He was caught, flogged and sent to Newgate Prison for two years before he reached his twenty-first birthday. After his release he worked as a clerk at an inn in Oxford where he relieved a guest of a bag of gold. The innkeeper was hanged for Cobham's crime, but Cobham got away. He bought a small ship with fourteen guns and used it to capture an East Indiaman carrying gold. He scuttled the ship and drowned the crew in Bristol Channel.

At this time Cobham met Maria Lindsay whom he took as his wife in a union not necessarily blessed by the church. They set sail for North America and he continued with his plundering, off Nantucket Island. In 1740 they arrived at Sandy Point, St. George's Bay, which was to be his headquarters for the next twenty years. Sandy Point provided a good sheltered harbour for his privateering and was in easy striking distance of the St. Lawrence River trade routes. Cobham was mainly interested in furs, which brought a high price on the black market. He operated in virtual obscurity because his practice of scuttling the ships and killing the crew left no evidence of piracy. The shipowners assumed their ships had been lost at sea with all hands because of natural disasters.

Around 1760 Cobham left Newfoundland for France where he purchased an estate at LeHavre. He settled down to the life of a country gentleman and was invited by local officials to become the county magistrate and judge, a position which he held for twelve years. He died of natural causes some time around 1780. On his deathbed he confessed all his piracies to a priest and insisted that the true story of his life be published after his death. This was done, but his family, who had become the local aristocracy by then, purchased all the copies they could find and destroyed them. Several survive, one of which is in the National French Archives. See COBHAM, MARIA. Philip Gosse (1924), Newfoundland Historical Society (Eric Cobham). BGR

COBHAM (née LINDSAY), MARIA (*c*.1720-1770). Pirate. Born Plymouth, England. Maria Lindsay met Eric Cobham *qv* in the late 1730s and became his wife. She accompanied him on his pirating expeditions and became a most able member of his crew. Her favourite pastime was killing and she devised many cruel ways to dispose of her prey. She once tied the captain and two mates of a captured ship to the windlass and used them for target practice. She always wore a naval uniform taken from a dead British sailor.

Maria was part of her husband's expedition to North America and lived at Sandy Point, St. George's Bay from 1740 to 1760. During this time she carried out many of her crimes. After the party moved to France Maria gradually went insane and died by her own hand of laudanum poisoning. Maria Cobham is claimed to have been the first European woman to have lived on the west coast of Newfoundland. Philip Gosse (1924), Newfoundland Historical Society (Eric Cobham). BGR

Rudolf H.K. Cochius

COCHIUS, RUDOLF HOGO KAREL (1880- ?). Born Arnhe, Holland. Educated K.V.M. University, Amsterdam; Hohere Fachschule, Barmen, Germany. During his career as a landscape architect Cochius was associated with several firms in Holland, Switzerland and Canada. From 1912 to 1917 he worked as the landscape artist for Bowring Park *qv* and from 1922 to 1925 he landscaped Newfoundland's five battlefield parks (Beaumont Hamel *qv*, Monchy-le-Preux, Guedecourt, Masnieres and Courtrai). In 1925 he was appointed to a position with the Newfoundland Highroads Commission and in 1928 he was appointed a member of the St. John's Town Planning Commission. *Who's Who in and from Newfoundland* (1927; 1930?). ELGM

COCHRANE, JAMES ARTHUR (1891- ?). Principal of the United Church College, author. Born Dumferline, Scotland. Educated Stirling High School; Glasgow Training College, Glasgow University.

From 1914 to 1925 J.A. Cochrane taught mathematics and science in schools in Scotland and England. His teaching career was briefly interrupted, however, during World War I when Cochrane held a commission with the Royal Engineers (1914-19). Upon his arrival in Newfoundland Cochrane became a member of the staff of the United Church College *qv* eventually serving as Principal from 1929 until 1944, when the position was assumed by L. Partner.

During his career Cochrane wrote eight school science text books including *An Economic Geography of Newfoundland* and *The Story of Newfoundland*. Dr. Louise Whiteway (1962-63), *Who's Who in and From Newfoundland 1937* (1937?). WCS

COCHRANE POND PARK. See PARKS, PROVINCIAL.

COCHRANE STREET CHURCH. On September 10, 1880 the wife of Rev. Job Shenton, minister of Gower Street Church, laid the cornerstone for the New Cochrane Street Methodist Church. The congregation had been meeting since October 1878 at the Old Temperance Hall on Victoria Street (as part of the Gower Street congregation). The new wooden building was constructed by a local contractor, John Score, on plans of an architect, Mr. Gibb, for $25,000.00. The church's interior was finished in pitch pine with a walnut pulpit and communion rail; it had an estimated capacity of between 900 and 1000 persons. When the church was dedicated by the president of the Methodist Conference, Rev. C. Ladner *qv*, on May 14, 1882 it housed an organ built in England by the Coniker Company which was a gift of the Ladies Association of Gower Street Church. In 1890 the Cochrane Street Methodist Church Circuit was formed, severing ties with the mother

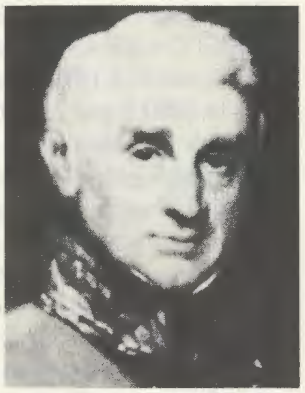
Cochrane Street Church, St. John's

church at Gower Street. In 1909 Hon. J.S. and Mrs. Pitts donated a new organ built by Forster and Andrews of Hull, England. The original Coniker was moved to Wesley Methodist Church that year. On January 18, 1914 the Cochrane Street Church was destroyed by fire with estimated damages to the building of $65,000.00 and to the organ, of $15,000.00. The construction of the present church on Cochrane Street began with the laying of the cornerstone by Rev. S.D. Chown on June 29, 1915. The design prepared by R.H. Vincent which incorporated traditional Gothic structure, was rejected by the congregation because of the estimate of $160,000.00 made by the firm of architects from Montreal, Ross and McDonald. The managing architect, Mr. Downswell, then suggested revisions of the original design to conform to the $80,000.00 budget which the congregation had allocated for construction. The result was a Byzantine Greek Cross structure of re-enforced poured concrete. The steel beam construction of the building was adjusted to withstand harsh weather, successive freezing and thawing and high winds.

The interior design was left largely unobstructed by pillars, forming a large meeting hall rising to a height of nearly 20 m (65 ft) below the dome. Pews were constructed and shipped from Ottawa, Ontario. The new building was opened on June 18, 1916, and in 1917 a new Harrison and Harrison organ was installed. This organ, which was constructed in England, had 2986 pipes. The present stained glass windows in the church, contracted to the Luxfer Prism Company Limited of Toronto, were a gift of the Marshall, MacPherson and Pitts families.

In 1925 the Cochrane Street Methodist Church Circuit was incorporated into the United Church of Canada Conference. The church replaced the 1917 Harrison and Harrison organ in 1957 with what is currently the largest single pipe organ in Newfoundland. The organ was constructed by Caservantes Frères Limited of St. Hyacinthe, Quebec and contains 3315 pipes. It is considered one of the finest of its kind in Canada. Barry Imhoff (n.d.), A. Mews (1916), Dr. D.K. Peters (interview, Feb. 1980), E.M. Savage (n.d.), Archives (Current History File Cochrane Street Church), *Cochrane Street Church Bulletin* (July-Aug. 1966; July-Aug. 1968), *DN* (Jan. 19, 1914), *NQ* (July 1905), *Outreach Bulletin* (1970). WCS

COCHRANE, SIR THOMAS (1789-1872). Governor. Born London. Cochrane was appointed Governor and Commander-in-Chief of Newfoundland in 1825, succeeding Sir Charles Hamilton *qv*. He occupied the post for nine years, a period which was longer than any other Governor before him. His period of rule has been considered one of the most important in the history of Newfoundland.



Sir Thomas Cochrane

Cochrane's commission contained a clause which introduced a change in the method of governing the Colony whereby a council was appointed to assist and advise the Governor in the discharge of his responsibilities.

During Cochrane's regime a new governor's house was built, an elaborate structure which cost five times the original estimate. He also inaugurated the first road-building policy of putting able-bodied men who were on poor-relief to work on the repair and building of roads and other public works. In an attempt to alleviate the recurrent threat of famine during poor fishing seasons, Cochrane encouraged agricultural development, granting small holdings to those who would cultivate the soil. Cochrane's period of administration was characterized by increasing pressure for the formation of a local legislature. When consulted for his opinion on the subject Cochrane reported that he felt the colony was not ready for a local legislature. He considered the society and its people to be in a very backward state and in no position to handle their own affairs. Instead, he suggested several other options. Though his opinion delayed action temporarily, in 1831 pressure was renewed and in 1832 Representative Government was granted. The first local legislature was opened under Cochrane's administration in 1833.

By 1834 Cochrane had become unpopular with many of the residents and was removed from Newfoundland in that year, never to receive another appointment from the Colonial Office. As he was leaving St. John's a mob gathered and mud was thrown at him. Cochrane was involved in Newfoundland's affairs once again in 1841 when he appeared before a select committee appointed to inquire into legislature problems. Cochrane maintained his original views on the constitution granted in 1832 — that the colony was not ready for that form of government. His opinion, and that of others, led to the introduction of the Amalgamated Legislature in 1842. G.E. Gunn (1966), A.H. McLintock (1941), Charles Pedley (1863), *DCB* (X), *DNB* (IV). EMD

COCKLOFT MEETING. See SQUIRES, SIR RICHARD.

COCOMALT. Appearing in the Gerald S. Doyle's *Old Time Songs and Poetry of Newfoundland* of 1940 the Cocomalt Song was sung to the tune of "Jingle Bells" and introduced the product as "a delicious food drink." The actual distribution of Cocomalt began in 1936 as a remedy for dietary nutritional deficiencies discovered by a Department of Public Health and Welfare survey conducted on the island of Newfoundland. The cocoa-milk powder was supplied in a case of

six seven-pound (3.2 kg) tins to be mixed as a hot drink for school children's recess periods. The initial allocation of two pounds (.9 kg) of Cocomalt per child each year was increased to ten pounds (4.5 kg) during the period 1936-1947. Department of Education figures disclose that for the year 1947-48 over 195 048 kg (430,000 lb) of Cocomalt was given to school children. With the implementation of Family Allowance benefits in 1950 the programme was terminated, with the remaining stock of 16 563 kg (36,514 lb) being distributed in 1949-1950 in Labrador, White Bay and St. Barbe. Gerald Ottenheimer (letter, 1975). WCS

COCOS ISLAND TREASURE. C.H. Hutchings, Inspector General of the Newfoundland Constabulary from 1917 to 1937, first revealed the treasure tale and its tragic outcome in 1908. In 1841 his grandfather, Captain William Boag of St. John's, embarked on a search for the treasure which, according to P.K. Devine (1937), consisted of an estimated $70,000,000 worth of gold, jewels and icons. Captain Marion Thompson of the brig *Mary Dier* either stole or was entrusted with the treasure for safe keeping by the Government of the city of Lima *c*. 1835-39. The Peruvians, fearing that Simon Bolivar would plunder the treasure, had entrusted their valuables to the wrong ship and were subsequently forced to chase Thompson and his brig. C.H. Hutchings (1908) and Devine disagree on the circumstances of Thompson's capture yet most sources agree the original crew were hanged. Thompson is believed to have buried the treasure on Cocos Island, in the West Indies, escaped, and in 1838 shipped to Newfoundland on board a vessel owned by W.H. Thomas and Company of St. John's.

Hutchings maintains that, on the voyage to St. John's, Thompson acquainted John Keating, the carpenter of the vessel (the mate according to Devine), with the story of the treasure. R.I. Nesmith (1958) and E.R. Snow (1972) both date the meeting of the two as 1844. Thompson disappears from the Hutchings account after an expedition is planned by Captain William Boig (so Hutchings spells his name). According to E.R. Snow (1953; 1972) Thompson died of a curse. It is probable that Captain Thompson met his death in a more natural way, as C.B. Driscoll (1931) suggests. In the P.K. Devine account, however, Captain Thompson revealed the treasure's location to his friend Keating when he was forced to flee St. John's during the winter of 1838. Later that year Thompson was found dead at Bay Bulls, where he apparently had succumbed to exposure during a winter storm. The real reason for his hasty flight from the city was related to a charge for his arrest issued by Governor LeMarchant, presumably for his earlier follies of piracy. Keating and Captain Boag, conspiring to retrieve the remainder of the Cocos Island treasure after Thompson's death, were successful in obtaining the support of Messrs. Smith and Erwin of London, who supplied the brig *Edgecombe* to search for treasure in 1841. Captain Boag supposedly funded the outfitting of the vessel by contracting to take a cargo of dried cod to the West Indies for Job Brothers of St. John's. In early June 1841 the brig arrived at Cocos Island and located the treasure. The entire crew of the *Edgecombe* mutinied after Mr. Gault, the representative of Smith and Irwin, indiscreetly showed a portion of the treasure to the crew. Captain Boag, his son William Jr., Gault and Keating were forced to sail the brig to Panama where they planned to replace the crew and return for the treasure. Hutchings is of the opinion that Keating drowned Boag after their shore boat capsized at Panama when they were returning to the *Edgecombe*. C.B. Driscoll and others felt that Boag had actually drowned at Cocos Island because of the weight of gold in his pockets. Captain William Boag Jr. was reported to have searched for the treasure in later years but could find only excavations at the site. According to Devine, Captain Gault returned to the island, where he subsequently settled. He was reported to have retrieved treasure at Cocos Island in 1842.

In spite of the ill-fated expedition of the 1840s when Captain Boag was drowned, the story of treasure continued. In 1870 Captain Nicholas Fitzgerald of Harbour Grace met the ailing Keating, who had been ship-wrecked on the French Shore of Newfoundland in the Gulf of St. Lawrence. Keating, who was thought to have returned from Cocos Island with treasure in 1841, was noted by Devine to have lived prosperously in Newfoundland. In a gesture of gratitude for care he received from Captain Fitzgerald, Keating gave him Thompson's original map of the treasure. Driscoll attributes Keating's gratitude to relief Fitzgerald had given him to alleviate the abject poverty to which he had eventually sunk. Keating was reported by Nesmith, however, to have made trips to Cocos Island in 1844 and 1846, and a third unsuccessful attempt in 1880. Nesmith reports that in 1880 John Keating had entrusted Captain Thomas Hackett with all he knew of the treasure in preparation for the final expedition, but this was foiled by the death of Hackett. On his death bed in August 1882 John Keating revealed the location of the treasure and said that he had taken a total of £1,300 from the island, a sum which was confirmed by earlier correspondence by Keating. Letters from Keating and Captain Thompson eventually ended up in the hands of Captain Hackett's brother in 1890. A letter from Captain Fitzgerald, however, appeared in 1894 and was addressed to Commodore Curzon Howe, indicating that Keating had revealed the location of the treasure to Fitzgerald in 1868, which statement conflicts with the account given by P.K. Devine. Admiral Hugh Palliser *qv*, then recently retired from the British Navy, reportedly formed a company to search for the treasure after being approached by Captain Fitzgerald. After the death of Palliser and Fitzgerald the work was left to Colonel Grey and Harvey de Montmorency, who recorded correspondence about the expeditions in the book *On the Track of Treasure*.

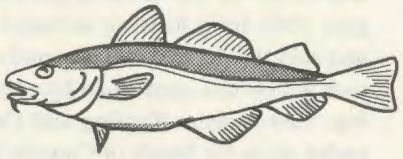
A previously unconsulted manuscript entitled "A Home Told Story of the Celebrated Cocos Island" (n.d.) contains an account of the shipwreck of a Harbour Grace sealing captain's (Fitzgerald's?) vessel in ice near a "western port" in Newfoundland. In this account a mariner was also stranded at the port and took the captain into his confidence. As a result, two additional expeditions sailed from St. John's. The first, financed by a local firm, ended in the death of one of the adventurers (Boag?). On the second voyage Keating, though not specifically identified, made his way back to Newfoundland with a quantity of treasure after he was separated from the expedition in a storm that drove the vessel to sea. He was later rescued by a whaling vessel and returned to Newfoundland *via* Panama and New York.

Although other accounts of the treasure based on the Thompson-Keating-Fitzgerald correspondence lack the intricacy of Devine's and Hutchings' accounts, the island near Panama is documented on no less than five separate published

treasure charts compiled by R.S. Ladd (1964) in a list of Treasure Maps in the Library of Congress. The origin and value of the booty is also questioned by E.R. Snow (1953), who suggests the treasures were worth $36,000,000. and were actually stolen from their resting place at the Cathedral of Lima. A. Verrill (1930) is of the opinion that Captain Thompson acquired the treasure when he murdered the Spanish owners who were returning to Spain with their riches. Several modern attempts to recover the treasure are noted by E.R. Snow (1953). During the 1890s Mrs. Richard Young (Keating's daughter) and the German explorer Van Brewer both embarked upon independent searches for the island's wealth. As a result of the expeditions of Tim Egan, who visited the island with Charles Williams in the 1930s, and of Harry O'Hanlon in the 1940s, the island became prime treasure-hunting ground.

According to E.R. Snow (1953) the Costa Rican government, which administers the island, finally implemented a $1000. monthly treasure hunting fee at Cocos Island in the 1950s to curb exploration. P.K. Devine (1937a), C.B. Driscoll (1931), C.H. Hutchings (1908), R.S. Ladd (1964), R.I. Nesmith (1958), E.R. Snow (1953; 1972), A.H. Verrill (1930), "A Home Told Story of the Celebrated Cocos Island" (n.d.). WCS

COD (*Gadus morhua*). From the early 1500s, and possibly before that, ships were visiting Newfoundland to exploit the cod fishery. This resource has provided the basis for settlement of the Island and the subsequent growth in population. Until the Twentieth Century the fishery (particularly the cod fishery) provided almost the sole economic base for Newfoundland.



Cod

The cod belongs to the taxonomic family Gadidae, which includes cool water marine fishes living mainly in northern waters. The numerous members of the cod family make it one of the best represented groups of fishes on the marine banks and coastal waters off Newfoundland and Labrador. Members of the family Gadidae are characterized by a large mouth, wide gill openings, and usually a single chin barbel. They are soft-rayed fishes, usually with a distinct caudal fin and small cycloid scales. In general cod are predacious, feeding largely on other fish, marine worms, crustaceans and invertebrates.

The Atlantic Cod (*Gadus morhua*) is the single most important species in the Newfoundland and Labrador area and has been fished off Newfoundland for centuries. Whenever the word fish is unqualified in Newfoundland it usually refers to the cod.

The Atlantic cod is characterized by its three dorsal and two anal fins, a single large barbel at the tip of the chin, and a pale lateral line. It has a large mouth with many small teeth. The tail is almost square. The colour varies from shades of red to grey and its sides are covered with numerous dark spots.

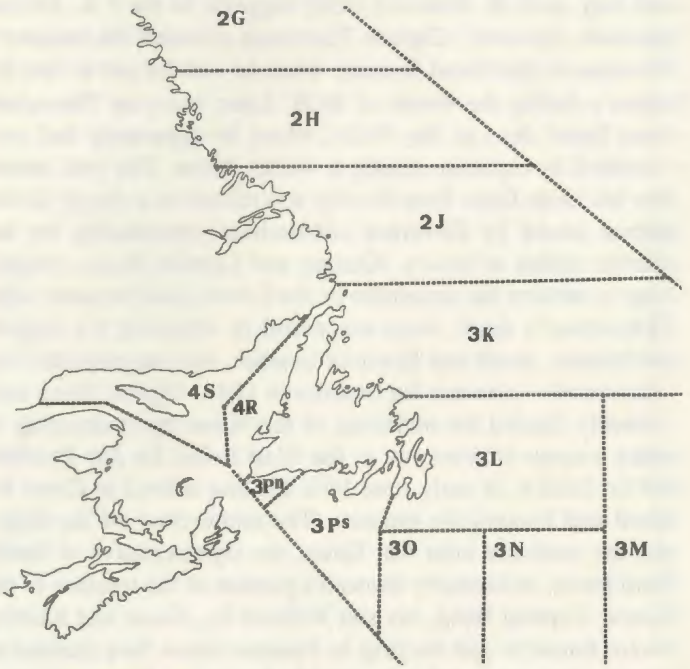
The cod is a cold water fish and appears to prefer temperatures between 0° and 11°C (32° and 52°F) although it has been found in waters with temperatures lower and higher. It prefers a salinity of about thirty-four parts per thousand. Classified as a ground fish, the cod may be found anywhere from the surface to 457 m (250 fathoms). It is usually found a few metres from the bottom, over rocky or sandy grounds.

Cod are voracious feeders, preying on many different kinds of marine life including capelin, lance and herring. The larvae of cod feed mainly on plankton found near the surface, and as they grow and move to the bottom they feed on small worms and fish. The feeding habits of the cod change from one season to the next and from one region to another. Food consumption is highest in summer and lowest in winter.

The average weight of the cod is about 2.3 kg (5 lbs) although this also varies from one cod stock to another. The cod grows rapidly in the early years, and growth slows once sexual maturity has been reached. They grow at different rates in different areas. Generally growth is slower off Labrador and eastern Newfoundland and fastest off the Grand Banks. Female cod grow faster than the males. The largest cod caught and recorded weighed 96 kg (211½ lbs).

Spawning occurs once a year, usually off the east coast of Newfoundland and Labrador and on the offshore banks, limited mostly to depths of less than 91 m (50 fathoms). The spawning season extends from March to October among fish from six to nine years of age and between 60 and 80 cm (23.5 and 31.5 in). The preferred temperature is between 2° and 6°C (36° to 43°F). Fecundity increases with size, with a large cod being able to produce as many as nine million eggs, of which generally only about one in a million reaches maturity. When the eggs are fertilized they become buoyant and travel to the surface. They are very small, varying from .08 to .23 cm (.03 to .09 in). At about two months of age and about 2.5 to 3.8 cm (1 to 1.5 in) in length, the larvae begin to drift to the bottom. During the first year of their life they may grow to 15 to 17 cm (6 to 7 in).

Cod are not usually considered migratory fish, and most stocks do not perform extensive migrations. The two basic reasons for migration are the involuntary migration of the larvae and the annual spawning migration. Adult fish migrate



Newfoundland — Labrador cod stocks

also to search for food, and because of changes in temperature and salinity.

The cod is the largest fish of the family Gadidae and is the most commercially important. Other members of the family, however, are found in abundance in Newfoundland waters. The commercial significance of the other Gadids is variable.

The haddock *qv*, (*Melanogrammus aelgefinus*) is the most important cod relative and is very similar to it, the main distinction being the black lateral line in the haddock as opposed to the pale lateral line in the cod, and the black patch midway between the first dorsal fin and the pectoral fin. Haddock are found on both sides of the Atlantic Ocean and the main fishery is carried out off the Grand Banks. Because of depletion of the stocks the commercial haddock fishery has declined since 1961.

The Arctic Cod (*Boregadus saida*) is distinguished from the Atlantic cod by its forked tail and slender body, and does not grow nearly as large, rarely over 23 cm (9 in) in length or heavier than 300 g (10 oz). In Canadian waters it occurs in the far north, in Hudson Bay and along the Labrador and eastern Newfoundland coasts. The Arctic cod is not found in sufficient abundance to be of commercial importance.

The pollock (*Pollachius virens*) is one of the most abundant of the cod relatives. The pollock has a forked tail, distinguishing it from the Atlantic cod and haddock, is greenish or bluish in colour, and has a very small chin barbel. Pollock are not plentiful enough in the Newfoundland area to supply a large fishery.

The Atlantic tomcod (*Microgadus tomcod*) is distinguished from the cod by its rounded tail, filamentous pelvic fins and smaller eyes. Its colour is olive or muddy-green above, with dark patches on the sides. Its chief commercial value is its use as animal food.

The hake of the genus Urophycis is also a cod relative; however, it is readily distinguished from the cod by its two separate dorsal fins. The genus Merluccius differs from the true hake in having no chin barbel.

STOCKS. A.T. Pinhorn (1976) defines a stock as "a group of fish of a given species that occupies the same geographical area, has the same migratory pattern and mixes within itself to a far greater extent than it mixes with other groups." The Newfoundland and Labrador area has basically six cod stocks (See map). The largest is the Labrador-East Newfoundland stock complex which is divided for management purposes into two separate portions: the Northern Labrador Portion (International Commission for Northwest Atlantic Fisheries, ICNAF, Divisions 2G and 2H) and the Southern Labrador-East Newfoundland Portion (ICNAF Divisions 2J, 3K, 3L). The Southern Labrador-East Newfoundland stock has been fished for centuries as an inshore fishery. Between 1845 and 1945 this stock fishery employed four-fifths of all Newfoundland fishermen. It is believed that the early British fishing activity centred mainly in the region 3L, advancing northwards into 3K and 2J later on. The Flemish Cap stock (ICNAF Division 3M) is separate and smaller than the other stocks. The cod from the southern Grand Bank make up another stock (ICNAF Divisions 3N and 3O). The Saint Pierre Bank and South Newfoundland Bank (ICNAF subdivision 3Ps) stock mainly supports the inshore fishery along the eastern half of Newfoundland's south coast. The Burgeo Bank stock is small and is managed with the west Newfoundland stock (3Pn, 4R and 4S).

The cod from the different stocks show differences in weight, size, growth rate, size and age at sexual maturity, and in dates of spawning. Cod from the Labrador region (2G, H, J) and northern Newfoundland (3K) are generally smaller than those found off the Grand Bank (3L, N, O). A cod 36 to 50 cm (14 to 18 in) long is considered small, 51 to 70 cm (20 to 27 in) average, and over 70 cm (27.5 in) large. Cod from Divisions 2G, H, J, and 3L and 3M mature at an earlier age and at a smaller size than cod from the Grand Banks and St. Pierre.

Labrador Cod spawn from April to May; eastern Newfoundland (3L) cod spawn from May to June. On the northeastern part of the Grand Banks (3O) they spawn in March and April while on the southwestern portion (3N) they spawn from May to June. Cod from Labrador, northern Newfoundland and Flemish Cap mature at an earlier age and smaller dimensions than the other cod stocks.

COMMERCIAL HISTORY. The Newfoundland fishery for Atlantic cod goes back possibly as early as the fifteenth century. When John Cabot *qv* returned to England after his visit to the Newfoundland area in 1497 he reported the abundance of fish. Although the English have been credited with the discovery of Newfoundland, it was not until about fifty years later that they took intensive interest in the fishery. The Portuguese, believed to have been in Newfoundland by 1501 and perhaps before, were possibly the first to prosecute the fishery, although the French and Spanish arrived about the same time as the Portuguese. It was not until about the middle of the Sixteenth Century that the English became deeply involved, with ships coming mainly from the west of England. They carried out a migratory fishery in Newfoundland, leaving England in the spring and returning in the fall after the fishing season. Crews were normally left over during the winter to prepare for the next season. The English fished out of region 3L along eastern Newfoundland and the Avalon Peninsula but eventually expanded their fishery into regions 3K and 2J.

Despite anti-settlement laws the population of the Island

grew so that by the late Eighteenth Century the resident fishery replaced the migratory fishery. By the end of the Napoleonic Wars the migratory fishery ceased to exist. Throughout the Eighteenth Century new fishing areas were opened up in southern Newfoundland, and a Banks fishery was begun. By 1714-1715 several small ships were fishing on the Banks. The seal hunt also began in the early 1700s off the northeast coast of Newfoundland, and the first sealing vessels went to the ice in 1793. The seal hunt was important in that it developed a new branch of the cod fishery off Labrador. The French evacuated the North Shore between Quirpon and Cape St. John (a part of the *French shore *qv*) when Anglo-French hostilities arose, during which time Newfoundland fishermen, carrying out a seal hunt, would go there to fish. When the French returned in 1818 these fishermen expanded farther northwards into region 2J and this was the beginning of the Labrador cod fishery. Two branches of the Labrador fishery were the floater and stationer fisheries. The floater fishery involved schooners that moved along the coast following the cod. The crews lived on and fished from vessels. The stationers were men who occupied fishing rooms on the Labrador coast and fished from small boats on shore. This fishery eventually extended as far north as Capes Harrison and Chidley.

Salted cod drying in the sun

Throughout the Nineteenth Century the cod fishery experienced good years and bad ones. Until about 1815 the fishery prospered. This prosperity was followed by a period of stagnation to about the mid-1870s. From the mid-1870s to the beginning of the Twentieth Century it again prospered.

The Twentieth Century brought with it diversification of the economy and attempts were made to expand Newfoundland's industry beyond the fishery. The cod fishery nevertheless remained very important to the economy, although there were fluctuating periods of prosperity and stagnation. Despite the shift of part of the labour force to the new industries, the cod fishery remained the most important industry, employing 47% of the population in 1935. Fish exports had declined from the 1890s, however, when fish and fish products accounted for 90% of the Island's exports, to 24% of the exports in 1936-1940.

From the 1950s to the 1970s the cod stocks were exploited heavily by foreign fishermen. The effects of this massive exploitation were a decline in total cod landings. In 1968 cod landings peaked at 783 000 tonnes caught. By 1973 they had fallen by half. In 1977, with the imposition of a 200-mile (322 km) limit, total allowable catches were reduced considerably to permit rebuilding of the cod resource.

COD OIL. Cod is a nutritious food product high in protein and low in fat. It was also valuable for the oil it produced. During the Sixteenth century fishermen began to save the cod livers, allowing them to rot to produce cod liver oil used by tanners and in oil lamps; this was originally called train oil. A new method of producing the oil was invented in England by Charles Fox, who moved to St. John's in 1848 where he introduced his method. Instead of letting the livers rot he heated them in pans jacketed with steam or hot water, choosing only the good livers. He also removed the gall bladders and the result was an oil lighter in color and with a less bitter taste. (The oil is taken as a food supplement.) The production of cod liver oil has been a part of the cod fishery for most of its history.

See BANKS, MARINE; EXPORTS; FISHERIES. David Alexander (1977), Robert de Loture (1957), Drummond and Hildritch (1930), Nancy Frost (1938), Harold Innis (1940), Albert Jensen (1972), Leim and Scott (1966), R.G. Lounsbury (1934), A.W. May (1966), A.J. McClane (1965), A.T. Pinhorn (1976), A.I. Postolaki (1972), Shannon Ryan (1971), Wilfred Templeman (1966), Harold Thompson (1943), *International Commission for Northwest Atlantic Fishery Redbook* (1979), *It were well to live mainly off fish* (1981), *Northern Cod: A Fisheries Success Story* (1980). EMD

COD JIGGER. See FISHERIES.

CODCO. See THEATRE.

CODFISH CORPORATION. See SALTFISH CORPORATION, CANADIAN.

CODNER. See FOXTRAP.

CODNER, SAMUEL (1776-1858). Born Devon, England. Came to St. John's and until March, 1844 operated a mercantile establishment in what is now Bishop's Cove at the foot of Adelaide Street. While Codner was returning to England in 1821 a storm arose which threatened to wreck his vessel. A religious man, he vowed that if he reached port safely he would devote his resources to the spreading of Christian virtues. To fulfil his pledge, in a London coffee house on June 30, 1823, Codner founded the Society for Educating the Poor of Newfoundland. Codner died in England on August 5, 1858. See SCHOOLS. Canon H. Bolt (1923). GL

CODPEACE FOUNDATION. On January 25, 1979 (at the weekly meeting of the St. John's Rotary Club) Miller H. Ayre announced the conception (by Ayre and John McGrath) and formation of the Codpeace Foundation, a non-profit organization devised as a means of generating public awareness of the

plight of the "voiceless one—the noble cod" in order to mock anti-sealing groups such as the *Greenpeace Foundation *qv*. The Codpeace Foundation's headquarters were located in St. John's, Newfoundland and membership was open to all for a small fee and "love of the noble COD." Members received a newsletter, "pictures of the symbolic COD family," bumper stickers and lapel buttons. In its first year the Foundation's activities included the "Capturing of the Presidential seal" (*DA*: Feb. 1979); sponsorship of a "Kiss-a-Cod contest and public kiss-off" (*ET*: Feb. 15, 22, 25, 1979); production of an "underwater film of seals savaging COD fish;" the landing of "Dr. Cod au Gratin IV on the ice floes, 140 nautical miles off shore in Top Hat and Tails as Ring Master of the Media Circus surrounding the seal hunt" (*ET*: Mar. 15, 1979); and the establishment of "Cods Hole Oceanographic Institute". Codpeace Foundation (letter, Nov. 1979), *ET* (Jan. 26, 1979). ELGM

CODROY (pop. 1976; 309). This fishing community is located on the southwest coast of the Island, about 2.1 km (1.3 mi) southeast of Cape Anguille. M.F. Howley (1901) suggests that the name of this community is a corruption of an incorrect spelling of the French for Cape Ray: C. de Roy. It is not known when Codroy was first used as a fishing station but it is known that by 1764 a British adventurer, John Broom, was fishing for salmon and cod there and in the Bay of Islands. He remained at Codroy until at least 1774 and possibly later. Following the Treaty of Versailles of 1783 the coastline of the west coast, including that of Codroy, became part of the *French Shore *qv* and by the third decade of the Nineteenth Century, following the Napoleonic Wars, the French had a well-established fishing station on Codroy Island, a small island located a short distance from the present-day site of Codroy. In 1822 W.E. Cormack *qv* reported that the harbour between the island and the mainland wa. teeming with activity. He went on to report: "owing to the shelter and anchorage for shipping at Codroy . . .and to its immediate proximity to the fine fishing-grounds about Cape Ray, it is the central point of the French fisheries in summer" W.E. Cormack (1928: p. 99). Throughout the Nineteenth Century the French fishing station on the island continued to operate with French fishermen visiting it every summer to fish for cod and salmon. Sometimes a French fisherman would be left behind to protect the establishment in winter. As it was one of the few good harbours on the west coast it remained an important station until the official end of the French Shore in 1904.

Despite the French presence in the area English settlement of Codroy did occur during this period. By 1822 there were five English families living there during the summer (in winter they reportedly lived a short distance away in the woods). Between then and 1857 the population of the village increased to 192 people and over the next twenty years to 405. W.C. Wonders (1951) suggests that this increase was mostly the result of immigration from the south coast of the Island. A small number of French also settled there.

Although located on the fringes of an agricultural area, the *Codroy Valley *qv*, Codroy was not endowed with very good agricultural land, and early in its history the emphasis was placed on the fishery. Unlike many other parts of the Island the fishery in Codroy, which was principally for cod, seals and small amounts of herring and salmon, was conducted in the fall and winter months (though a certain amount of fishing was prosecuted during spring and summer as well). The seal hunt was of two types: a schooner-based, offshore hunt and a small boat inshore hunt. In one year three schooners brought in about 860 seals, while the inshore hunt procured about 200. The inshore cod fishery usually yielded about 5080 kg (100 qtls) per boat per season. A Labrador and a bank fishery were also conducted by schooners from Codroy. Herring was reportedly only caught for bait, and salmon constituted a very small catch.

With such growth in population and a relatively diversified fishery Codroy was soon supporting an Episcopalian school (established in 1860) and one Roman Catholic and one Church of England church (built in the late 1870s or the early 1880s). The community became a small mercantile centre in 1866 when a firm known as Messrs Ridley and Sons opened a business there. They were followed over the course of the next two decades by one other mercantile establishment.

Codroy

By the turn of the century Codroy had become a large centre on that part of the coast. In 1901 there were five mercantile establishments reported in the community. The lobster fishery, which had expanded on the west coast during the last two decades of the Nineteenth Century began to develop in Codroy. In 1901 there was one lobster factory there employing forty-eight men. Cod, salmon, a small number of seals, and herring (fished in St. George's Bay and Bay of Islands) continued to be exploited. Farming also became an important source of income around this time. According to the 1901 *Census*, there were fifteen farmers in Codroy in that year. They raised cattle, sheep and pigs and cultivated oats, hay, potatoes and turnips and manufactured butter and spun wool. These industries supported a total of 532 people.

After the turn of the century the population of Codroy began to decline. By 1921 there were 427 residents and by 1945 there were 322. Perhaps the most important reason for this decrease was the decline in the cod fishery. In 1911, for instance, only 890 kg (17½ qtls) of cod were caught per fisherman; and in 1921 only about twice that average catch was

recorded. These small returns, combined with employment opportunities created by Bowater's woods camps and by various industrial sites on the Island and elsewhere, tended to draw people away from Codroy. Later in the century, Stephenville's Harmon Air Base began to attract young people from Codroy as well.

The fishery did not collapse, however, and for the people who remained in Codroy it continued to be the main source of livelihood. In the second decade of the Twentieth Century a small halibut fishery was developed and lobster, salmon and cod continued to be fished. During World War II Job's operated a freezer plant and collecting depot on Codroy Island but shortly after the war this establishment was closed, and the fishery experienced a slump again.

In the late 1970s, through the concerted efforts of a local fishermen's committee, the Federal and Provincial Governments and a fishery business on the south coast of the Island, a community stage was converted into a fish plant for processing groundfish, particularly cod. As a result landings in the groundfish fishery of Codroy grew to over 300 000 kg (700,000 lb) by 1978 and by 1980, to over 1 500 000 kg (3,300,000 lb). In 1979 another business for marketing the produce of a newly-developed eel fishery was established in the community. Live lobster and fresh salmon were also marketed. At the peak of the season approximately seventy fishermen and eighty-five fish plant workers were employed by the fishery. In 1981 there were six longliners and between forty and fifty smaller vessels fishing from the harbour. W.E. Cormack (1928), Randy Devine (interview, Sept. 1980), Edward Feild (1846; 1850), Compte A. de Gobineau (1972), M.F. Howley (1901), H.A. Innis (1940), J.B. Jukes (1842), Tasker Legrow (interview, May 1981), J.J. Mannion (1977), Arthur Mauger (interview, Apr. 1981), Frank Moore (interview, Apr. 1981), Ch. de la Morandière (1966), Augustine O'Quinn (n.d.), Freeman Reid (interview, May 1981), Gerald Smith (1969), J.F. Szwed (1966), W.C. Wonders (1951), *Census* (1857-1976), *Fishing Communities of Newfoundland* (1954), *JHA* (1857-1915 passim), *JLC* (1866), *The Rounder* (Nov. 1979), Archives (C.O. 194:15, 16, 18; GN 2/1/3, 2/1/5). CFH

CODROY. See SPLINTER FLEET.

CODROY VALLEY. Located in the southwest corner of the Island, Codroy Valley is bounded on the northwest by the Anguille Mountains *qv*, on the southeast by the Long Range Mountains *qv*, and on the southwest by the Gulf of St Lawrence *qv*. Extending inland in a northeasterly direction for about 37 km (23 mi) the Valley is approximately 14 km (9 mi) wide at the coastline and becomes progressively narrower as it runs inland. It is drained by two main rivers, the Little and Grand Codroy Rivers. The Little Codroy originates in the Long Range Mountains (about 17 km, 11 mi, west of the Valley community of Doyles) and falls into the east side of the Valley after leaving the west end of Little Codroy Pond. From there it meanders its way southwest about 12 km (7.5 mi) to its estuary, which itself extends 5 km (3 mi) southwest to the Gulf of St. Lawrence. The Grand Codroy, which starts its journey through the Valley farther north, originates in the confluence at the community of South Branch, of the North Branch and South Branch Rivers, both of which flow down through the Long Range Mountains. The Grand Codroy empties into a long estuary northwest of that of the Little Codroy. Throughout history both estuaries have been extremely difficult to navigate. The mouth of the Little Codroy is very shallow, having been silted up over time by the action of the river. A narrow channel through the Grand Codroy estuary allows for navigation by only small boats. Notable for salmon fishing, both rivers have attracted sport fishermen from many parts of North America over the years.

The Valley itself is underlain by Carboniferous shales and limestones. During the Wisconsin glaciation, the area was glaciated and as a result, ground moraine, end moraine and glaciofluvium were deposited in the Valley. Since then soils have developed from these deposits and from alluvial deposits along the banks and on the islands of the rivers and some brooks in the Valley. The lowlands' mineral soils, which are of many types, are in general coarse-loamy, fine-loamy and loamy-skeletal. Generally they are quite acid and stony, but deep. The land in these areas is rolling and undulating. Despite the limitations, some of the soils in the Valley are thought to be the best in Newfoundland for agriculture, and have indeed formed the basis for one of Newfoundland's few agricultural areas.

The following settlements are located in the Valley: Benoit's Siding, Coal Brook, Doyles, Great Codroy, Loch Lomond, Millville, O'Regan's, Searston, South Branch, St. Andrews's, Tompkins and Upper Ferry *qqv*. Located on the coast are the communities of Cape Anguille, Codroy and Woodville. Although sometimes regarded as separate from the Valley, these coastal communities have, since the 1880s, been connected by road to the Valley and since the 1890s have been connected with the rest of the Island by the railway which runs through the Valley. In 1976 the population of all these settlements numbered over 2,500.

The first residents of the area were probably Micmac, originally from Nova Scotia, who were reportedly living in the southwestern portion of the Island as early as the first half of the Eighteenth Century (J.B. Jukes:1842). European activity in the area probably began around the same time, when migratory French fishermen were reported to be fishing off the west coast. English and Jersey fishermen followed the French

Codroy Valley

and by the 1760s were fishing at Codroy. One such fisherman, a Mr. Broom, during the 1760s and 1770s conducted salmon and cod fisheries out of Codroy and in the Humber River, which empties into the Bay of Islands. It was perhaps after him or his descendants that Brooms Brook, which empties into the Grand Codroy's estuary, was named. It is not known whether Broom settled in the Valley, and local tradition states that the first settler of the Valley was a man named Gale who arrived there sometime in the 1770s with an English crew of shipbuilders. In the autumn when the crew departed for England, Gale decided to stay behind, and he subsequently settled there. (Evidence exists which lends credence to Gale's presence around this time. First, shipbuilders were reported to have built vessels in the Valley during this time, and secondly, a gravestone located near the Grand Codroy River is dated 1815 and bears the name of a John Gale.)

While Gale was reportedly living in the Codroy Valley the shoreline of Newfoundland from Cape Ray to Cape St. John became the French Shore *qv* (and remained so until 1904). The coastline near Codroy and on Codroy Island (just offshore from Codroy) subsequently became important fishing stations for French fishermen. Despite Codroy's importance in the French fishery, the French presence there did not hamper English settlement of the area during the Nineteenth Century, nor did it result in hostile relations between later English settlers and French fishermen. On the contrary, a workable peace developed to the advantage of both groups; on the one hand it helped to safeguard the French shore installations while the French were away and on the other hand, the English were enabled to live peacefully.

Very little is known of the early settlers in the Valley but by 1822, when W.E. Cormack *qv* passed through, there were three small settlements of British subjects in the Valley, one at Codroy, another on the Grand Codroy River near the coast and another on the Little Codroy River. The residents then were apparently gaining their livelihood through the fisheries.

The Codroy Valley settlements grew slowly and remained quite small until the period 1840-1865 when Acadians, Irish and a large number of Scots from Cape Breton and other settled areas of the Gulf of St. Lawrence began to arrive on the southwest coast of the Island. Having emigrated to find good agricultural land and to escape possible Confederation with the Canadian provinces, which would result in land taxes in their former homeland, the settlers found conditions in the Codroy Valley to be suitable and settled there. Around the same time Codroy also grew when fishermen from the Island's south coast settled there. The settlers from Cape Breton, who were mostly farmers, cleared land on the river banks of the Grand and Little Codroy Rivers. Although farming was a major occupation of those on the Little Codroy, fishing was also prosecuted, with many of the residents travelling to the coast each summer to catch cod and salmon. On the Grand Codroy, however, where land was more plentiful and the distance to fishing grounds greater, agriculture played a bigger part in the settlers' lives. By the late 1840s rather substantial farms were reported there. Cattle and sheep were raised and vegetables cultivated; hay and pasturelands were cleared on the banks and islands of the river; a small woollen industry based on sheep husbandry was developed; and hides from the cattle were tanned.

Throughout the Nineteenth Century the population continued to grow, with settlers continuing to move into the area from the Gulf of St. Lawrence region establishing farms farther and farther inland until the early 1860s. The village of Codroy and its neighbourhood also attracted settlers from other parts of the Island. By 1869 there were approximately 600 inhabitants in the Valley and five years later they had increased to more than 960. Farming was progressing well, with markets for sheep, cattle, vegetables and butter having been established on the south coast, particularly at what was later called Channel-Port aux Basques *qv*. The cod and herring fishery and for some years the seal hunt were important in the coastal settlements and on the Little Codroy. Smaller cod and salmon fisheries supplied the settlers of the Grand Codroy River near the coast with part-time employment. During this period, Searston on the Grand Codroy became a relatively important trading centre. Later in the century a small lobster fishery developed and factories were established at Codroy and on the Grand and Little Codroy rivers. Besides farming and fishing other part-time occupations were engaged in: a small, domestic woollen textile industry was developed mostly by the women of the Valley, who thereby supplied much of the clothing worn in the Valley; coal production was reported from the Grand Codroy River in 1857 and Plaster of Paris was made in Codroy at the same time. The last two activities, however, were short-lived. Boats and schooners were also constructed at settlements near the coast, particularly at Searston.

Throughout the first half of the Nineteenth Century, the Codroy Valley was a relatively isolated area which received little attention from government or church officials. It enjoyed none of the benefits of roads, mail service, schools, churches or government representation. Then, in 1850, Father A. Bélanger, a Roman Catholic priest, established a mission on the west coast of the Island and soon after began making visits to the Codroy Valley where he said mass regularly for the Roman Catholics there. Since many of the inhabitants spoke Gaelic as their mother tongue, he also arranged to have Gaelic-speaking priests visit the valley from time to time. While on the west coast, he built a church at Grand Codroy River. Following Bélanger's departure, Father Thomas Sears arrived in the area in 1868. This priest, while ministering to the spiritual needs of the people, also became involved in public affairs. Almost immediately after his arrival he began lobbying the Government in St. John's for a postal service, and six years later mail began arriving. Through his efforts a programme of road construction was also begun which, when completed, left a network of roads through most of the Valley. Father Sears pressed the Government for representation in the House of Assembly and in 1882 his wishes were granted when the Legislature decided that the residents of the area could elect one member to the House of Assembly. A telegraph system was also established around this time, and when Father Sears died in 1885 the Valley had regular communication with the rest of the Island.

When the Newfoundland Railway, which passed through the eastern part of the Valley, was completed in 1897, many more changes occurred in the Codroy Valley. First, Searston (or the Gut as it had been called) which had been a major fishing and trading centre, began a steady decline, as trading centres were set up at points along the railway track. The

Searston residents subsequently turned to farming. The railway also brought with it a new ease in transporting farm products to centres outside the Valley. New markets for some produce were found in the new pulp and paper towns of Grand Falls and Bishops Falls *qqv*, which supplemented the markets in Channel-Port aux Basques and St. John's. Perhaps as a result of these markets, cattle and sheep herds almost doubled in size during the twenty years between 1891 and 1911 as did the area of improved land. In the latter year there were 745 dairy cows, 1,488 other neat cattle, 3,156 sheep and 2433 ha (6,083 acres) of improved land being tended by 239 farmers and 139 others, most of whom were fishermen, in the Valley. During the war years, Valley farmers yearly transported by rail thousands of kilograms of butter, wool and beef as well as various amounts of potatoes, turnips, cabbage, live cattle and sheep.

Tourism also apparently benefited from the completion of the railway for with it came vacationers. In a short period of time the area became popular with sportsmen from all over eastern North America, who found salmon and trout fishing to be excellent in the Valley's two main rivers. A number of residents took advantage of this interest in angling and established tourist homes and guiding services. The railway construction also resulted in coal *qv* mining for a short period. While cutting a line through the northern part of the Valley, near South Branch, the Reid Newfoundland Company found a coal deposit. Shortly afterwards, mining of the deposit was begun and approximately 100 tons was extracted and used by the company. Operations there ceased soon after, but in 1918 the Newfoundland Government and the Reid Newfoundland Company reopened the mine and extracted approximately 500 tons before abandoning it again.

The fishery in the meantime continued to provide support for many, particularly in the Codroy area, which grew in response to its success. By 1901 there were 532 living there, among them five merchants and traders. Soon after 1901, however, the fishery began to decline and the importance of Codroy diminished. By 1911 there were only three traders in the settlement and landings were much diminished.

Perhaps as a result of the poor fisheries, combined with the existence of job possibilities in the United States, at the coal mines of Sydney, Nova Scotia and the pulp and paper mill at Grand Falls, a significant decrease in residents of the Valley occurred. By 1911 there were approximately 1,750 people living in the Valley.

The Twentieth Century saw alternate growth and decline in the Valley's major industries. The fishery, which declined in the early 1900s, revived during World War II when food supplies throughout the world became scarce, and the St. John's firm of Job's established a freezer plant on Codroy Island. Following the war the fishery declined again and did not revive until the late 1970s when, with the help of the Provincial and Federal Governments, the residents of Codroy built up fishing facilities in the harbour and another fish plant was established.

Farming in the Valley continued to generate income and by 1939, according to a government report, there was a small number of large farms in the area. The majority, however, were deemed to be small. Mixed farming, as before, was being undertaken, with an emphasis on livestock raising and intensive cropping. Markets for produce were still located on the south coast, in St. John's and the industrial towns of the interior of the Island. With the beginning of World War II growth in farming came to a halt, owing to increased job opportunities, notably at Stephenville and in the Armed Forces. Nevertheless, agricultural production did not decline during this period. By the late 1940s and early 1950s the farms in the Valley were appreciably larger than those elsewhere on the Island and the average of improved land per farm in the Valley was three times the average of the whole Island. In 1951 there were approximately 165 census farms in the Valley.

Codroy Valley

With Confederation and increased competition from larger, mainland Canadian farms in the Newfoundland market and increased freight rates on coastal boats and the railway, farmers in the Valley found it increasingly difficult to continue commercial production. As a result, agricultural production and the number of farms declined. By 1971 there were only forty farms of .4 ha (1 acre) or more with annual sales of $50 or more, of which seventeen earned at least $1,200 or more. After the early 1970s a small increase in farming occurred. By 1980 there were about thirty farms with annual sales of $2,000 or more in the Valley. There were approximately 720 ha (1,800 acres) of cleared land, most of which was seeded to hay and there were about 260 dairy and 340 beef cattle, 75 hogs, 400 sheep and 17,100 poultry (layers) on these farms in that year. The predominant type of farming was mixed; there was also a small number of dairy and beef cattle farms. Approximately ten of these farms were full-time operations in 1980.

Throughout the Twentieth Century other forms of employment have been engaged in. After the early 1900s sawmilling was an important part-time source of income and continued to be so in 1980 when there were approximately thirty sawmills in the valley, most of which were small family enterprises. Many took advantage of employment opportunities at Stephenville and Corner Brook, such as logging-lumbering for pulp and paper manufacture. M. Bennett Knight (1975), T.W. Boone (1957), Michael Brosnan (1948), W.J. Browne (1937), W.E. Cormack (1928), Gerald Davis (interview, June 1981), C.R. Fay (1956), Edward Feild (1846; 1850), Gilbert Foster (1978), Compte A. de Gobineau (1972), J.A. Hanley (1940), C.G. Head (1976), J.P. Howley (1917 m), H.A. Innis (1940), J.B. Jukes (1842), Tasker Legrow (interview, May 1981), J.J. Mannion (1977), K. Matthews (1968), Ar-

thur Mauger (interview, May 1981), Ch. de la Morandière (1966), Marcel Muise (interview, Aug. 1981), Murray and Howley (1881), A.R. Murray (1968), Mary O'Gorman (n.d.), R.E. Ommer (1973; 1977), Augustine O'Quinn (n.d.), Freeman Reid (interview, May 1981), J.D. Rogers (1911), Thomas Sears (1877), Gerald Smith (1969), A.K. Snelgrove (1953), J.F. Szwed (1966), W.C. Wonders (1951), Woodrow *et al* (1979), *Carpe Diem: Tempus Fugit* (1977), *Census* (1857-1976), *DA* (Apr. 1978), *JHA* (1857-1930 *passim*), *JLC* (1866), *Lovell's Newfoundland Directory* (1871), *McAlpine's Maritime and Newfoundland Gazetteer* (1898), *Newfoundland and Labrador Agricultural Statistics Vol. I (1979-1980)* (n.d.); *The Newfoundland Guide Book* (1911), *Report of the Newfoundland Royal Commission on Agriculture 1955* (1956), *The Rounder* (July 1977; Nov. 1979), Archives (C.O. 194:15, 16; GN 2/1/3, 5). CFH

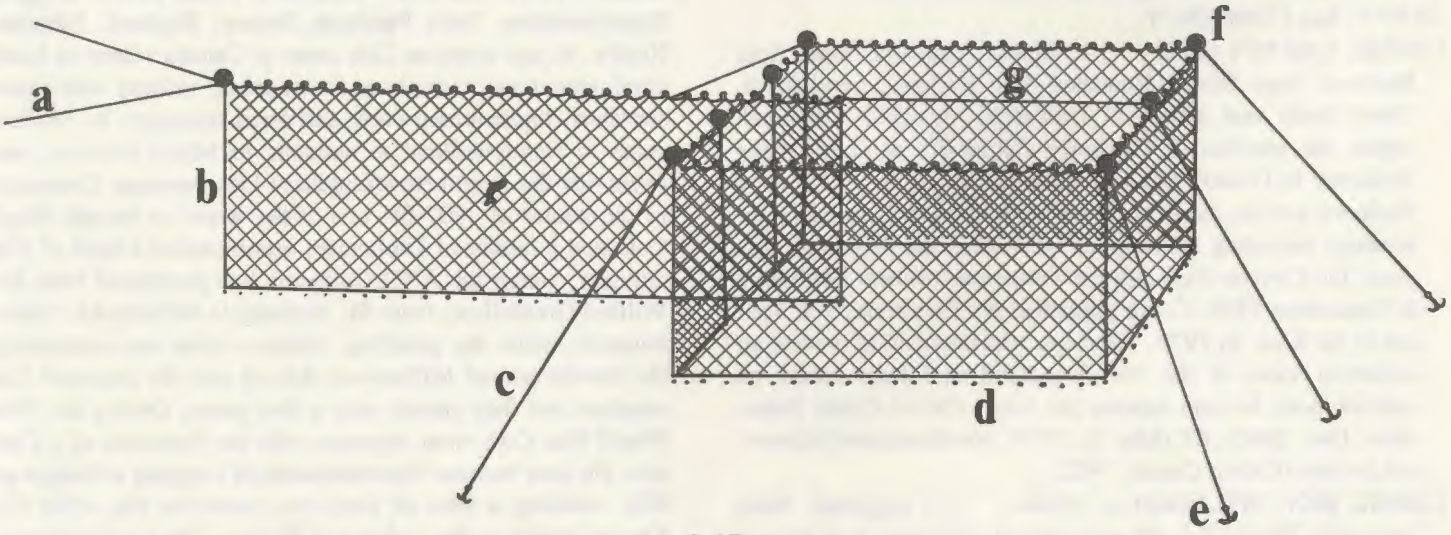
COD TRAP. The cod trap is a Newfoundland invention especially designed for the cod fishery. It was the idea of Captain William H. Whiteley *qv* while fishing at Bonne Esperance *qv* in the late 1860s. It developed from the seines which were used to catch salmon, but, unlike the seine which was pulled around a school of fish, the cod trap was stationary and the fish had to go into it. Whiteley first used it during the fishing season in 1871, but there was such an uproar from other fishermen claiming it would ruin the fishery that Whiteley was forced to have it licensed.

The design of the cod trap has remained practically the same since its inception. It is rectangular with four walls, a floor, a doorway, but no roof. A leader, which guides the fish in, extends from the doorway. The size of the trap varies generally from 73 m (40 fathoms) to 155 m (85 fathoms) around and from 11 m (6 fathoms) to 27 m (15 fathoms) deep, with an average trap being 110 m (60 fathoms) around and 18 m (10 fathoms) deep. The trap used to be constructed mainly from cotton or hemp twine treated with a mixture of tar and bark, which helped to darken and to preserve it, but in recent years synthetic fibres have been used. The mesh size ranges from 9 cm (3.5 in) at the back to 18 cm (7 in) at the front. The walls are four separate panels, called leaves, which are usually 99 meshes wide; the depth can vary. The panels are joined to each other and to the floor. Therefore an entire leaf can be removed and repaired easily. There are flotation corks on the top and small lead balls on the bottom of the walls to keep the shape of the trap when it is in the water. There are plastic floats or buoys on the top corners and anchors or moorings on the bottom corners to keep it in place in the water.

The leader is the most important part of the trap. It is a piece of net with large mesh which is set from the shore or a shallow reef and extends to the doorway. The codfish follow the leader into the trap and are discouraged to leave by the doorway and front panels which slant inward. The leader can range from 55 m (30 fathoms) to 146 m (80 fathoms) depending on the area to be fished.

In recent years because of declining fish stocks attempts have been made to improve the cod trap by the addition of winkers. These are additional leaves which are parallel to the leader but attached to the sides of the doorway and directed inward towards the centre of the trap. They are to confuse the fish in an effort to keep them from leaving. See FISHERIES. A.F. Ryan (1975), A.S. Whiteley (1977). BGR

COFFEE COVE (pop. 1966, 80). A small lumbering community contiguous to Little Bay *qv*, Notre Dame Bay which has not been designated as an unincorporated community in census figures since 1971 yet was still not included within the municipal boundary of the incorporated community of Little Bay in 1981. Although Little Bay was first reported in the *Census* of 1874, Coffee Cove was not recorded as a community until 1945, when thirty-three inhabitants were reported. These people came to Coffee Cove as woods workers and the *Baie Verte Peninsula Regional Study* (1960) reported that of the total labour force of eleven reporting in Coffee Cove in the 1960s, all were employed in some aspect of forestry. There was no church or school in Coffee Cove, which had a population of thirty-six in 1951 and fifty in 1956. Between 1966 and 1976 eleven people in one household resettled in Little Bay. In 1975 there were three family names reported on the *List of*



Cod Trap

a. shoal or shore moorings
b. leader panel
c. mooring
d. lead sinkers
e. anchor
f. buoys
g. span line

Electors (1975): Cleary, Colbourne and Sheppard. In 1981 Coffee Cove workers (fewer than ten) were employed as labourers, construction workers, bus drivers and one as a fisherman. *Baie Verte Peninsula Regional Study* (1960), *Census* (1945-1966), *List of Electors* (1975), *Statistics: Federal-Provincial Resettlement Program* (1975?). JEMP

COFFIN COVE. See HARBOUR BUFFETT.

COGHLAN (or COUGHLAN), CAPTAIN JEREMIAH (*fl.*1765-1785). Coghlan operated fur-trading and fishing establishments on the Labrador coast. In a letter that he wrote to Governor Montague in 1777 he claimed to have begun operating a sealing post in Chateau Bay *qv* during 1765 and that he was the first to do so. During the 1770s and 1780s Coghlan sent at least two ships to the Labrador annually and was said to have employed anywhere from 140 to 250 men on that part of the coast which stretched from Chateau Bay to the vicinity of Cartwright, and inland as far as the Mealy Mountains.

Coghlan appears to have had many problems with his employees, particularly in asserting his financial and property rights. He was dispossessed of one post in the northern region of the Mealy Mountains by his "servant," Peyton, whom he had stationed there. However, Coghlan appealed to Governor Montague to have his rights restored to him, and won the case. Another incident occurred when Coghlan's men, who had agreed to work on "half-shares," decided not to turn over Coghlan's half of the profits that accrued from trapping and fishing.

No matter how questionable their loyalty might have been, Coghlan's men had the best military training of any along the Labrador coast and Coghlan reportedly never suffered from losses at the hands of privateers who attacked and raided the premises of other fur-traders (such as those of George Cartwright *qv*).

Coghlan remained an independent trader, except for one partnership (*c.*1770) with Cartwright, Lucas and Perkins. He and Perkins obtained an eighty-ton schooner to trade between Fogo and Poole, England, but when the partnership dissolved a few years later, Coghlan returned to the Labrador. P.W. Browne (1909), W.G. Gosling (1910), H.A. Innis (1940). LAP

COIN COLLECTING. See NUMISMATOLOGY.

COINS. See CURRENCY.

COISH, CALVIN (1948-). Author; educator. Born Stag Harbour, Fogo Island. Educated Stag Harbour, Lewisporte, Grand Bank and Memorial University. In 1973 Coish accepted the position of Guidance Counsellor at Grand Falls Academy in Grand Falls and subsequently embarked upon a freelance writing career contributing articles to Canadian publications including the *Atlantic Advocate*, the *Montreal Gazette*, the *Toronto Star* and the *Telegraph Journal* beginning in September 1975. Coish published his first book, *The Season of the Seal*, in 1979. The book was intended to present an objective view of the Newfoundland seal hunt based on sources both for and against the hunt. Calvin Coish (interview, Dec. 1980), *ET* (Mar. 7, 1979), *Newfoundland Historical Society* (Calvin Coish). WCS

COISH, REV. WILLIAM A. (1934-). Clergyman. Born Britannia, Trinity Bay, Newfoundland. Educated Sole Charge School, Britannia; Mount Allison University, Sackville, New Brunswick; Pine Hill Divinity Hall, Halifax, Nova Scotia. William Coish taught school from 1951 to 1954 and then served six years as a lay supply minister in five Newfoundland communities. After his ordination in 1966 he served three years at the United Church in Valleyfield, ten years at Grand Bank and in 1979 became minister at George Street United Church in St. John's. During 1979-80 Coish was President of the Newfoundland Conference of the United Church of Canada. *Who's Who Newfoundland Silver Anniversary Edition* (1975). BGR

COKE, D'EWES (*fl.*1791). Physician; Chief Justice. Coke was a surgeon practising in Trinity until 1791. To supplement his income as surgeon he also carried out the roles of scrivener, Justice of the Peace and Keeper of Rolls. In 1791 he moved to St. John's and became a member of the first regular court; in 1792 he was appointed Chief Justice, a position he held until 1797. D.W. Prowse (1895), J.R. Smallwood (1975). EMD

COLCLOUGH, CAESAR (?-1832). Chief Justice of Newfoundland. Born Wexford, Ireland. Colclough was educated as a barrister and practised in Ireland until his appointment as Chief Justice of Prince Edward Island. (The appointment was made for services rendered during the 1798 Irish Rebellion.)

He was involved in conflicts in Prince Edward Island and was transferred to Newfoundland in 1812, where he replaced Thomas Tremblett, the previous Chief Justice. According to D.W. Prowse (1895) Colclough ingratiated himself with the Governor, R.G. Keats *qv*, and received a £500 raise in salary and virtually controlled the Colony when the Governor was in England.

Colclough was involved in a number of incidents in the Colony during his term as Chief Justice: one was the Irish faction fights that occurred on the barrens outside St. John's, which he was unsuccessful in stopping; and the other incident involved a letter from the poor of St. John's concerning the legalized killing of their dogs. Colclough was so upset by the letter, which was addressed to him and posted on the courthouse gates, that he offered a £100 reward for evidence of the author or of the individual who posted it. The reward was never paid and in 1815, shortly after the incident with the letter, Colclough retired and returned to Ireland. C.R. Fay (1956), A.H. McLintock (1941), Charles Pedley (1863), J.R. Smallwood (1975). EPK

COLE, HUGH HENRY WILDING (1883-1960). Logging Superintendent. Born Farnham, Surrey, England. Educated Rugby. At age nineteen Cole came to Canada where he found employment successively as farmworker, railway and timber surveyor, lumbercamp cook and hotel manager. In 1905 he came to Newfoundland as assistant to Major Sullivan, surveyor for the Anglo-Newfoundland Development Company. In the winter of 1907-08, one of the worst on record, Hugh Cole and a family of Laplanders accompanied a herd of fifty reindeer, which the AND Company had purchased from Dr. Wilfred Grenfell *qv*, from St. Anthony to Millertown. Unfortunately, while the gruelling reindeer drive was successful, the habitat around Millertown did not suit the imported Lap reindeer and they stayed only a few years. During the First World War Cole went overseas with the Foresters as a Captain. He later became Superintendent of Logging at Badger *qv* Hill, working a total of forty-two years for the AND Co. Known locally as the "Mayor of Badger," he was instrumental in quashing the Badger Riot. After retiring in 1946 Hugh Cole worked as a consultant for the Newfoundland Tractor and Equipment Company and for the Industrial Development Board. He was active in several St. John's charitable organi-

zations and according to Arthur Johnson had a song — "The Badger Drive" — composed in his praise. Arthur Johnson (1965-66). PMH

COLE, ROBERT C. (1934-). Broadcaster. Born St. John's. Educated Bishop Feild College, St. John's. Cole worked as an office clerk at Canadian National Telecommunications, 1951-1952, and with an automobile service company 1952-1954. From 1954 to 1964 he was a staff announcer and sportscaster with radio station VOCM, and from 1964 to 1978 he was an announcer and news anchorman with CBC-TV, St. John's. He was also a guest commentator on CBC's *Hockey Night In Canada* from 1968 to 1981. He worked as a Provincial civil servant from 1978 to 1980. In 1979 he was a finalist for the Association of Canadian Television and Radio Artist's (ACTRA) Foster Hewitt Award for excellence in sportscasting. R.C. Cole (interview, 1981), *Who's Who Newfoundland Silver Anniversary Edition* (1975). EPK

COLEY'S POINT (inc. 1955; pop. 1961, 628). A community in Conception Bay which became part of the municipality of Bay Roberts *qv* in 1965. The first settlers, who included John and William Snow, William North, William Littlejohn, Peter Fradsham and James Bowering, came and settled on the south side of the settlement in the late Eighteenth and early Nineteenth Centuries. Some of these early settlers came from nearby communities such as Port de Grave but others came from England. Soon all the suitable areas for curing fish on the south side became taken up and as early as the 1820s settlers started moving to the north side of the settlement.

The first census to list Coley's Point is that of 1857, though people were living in the area before that time. In the 1840s there was a sudden influx of people from Port de Grave and Bareneed as these two places had very little space left for curing fish. The population of Coley's Point increased rapidly and reached a peak of 1,334 in 1884. From that time onwards the population fluctuated with economic conditions and, particularly in the Twentieth Century, with the success or failure of the fishery. The 1961 population figure (628) was the lowest in perhaps a hundred years.

The early settlers depended on the inshore fishery but the seal hunt and the Labrador fishery soon became important. As early as 1857 there were five vessels from Coley's Point and 160 men engaged in the Labrador fishery, in addition to many who sailed from Bay Roberts. By 1874 the corresponding figures were twenty-one and 183. Even as early as 1850 the inshore fishery was declining. Towards the end of the 1880s the fisheries generally began to fail, and by the turn of the century people were emigrating to places like North Sydney, Boston, Winnipeg and Vancouver. By 1921 there were as many settlers participating in agriculture as were engaged in the fishery. There was further emigration from the settlement in the 1940s even though the Labrador fishery and the seal hunt appeared to be on the upswing again.

In 1896 a causeway was completed across the harbour to Bay Roberts and this facilitated communication between the two settlements and provided easier access for the residents of Coley's Point to the services and facilities offered by the larger community. The first large business of Coley's Point was owned by W.H. Greenland, who sent ships across the Atlantic in the early Twentieth Century. The Avalon Coal, Salt and Oil Company Limited was situated in Coley's Point in 1980.

The early inhabitants of the settlement were mostly members of the Church of England and they went to the church at Mercer's Cove. In 1861 a Church of England church was constructed in the area known as Neck Road but it was still served by the clergyman at Bay Roberts as was still the case in 1980. There were thirty-nine Methodists in Coley's Point in 1857 and they were served by the minister from Port de Grave; the first Methodist clergyman in the area was the Reverend J. Lister who came in 1870. In 1880 a church was built on the south side of Coley's Point for all denominations. In 1980 there were an Anglican and a United Church there, both served by clergymen from Bay Roberts.

The first school was built at Coley's Point in 1846 and until 1908 the only school there was Church of England. In that year a Methodist school was completed. The Anglicans operated a school there until 1966. At about that time the United Church built a new school but this was taken over by the Avalon North Integrated School Board after the reorganization of Newfoundland into educational districts in 1969. Boyd Badcock (1972), *Census* (1857-1961). JRD

COLEY'S POINT FISHERIES LIMITED. See FISH PLANTS.

COLINET (inc. 1974; pop. 1976, 246). A fishing-lumbering community located in the northwest arm of St. Mary's Bay *qv* where the adjoining waters of the Colinet and Rocky rivers form a harbour as they enter the ocean. The settlement is situated near the head of the harbour and has a fair anchorage. The name Colinet was first given to Great Colinet Island, and was recorded as Collinett (1669), Colonet Isle (1671), and Collemot (1698) (E.R. Seary:1971). The area of the settlement of Colinet was recorded on maps as Collonett (1680) and, according to Seary, the name is probably derived from the French family name Colinet or the place by that name in the Channel Islands. According to an anonymous writer, Colinet is supposedly the English corruption of the French family name Colenet (pronounced Cole-nay, and he advances the theory that Colinet is possibly named after one André Colenet, the master of a French vessel named *Le Montaran* that fished in Newfoundland in the 1760s (*ET*:June 27, 1961). Local tradition maintains that Colinet was called Curnett by the French, meaning "place of little hills" (Josephine Davis:1978).

John Masters, a native Newfoundlander, formed a partnership with a Phillip Watson while living in Poole, Dorset, to "build houses and warehouses for curing" after Masters had acquired salmon fishing rights to the Salmonier and Colinet Rivers, St. Mary's Bay, and the Biscay Bay River near Trepassey. In 1723 he wrote a will bequeathing "all lands, houses, buildings, brooks and fisheries called the salmon fishery" at Colinet and elsewhere, to his nephew, Thomas Keates (W.G. Handcock:1979). This is the first record of land ownership in Colinet, although there is no other information about Masters, Keats, their occupation of lands, or their prosecution of the salmon fishery.

According to local tradition William Davis from Devonshire came to Colinet in 1770 and was joined later by Thomas Quigley from Wexford in Ireland. In 1855 a William Davis reported to a Government enquiry into the salmon fishery that he had been "engaged in catching salmon for the last thirty-seven years [that is, since 1818] at Colinet, twenty-five years ago, in conjunction with his uncles, they used to take twenty-

five tierces and about two thousand smoked salmon, since that time the fishery has been gradually declining. The first five years the average is from three to five tierces'' (*JHA*: 1856). E.R. Seary (1976) reports a John Davis ''from Poole (Dorset) late of Colinet'' in 1827; in 1836 the *Census* reported twenty-two inhabitants; and in 1845 two families numbering ten people were reported in Colinet.

The population of Colinet grew after the building of a road and five new bridges (including one at Colinet) in 1871, which connected the settlement to Placentia ''over 18 miles . . . gravelled'' (*JHA*: 1872). In 1873 it was reported that at Colinet there were ''. . . a few settlers (seven families) . . . who get their living partly by fishing and partly by cultivating the ground and mending the road . . . A few salmon taken here this spring; a good season for cod; they go outside in schooners and large boats, (no cod fishing done at the head of St. Mary's Bay;) very few herrings, farming enough for their own consumption. A few sheep and cattle; no doctor or school; all Roman Catholics; A Fishery Warden lives near the bridge over the mouth of Colinet river . . . Colinet river was a small brook, but has, no doubt, on the melting of the snow plenty of water'' (*JHA*: 1874).

Bridge construction at Colinet

Thomas Quigley was the salmon warden in 1873, succeeding William Davis, and there was a reported shortage of salmon because of the difficulty the fish had jumping up over the falls. Other salmon fishermen mentioned in this report were William Davis, Dennis Quigley, Jas. Linehan, Patrick Bonea and John Daly. The salmon was pickled and reportedly ''sold to suppliers'' (*JHA*: 1874); however, declining salmon stocks increasingly led Colinet residents to seek income from other sources.

In 1876 fishermen were reportedly catching and selling bait to United States banking ships (*JHA*: 1877), and by the 1890s logging and local sawmilling had become viable sources of employment, drawing settlers from the Burin Peninsula and other parts of the Avalon Peninsula to Colinet. By 1911 the population had grown to 111 and several sawmills valued at $6,000 and employing twenty-six people were operating. A school inspector had reported in 1879 of Colinet, ''School was opened here in the beginning of June in a private house . . . A new Schoolhouse, in an eligible site, was in course of erection of the time of my visit'' (*JHA*: 1880). The first church at Colinet, which also served as a classroom, was reportedly built in 1910 at the instigation of Bishop M.F. Howley *qv* and overseen, with the help of the residents, by a Dr. O'Flaherty. In 1913 a trans-Atlantic telegraph cable was landed at Colinet and taken overland to Heart's Content *qv* (Josephine Davis: 1978).

The logging industry reached its peak from about 1920 to 1940 and was the major employer in the community. The *List of Electors* (1928) reported many new families — Corrigan, Downey, Didham, Hartson, Hearn, Keefe, Mahoney, Meaney, Simmons, Tremblett and Wall — and by 1935 the population had reached 120. However, employment opportunities at Argentia *qv* during World War II and the maintenance of the naval base in the 1950s and 1960s drew many workers and their families from Colinet. After a prolonged dispute over water rights by rival mill owners the two remaining sawmills were closed in the early 1960s (Josephine Davis: 1978). Although a new school had been built *c*.1940 it closed in 1968 and students were bussed to regional schools in Mount Carmel *qv*. In 1960 a second church was built which was still open in 1981. By the 1950s and 1960s a number of other families — Gammon, Patey, Mulrooney, Goodyear, Bishop, Proham, Ruffman and Sweeney — had come to Colinet and in 1981 the main sources of employment in Colinet were seasonal construction, a small commercial fishery (cod, lobster, salmon) undertaken by two or three people, with the catch sold to local buyers, and some sawmilling, undertaken by one family producing sawn timber which was sold principally to builders on the Avalon Peninsula. The remaining labour force commuted to St. John's.

In 1981 under the sponsorship of the East Coast Salmon Association a project, called the Colinet Salmon Enhancement Project and funded by the Department of Employment and Immigration, Government of Canada, was set up on the Colinet River to study and improve the breeding and stocks of salmon in the river. The project involved catching adult salmon from the Colinet River in the spring and transporting them to the North Harbour River where, after spawning and hatching, the fry were collected and reintroduced into the Colinet River. The project, which trained and employed some local people, was intended to replenish fish stocks and train local residents in new skills (Marie Hedderson: 1981).

Since 1974 Colinet has been governed by a community council. Josephine Davis (1978), William Davis (interview, June, 1981), W.G. Handcock (1979), Marie Hedderson (1981), E.R. Seary (1971), *Census* (1836-1976), *ET* (June 27, 1961), *JHA* (1856; 1872; 1874; 1877; 1880), *List of Electors* (1928). Map H. JEMP and EMD

COLINET ISLANDS. (Great Colinet Island and Little Colinet Island). Two islands situated in the middle of St. Mary's Bay. Great Colinet Island is approximately 7.6 km (4.75 mi) long and 6 km (3.75 mi) wide, is covered in thick forest, ponds and good soil, and is approximately 305 m (1000 ft) at its highest point of land, which is called Topsails (Richard Laurie: n.d.). Little Colinet is about 1.5 km (1 mi) long and 1 km (.6 mi) wide. It is about 5 km (2.5 mi) north of Great Colinet. Great Colinet Island is located about 1.2 (.75 mi) by sea from the mainland of Newfoundland, and appears on English maps in 1669 and 1671 as Collinet and Colonet Isle and on a French map in 1698 as Collemot. With Little Colinet Island to the north, Great Colinet Island was referred to locally as the ''Curnet Islands'' according to M.F. Howley (1901)

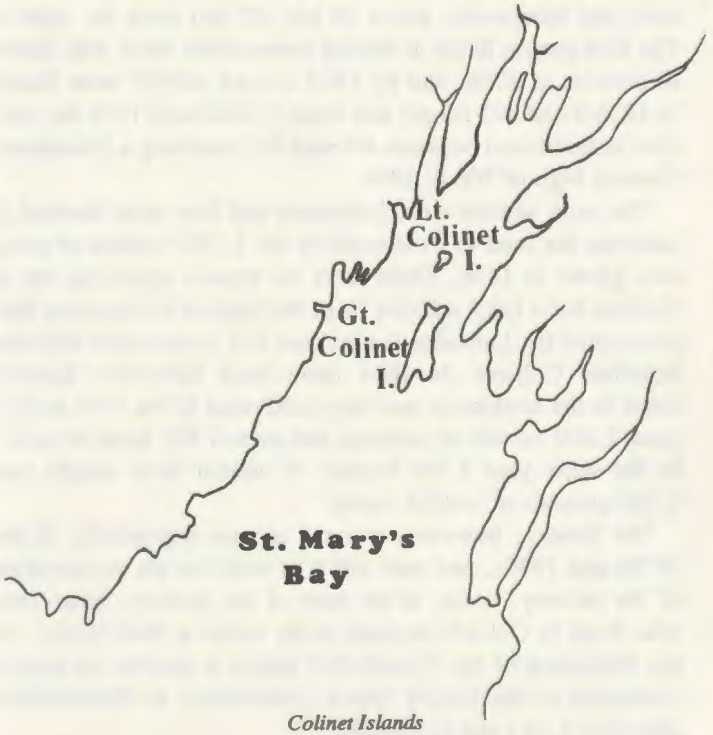
who speculated that the people called these islands by that name "from analogy with the word colonel." According to E.R. Seary (1971) the name Colinet, which also occurs as the name of a settlement in a northern reach of St. Mary's Bay, is a French family name, and a place name, Collinette, from Sark in the Channel Islands.

Because of their proximity to abundant fishing grounds, their plentiful water supply and sheltered coves, it is probable that Great and Little Colinet Islands were used as fishing stations in the 1700s and 1800s, although permanent settlement was not recorded until 1836 when fifty-three inhabitants, mostly fishing servants, were reported on "Colinet Island" (*Census*: 1836). On the 1845 *Census* only seven inhabitants were reported on Little Colinet Island; however, Mosquito Island (Great Colinet Island) reported a population of twenty-four inhabitants in three houses and at Mother IXX's (also on Great Colinet Island) there were fourteen people reported to be living in two houses. In 1857 Mosquito reported forty-three inhabitants and Mother IXX's, thirty; Little Colinet Island, called Little Island, had a population of ten. After 1857 Little Colinet Island was no longer reported to be inhabited, and all settlement was concentrated in the two communities of Mosquito and Mother IXX's.

According to Seary (1971) Mosquito, like other Newfoundland communities of the same name, was named for the insect. The name Mother IXX's, (first called Regina by Rev. J. St. John and officially renamed Regina by proclamation in 1913, and later in 1951, Reginaville) was unique: Seary notes that it was called Mother Hicks Cove on an Admiralty map in 1869. Hicks was a common name at Peters River (St. Mary's) and Seary conjectures that it may have been named after an early inhabitant. He states, however, that M.F. Howley *qv* knew the name as Mother Ex or Rex and speculates that the religious connotation of the later name, Regina, may have arisen from this name.

The two communities were situated approximately 4 km (2.5 mi) apart. A fisheries survey conducted in 1871 stated that Mosquito Cove, numbering six families (thirty-seven people) was "a remarkably neat, clean and picturesque settlement. . . . [The inhabitants'] gardens are very well kept and productive, they have also an abundance of poultry, sheep, cows and ponies." The settlement had fourteen fishermen in three large boats and one schooner, and it was noted that this Roman Catholic community was visited three or four times a year by a priest from St. Mary's (*JHA*: 1872). Mother IXX's Cove, which numbered forty-one inhabitants, was described as "well to do, and quiet, orderly and healthy" and the island itself as abundant in "ptarmigan, curlew and snipe." In 1881 a school was reported operating at Mosquito (*JHA*: 1882), and a schoolhouse had been built between the two communities. Each community maintained separate churches and a parish priest came increasingly often and, by 1960 visited the communities about once a month. It was not always possible for priests to provide complete services to the settlements: Richard Laurie (n.d.) notes that teachers were often layreaders and that, in the case of funerals that did not coincide with the priest's visit "services for the departed soul [were often held] at the parish church in St. Joseph's."

The economy of Reginaville and Mosquito remained based on a prolific and successful cod fishery that eventually led to two fishplants being set up; one, at Mosquito, was a branch of Wareham's in Carbonear and the other, at Reginaville, was run by East Coast Fisheries. Nevertheless, a decline in the cod fishery and a wish to end "their island isolation . . . [and] to resettle to the mainland where there are roads and better services" (Robert Wells: 1960) led to the decision in 1960 to resettle. These fifty-one families (Ryan, McEvoy, Hanlon, Linehan, Doody, Dalton, and Power) numbering 264 inhabitants (mostly from Reginaville) chose to resettle mainly at Admiral's Beach *qv*. In 1981 there was one retired couple reported to be living year-round on Great Colinet Island. M.F. Howley (1901) Richard Laurie (n.d.), E.R. Seary (1971), Robert Wells (1960), *Census* (1836-1956), *JHA* (1872; 1882). Map H. JEMP



Colinet Islands

COLLAR BOAT. See WATERCRAFT.

COLLEGE OF FISHERIES, NAVIGATION, MARINE ENGINEERING AND ELECTRONICS. During the 1930s first attempts were made toward the establishment of a fisheries education programme with evening and summer courses at Memorial University College, and later a Government of Newfoundland Department of Fisheries travelling school system was implemented in 1954. In December 1963 a preliminary survey was conducted by Dr. O.T. Cooper, consultant to the Department of Fisheries. The survey resulted in the acquisition and renovation of the Memorial University College campus as a permanent site for a Fisheries College, and a fifty-two room residence at Pleasantville, the former Pepperrell Base Building 532.

Cooper, a former University of Dalhousie professor, was the consultant responsible for the formation of the Department of Fisheries programmes in Nova Scotia. During 1963 Cooper recruited staff and curriculum ideas from fisheries and research institutions in Europe. The College was officially opened on January 15, 1964 and in September 1964 the first full year of programmes began. The total enrolment for the first full year was 1464.

Dr. William Hampton, formerly of the General Seafood Corporation and the Fisheries Division in the United Nations

Food and Agriculture Division, became first President of the College on January 24, 1964. He was succeeded by Dr. C.R. Barrett in 1968. By January 5, 1965 the College of Fisheries Act had transferred control and administration of the facility to the College's Board of Governors. The college had initially operated as a branch of the Department of Economic Development in the portfolio of Premier J.R. Smallwood.

The original programmes of the College established by the Act divided the curriculum into seven departments: Basic Training Upgrading (now Academics), Naval Architecture, Nautical Science, Mechanical Engineering Technology, Electric Engineering and Technology, Food Technology, and Extension Services. The Extension Services carried out the work and expanded the programmes started at Memorial College in

College of Fisheries, Navigation, Marine Engineering and Electronics

the 1930s and the travelling school system which was turned over to College control in 1963 by the Department of Fisheries. In 1965 the former USO buildings and auditorium were made available to the College, and in May of 1965 the Department of Naval Architecture was able to sponsor at the College the first international conference on the construction and operation of small fishing vessels.

Two training ships were donated to the College in December 1965 and early 1966. The first of these, the 25 m (83 ft) 97 ton dragger *Zilek*, was a gift of Fishery Products Ltd. The second vessel, donated by the Newfoundland Fisheries Development Authority in 1966, was the *Beinir* a 36.5 m (120 ft) 200 ton long-liner. The *Zelik* was retired by the College in 1969, and dismantled for training purposes.

In 1966 the College expanded to the St. John's waterfront premises of Bulley and Job to accommodate a plate-fitting and boat-building shop. On June 19, 1967 the first fire control course was held at the Torbay Airport Fire School facility. By August of that year W.F. Hampton (1967) reported that there were 5,600 volumes, 300 periodicals and 400 audio visual preparations. (In May 1980 an estimated 14,000 volumes had been catalogued in the library's holdings.) The following year a food laboratory and a small processing line was set up as an instructional aid at the Southside plant. A Canada Manpower standardization programme was introduced in 1973. This programme, Basic Training for Skill Development, in 1980 upgraded and supplemented basic training previously offered at the College as courses Preparatory I and II. In the 1979-1980 academic year the total enrolment at the institution and in its affiliate training courses was 2,540. On July 10, 1980 the College acquired the former Our Lady of Lourdes School on Mount Scio Road from the Roman Catholic Episcopal Corporation to implement a specialized training programme for deck officers. The programme utilized simulated electronic navigation systems to upgrade and provide courses for mariners from Watch Keeper to Master, Foreign Going status. See SCHOLARSHIPS AND BURSARIES. C.R. Barrett (1969), Mrs. M.J. Burke (interview, 1980), W.F. Hampton (1967), R. LeMessurier (interviews, 1980), Paul O'Neill (1976), F.W. Rowe (1964), *Journal of Commerce* (Jan. 1967), *The Rounder* (May 1978), *Week in Review* (July 10, 1980, NIS 3). WCS

COLLEGE OF TEACHERS. See TEACHERS' TRAINING SCHOOL.

COLLEGE OF TRADES AND TECHNOLOGY. See VOCATIONAL SCHOOLS AND COMMUNITY COLLEGES.

COLLEGIAN. The name refers to three separate publications, all of which can be classified as yearbooks. The first known publication named *Collegian* was registered by J. Alex Robinson *qv* of St. John's, on December 5, 1895. Robinson printed the monthly periodical on behalf of the publishers and proprietors, the Methodist College. It was issued first from the office of *The Daily News* on the corner of Bell and Duckworth Streets. The *Collegian* first appeared in 1896 and was published by the Methodist College until 1925, when the name of the publisher was changed to Prince of Wales College. In 1964 the publisher was again changed, this time to Prince of Wales Collegiate. The *Collegian* has remained in publication since it first appeared in 1896.

Fortune Collegiate, Fortune started publication of a yearbook known as the *Collegian* in 1970. Labrador City Collegiate, Labrador also began publication of a yearbook called the *Collegian* in 1973. All three of these yearbooks were still being published in 1980. *Collegian* (St. John's, 1897-1978/79 *passim*), *Collegian* (Fortune, 1970; 1976), *Collegian* (Labrador City, 1973), Archives GN 32/22. DCM

COLLIERS (inc. 1972; pop. 1976, 840). A town in the southwestern part of Conception Bay, between Conception Harbour and Marysvale, about 68 km (42 mi) from St. John's. The first person listed as having possessions there was James Hedderson in 1766, and by 1803 sixteen settlers were listed. In 1836 it had 301 people and from *c.* 1860 until 1976 the population fluctuated between 400 and 840 reaching a Nineteenth Century high of 706 in 1884.

The early settlers were fishermen and they soon learned to cultivate the land as evidenced by the 8,380 bushels of potatoes grown in 1836. There were no vessels operating out of Colliers but a large number from the head of Conception Bay prosecuted the Labrador fishery and it is conceivable that this benefited Colliers. In 1884 there were forty-nine farmers listed in the settlement and they cultivated 62 ha (154 acres), grew 2,609 barrels of potatoes and owned 300 head of cattle. In the same year 1,194 barrels of capelin were caught and 1,220 quintals of codfish cured.

The fishery, however, was not always dependable in the 1870s and 1880s, and men left it to work on the construction of the railway. Later, at the turn of the century, some men who lived in Colliers worked in the mines at Bell Island. At the beginning of the Twentieth Century a number of people emigrated to the United States (particularly to Philadelphia and New York) and to Canada.

The first school was established in 1839. In 1978-79 there

was an elementary school in the town and the students from Grade Seven to Eleven went to school in Avondale. The population was and is almost exclusively Roman Catholic and in 1980 the Community had its own church and parish priest. M.B. Doyle (1971), *Census* (1836-1976), *The Directory of Newfoundland and Labrador Schools 1978-1979* (1978?). Map H. JRD

COLLINGWOOD, HENRY (1918-). Businessman. Born St. John's, the son of Thomas W. Collingwood *qv*. Educated Prince of Wales College. He began work with *Baine, Johnston and Company Limited *qv* in 1934, and became President of the company in 1959.

Henry Collingwood

In 1981 he was Chairman and Chief Executive Officer of the company and on the boards of directors of fifteen other companies, including the Royal Trust Company, Newfoundland Light and Power Company Limited, and Newfoundland Telephone Company Limited. He was also Chairman of the Board of Management, Grace General Hospital, and H. Collingwood and Company Limited, and the Honorary Norwegian Consul for Newfoundland. For his services as Honorary Consul he was awarded the Knight's Cross of the Royal Order of St. Olav in 1975. He was also the recipient of the Queen's Jubilee Medal. Henry Collingwood (letter, Aug. 1981), *Who's Who Newfoundland Silver Anniversary Edition* (1975). EPK

COLLINGWOOD, THOMAS WILCOX (1878-1969). Businessman. Born in Brigus, Conception Bay, Educated Bishop Feild College, St. John's. He began work with *Baine, Johnston and Company Limited *qv* in 1895 as a junior clerk, and worked up through the company until he became Secretary and assistant to Walter Baine Grieve *qv*, who was at the time owner and President of the company. When Walter Grieve died in 1921 Thomas Collingwood became the Managing Director and further developed the business by expanding the Labrador fishery; he was one of the pioneers in the marketing of frozen salmon in the United Kingdom market. He became controlling shareholder in 1939 and served as President until just after Confederation. Henry Collingwood (letter, Aug. 1981), Paul O'Neil (1976). EPK

COLLINGWOOD, DR. WILLIAM PEDLEY (1912-1978). Physician. Born St. John's, the son of Thomas W. Collingwood *qv*. Educated Prince of Wales College, St. John's; Memorial University College, St. John's, Edinburgh University, Scotland. In 1938-1939 Collingwood worked as House Surgeon and then as House Physician at the Edinburgh Royal Infirmary, and in 1939-1940 he was on the staff of the Royal Infirmary, England. From 1940 to 1945 he served as a surgeon with the Royal Navy. He returned to Newfoundland in 1945 and was in charge of the Cottage Hospital at Brookfield in Bonavista Bay until 1946, when he took up a similar position at the Placentia Cottage Hospital. In 1960 he became Medical Director of Cottage Hospital Services for the Department of Health. He remained in this position until his retirement in 1977. Henry Collingwood (interview, Aug. 1981). *Who's Who Newfoundland Silver Anniversary Edition* (1975). EPK

COLLINS COVE. See BURIN.

COLLINS, HAROLD A. (1925-). Politician. Born Indian Islands. Educated Indian Islands. Harold Collins joined the Newfoundland Civil Service in 1942 as an employee of the Department of Posts and Telegraphs. With Confederation in 1949 he became manager of Canadian National Telecommunications (CNT) at Corner Brook. In 1951 he moved to St. John's to become CNT's Commercial Inspector. He moved to Gander in 1956 taking the position of Long Lines Supervisor with both CNT and the United States Air Force. From 1961 to 1967 he was Inside Plant Supervisor with CNT at Gander.

Collins was elected to the Gander Town Council in 1962 and served until 1967. He was defeated as the Progressive Conservative candidate for Gander district in the provincial general elections in 1962 and 1966 but was elected to the House of Assembly for Gander district in a 1967 by-election. He was re-elected in the general elections of 1971, 1972 and 1975. In 1972 he was appointed Minister of Municipal Affairs and Housing in the Moores Administration. Until his retirement from provincial politics in 1979 he also served terms as Minister of Fisheries, Minister of Forestry and Agriculture, Minister of Health, and Minister of Rehabilitation and Recreation. In 1980 he was the unsuccessful Progressive Conservative candidate in the federal general election for the district of Gander-Twillingate. *Canadian Parliamentary Guide* (1978), *Who's Who Newfoundland Silver Anniversary Edition* (1974). BGR

COLLINS, JAMES JOSEPH (1888-1954). Telegraph superintendent. Born Montreal. Educated at Irish Christian Brothers School, Castlebar, Ireland; Professor Byrne's Business Academy, Quebec. J.J. Collins first studied telegraphy at the I.C. Railway in Levis, Quebec and joined the Canadian Marconi Company in 1906. He was appointed inspector of Eastern Canadian Marconi stations in 1912 and became General Superintendent of the Newfoundland Division in 1915. According to Ernest Ash (1937) Collins and his Marconi crew were responsible for the first direct ship-to-shore voice contact, between *Signal Hill *qv* and the S.S. *Victorian* 1200 km (650 mi) at sea, on July 25, 1920. This service was subsequently installed on the Newfoundland coastal steamer service, sealing fleets and on the Labrador coast.

In 1921 J.J. Collins established the first amateur radio broadcasting station (8AK) in Newfoundland, and became a founding member of the St. John's Radio Club, Newfoundland's first amateur radio association. It was not until July 29, 1922 that the radio station (V.O.S.) had its first official broadcast.

In 1924 Collins directed the construction of Newfoundland's first 100-watt radio station, at Wesley United Church, which was built by Walter I. Vey. According to Ash, J.J. Collins was the first radio operator to utilize remote control in radio from Station 8JJC on January 26, 1925.

After Collins's retirement from the Marconi Company, Arthur Johnson (n.d.) notes, he engaged in a brief poultry farming enterprise at Chamberlains, Conception Bay and worked as Warehouse superintendent of the Great Eastern Oil Radio Branch prior to his death at St. John's on August 27, 1954. *Who's Who in and from Newfoundland 1927* (1927), *Who's Who in and from Newfoundland 1937* (1937?). WCS

COLLINS, JOHN (*fl.*1706-20). In 1706 John Collins, a merchant, was appointed a captain of militia in St. John's, and in the winter of 1708-9, when St. John's was captured by the

French, Collins was taken as a prisoner to Placentia. He was released after several months and signed a declaration before *Pastour de Costebelle *qv* stating that the French had not violated the Articles of War.

Collins sent a dispatch to the Board of Trade and Plantations describing the garrison and fortifications at Placentia, and in 1709 was appointed Commander-in-Chief of the fort and harbour of St. John's and of the coast between Ferryland and Carbonear. He continued as Governor of Fort William until around 1720, during which time his mercantile interests continued to prosper. D.W. Prowse (1895), *DCB* (II). GL

COLLINS, DR. JOHN F. (1922-). Physician; politician. Born St. John's. Educated St. Bonaventure's College; Memorial University, St. John's; University of Edinburgh, Scotland; University of Toronto. John Collins studied medicine at the University of Edinburgh for five years and completed several years of research work and general practice before becoming head of the Department of Cardiology at the St. John's Janeway Child Health Centre from 1966 to 1969. In 1974 he became a Fellow of the Royal College of Physicians, Edinburgh and also became Chief of the Department of Neonatology at Grace General Hospital, St. John's, a position he held until 1979.

Dr. John F. Collins

Collins entered provincial politics in the general election of 1975 and was elected as the Progressive Conservative member of the House of Assembly for the district of St. John's South. He was re-elected in 1979. On November 19, 1975 he was appointed Deputy Speaker of the House of Assembly. On March 27, 1979 he was appointed Minister of Finance in the Peckford Administration. He was re-appointed on July 3, 1979 and given the added responsibility of President of the Treasury Board on August 19, 1980. He was President of the Rotary Club of St. John's, National Chairman of the Canadian Medical Association, Child Health Committee from 1965 to 1968 and President of the Canadian Paediatric Society from 1970 to 1971. Dr. J.F. Collins (letter, Apr. 1981). BGR

COLLINS, JOSEPH EDMUND (1855-1892). Journalist. Born Placentia, Newfoundland. After J.E. Collins moved to Canada in 1875 he was employed as an editor on newspapers in New Brunswick. He later accepted the position of City Editor of the *Globe* in Toronto. As a writer Collins published several books including three Canadian historical works on Sir John A. MacDonald (1883), Lord Lorne's Administration (1884), and Louis Riel (1885). J.E. Collins died at New York in 1892. *EC* (III), *E of C* (II). WCS

COLLINS, MARY LOU (1945-). Singer. Born St. John's. Educated Holy Heart of Mary High School; Memorial University of Newfoundland. Collins began an amateur singing career at the age of nine on a local live radio show which featured children. She was one of the first to perform on this show, hosted by Harry Brown *qv*, and her song "Little Shoe Maker" was recorded and became a local hit. After earning a teaching certificate, Collins married Errol Rowe who encouraged her to sing professionally and her career was launched with an engagement at the Lord Nelson Hotel in Halifax. Her early success led to an engagement in Toronto with Juliette, a popular Canadian singer, and to work on Canadian Broadcasting Corporation (C.B.C.) shows with Tommy Ambrose and Tommy Common, nationally-known entertainers. She later starred in a C.B.C. special which attracted a wide audience. After working in nightclubs in the United States, Collins came to the attention of Bob Hope and Jack Benny, internationally famous American entertainers, and she toured with Hope and appeared on television and at entertainment centres in the United States with both men. In 1980 Collins continued her singing career in the United States nightclub circuit, particularly in Florida. Dave Maunder (interview, Oct. 1980), Centre for Newfoundland Studies (Mary Lou Collins), *ET* (Feb. 7, 1964). JEMP

Mary Lou Collins

COLLINS, PATRICK F. (1870-1954). Businessman. Born St. John's. Educated St. John's. P.F. Collins worked in a variety of businesses to 1908. He started Collins Drapery Store in that year and operated a highly successful business until it was destroyed by fire in 1913. In 1921 he became an independent customs broker with a desk at the St. John's Customs House, and started his own Customs Brokerage firm, P.F. Collins Ltd.

A very athletic man, Collins was the driving force behind the formation of the *Catholic Cadet Corps *qv* Boat Club in 1912 and served as its first president. He donated many trophies for competition for a variety of sporting events, and also donated the instruments for the C.C.C. Band. During his presidency the C.C.C. boat house was built on the side of Quidi Vidi Lake and the first of a long line of sailing racers, the *Pinkum*, was put into competition for the club in the annual St. John's Regatta. Collins died August 19, 1954. J.R. Smallwood (1937), Josephine Walsh (interview, 1981), *DN* (Sept. 8, 1981), *NQ* (Dec. 1910). BGR

COLONIAL AND CONTINENTAL CHURCH SOCIETY. See SCHOOLS.

COLONIAL BROADCASTING COMPANY. See BROADCASTING.

COLONIAL BUILDING. The Colonial Building, in St. John's, was built to provide a home for the Parliament of Newfoundland; it served that purpose from 1850 to 1960, after which the Legislative Assembly moved to the new *Confederation Building *qv*.

The Newfoundland Legislature had a variety of houses before it settled into the Colonial Building for 110 years. The first session of the Legislature met in 1833 in a tavern and lodging house owned by Mrs. Mary Travers. The Government failed to pay Travers for the use of her property and the Legislature was forced to move. Its next home was the St. John's Court House, where it remained until the fire of 1846 destroyed the building. In 1836 the building of a house for the Legislative Assembly was discussed and a Commission appointed to superintend the building of a "a Colonial House" (under 6 William IV, c.14). The Commission met regularly thereafter until after the Colonial Building was completed, but this was not until 1850.

Temporary accommodations after the fire were provided by

the *Benevolent Irish Society *qv*, which allowed the Assembly to meet on the upper floor of the Orphan Asylum on Queen's Road. The next move was to a new building on Water Street owned by the Hon. James Tobin.

Construction began on the Colonial Building in 1847 and was completed in 1850. Plans for the building were drawn up by James Purcell, an architect from Ireland brought over to supervise the erection of the Roman Catholic Cathedral. White limestone was imported from Cork to face the building, which measured 26.8 m (88 ft) along the front and 33.5 m (110 ft) along the side. The portico was surmounted by a pediment showing the Royal arms and was supported by six ionic columns about 9 m (30 ft) in height.

The *Royal Gazette* (Feb. 5, 1850) described the new edifice thus:

> A flight of ten steps extending nearly the whole length of the front, which is eighty-eight feet, leads to a magnificent hall, thirty by twenty feet, from which a grand staircase conducts, by a corridor on either side, to the public galleries of the Council and Representative Chambers, to the Legislative Library, and to the Committee Rooms of both branches. . . . At either side of the hall is a vestibule leading to the respective chambers of legislation — to the President of Council's, Speaker's and Clerk's Rooms. . . . The basement of the building contains a great number of rooms of various dimensions. . . .

The ceilings of the Assembly and Council Chamber were painted by Alexander Pindikowski of Poland, a fresco painter serving a prison sentence of fifteen months for forgery. His sentence was reduced by a month for his work on the Colonial Building. Restoration work was begun on the walls and ceilings of these rooms in 1972.

In 1956 a $200,000 illuminated fountain was erected in front of the building to mark the one hundredth anniversary of Responsible Government.

Since its completion in 1850 the Colonial Building has had a colorful history, being the site of many festivities but also some hostilities. The first bank robbery in Newfoundland occurred in 1850 when the Savings Bank, located in the basement of the Colonial Building, was robbed of £413. The first public ball was held there in July 1852, to honour Vice-Admiral Sir George Seymour and the officers of H.M. Ships *Cumberland, Bermuda* and *Buzzard*. In 1858 another ball was held to celebrate the landing of the Atlantic *Cable *qv* at Trinity Bay. The ball of 1860 honored the visit of the Prince of Wales, later King Edward VII.

The ball of 1887 was held to celebrate Queen Victoria's Jubilee. For the occasion the carpet was removed from the floor of the Assembly Chamber and placed in another room. However, after the ball the carpet was reported missing and no trace could be found of it. Several years later Maurice Devine revealed the mystery in a report in the *Trade Review*:

> No story of alleged stealing around the parliamentary building created such a sensation as did that connected with the Assembly carpet in 1887. . . . I heard the inward history of the stealing the other day and give it here as 'twas told to me. One of the officials of the House . . ., locked the carpet up in a certain room in the basement of the Assembly and confided the secret of its whereabouts to only one other man. The latter was promised a good slice of the carpet later on, but he found out that the principal in the game meant to deceive him, so he decided on boldly "lifting it from the lifter." He confided his intention to a carman who was hauling birch billets to the public offices, and this latter, one evening in broad daylight, drove out thro' the gate of the Colonial Building with presumably an empty dry goods case on his cart (in which he used to bring the birch billets), but in which was snugly tucked away the Assembly carpet. The name of the man who got the carpet has never been known to more than three persons from that day till this, and wild horses will never tear the secret from me.
>
> (*Trade Review*: May 11, 1901)

The Colonial Building was also the site of several riots. In 1861 a crowd was angered when the Government rejected Hogsett and Furey as Members for the District of Harbour Main. The crowd gathered outside the Colonial Building and before the riot ended three people had been killed. A riot began in 1886 when a mob broke into the Colonial Building demanding work on the railway. On April 5, 1932 an angry

Colonial Building after 1932 riot.

mob of 3,500 people gathered at the Colonial Building demanding investigation of charges made against Prime Minister Sir Richard Squires *qv*. Approximately $10,000 worth of damage was done to the building on that occasion.

The Newfoundland Government met in the Colonial Building on July 28, 1959 for what was intended to be its final ses-

Colonial Building

sion there. However, the Legislature returned to the Colonial Building for a special final session on June 29, 1960, a nostalgic affair, recalling the past events that had occurred in the Chamber. In 1959 the Legislature and Government offices moved to the Confederation Building.

In 1981 the Colonial Building was the home of the Provincial *Archives of Newfoundland and Labrador *qv*. It also housed the Newfoundland *Historical Society *qv* and the *Sports Hall of Fame *qv* in the basement of the building. The old House of Assembly has been used as a meeting room for public hearings and the building also provides a meeting room for the Public Accounts Committee of the House of Assembly. Paul O'Neill (1976), *Atlantic Advocate* (Feb. 1981), Journal of the Proceedings of the Commissioners . . . to Superintend the Building of a Colonial House in the Town of St. John's (1836-1852), *The Story of the Colonial Building* (1972). EMD

COLONIAL CHURCH AND SCHOOL SOCIETY. See SCHOOLS.

COLONIAL CHURCH SOCIETY. See SCHOOLS.

COLONIAL COMMERCE. This publication commenced operation *c.*1892. Little is known about the periodical in its earlier years. P.K. Devine *qv* edited and managed the *Colonial Commerce* for a time. It was printed and published once a month by the Trade Review Publishing Company of St. John's. In January 1920 Dugald Munn took control of the publication. It is not known precisely when publication ceased, but the paper was still publishing in 1918. Archives GN 32/22; P6/A/12 (4/2/3, File 2). DCM

COLONIAL CORDAGE COMPANY. See ROPE MAKING.

COLONIAL LAWS VALIDITY ACT. See GOVERNMENT.

COLONIAL OFFICE. The Colonial Office was the office of the British Secretary of State for the Colonies, the British Cabinet Minister who was responsible for the administration of the colonial empire. A very powerful government department, it co-ordinated all activities in the colonies from the granting of Responsible Government and appointment of officials to road building and animal husbandry.

The Colonial Office developed in four stages. The first stage lasted from 1660 to 1782. Before 1660 there was no organized government machinery or definitive policy for colonial development. In 1660 a Committee of the Privy Council "for the Plantaçons" was formed. It later became the Council for Foreign Plantations and in 1672 amalgamated with the Council for Trade to form the Council for Trade and Plantations. In 1768 a Secretary of State for the American or Colonial Department was appointed in hopes of preventing the conflicts which subsequently arose in the American colonies.

In 1782 both the Council of Trade and Plantations and the Secretary of State for the American Department were abolished. They were replaced by a Plantations Branch in the Home Department. Two years later a Committee for Trade and for Plantations was established but it concentrated on the trade aspects, eventually becoming the Board of Trade. In 1801, with the wars in Europe, a Secretary of State for the War and Colonial Department was appointed. After the conflicts, the Colonial Office became the dominant part of the Department, and during the Crimean War in 1854 it was necessary to create a separate War Department. This marks the end of the second stage.

The third stage lasted from 1854-1925. During this time the Secretary of State for the Colonies became one of the most powerful figures in the British Government. It was a time of increased colonial activity with the scramble for Africa and the development of self-governing dominions. By the end of World War I change was obviously needed.

In 1925 a separate Dominions Office was created which was to be responsible for the self-governing states. The Colonial Office continued its mandate over the colonies as well as the new duty of governing the former German colonies added to the British Empire as trust territories by the League of Nations. With the increase of self-governing nation states, the Colonial Office was gradually reduced in status. By 1980 it was responsible only for the administration of the few remaining crown colonies and trust territories, most of which were small islands.

The Colonial Office was responsible for Newfoundland for many years, granting the Island colonial status in 1824, Representative Government in 1832 and Responsible Government in 1855. It appointed the Governors and Supreme Court Justices as well as minor officials. It developed the policies under which the Colony was governed and had the final say in all matters of debate. The Colonial Office's control over Newfoundland ended when the Colony became a Dominion in the 1920s.

The Colonial Office was the depository for all Colonial Dispatches and Records sent from Newfoundland by both the Governors and the Assemblies. These records are now kept in the Public Records Office in London. See GOVERNMENT. Gerald Graham (1970), Charles Jeffries (1956). BGR

COLONIES, THE SIX. See SETTLEMENT.

COLONIST, THE. This newspaper was established on March 6, 1886 by Francis T. St. John on behalf of the Colonist Printing and Publishing Company of St. John's. The company acted as printer, publisher and proprietor of the paper, presses and types. P.R. Bowers *qv* served as the editor throughout the paper's seven years of publication. *The Colonist* was printed and published from One Queen's Beach, situated on the west corner of King's Road and Duckworth Street.

The first issue of this daily appeared on March 6, 1886 and from the very beginning it was clear to what political party the paper gave its support. Its prospectus claimed that, "*The Colonist* will seek to uphold and maintain intact the policy and principles of the Liberal party" (*The Colonist*: Mar. 6, 1886). On August 10, 1886 the running-title, *The Daily Colonist* was adopted; however, the original front page heading remained the same, thus creating a single paper with two names. This continued until July 18, 1891 when the front-page heading was changed to *The Newfoundland Colonist* with the running-title *The Evening Colonist*. The word "Evening" lasted one issue and was replaced with the word "Daily." The *Colonist* ceased publication on July 8, 1892, the day most of St. John's was destroyed by fire. P.R. Bowers resumed publishing in November of the same year of a new paper, *The Daily Tribune qv*. *The Colonist* (Mar. 6, 1886-July 17, 1891 *passim*), *The Newfoundland Colonist* (July 18, 1891-July 8, 1892 *passim*), Archives GN 32/22. DCM

COLONIZATION. See SETTLEMENT.

COLSTON, WILLIAM (*fl.*1610-12). Born England. William Colston came to Newfoundland in 1610 as one of the first settlers at John Guy's *qv* colony in Cupids. He was appointed Deputy Governor of the colony during John Guy's absence in

the autumn of 1611; when Guy returned in 1612, Colston returned to England. See SETTLEMENT. *DCB* (I). GL

COLVILLE, ALEXANDER, 7TH BARON (1717/18-1770). Born Scotland. In 1733 Colville went to sea as a volunteer on HMS *Lime* and after two years service was given the position of midshipman. Colville served on various British warships, and from 1749 to 1752 was given command of the *Success*, a station ship in New England. In 1757 he sailed in the *Northumberland* to Nova Scotia where he made an unsuccessful attempt to capture Louisbourg from the French. In 1760, as the senior naval officer in North America, Colville armed smaller vessels to capture French privateers in the lower St. Lawrence and, after the capture of Montreal in the same year, he transported more than 4,000 French prisoners to France and England. As the naval and military commander of Halifax he received news, in 1762, of Charles-Louis d'*Arsac de Ternay's *qv* capture of St. John's, and Colville sailed to Placentia where he joined the commanders of other British men-of-war. He then accompanied Colonel William Amherst *qv* to Signal Hill, St. John's and recaptured the city from the French. Though this was the last battle of the *Seven Years' War *qv* fought in North America, Colville described it as "a shameful flight" by Admiral de Ternay, who, with some of his men, escaped at night under cover of fog. Colville returned to England, was made Rear-Admiral of the White, and subsequently served as Commander-in-Chief of the North American station at Halifax. In 1766 Colville returned again to England. He died in Scotland on May 21, 1770. D.W. Prowse (1895), *DCB* (III). GL

COME BY CHANCE (inc. 1969; pop. 1976, 380). An incorporated community located on the east side of a deep indraft ending at the mouth of the Come by Chance River near the head of Placentia Bay. Come By Chance was first named Passage Harbour in 1612 by John Guy *qv*, who wrote in his journal that he had discovered it "by a way cut into the woods, which being prosequited, yet was found to lead directly to a harborough in Placentia Bay that is now called 'Passage Harbour' " (quoted in J.W.D. Powell: 1935). According to E.R. Seary (1971) Come By Chance was first recorded as Comby Chance in a dispatch dated 13 September 1706 from Major Lloyd, an officer prominent in Newfoundland for activity against the French between 1703 and 1708. In this dispatch he related the incident of a clash between the English and the French: "About 9 days since, I with 30 soldiers pursued a party of French of 21, who had plundered several inhabitants of Trinity Bay and carried ye same to a place called Comby Chance in Plasintia Bay, where I overtook them . . ." (quoted in E.R. Seary: 1971). Edward Wix (1836), while visiting "Come-by-Chance River" in 1835, mentioned that "On the banks of this Come-by-Chance River, ruins of buildings, iron bolts and nails, are found; relics of former structures and cannonballs are also frequently picked up, as though there had been formerly some engagement, if not a fort, in this neighbourhood." According to local tradition, a Thomas Adams from Devon, England settled in Come By Chance in 1822 (E.R. Seary: 1976). The first census of Come By Chance was taken in 1836 when it was included with two other communities, Arnold's Cove *qv* and Bourdeaux. The combined population was fifty-three. There were twelve inhabitants among two families in 1845, when it was first reported in the *Census Returns* as an independent community, probably the same size as it was in 1835 when Wix visited it and "assembled seventeen for full service" (Edward Wix: 1836). He writes in his book, *Six Months of a Newfoundland Missionary's Journal* (1836), "After walking about a mile down Come-by-Chance River, we came to some winter tilts . . . The people are very laborious in this part of Placentia Bay, and live very hard: from the time at which they begin to catch fish, which is generally in April, until near Christmas, they scarcely sleep a whole night together in bed, except on Sunday night. From their poverty too, they are constrained to part with their fish to the supplying merchant in a 'green' state, by which was informed, that they are considerable losers, as three 'quintals' on an average are thus taken for one."

Tanker terminal at Come By Chance harbour

The isolation and hardship of living at Come By Chance in the Nineteenth Century were not uncommon among Newfoundland communities of the period, but the conditions were still often lamented. As one resident of Come By Chance, identified only as R.W., informed Wix: "Ah! Sir; if any of us be sick or sore, there is no one near to visit us, or to care for our souls." Oral tradition reports a Wiseman family as the first settlers and until the 1880s the community numbered about thirty people, who depended almost solely on the small-boat inshore cod fishery. Despite its excellent harbour, Come By Chance was far from major fishing markets in Placentia Bay. Although the lobster fishery, the Labrador fishery, some sawmilling and the establishment of a Marconi Telegraph Station in the early 1900s brought new settlers to the community, difficulties in the fishery caused people to leave the community in the early 1920s for Sunnyside, Arnold's Cove, Haystack, Spencer's Cove *qqv*, Toronto and Boston (C.G. Allen:

1970). By 1921 the population dropped to forty-four from seventy-two in 1911, the church and school (both built 1904) were sold, and only three families remained around the telegraph site.

In 1936 the total labour force of Come By Chance was three — Casabianca, Archibald and James Gilbert — all fishermen (*Newfoundland Directory 1936*: 1936). It was Come By Chance's central location which gave it a new lease on life in the late 1930s when it was chosen to be the site of a cottage hospital serving over forty communities in the Trinity-Placentia area. In 1941 J.R. Smallwood (1941) described Come By Chance as "popular partridge shooting grounds" and the location of a cottage hospital. With the building of the hospital, employment in the construction industry and in the service sector (in restaurants, boarding houses and several general stores that were built) became available and logging in central Newfoundland, and telegraph and rail-line construction and maintenance became sources of employment outside the community. Family names then were Coffen, Loder and Best. By 1956 the population had increased to 159 and it stood at nearly 200 by 1961 as families moved from the numerous islands in Placentia Bay to communities such as Come By Chance, Arnold's Cove and Long Harbour *qqv*. By 1963 the one-room school was again operating in the community.

In 1959 Premier Joseph R. Smallwood made the first of a series of announcements between 1959 and 1969 concerning industrial development at Come By Chance (*ET*: Nov. 27, 1959), beginning with a proposed third paper mill to be built in the community. After repeated negotiations with different interests, and setbacks, including massive forest fires in Newfoundland from 1961 to 1963, Smallwood announced in 1966 that two mills — a pulp mill and an anhydrous ammonia plant — would be completed in 1968 (*ET*: Apr. 27, 1966). In August 1967, after negotiations with representatives of Shaheen Natural Resources (the owners of Newfoundland Pulp and Paper Company, who had been involved in the pulp mill negotiations but whose holdings were in the petroleum industry), it was announced that a 100,000-barrel-a-day oil refinery costing 120 million dollars would be built at Come By Chance.

As with the building of the cottage hospital and the proposed mill, Come By Chance had the advantages of a central location close to rail-lines, the highway and major shipping lanes. Its greatest advantage as the site of an oil refinery lay in its deep water port. The harbour is large, approximately 6.5 km (4 mi) and 2.5 km (1.5 mi) wide. Although the head of the harbour was very shallow (5.5 m; 3 fathoms), it was, on the whole, very deep (73 m; 40 fathoms) and ice-free. After the 1967 announcement, land sales were frozen in the Come By Chance area for the proposed industrial complex, and by 1969 two 605,000-barrel crude-oil storage tanks had been built, as had 8 370 m^2 (90,000 ft^2) of office space and 27 900 m^2 (300,000 ft^2) of warehouse space. A Canadian National Railway spur track was laid, an access road put through from the Trans-Canada Highway, and a temporary cargo wharf had also been built. Later harbour development included the building south of Long Point of an L-shaped deep water oil terminal, which extended about 914 m (3,000 ft) from the shore by means of a causeway, providing one berth for tankers up to 320,000 tons and a second berth for 65,000-ton vessels. A number of other small wharves were built and improvements made to the lights and signals. Come By Chance Harbour was created a Public Harbour, administered by the Canadian Ministry of Transport. Employment in Come By Chance at this time was about 100 percent, although numerous wild-cat strikes from 1969 to 1974 disrupted work.

The oil refinery, which produced its first barrel on December 27, 1973 and operated, because of a series of malfunctions, at 70 percent or less than its capacity, went into receivership in 1976 after the supply of feedstock was cut off. The refinery was "mothballed" and sold to a crown corporation of the Government of Canada, PetroCan, in July of 1980 following several years of court battles to determine ownership and liability. Many of the refinery's 400 workers had been from Come By Chance or commuted from communities on the Avalon Peninsula *qv*. After the mothballing of the refinery in 1976 employment was a problem in Come By Chance as only a fraction of the number of former workers were retained to maintain the refinery. In 1981 other sources of employment were found in service industry jobs within the community or in jobs outside Come By Chance. See PETROLEUM. C. Allen (1970), J.W.D. Powell (1935), E.R. Seary (1971; 1976), Edward Wix (1836), *Census* (1836-1976), *Newfoundland Directory 1936* (1936), Newfoundland Historical Society (Come By Chance), *Sailing Directions Newfoundland* (1980). Map H. JEMP

COME BY CHANCE OIL REFINERY. See PETROLEUM.

COME HOME YEAR. In 1964 Premier Joseph R. Smallwood *qv* conceived the idea of appealing to all expatriate Newfoundlanders and their descendants (estimated to be four times the Province's population) to visit their homeland during a home-coming year. The event was to coincide with the opening of the Trans-Canada Highway, and was to be the beginning of a new provincial tourist development programme.

Sixty years before, a local committee of the Cabot Club of Boston (a group composed of expatriate Newfoundlanders) decided to "bring together the exiled sons and daughters of Terra Nova; that they might meet again "(J.J. McAuliffe: 1904). The reunion received the support of the Government of Newfoundland, who saw it as an opportunity to showcase "the marked prosperity of its [Newfoundland's] trade and the comfort and happiness of its people" and, in particular, the improved prosperity of the country which was attributed to the "agency of the railway" and the subsequent opening up of Newfoundland to its wealth in minerals, timber and fisheries (E.P. Morris: 1904). The Cabot Club officially set Old Home Week for August 1 to August 6, and special arrangements were made with the Reid Newfoundland Railways for reduced fares from Boston to any point in Newfoundland and return by the same line, the tickets being good for sixty days. Old Home Week achieved a modest success, with activities ranging from "Smoking Concerts" to labour parades, and events such as a garden party, a Grand Ball, an outing to Topsail and "general demonstrations and bonfires" (*NQ*: June 1904). A large number of visitors was anticipated and it was later reported that "thousands came back to Newfoundland for a full week of festivities" (Don Morris: 1975).

Sixty years later, the Come Home Year Governing Committee, chaired by Provincial Chairman Dr. F.W. Rowe *qv*, met for the first time to lay plans for the homecoming celebrations two years later. Nineteen sixty-six was chosen for Come

Home Year, because time was needed to plan the event, because completion of the Trans-Canada Highway was delayed, and because 1967 was already designated Canada's Centennial Year. The Come Home Year Governing Committee was composed of the Provincial chairman, accommodation, programming and transportation chairmen, and seven regional chairmen representing Labrador, western, central, eastern and southern Newfoundland and the Avalon Peninsula. These regional chairmen in turn co-ordinated the activities of 250 community committees composed of nearly 3,000 volunteers (*Report of the Tourism Development Division of the Department of Economic Development*: 1966?).

The cornerstone of Come Home Year was the planned completion of the Trans-Canada Highway, which would mean the island of Newfoundland would be connected from coast-to-coast by road for the first time in its history. Transportation then, as in 1904, was the major planning concern. In anticipation of the estimated 50,000 visitors (bringing with them a forecasted sixty million in tourist dollars), the Newfoundland government chartered the M.V. *Leif Erikson*, with its capacity of 900 passengers and 150 cars, to supplement the M.V. *William Carson* with its 500 passenger capacity and 110 cars on daily trips between Sydney, Nova Scotia, and Port aux Basques. In addition Air Canada increased its daily flights gradually from three to five during the peak period from June to September.

To meet expected accommodation needs, four Holiday Inns were built, in St. John's, Clarenville, Gander and Corner Brook, and existing motel, hotel and guest-home services were improved and expanded, increasing the number of guest rooms by 1,000 in the Province. Ten new provincial parks were built, more than doubling existing campsites and over 700 rooms in private homes were made available for visitors. Director of Planning George Giannou stated that, should more accommodation be required, the Committee was also investigating the possibility of obtaining ". . . suitable ships to be used as floating hotels to be docked at Port aux Basques, Corner Brook, Lewisporte, Botwood and the East Coast" (John Braddock: 1966).

Information services were upgraded with the building of ten tourist information centres and the employment of information officers. The main thrust of these services was directed at extensive provincial, national and international advertising by brochures, films and magazines. The official slogan "Come Home Year '66" was "invitational in concept" and directed at "Newfoundland sons and daughters and their immediate descendants who settled abroad" (*Report of the Tourism Development Division of the Department of Economic Development*: 1966?). The Province's largest welcome sign was the schooner *Annie Coady*, set up on the road-side near the Port aux Basques ferry terminal. Promotions included a special edition map and licence plate, projects such as the National Junior Baseball Finals, to be held in St. John's, and special funding for drama groups in Gander, Grand Falls and Corner Brook.

Events were geared to the official Come Home Year period of June 15 to July 15, the peak tourist time. Announcing the official opening on June 15, Smallwood stressed the long term benefits of the project, calling it "the beginning of not just Come Home Year, it is the beginning of a great new tourist and travel development plan" (*ET*: June 6, 1966). The climax of activities, which included regattas, garden parties, contests and special entertainment, was the cavalcade of floats and officials which left the Confederation Building in St. John's on July 11 to open officially the Trans-Canada Highway. The journey culminated in the unveiling of an 18 m (60 ft) shaft of Gambo granite masonry by the Prime Minister of Canada, Lester B. Pearson, on July 12 at the halfway point of the highway about 16 km (10 mi) west of Grand Falls.

Called by O.L. Vardy, Director of Tourism, "the greatest promotional project ever embarked upon," the material gains of Come Home Year were a 39.3% overall increase in the estimated value of the travel industry. Direct revenues were raised from $32,978,554 to $45,931,078 with the average length of each visitor's stay being fifteen days (*Report of the Tourist Development Division of the Department of Economic Development*: 1967?). While the estimated demand for supplementary accommodation did not materialize because 75% of the visitors stayed with relatives and friends, and while the direct revenues fell somewhat short of the projected $50,000,000-$60,000,000, nevertheless Come Home Year realized its goals of celebrating a significant historical marker in transportation and providing a vigorous kick-off for a revitalized tourist industry. John Braddock (1965), E.P. Morris (1904), F.W. Rowe (1966; 1980), *ET* (June 3, 1966; June 16, 1966; July 16, 1966; July 23, 1966), *Financial Post* (Nov. 6, 1965), *Report of the First Meeting of the Come Home Year Governing Committee* (1964), *Report of the Tourist Development Division of the Department of Economic Development* (1966?; 1967?). JEMP

COMET. This Newfoundland periodical was started by J.T. Burton on September 3, 1869. There are no known extant copies, nor has it been determined when publication ended. Archives GN 32/22. DCM

COMIC WEEKLY, THE. This St. John's newspaper was founded by Thomas D. Carew on July 31, 1920. The paper was issued each Saturday by Carew, the paper's publisher and proprietor, from the office of the *Plaindealer* at 1 Springdale Street.

The Trade Printers and Publishers Ltd. of St. John's purchased *The Comic Weekly* on June 19, 1922. It was issued weekly from their plant at 272 Duckworth St. in St. John's, under the direction of David R. Thistle, the editor of the *Trade Review*, and Director and Secretary-Treasurer of The Trade Printers and Publishers Ltd. It has not been ascertained when publication started, nor when it ceased; however, *The Comic Weekly* was still being published in 1923. *Yearbook* (1922; 1923), Archives GN 32/22. DCM

COMFORT COVE-NEWSTEAD (inc. 1967; pop. 1976, 728). A fishing-farming community which was originally three separate communities: Comfort Cove, New Harbour (Newstead) and Turtle Creek, located in small contiguous coves on the tip of a 14.5 km (9 mi) peninsula which juts out into the Bay of Exploits about 32 km (20 mi) northeast of Lewisporte *qv*. The area was first occupied by a Beothuk *qv* band who reputedly had their encampment near Newstead, and also on Comfort Island, a small off-lying island in the mouth of Comfort Cove where remains of Beothuk graves have been discovered (Carol White: n.d.). The Beothuk, and white settlers later, were attracted by the salmon fishing in the area and in 1974 the remains of a Beothuk skeleton were uncovered during wharf construction. Both Comfort Cove and

Newstead (called New Harbour until 1921) were settled in the mid-1800s by people from outlying islands in Notre Dame Bay: the first reported settler of Comfort Cove was a John Cull of Barr'd Islands, Fogo (Carol White: n.d.). The first census of Comfort Cove in 1869 records two families of fourteen people who prosecuted the salmon fishery. By 1884 four more families (thirty-six people) had moved to Comfort Cove from Barr'd Islands: Head, Watkins, Connors and Cooper families. In 1885 an Englishman named Barr reputedly began to can lobster there (*The Rounder*: May 1978). John Canning was reputedly the first settler of New Harbour, moving with his family to New Harbour from Herring Neck *qv* in 1885.

The most dramatic growth in population occurred between 1901 and 1911 when the population of Comfort Cove increased from eighty-four people to 117 and the population of New Harbour rose from fifty-six to ninety-nine. These later settlers were attracted not only by the excellent fishing potential of the area, which had shifted from salmon to cod and lobster (seven factories, employing thirteen men operated in Comfort Cove in 1901 and from six to eleven operated more or less continuously in both communities until 1921), but also, as settlement pushed farther inland from the sandy, sheltered harbour of Comfort Cove toward the fairly productive farmland about a mile away, by the agricultural possibilities of the area. While the fish products of Comfort Cove and New Harbour had always found a ready market with the merchants of Fogo, Twillingate and Exploits, by the 1920s the farm products of Comfort Cove and Newstead were also being sold and bartered to these merchants, who in turn sold them mostly to people who lived on islands in Notre Dame Bay (that were too barren to support agriculture), and as supplies for ships bound for Labrador. The excellent timber resources near Comfort Cove and Newstead, and their proximity to the lumber centres of Loon Bay and Lewisporte (connected by roads with Comfort Cove in 1892 and 1952 respectively) also meant seasonal employment opportunities in logging and sawmilling. Comfort Cove's location also made it an excellent site for a restaurant and halfway house, which was open from 1929 to 1952 (*The Rounder*: May 1978).

Fishing and agriculture have remained the economic base of the communities. In the 1930s a lobster and seal cannery operated and in 1944 it was incorporated as Notre Dame Bay Fisheries. Processing at the plant began with lobster, salmon and cod and in one year 3,000 cases of canned lobster were shipped to England, "the most that was ever produced in the whole country" according to Lewis Eveleigh (quoted in *The Rounder*, May 1978). Branch factories were opened in other Notre Dame Bay communities such as Shoal Cove *qv*; Deep Bay *qv* and Cottle's Island. The plant later expanded to produce herring and mackerel, both smoked and brine-cured, with the herring being shipped to New York and other United States markets. Secondary processing at the plant has included canned turnip-top greens, rabbit, seal meat, chicken, scallops, squid, mussels, rhubarb, partridgeberries and tuna. In 1966 a second plant opened and by 1968 there were two lobster pools; the live lobster industry had burgeoned after the opening of the Road to the Isles in 1952, and the live lobster was shipped to New York. In 1976 a new plant replacing the old facilities was built, employing one hundred people, and making it, with Lewisporte, the largest employer in the area. In 1981 Notre Dame Bay Fisheries, a privately owned company, processed whole frozen, frozen butterfly, and spiced, cured herring for domestic, European and Japanese markets. The plant also processed turnip tops, seal meat, mussels, capelin, salmon, squid and groundfish.

In 1936 a farm access road was built in the area, and from the late 1930s to the late 1960s there were twelve or thirteen full-time farmers producing a variety of root vegetables and, in the 1940s, fruits including apples, plums, peaches and pears. The produce was shipped by boat to Fogo and Twillingate to be exported to Labrador or trucked to central Newfoundland markets after 1952. An Agricultural Society was formed and an exhibition of farm products, growing methods and new machinery was held annually until the 1970s, when the Government operating grant ceased. At this time full-time commercial farming was declining, as the fish plants attracted workers and the young labour force left for employment elsewhere. In 1977 a new community pasture and wharf were built at Comfort Cove with federal funds.

There were about 100 ha (250 acres) of land in production in 1979 and sheep, poultry and some cattle were raised. Of the labour force of 200, about twenty-one people were employed in some aspect of farming part-time; sixteen were employed in forestry; and the remaining work force was employed in fishing, fish processing and small business.

Between 1891 and 1901 the first school-chapel (Methodist) was built in Comfort Cove, and by 1901 a Salvation Army Citadel was built. In 1981 Comfort Cove-Newstead students attended elementary and high school in Comfort Cove. Lewis Eveleigh (interview, Apr. 1981), Raymond Eveleigh (interview, Apr. 1981), Ed Hann (1974), Carol White (n.d.), *Census* (1869-1976), *DN* (Apr. 5, 1974), *The Rounder* (May 1978; Aug. 1979), *Sailing Directions Newfoundland* (1980). Map F. JEMP

COMMEMORATION DAY. See MEMORIAL DAY.

COMMERCE. See ECONOMY; EXPORTS; TRADE.

COMMERCE, CHAMBERS OF. See TRADE, BOARDS OF.

COMMERCE, JUNIOR CHAMBER OF. See TRADE, BOARDS OF.

COMMERCIAL BANK. See FINANCIAL INSTITUTIONS.

COMMERCIAL CABLE COMPANY. See TELEGRAPH AND TELEPHONE COMPANIES.

COMMERCIAL JOURNAL. William H. Crocker took over this paper on December 8, 1886. It had been previously owned and operated by his father William J. Crocker. The original *Commercial Journal,* or *Newfoundland Commercial Journal* as it may also have been called, was started by W.J. Ward in October 1855. It was printed and published fortnightly at the office of the *Evening Telegram qv* in St. John's, then on Gregory's Lane. There are no known extant copies, nor can it be ascertained when publication ceased. Archives GN 32/22. DCM

COMMISSARIAT HOUSE. In Newfoundland during the Eighteenth and Nineteenth Centuries the problems involved in provisioning and equipping the military troops increased greatly so that the Colony's civil and military leaders expressed deep concern over the lack of supplies for the garrisoned soldiers. In 1767 Governor Palliser *qv* wrote to his superiors in England stating that there was "great discontent among the soldiers" and that they had "scarce a bed to lie upon, nor bed-clothing to cover them, neither pot nor kettle to

boil their victuals in, nor other utensils that are necessary for soldiers in garrisons." In May 1790, following the American Revolutionary War (1776-1783), William Isham Eppes was appointed by the Treasury in London as the first full-time Commissary of Stores and Provisions for the Colony. The next quarter of a century saw the development of the Commissariat Department in Newfoundland until by 1819 it had thirteen employees who maintained the warehouses and store facilities at Fort William, Fort Townshend, Signal Hill *qqv* and at the government wharf. Ironically, most of this expansion occurred between 1814 and 1819, when the military troops in the Colony had decreased in number following the end of the Anglo-American War of 1812-1814 and the defeat of Napolean at Waterloo. In 1816 the Assistant Commissary General, William Lane, with the consent of Governor Pickmore, asked permission of his superiors at the Treasury Office in London to erect a building to house the new offices for the Department, as well as private living quarters for himself. Permission was granted to construct the Commissariat House that still exists on Kings Bridge Road in St. John's. Construction is believed to have begun in the summer of 1818 and records indicate that the building was completed late in 1820 and first occupied in 1821 by the Commissariat Department. In 1870 when the British Military forces withdrew from the Colony, the Commissariat Department was no longer needed, and the Commissariat House, together with other British owned property, passed into the possession of the colonial administration. Shortly afterwards the house and property were leased to the Church of England Lord Bishop of Newfoundland as the Rectory for the adjoining St. Thomas' Church and continued as such (with the exception of the period between 1917-1921 when it was used as a nursing home and later a children's hospital) until 1969. In this year the property was obtained through an agreement between the Governments of Canada and Newfoundland.

In 1981 this historic site consisted of the main late-Georgian style Commissariat building with the offices and private quarters restored to the 1830 period, the Commissariat grounds which had been restored to the 1850 period, and a coach house which contained a modern interpretation centre.

"Commissariat House: Provincial Historic Site" (n.d.) GL

COMMISSION OF GOVERNMENT. See GOVERNMENT.

COMMISSION OF THE PEACE. See JUDICIARY.

COMMITTEE OF TRADE AND PLANTATIONS. See COLONIAL OFFICE.

COMMODORE MINING COMPANY. See MINING.

COMMODORE. The commodore was the commander of the annual fishing convoys to Newfoundland. Beginning in 1675 the commodores were given supervisory powers over Newfoundland. They were instructed to aid the Fishing *Admirals *qv* in the maintenance of law and order, and were to travel to the various coves and bays and gather information on the Newfoundland fishery. This information was to be submitted to the Lord High Admiral on the commodore's return to England. They could operate the fishery, but only to provide food for their crews, and were ordered not to transport any passengers to Newfoundland. By 1692 they had also received orders to seize all foreign vessels engaged in the Newfoundland fishery.

The commodores remained in Newfoundland only during the fishing season. In their absence authority was in the hands of the local residents or any Fishing Admiral who remained during the winter. Resident Lieutenant-Governors were appointed at St. John's and later at Placentia (after 1700), and after 1729 the commodore's official capacity was replaced by the appointment of royal governors. The commodores at Newfoundland were as follows:

1675	John Berry
1676	Edward Russell
1677	William Poole
1679	Charles Talbot
1680	Robert Robinson
1681	James Story
1682	Daniel Jones
1683	Charles Talbot
1684	Francis Wheeler
1689	Thomas Perry
1691	Charles Hawkins
1692	Thomas Crawley
1696	Samuel Whetstone
1697-98	Charles Norris
1699	Andrew Leake
1700	Stafford Fairborne
1701	John Graydon
1702	John Leake
1704-05	Timothy Bridges
1706-07	John Underdown
1708	(Peter Chamberlain)*
1708	John Mitchell
1709	Joseph Taylor
1710	John Aldred
1711	Josias Crowe
1712	Nicholas Trevanion
1713	Robert Leake
1714	Charles Fotherby
1715	William Kempthorn
1716	John Hagar
1717	William Passenger
1718	Thomas Scott
1719	Chaloner Ogle
1720	Francis Percy
1721	James Stuart
1722-27	Edward Bowler
1728	Vere Beauclerk

* Peter Chamberlain was appointed commodore in 1708 but John Mitchell answered the questions on the Newfoundland fishery found in the commodore's year-end report.

David Henige (1970), R.G. Lounsbury (1934). BGR

COMMON JUNIPER. See JUNIPERS.

COMMUNION SET, PRINCE WILLIAM HENRY. In 1786 Prince William Henry, Duke of Clarence, later William IV was posted to Placentia *qv* as the Captain of H.M.S. *Pegasus*. His duties included patrolling and reporting on the fisheries, and acting as Surrogate for the Placentia district. In these capacities he took a keen interest in local politics although he was usually careful to act only on the advice of the Governors of the Colony (Michael McCarthy: 1973). Prince William Henry had uneasy relations with the Irish Roman Catholic population of Placentia whom he had forbidden freedom of worship in the public courthouse (which they had been

using for services) and burial in a Roman Catholic cemetery. While he was in Placentia, however, the first Roman Catholic Chapel was built with the permission of Governor Campbell *qv*. The Placentia merchants felt that the building of this Chapel was dangerous and Prince William Henry declared that it demonstrated "the prodigious influence the Papal priests have over the minds of the weak Irish" (letter to George III, Sept. 21, 1786 quoted in Ged Martin: 1970). Accordingly, the Prince and the merchants decided to match the move with the building of a Church of England church, the construction of which Prince William Henry began with a fund in his name that quickly raised £150 and £30 a year to pay the clergyman. This was done with the permission of Governor Elliott *qv* and on the Prince's last two Sundays in Placentia the Prince himself read Divine service for Protestants and Roman Catholics alike (Ged Martin: 1970). Before leaving Placentia to take up similar duties in Halifax the Prince presented a sterling silver communion set to the Church of England congregation at Placentia. This communion set, which consists of one large silver chalice, one ewer and two patens, was made in 1786 by Edward Fennell of London, England, and was inscribed, "Given by his Royal Highness Prince William Henry at the Protestant Chapel at Placentia in Newfoundland 1787." Archdeacon Edward Wix used the set while visiting Placentia in 1835, and expressed the wish that the communion plate "be used monthly" and observed sadly that "so long has the church [at Placentia] been shut up, that this was the first occasion on which the royal donor of the communion service had been prayed for here in public liturgy as King" (Edward Wix: 1836).

The communion set was kept in the care of the Bradshaw family of Placentia until 1922, when it was entrusted to the *Cathedral of St. John the Baptist *qv* in St. John's. The set, which was rarely used, and only on special occasions, was reportedly used in October 1974 on the occasion of the Bishop of London's visit to St. John's for the 275th anniversary of the founding of the parish, and again a few years later by the Dean of the Cathedral, Edward Rusted, during a special service at the Anglican Church in Placentia. Ged Martin (1970), Michael McCarthy (1973?), Frank Rowe (interview, Apr. 1981), Edward Wix (1836), *NQ* (Oct. 1906). JEMP

COMMUNIST PARTY OF CANADA. See POLITICAL PARTIES.

COMMUNITY COLLEGES. See VOCATIONAL SCHOOLS AND COMMUNITY COLLEGES.

COMMUNITY COUNCILS. See GOVERNMENT.

COMMUNITY HOUSING AND SUPPORT SERVICES. See HOUSING AND SUPPORT SERVICES, COMMUNITY.

COMMUNITY RESETTLEMENT PROGRAMME. See RESETTLEMENT.

COMMUNITY SERVICES COUNCIL OF NEWFOUNDLAND AND LABRADOR. The Community Services Council (C.S.C.), a social planning research organization, was begun after a survey in 1975, initiated by a steering committee of the United Church Children's Home Board, indicated the need for a central organization to coordinate existing community services and to help in the development of new organizations. In the fall of 1975 an interim Board of Directors was set up and in January 1976 an executive director was hired and an office established. Originally operated only in the St. John's Area, C.S.C. was expanded in 1979 to include the rest of Newfoundland and Labrador. In 1981 many of its projects were Province-wide. The C.S.C. was a registered, non-profit, charitable association with an elected Board of Directors and various advisory committees. The C.S.C. encouraged the principle of community involvement in decision making by providing forums for citizens to participate in social change and by providing a closer partnership between government and the community. In 1981 it was staffed by permanent staff, volunteers and students on field placements or summer employment. The council opened the first Volunteer Centre in St. John's, published three directories of Community Services (1976, 1978, 1981), operated an Information-Referral Service, initiated the "Open-Door" Youth Outreach Project, organized the Canadian Conference on Social Development in St. John's (June 1980), developed various work shops and initiated the Building Accessibility Act. Besides the Directories, the C.S.C. published such research works as *Housing Problems of the Physically Disabled in St. John's* (1976), *Family Services in St. John's* (1977), *Feasibility Study on a Residence for Physically Disabled Adults* (1979) and *Investigation into the Implementation of the United Way in St. John's* (1981). In 1981 the C.S.C. had several research projects planned for 1982 such as "Needs Assessment of the Home Support Requirements of the Elderly" and "The Social Context of Work and the Consequences of Unemployment." As well as research the C.S.C.'s major activities in 1981 included the *Volunteer Centre, the *Information Referral Centre, and Community *Housing and Support Services *qqv*. Felicity O'Brien (interview, Aug. 1981), Penelope Rowe (interview, Aug. 1981), *Community Services Council of Newfoundland and Labrador* (n.d.), *Community Services Directory* (1981). DPJ

COMPANIES CORPORATION ACT. The first legislation which provided the legal framework for the establishment of limited liability companies in Newfoundland was the 1856 Act to Authorize the Formation of Corporations for Manufacturing, Mining, Mercantile, Mechanical, Chemical, or other purposes (19 Vic., c. 18). Under the Act three or more persons could form a company by filing with Newfoundland's Colonial Secretary's Office a certificate of limited liability, which included the name of the company and the purposes for which it was formed. The members of a limited liability company which went into debt were only required to pay the amount they owed the company for their unpaid shares. The Act was repealed and replaced by the Incorporation of Companies Act of 1873 (36 Vic., c. 8). By 1952 the formation of limited liability companies was covered under the Companies Act (Revised Statutes 1952, Chapt. 168). In 1956 there were 3,067 foreign (originally registered outside of Newfoundland and Labrador), dominion (originally registered under Federal Legislation), insurance, and local companies in the Province. By 1960 the number of companies had risen to 3,783. In 1970 the incorporation of companies was covered by The Companies Act (Revised Statutes 1970, Chapt. 54), and in that year there were 6,708 companies, and in 1980, 16,796 companies registered in the Province. David Alexander (1980), Gerald Tessier (interview, Sept. 1981). EPK

COMPANY TOWNS. With the completion of the railway

across Newfoundland in 1898 the interior of the Island was opened and exploration and development were facilitated. Large companies began moving in to develop the natural resources. The result was the growth of new, planned towns built by the companies to serve the needs of their specific resources. In many cases these towns were built where no earlier community had existed.

MILLERTOWN. Millertown *qv* was named after Lewis Miller *qv*, who came to Newfoundland around 1900 when he learned of the rich forest resources of the Island. He erected two sawmills, one at Glenwood, Gander Lake, and the other on the northeast end of Red Indian Lake. Construction of the town began on the latter site shortly after, and within a few months, more than seventy houses had been built and many more were under construction. A few years after Miller started the sawmill it became the centre for the pulpwood-cutting operation of Grand Falls. (Map I)

GRAND FALLS. In 1904 Grand Falls *qv* was chosen as the site for a pulp and paper mill by Mayson Beeton, who came to Newfoundland representing the Harmsworth brothers. The Anglo-Newfoundland Development (A.N.D.) Company was incorporated in 1905 and construction of the mill and town began shortly after. By 1909 the town, built by the company and administered by it, had more than 100 houses, a town hall, a school and several hotels. The population expanded over the years and some form of local government became necessary. The company could no longer meet the needs of the growing community and in 1961 Grand Falls was incorporated. (Map F)

CORNER BROOK. Before the building of the pulp and paper mill Corner Brook *qv* was a small community of about 200 people who relied on sawmilling and fishing for employment. The nearby communities of Curling and Humbermouth were more prosperous until construction of the pulp and paper mill was begun in Corner Brook in 1923 by Armstrong, Whitworth and Company Limited. Construction of a townsite began at the same time. (The area of Corner Brook owned by the company was referred to as the Townsite. The City of Corner Brook, incorporated in 1955, consisted of the company townsite, Curling and Corner Brook East and Corner Brook West, two communities which grew up on each side of the Townsite.) In 1928 the mill was taken over by the International Power and Paper Company and in 1938 by Bowaters Newfoundland Limited. From a population of 200 (at the Townsite) in 1923 Corner Brook grew to a population of 25,198 in 1976. The mill became one of North America's largest newsprint facilities. (Map K)

BUCHANS. The town of Buchans *qv* was started in 1926 to house the men and machines which were to develop the mineral resources discovered in the area. The ore, discovered by a Micmac Indian, Matty Mitchell in 1905, was a mixture of zinc, lead, copper, with traces of gold and silver. It was not until 1928 that construction of the mill began, after a method for separating the elements found in the ore was developed. The first buildings consisted of thirty one-storey cottages. The American Smelting and Refining Company in conjunction with the A.N.D. Company began mining operations and opened a second mill in 1931. The company provided for the needs of the town until it was incorporated in 1963. (Map E)

LABRADOR CITY. The Carol Project in Labrador was developed by the Iron Ore Company of Canada (I.O.C.C.) and had a mine in production by 1962. Construction of the townsite known as Carol Lake began in 1959 and by 1960 sixteen housing units, single men's quarters and women's and men's staff houses had been built. In 1961 the town was incorporated and became known as the Local Improvement District of *Labrador City *qv*. The town was originally planned for a population of about 7,000 but in 1976 the population was more than twice that. (Map B)

CITY OF WABUSH. Just a few kilometers from Labrador City a United States based company, Pickands-Mather Company Limited, developed another mine for the Labrador area which went into production in 1965. The town of City of *Wabush *qv* was built by that company to meet the needs of developing the mineral resources. Wabush was a modern town with a population of 3,769 in 1976. (Map B)

GANDER. In 1935, Gander *qv* in east-central Newfoundland was chosen as the site for air terminal facilities because of the favorable terrain in the area. By 1938 runways were completed and ready for operations. During World War II Gander was used as a refuelling and servicing airport for planes going to Europe; the Royal Air Force Transport Command operated through there, and in 1940 the Royal Canadian Air Force (R.C.A.F.) established a base on the site. In 1942 control of the airport was given to the Government of Canada.

After the war there was a rapid increase in the use of the facilities at Gander and more services were needed for the growing number of employees. Plans were made for construction of a town and the first houses were built in 1951. In 1959 Gander was incorporated as a town. (Map F)

CHURCHILL FALLS. In 1953 the British Newfoundland Corporation Limited (Brinco *qv*) was formed by seven major British financial, resource and manufacturing companies. It received a charter to explore the Province and in 1961 the Churchill Falls (Labrador) Corporation Limited (CFLCo.) was incorporated as a subsidiary of Brinco. In order to develop the hydro-electric power potential at Hamilton Falls (later Churchill Falls *qv*) CFLCo. brought together two Canadian companies to undertake the project, H.G. Acres and Company Limited and Canadian Bechtel Limited, which joined to become Acres Canadian Bechtel of Churchill Falls (A.C.B.). In 1967 plans for a permanent community were drawn up with the hope of providing a modern, convenient community for the workers and their families. The campsite quickly changed into a town with the major services provided under one roof: stores, a school, hotel, hospital and theatre. The houses were grouped around this centre. (Map B)

OTHER TOWNS. The construction of company towns expanded the pattern of settlement in Newfoundland from the coast to the interior. It introduced an organized, planned way of building a town in contrast to the haphazard development of most of the other communities. Some of the areas which started as company towns have become the major centres of the Province. There have been many other towns in Newfoundland which were greatly affected by companies and, although not specifically company towns, a particular company has significantly altered the way of life in the community. Mining operations were started at Wabana *qv* on Bell Island *qv* in 1893 by the Nova Scotia Steel and Coal Company. The iron ore deposits (red hematite) were identified in 1892 and

operations began the following year. Though the island was very dependent on the mining operations (until they closed in 1966), Wabana was not a company town in that the company did not provide most of the facilities or the housing for employees.

Baie Verte *qv* was a logging town until 1963 when Advocate Mines Limited began production of asbestos, and in 1964 Consolidated Rambler Mines Limited moved in. The small town of Baie Verte experienced a rapid growth in population during the years between 1961 and 1966 as the company provided a new source of employment.

Botwood *qv* became a shipping port for pulp and paper after the development of the mill at Grand Falls (see above). The A.N.D. Company set up warehouses, shops and offices at Botwood for their operations and Botwood served as headquarters for the company.

St. Lawrence *qv* was a fishing community with a population of about 800 people before the St. Lawrence Corporation of Newfoundland Limited came in 1933 and began flurospar mining. The population of the town grew to close to 3,000. When the mine closed down in 1978 efforts were made to redevelop the fishery to compensate for the loss of the mining industry. J.T. Allston (1967), W.P. Craniford (1963), A. Dymond (1969), W.D. Fogwill (1975), C.K. House (1967), George Legrow (1946), Peter Neary (1973a), F.A. Price (1959), D.C. Sharpe (1973), Rennie Slanney (1975), W.C. Wonders (1953), Roderick Woolridge (1976), *Churchill Falls an accomplished beginning* (n.d.), *Corner Brook Twenty-five Years of Progress 1923-1948* (n.d.), *Gander* (1980?), *Mineral Resources in the Atlantic Provinces* (1969), Newfoundland Historical Society (Millertown), *The Rounder* (Oct. 1980). EMD

COMPASS, THE. The first *Compass* was started on December 30, 1938. D. Frederick Scott, a Corner Brook teacher, became the publication's chief editor. *The Compass* was issued as a monthly newspaper and was the official organ of Archbishop Howley Council Number 2581, Knights of Columbus, Corner Brook. The paper was printed by The Humber Herald Ltd. at Corner Brook West. It is not known when publication ceased.

The College of Fisheries in St. John's started a *Compass* in 1967; however, this periodical ceased publication in 1969.

In 1968 Robinson-Blackmore Co. started *The Compass*, a community newspaper serving the people of Conception Bay, Trinity South and parts of Placentia Bay and St. Mary's Bay. *The Compass* or *The Conception Bay Compass* is printed by Robinson-Blackmore Printing and Publishing Ltd. in St. John's. It has remained in continuous publication since 1968. P. Sparkes (interview, June 1980), Archives GN 32/22. DCM

COMRADES ASSOCIATION, OLD. See CHURCH LADS' BRIGADE.

CONCENTRATION CAMPS. See CORRECTIONAL INSTITUTIONS.

CONCEPTION BAY. Conception Bay cuts into the northeast portion of the *Avalon Peninsula *qv* in a northeasterly direction and covers approximately 1295 km² (500 mi²). Along the east coast of the Bay, from Cape St. Francis to Portugal Cove *qv* barren cliffs rise to a height of 268 m (850 ft); then the coastline changes to gentle, partly cultivated slopes tapering to salt-water lagoons behind a series of beaches. The

See Map H page XXIII

western shore, indented by several fiord-like inlets, ends in the Bay de Verde Peninsula, off which lies Baccalieu Island *qv*. The land surrounding the Bay is composed largely of Pre-Cambrian sedimentary bedrock with some volcanic deposits and one igneous outcrop at Holyrood, and is covered by superficial material and generally stunted forest growth of balsam fir and black spruce.

The Bay itself contains several islands, the three major ones being Bell Island *qv*, Little Bell Island and Kelly's Island. The floor of the Bay, composed of Cambrian beds, is trough-shaped with a more steeply angled western slope. Two faults run parallel to the coasts, from Brigus *qv* to Baccalieu Island and from Topsail *qv* to Cape St. Francis. A third fault bisects the other two at an angle of about 50° and runs between Harbour Grace *qv* and Cape St. Francis *qv*. The depth of the Bay varies; in the short distance (4 km) between Portugal Cove and Bell Island, depths of between 14.6 m and 168 m (8-92 fathoms) occur; the southwest area of the Bay shows relatively constant depths of between 40 m and 88 m (22-48 fathoms); a deep trough, at one spot reaching 292.6 m (160 fathoms), runs from Harbour Main *qv* at the head of the Bay along the west coast and gradually veers northeast to Capt St. Francis. Shallow water occurs all along the coastline of Conception Bay except over the Topsail Fault. The Bay normally fills with ice from mid-January to the first of March, and spring tides with a difference of 1.5 m (5 ft) occur. The waters of Conception Bay are not influenced by any particular current but after easterly or northeasterly gales a strong undertow, sometimes lasting several days, occurs.

The name Conception Bay comes from the Portuguese Baia de Conceicao or Baia de Comceica and was presumably given in honour of the Feast of the Conception, December 8. The name first appears on the Oliveriana map of 1505-08. In 1610 John Guy *qv* founded the first formal colony in Newfoundland at Cupids *qv*, Conception Bay. Brigus and Cupids were the earliest settlements but by 1675 Harbour Main, Bay Roberts and Bay de Verde *qqv* were all inhabited. Despite raids by the French throughout the Seventeenth and Eighteenth Centuries, fishing villages were established at most of the coves around

the Bay. Originally settled by West Country English, Conception Bay received a large influx of Irish settlers in the Nineteenth Century, becoming the most populous district in the Island and a rival to St. John's. In 1827-28 the population was 17,859; in 1857 it was 33,396 compared to populations in St. John's East and West of 17,352 and 12,124 respectively.

Cod was and still is the primary fish caught in Conception Bay and can be found throughout the Bay at any time of year. Herring, lobster and mackerel are also caught. Seasonal migration to the seal hunt and Labrador fishery grew as the population of the Bay expanded and the settlements could no longer support the numbers of inhabitants. These fisheries formed the base of a diverse and sophisticated economy which included ship building, factories producing boots and shoes and paper bags, and a large export trade. As pressure on the population grew, Conception Bay inhabitants moved away permanently to prosecute the fishery on the north and west coasts of Newfoundland, and on the coasts of Labrador. In the mid-Nineteenth Century the economy of Conception Bay reached a peak. It was the only area outside of St. John's to have a network of roads and in 1884 the first branch of the Newfoundland *Railway *qv* was completed from St. John's to Harbour Grace. But by the end of the Nineteenth Century the maritime economy of Conception Bay had collapsed. Steamers replaced schooners at the seal hunt and the St. John's merchants who had larger capital resources had an advantage over the Conception Bay merchants. Many, including the great Conception Bay firm of Munn's, went bankrupt. The opening of the iron mines at Wabana *qv* on Bell Island in 1893 provided much needed employment, and the mines remained the base of the economy until their closure in the 1960s.

In 1915 a branch of the railway was completed to Bay de Verde, but branch lines steadily lost money and in 1931 it was closed. In 1927 Newfoundland's first aerodrome was built at Harbour Grace and during the following decade was used as the Atlantic hopping-off point by over forty pioneer airmen of many different nationalities. The old customs house in Harbour Grace, at one time a clinic for tuberculosis patients and at another a welfare office, became in 1974 a museum for the whole of Conception Bay. Conception Bay in the 1980s was still well-populated and while some people had returned to the fisheries, others were employed in nearby St. John's. Bay Roberts, on the western shore, is a modern commercial centre but if the Federal Government approves the plans to make the excellent harbour at Harbour Grace into a superport Harbour Grace may once again become the leading community. Several of the towns around Conception Bay are customs ports and Holyrood is both a customs port and the harbour of export for refined petroleum from the Golden Eagle Refineries. Mary Doyle (1971), W.B. Hamilton (1978), Ken Kavanaugh (1975), Peter Neary (1973), G.W. Wells (197-), *The Compass* (Feb. 7, 1974; July 7, 1977). Map H. PMH

CONCEPTION-BAY MAN, THE. This Harbour Grace newspaper was founded by George Weber in 1856. Publication probably started early in July of that year and continued at least until 1859. Webber, in addition to being the paper's founder and proprietor, was also its editor. In the paper's prospectus, he states the aims of *The Conception-Bay Man* to be the maintenance of native rights, political equality irrespective of religious beliefs, and support of the fishery and agriculture. The paper was also a "strong advocate for the perpetuation of the true principles of Responsible government" (*The Conception-Bay Man*: Jan. 7, 1857). The paper was issued weekly, every Wednesday morning, from George Webber's office on Water Street in Harbour Grace. Ian McDonald (1970), *The Conception-Bay Man* (Jan. 7, 1857-Dec. 9, 1857 *passim*). DCM

CONCEPTION BAY MERCURY, THE. According to *The Evening Telegram* (Dec. 5, 1905) *The Conception Bay Mercury* was first published in Harbour Grace in 1828. Ian McDonald (1970) gives the year as 1830. It has not been established exactly when the paper was first published; however, it was officially registered in 1837 by William Smith Cormer, the paper's editor, publisher, printer and sole proprietor. The *Mercury* appeared weekly, but it is not known for how long. It was apolitical with no set editorial policy. Archives GN 32/22. DCM

CONCEPTION BAY SOUTH (inc. 1971; pop. 1976, 9,743). As the name indicates, this town is located on the southeastern side of Conception Bay, and includes the settlements of Topsail, Chamberlains, Codner, Long Pond, Manuels, Kelligrews, Upper Gullies and Seal Cove *qqv*. The town was incorporated on September 1, 1971 and the mayor at that time was Gerald Greenslade. The town lies within the federal electoral district of St. John's East, and the Provincial district of Conception Bay South. The community is about 32 km (20 mi) long and 5 km (3 mi) wide on the east side of the bottom of Conception Bay. According to the 1976 census, the population of the town was 9,743; however, the Conception

Coastline of Conception Bay South

Bay South Town Council estimated that the resident population was approximately 17,500 in 1977.

The town, in 1980, had several large supermarkets, department stores, hardware stores, and building supply companies, in addition to two movie theaters, the Conception Bay South Stadium, and seven schools (secondary, technological and vocational). There was a number of parks, playgrounds and swimming pools spread throughout the seven communities. Although a considerable percentage of the town's population commuted to St. John's each day to work, there was still some fishing carried on, but only on a small scale. Dora Skinner (interview, July 1980), *Municipal Directory* (1979), *Newfoundland and Labrador Municipal News* (May 1981). Map H. DCM

CONCEPTION HARBOUR (inc. 1972; pop. 1976, 910). A town in the southwestern part of Conception Bay between Avondale and Colliers 64 km (40 mi) from St. John's. Until *c*.1870 it was known as Cat's Cove. Tradition has it that Brian Collins was the first to settle there in the 1700s. By 1803 there were seven men with possessions there and by 1836 the population was about 250.

The earliest settlers depended mostly on the herring fishery for a living. Towards the middle of the Nineteenth Century the Labrador fishery and the seal hunt became important. In 1857 Conception Harbour had twelve vessels engaged in the seal hunt, 11,930 quintals of codfish (most of which came from Labrador) were cured and 1680 seals were caught. After about 1880, however, they stopped taking their vessels to the seal hunt and went to Harbour Grace, St. John's and Brigus to obtain berths. The cod-fishery amounted still to almost 12,000 quintals, mostly from the Labrador Fishery. At different times in its history the residents of the town prosecuted the inshore fishery although it was never very significant; in the early 1800s some of the settlers went to the Southern Shore to fish. Although twelve vessels from the settlement prosecuted the bank fishery in 1874, it was never very important. The catching of squid was important in the early 1900s as was the catching of capelin. Between 1900 and *c*.1920 there was a lobster factory in the settlement. By the 1960s and 1970s, however, fishing had become almost non-existent.

Conception Harbour was also a farming settlement to the extent that people kept a few cattle and grew a few vegetables for their own use. Yet fishing the waters of Newfoundland and Labrador and farming in the settlement could not support the population. As early as 1890 men started going to the New England area to fish on the banks there. After the opening of the mines on Bell Island in the 1890s, men started going there in the fall after the Labrador fishery; however, they did not usually move their families and in 1911 the population was 988.

By about 1910 many of the men who had been going to the New England area to fish began moving their families. In the 1920s a large group of people moved to areas such as New York and Philadelphia. In the 1950s and later, families moved to Toronto and in the 1970s to the western provinces, particularly Alberta. The population had declined to 485 by 1956. The first school was opened at Conception Harbour in the 1840s; in 1857 it had two schools. The first Church, Roman Catholic, was built between 1857 and 1861 but until 1884 the settlement was part of the Harbour Main parish. Mary Dalton (n.d.), M.B. Doyle (1971), *Census* (1857-1976). Map H. JRD

BACON COVE (pop. 1966, 99). Bacon Cove, now a part of Conception Harbour, is located on tip of a slim peninsula jutting out at the head of Conception Bay. This fishing settlement, which was recorded as the two settlements of Upper and Lower Bacon Cove until 1921, has also been called Horse Cove and Beacon Cove (*Cencus*: 1869; 1874), the latter perhaps referring to a light one the headland.

In his *Journal* Abbé Jean Baudoin *qv* mentions eleven soldiers and two inhabitants at *Baye Quinscove* (Bacon Cove) when it was burned by Pierre *Le Moyne Sieur d'Iberville *qv* during his expedition of 1697 (E.R. Seary: 1971), and the area was probably resettled soon afterwards. The first recorded settlers were a T. Lines, 1766, and John Goushou (Gushue), 1775, of Lower Bacon Cove, and George White of Bacon Cove, 1785 (C.O.: 199.18, quoted in Mary Doyle: 1971). Settlers came in the 1800s from Ireland via Chapel's Cove and Conception Harbour (though Bacon Cove was probably settled before these two communities because it was located on a headland) (Mary Doyle: 1971).

The first school was opened in Lower Bacon Cove in 1839 and it was reported to have been run by a Mrs. Gushue for forty-two students (*JHA*: 1839; 1840). In 1877 a school inspector reported that "The school at Bacon Cove is elementary. Only one pupil writing on paper and none cyphering; present 14" (*JLC*: 1877). This one-room school remained open in Bacon Cove until June 1966, when students began to attend elementary school in Conception Harbour and high school in Avondale. In 1901 the population was 137 for Upper and Lower Bacon Cove, approximately the same level it had been for nearly a century; in 1921 it was 194, but in 1966, 99. In 1972 Bacon Cove became part of the incorporated community of Conception Harbour. In 1981 Bacon Cove fishermen, numbering eleven and working in small boats, one trap boat and two longliners, landed approximately 45,360 kg (100,000 lbs) of cod and squid. See KITCHUSES. Abbé Jean Beaudoin (1923), Mary Doyle (1971), Roy Hart (interview, Mar. 1981), E.R. Seary (1971), J.R. Smallwood (1941), *Census* (1836-1976), *JHA* (1839; 1840; 1858), *JLC* (1877). JEMP

CONCHE (inc. 1960; pop. 1976, 431). A fishing community on the eastern shore of the Great Northern Peninsula, Conche is located on the sheltered southwest side of a small bay formed by the south side of a T-shaped peninsula, called the Conche Peninsula, which is joined to the mainland by a short, slender isthmus. Although the area is mostly steep cliffs, settlement is concentrated on gentle sheltered slopes and in the small coves north and south of the isthmus. The settlement to the immediate north of the isthmus was Cape Rouge *qv* (later Northeast and Southwest Crouse). The community of Conche is that central and western area south of the isthmus which includes Stage Cove and Silver Cove. According to E.R. Seary (1960) Conche was mentioned on a map, published in 1613, that was based on Champlain's voyage of 1612, and Seary speculates that the name Conche is possibly derived from the French family name Chibon or Chiban, or from the placename Conches, an abbey in Normandy. Local tradition maintains variously that the peninsula (and hence the settlement) is named for the conch, a shellfish in the area, or from the shape

of the peninsula, which resembles a conch shell (George Casey: 1971). Conche was also called La Couche in fisheries reports in the 1850s and 1860s.

According to D.W. Prowse (1895) Conche harbour was the scene of an encounter between British warships and French fishing ships in 1702 (see CAPE ROUGE). H.A. Innis (1940) suggests that both French and English fishing fleets used Conche for at least a century before the French employed some English settlers to remain permanently as *gardiens*. Patrick O'Neill (n.d.) relates that, according to oral history, no French came to Conche during the Napoleonic Wars and that several men from southern Newfoundland came and built summer fishing rooms in Conche. The local place-names Silver Cove, Taylor's Point and Pike's Point are said to be derived from these fishermen's names. Innis states that in 1764 Conche sheltered three British ships, 164 men and twenty-three boats, while the French occupied Cape Rouge. In 1786 Conche and Cape Rouge were the ports of twenty-two French ships and 2,040 fishing servants of the Granvillais, and there were apparently complaints of Indian distrubances. Innis states that in 1787-88, the Slade ledgers of Battle Harbour showed Thomas Riggs, John Jilsed, William Griffin, Ben Brooke, William Cake, James Warne, William Wherry, James Vincent, William Enos, Matthew Legg were fishermen based at Conche, while in 1792 twelve French ships were reportedly based at Conche (H.A. Innis: 1940).

From 1713 to 1904 Conche came within the boundary of the *French Shore *qv*, and with Croque, Quirpon, Englee, La Scie and Fleur de Lys it was a major site of French Shore fishing activities. As such, the need for *gardiens* (year-round inhabitants engaged by the French to protect their gear and premises in the winter) arose and by 1800 at least one family had settled at Conche. According to John Dower (aged thirty-eight in 1859), his father, James Herbert Dower, was "the first man who came [to Conche], I believe, about sixty years ago or more [that is, *c.*1790] . . . for some years he was about the only person. The next settler was a man by the name of Joyce" (C.O. 194:160, quoted in George Casey: 1971; Casey examined a medal inscribed "*A John Doure Gaurdien en Haure de la Conche Service a La Marine Merchande De Francaise* 1860"). According to Patrick O'Neill, Joyce was a native of County Galgay, Ireland and other early settlers included John and Thomas Casey, Pat Carroll, a native of Govern Village, County Kilkenny, Ireland, John Bromley, a native of Jersey, Channel Islands, J. Kenny, an Irishman from the Southern Shore or South Coast of Newfoundland who came to Conche *via* Fischot *qv*, Martin Flynn, a native of Northern Ireland who was keeper of the French rooms, and a Kearsey, also a native of Ireland.

By 1857 the first *Census* of the community listed 101 inhabitants (sixteen families), all Irish Roman Catholics, but the settlement was much larger during the French fishing season. In 1858 Conche had nine areas assigned to the French; these had a population of 244 migratory French fishermen, and it was one of fitfy-one harbours used for the French cod fishery and one of two harbours which had a Roman Catholic Chapel "erected . . . by the French Captaine" which was visited by a priest who lived at Cape Rouge (*JHA*: 1858). According to O'Neill a Captain Alano operated a large room on a point which still bears his name, and that the priest and chapel were attached to this room, which was later the site of a Roman Catholic church built by the permanent residents of Conche.

Relations between the French and Irish settlers were ambivalent. The settlers served as protectors of the French property and George Casey reports that many of them were bilingual. The population grew rapidly and by 1867 a school was reported operating in Conche (*JHA*: 1868). Although there were concurrent fishing rights on the French Shore, the settlers, who were allowed to settle at Conche by the French, complained frequently that the French infringed on their lucrative salmon fishery. The French admirals repeatedly warned the *gardiens* about their incursions into French fishing territory and English captains frequently investigated complaints and incidents on behalf of both parties. A typical report was a Captain Hamilton's dispatch in July 1864: at Conche he inquired about Facey, a settler who sons had interfered with French cod seines, and about another settler named Bromley whose stage extentions interfered with the French rooms. The captain concluded that "This is the only place I have visited where a really ill-feeling exists between English and the French, owing in a great measure to the English being prevented from putting down salmon nets, it being an excellent salmon post" (*JHA*: 1865, appendix pp. 101-2). Incidents continued although they seemed minor enough: in 1875 the captain of a French brig complained that John Casey and other inhabitants had "stripped" his ship; however, the investigating British officer concluded "on the whole I believe, the fishermen of the two nations get on well together" (*JLC*: 1876, appendix pp. 261, 265). In 1876 it was reported that the last French fishing rooms had been abondoned in 1867 (*JLC*: 1876, appendix p. 280); however, the French based at La Scie continued to fish in the area, mainly cod, squid and herring, while by 1874 the 180 Conche settlers had exclusive use of the harbour from which they continued to prosecute the lucrative salmon fishery. It was reported that "It [Conche] is a great Bay for salmon, and as the French do not interfere, it is the principal fishery. . . . The total catch was quoted . . . at from two hundred to two thousand barrels" (*JLC*: 1876, appendix p. 280). Settlers listed at this time were Joy, Kenney, Casey, Pine, Carroll, Kearsey, Hunt, Dower, Fitzpatrick, Ralph, Burn, Linfield, Bromley, Martin, Flinn and Flynn (*JHA*: 1873). Later settlers included the Hunt, O'Neill, Carey (Carew), Emberly and Whelan families. By 1901 the population stood at 298 and by 1945 it had risen to 482. In 1963 eighty-four people in nine families resettled in Conche from the Gray Islands *qv* and by 1966 the population was reported to be 624.

The salmon fishery declined after 1900 and the economy of Conche was based principally on salted cod (the annual catch in 1954 was 152 410 kg, 336,000 lb) and, later fresh cod sold in the 1950s to the fish-plant at Englee *qv*. From 1860 to 1960 fishing, including some fishing in Labrador in the early 1900s, was undertaken in family crews. After 1950 the fishery was principally small-boat inshore, until 1968 when longliners were built to prosecute the Labrador fishery. Salmon was caught and sold fresh, and some sealing was undertaken. A salmon cannery and cod-oil refinery operated from about 1920 to 1930. In the 1960s a salt-fish plant operated in the community, which was later converted in the 1970s to frozen processing. The fishing season, which is open during the ice-

free months, begins in May with salmon and continues until November with cod. In 1980 aproximately 1 810 000 kg (4,000,000 lbs) of cod was caught by traps, longliners, gillnetters and trawlers.

The first school in Conche was established about 1860 but it was 1890 before education was provided on a continual basis, this after a schoolhouse was built with the aid of a government grant in 1883. In that year the Roman Catholic School inspector reported, "A new schoolhouse is in course of erection . . . The school here had hitherto been taught in a private house; $80 was given in aid. A young girl belonging to the place is attending the Convent School at Pictow, N.S., to qualify herself to take charge of the school; the present teacher, Mr. Dower, having signified his intention of resigning next May" (*JLC*: 1884, p. 230). New schools were built *c.*1904 and in 1943. A telegraph office was established in 1912 and a nursing station opened in 1960. The community was supplied by coastal boat until the building of the road to Conche in 1969, and from 1960 to 1974 a 305 m (1,000 ft) gravel airstrip was in operation. In 1978 the United Maritime Fishermen opened a fish plant, which employed twenty people (fifty-six at peak) producing processed cod, salmon and herring which as exported to mainland Canada and the United States. In 1981 there was a government wharf and a community stage in Conche as well as numerous other private wharves. The settlement had a post office, a nursing station, a modern Roman Catholic Church, and a school which served students from Kinergarten to Grade Eleven. George Casey (1971), Michael Edwards (interview, Mar. 1981), S.M. Joy (1970), Patrick O'Neill (n.d.), E.R. Seary (1960), *Census* (1857-1976), *Fishing Communities of Newfoundland* (1954), *JHA* (1858; 1865; 1868; 1869), *JLC* (1865; 1866; 1876; 1877; 1884), *Newfoundland Sailing Directions* (1980), Map D. JEMP

CONDON, MICHAEL E. (*fl.*1922-1925). Businessman. In 1925 the Hon. Sidney D. Blandford and B.B. Stafford promoted the publication of a fisheries resources book entitled *The Fisheries and Resources of Newfoundland*. The author, M.E. Condon, principal in the Newfoundland National Bait Freezing and Packing Co. Ltd., was keenly interested in the promotion of the fishing industry in Newfoundland and advocated methods in production which would make Newfoundland more efficient and competitive in foreign markets. *The Evening Telegram* (Dec. 2, 1922) attributed the process of "bleeding" fish by cutting their throats (before further preparation), to Condon. He pioneered the process in Newfoundland, adapting methods used in European countries, and further advocated the increased exploitation of fish products, fish meal and the implementation of a storage facility to aid marketing of all types of fish. M.E. Condon (1925). WCS

CONEY ARM (pop. 1935, 48). A small resettled fishing community that was located near Jackson's Arm, White Bay, Coney Arm was first named on maps in 1775 as Great and Little Coney Arm, the word "Coney" or "Cony" meaning "rabbit" (E.R. Seary: 1960). Coney Arm was first recorded in the *Census* (1857), with a population of thirty-three. These inhabitants, one of whom was born in England, were in three families, one Church of England, one Roman Catholic and one Wesleyan Methodist; they lived in Little Coney Arm. *Lovell's Newfoundland Directory* (1871) lists Joseph Haines, Thomas Pater, and Charles (Sr.) and Charles (Jr.) Roy as fishermen of Coney Arm. Like other White Bay settlements on the *French Shore *qv*, Coney Arm was almost completely isolated and without the services of a priest, minister, doctor or teacher. Coney Arm was listed in 1872 as a fishing station (*JHA*: 1873) and it is possible that the founding families came to Coney Arm as *gardiens* of French Shore equipment, although by the 1870s the French had withdrawn completely from White Bay. There was little other reason for settlers to come to this difficult and isolated shore; a fisheries report in 1872 stated that despite its good timber stands and land "susceptible of agricultural improvement," the settlers were scattered over a great area and supplied only by "traders from St. John's, who visit them in the spring and fall, and barter for their products of seals, fish and oil . . . yet they are without the means of affording to the adult or to the children either a moral or religious instruction" (*JHA*: 1873).

The economy of Coney Arm remained based almost entirely on the small-boat inshore cod-fishery, some trapping and seal hunting. By 1921 the community, which had grown to fifty-six people with the addition of the Raison, Gale, Ralph and Sacrey families, reported that it had the services of a teacher; however, by 1935 the population had dropped to forty-eight. Between 1935 and 1954 the remaining five families of Coney Arm resettled. E.R. Seary (1960), *Census* (1857-1935), *JHA* (1873), *Lovell's Newfoundland Directory* (1871). JEMP

CONFECTIONS. See BREAD AND BREAD MANUFACTURE.

CONFEDERATE, THE. Joseph R. Smallwood *qv* registered *The Confederate* on April 6, 1948, in the name of F. Gordon Bradley *qv* on behalf of the Newfoundland *Confederate Association *qv*. Gregory J. Power *qv* acted as the paper's editor until it ceased publication. It first appeared on April 7, 1948, and over the next four months, until it stopped publishing on July 16, 1948, *The Confederate* expounded the virtues of Confederation *qv*. Its end was achieved on July 22, 1948 when Newfoundlanders voted in favour of Confederation with Canada. The paper was published weekly by the Newfoundland Confederate Association, 158 Water Street, and printed by the Evening Telegram Limited, 154 Water Street in St. John's. *The Confederate* (April 7, 1948-July 16, 1948 *passim*.), Archives GN 32/22. DCM

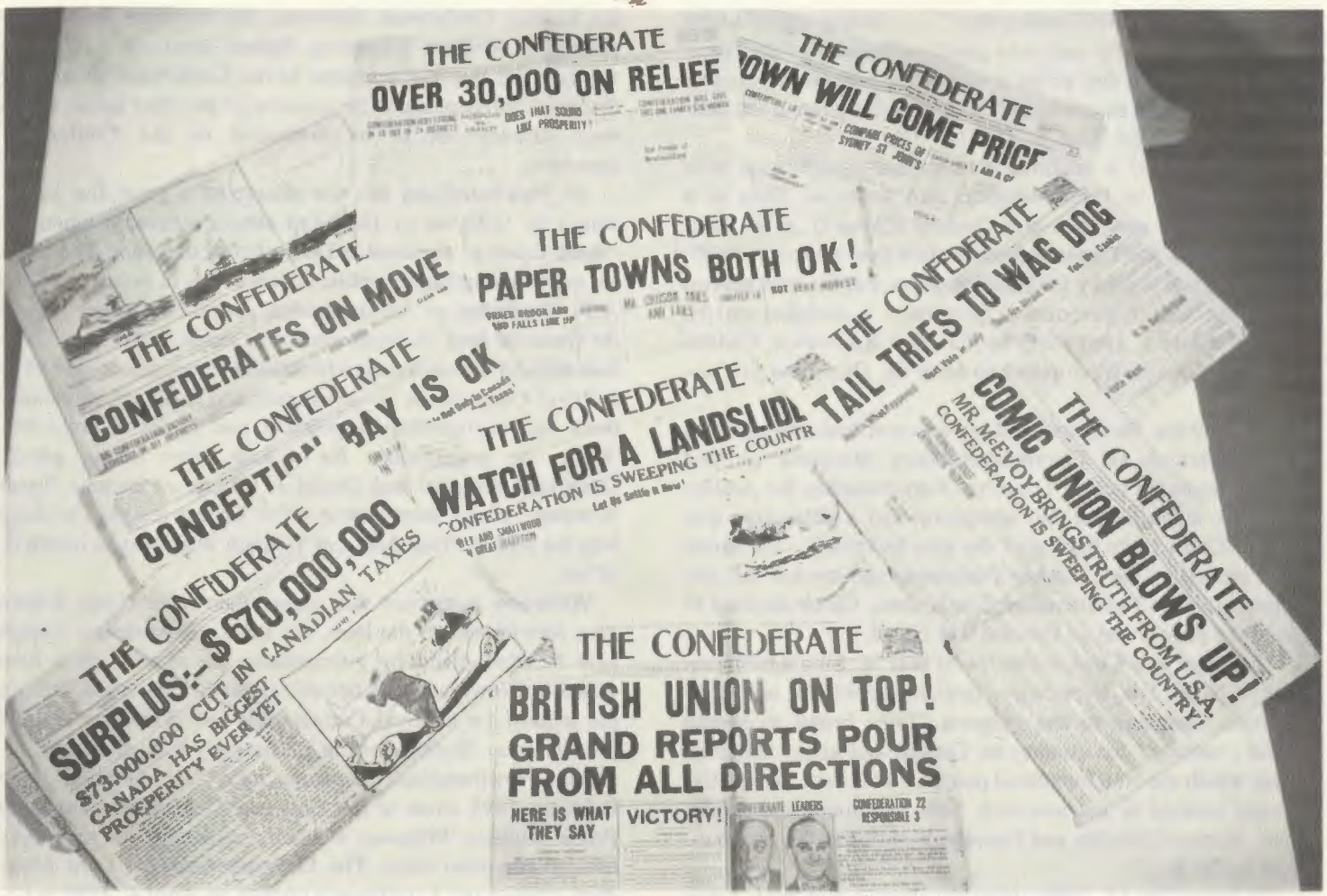
CONFEDERATE ASSOCIATION, NEWFOUNDLAND. On March 26, 1948 the Newfoundland Confederate Association (N.C.A.) was formed to carry on the campaign for Confederation *qv* of Newfoundland with Canada. At the first meeting of the N.C.A., held at the Ballroom of the Newfoundland Hotel in St. John's, F. Gordon Bradley *qv* was elected President, J.R. Smallwood *qv* was elected General Secretary and Campaign Manager, Gregory J. Power *qv* was elected Assistant Campaign Manager, and C.F. Garland was elected Financial Secretary-Treasurer. Over one hundred Newfoundlanders from all parts of the Island and Labrador, invited by Smallwood to become Vice-Presidents of the Asso-


Newfoundland Confederate Association

This is to certify THAT

is a Member of the Association

Membership card



Headlines from The Confederate

ciation, did so. The N.C.A. also established a Teachers' Advisory Committee (Frederick Kirby, Chairman), a Labour Advisory Committee (Harold Horwood, Chairman), and Veteran's Advisory Committee (C.F. Garland, Chairman). The headquarters of the Association was set up in the Lyon Building at 158 Water Street. On April 6, 1948 the Association began a publication called *The Confederate qv*. It became the main organ of the Confederate position in the Referendum campaign. It was out of the Newfoundland Confederate Association that the Newfoundland and Labrador Liberal Party was formed after Confederation. See RESPONSIBLE GOVERNMENT LEAGUE. J.R. Smallwood (interview, Sept. 1981), Richard Gwyn (1968), S.J.R. Noel (1971), *ET* (Feb. 26, 1948). DPJ

CONFEDERATION. Since Lord Durham's report in 1838-1839 Confederation with Canada has been the subject of controversy. The Report noted the size of Prince Edward Island and Newfoundland and suggested that both be included in the proposed federation of Upper and Lower Canada as this was "the only means of securing any proper attention to their interests" (quoted in W.K. Lamb: 1971, p. 124). The advice was not heeded as Newfoundland gained Representative Government (in 1832) and later Responsible Government (in 1855). Confederation was not officially suggested again until 1858, when the Government of Canada (East and West) proposed a federation with the other British colonies in North America. Newfoundland seemed to favour a discussion of the idea but lost its interest when the British Colonial office "gave the proposal a chilly reception" (quoted in H.B. Mayo: 1948a, p. 126).

The issue was not raised again until the mid-1860s when the Province of Canada and several of the Maritime provinces were having economic and political problems. On September 1, 1864 the Governments of New Brunswick, Nova Scotia, and Prince Edward Island met at Charlottetown, Prince Edward Island to discuss terms for maritime union. Newfoundland representatives did not attend, but Canadian delegates were in attendance. At the Charlottetown meeting maritime union was set aside in favor of talks of a general Confederation of *British North America *qv*. The conference was short and the delegates agreed to meet in October in Quebec City for further discussions.

Newfoundland was invited to the Quebec Conference in October, 1864 and sent two delegates, Frederick B.T. Carter and Ambrose Shea *qqv*. Carter and Shea represented both sides of the Newfoundland political arena; Carter was Protestant and a Conservative and Shea was Roman Catholic and a Liberal. They were sent to Quebec with special instructions: they were only to observe and report back to Newfoundland and were not to commit the Colony in any way.

The Newfoundland delegates personally agreed with the Quebec Resolutions after several changes suggested by Carter and Shea were made. When the delegation returned to Newfoundland the Hugh Hoyles *qv* Administration postponed the decision to accept the union proposal. The most the Government would do was to secure the passing of a resolution by the

House in March, 1865 stating that ". . . having regard to the comparative novelty and very great importance of this project, it is desirable that before a vote of the legislature be taken upon it, it should be submitted to the consideration of the people at large" (*JHA*: Mar. 6, 1865).

In April 1865 a coalition government was formed with F.B.T. Carter as Prime Minister and Ambrose Shea as a member of the new Executive Council (Cabinet). A fall election returned the Carter Administration but without a sufficient mandate to lobby for Confederation. For the next several years the Carter government postponed a decision on the issue. On July 1, 1867 Nova Scotia, New Brunswick, Canada East and Canada West united to form the Dominion of Canada.

By 1869 the Newfoundland government had responded to the suggestions of Governor Anthony Musgrave *qv* and drafted terms for union. The terms were passed in the Assembly after much debate and opposition and a delegation was sent to Ottawa, the capital of the new federation. The terms were passed by the Canadian Parliament and needed only the approval of the Newfoundland Legislature. Carter decided to go to the people and an election was called.

The major anti-Confederate leader was St. John's businessman, Charles Fox Bennett *qv*. Bennett carried the anti-Confederate campaign to the outports. Tales began to spread about "selling" the country to Canada and about the great taxes which the Newfoundland people would have to pay. Everyone seemed to get involved: both merchants and fishermen, Roman Catholics and Protestants; anti-Confederate feelings ran high.

On November 13, 1869, when the election was held, it was an anti-Confederate victory. Twenty-one of the thirty members elected to the House of Assembly were opposed to union. The Confederate members came from only six of the fifteen districts: Burin, Harbour Grace (both with two members), Trinity Bay (two of three members), Bay de Verde, Carbonear and La Poile and Burgeo (one member each). After the election, Musgrave's successor, Sir Stephen Hill *qv* asked C.F. Bennett to form the next government. Bennett remained Prime Minister until 1874.

While Confederation was not an official issue in the following decades, several prominent leaders in Newfoundland and Canada hoped it would eventually occur. In 1886 Alfred B. Morine *qv*, a Nova Scotian living in Newfoundland and active in Newfoundland politics, wrote to Sir John A. Macdonald, the Prime Minister of Canada, suggesting that talks of union might be begun at that time. Morine also suggested that Premier Charles Tupper *qv*, from Nova Scotia, visit Newfoundland. In September, 1887 Tupper did visit and was the guest of Ambrose Shea. Tupper met with various members of the Legislature and discussed Confederation. The informal talks were fruitful and on March 6, 1888 the Canadian Governor-General, the Marquess of Lansdowne, sent a telegram to the Governor of Newfoundland, Sir Henry Blake *qv*, asking Blake to arrange to have a delegation sent to Ottawa, to reopen the Confederation negotiations. The delegation did not leave Newfoundland, although it had been set to go to Ottawa on June 10, 1888. The Legislature still could not agree on Confederation and so the major step of sending a delegation to Ottawa was continually postponed.

The issue of Confederation was brought up again in 1892 at the Halifax Conference. However, the Newfoundland representatives, William Whiteway, Robert Bond and A.W. Harvey *qqv* felt that the delegates to the Conference should not discuss Confederation at the expense of the other issues which were already set to be discussed by the Conference members.

All Newfoundland felt the effects of a great fire in St. John's in 1892 but by 1894 had almost recovered when the *Bank Crash *qv* occurred in December of that year. The interest on Newfoundland's public debt was due in January and the A.F. Goodridge *qv* Administration appealed to Great Britain for financial help. A small grant was made, but a larger loan was refused unless the Newfoundland Government agreed to a Royal Commission to investigate and make recommendations on Newfoundland's political and financial problems. While the negotiations for a loan were taking place, Goodridge resigned and Daniel J. Greene *qv* became Prime Minister. After a short time in office Greene resigned to make way for former Prime Minister William Whiteway to return to office.

Whiteway suggested that rather than have Great Britain give Newfoundland the loan, the British Government should help Newfoundland by guaranteeing the interest on a loan raised by Newfoundland herself. Great Britain stood firm on the request for a Royal Commission and Whiteway refused the condition. Because of the increasingly tight economic situation, Newfoundland Governor John T.N. O'Brien *qv* in February 1895 wrote to the Governor-General of Canada on Prime Minister Whiteway's behalf, suggesting the reopening of Confederation talks. The Governor-General, Lord Aberdeen, agreed and a conference opened on April 4, 1895 in Ottawa. The Newfoundland delegates were Robert Bond, E.P. Morris, George Emerson and William H. Horwood *qqv*. Sir Mackenzie Bowell, Sir Adolphe Caron, George Foster and John Haggart made up the Canadian delegation.

The proposals submitted by Newfoundland were similar to those discussed unofficially with Tupper in 1888. The major block to the negotiations was finances. The Canadians refused to add to the sum they felt they could offer Newfoundland: a sum less than Newfoundland estimated it would require to begin operating its Provincial services. The talks broke down on April 16. The solution seemed to lie with Great Britain. If the British government would assume the difference between the sums required by Newfoundland and offered by Canada, Confederation could go ahead. Canada appealed to Great Britain and repeated the request on May 4, 1895. Great Britain refused to agree to the suggestion, stating again that money would come only if a Royal Commission was permitted.

Newfoundland desperately needed the money to meet the payment of her debt. Robert Bond, then Colonial Secretary, raised the money needed in the form of three loans, from Montreal and London brokers, reputedly on his own personal credit. Even though the crisis passed, damage was done to the idea of Confederation, as it took generations for the Newfoundland people to forget that Canada had waivered in giving help when Newfoundland needed it most.

Newfoundland incurred a great debt for its war effort from 1914 to 1918. After this came relative world-wide prosperity until the 1930s, when the Depression *qv* hit Newfoundland and the world. In the early thirties there was a public debt of almost 100 million dollars; many thousands of Newfound-

Fathers of Confederation, Quebec, 1864

landers were unemployed and one-third of the population was subsisting on welfare, which amounted to six cents a day ($1.80 a month) for each person in the family. Faced with default, the Government tried to cut spending by lowering salaries and to increase revenue by increasing tariffs, all to no avail. Finally, in 1933, the Government of Newfoundland again requested help from Great Britain. The British Government sent Sir William Warrender Mackenzie (Lord Amulree) to Newfoundland to examine the country's economy and future. The Amulree Royal Commission found many problems in Newfoundland. It recommended that Newfoundland give up self-government and that a Commission of Government, a system whereby a group of British Government-appointed officials would govern Newfoundland and Labrador, be instituted. On February 16, 1934 Newfoundland's self-government was suspended and Government by Commission began. The Commission was given an indefinite period of time to govern, until Newfoundland became self-supporting (a term which was not clearly defined) and the people of Newfoundland requested a new form of government (see AMULREE REPORT).

The Second World War began in 1939 and brought with it foreigners (mostly Americans and Canadians) and money to Newfoundland. By the end of the war Newfoundland appeared to be self-supporting. This belief was reinforced by a group of officials sent by Great Britain in 1946 to report on the financial situation; their report was favourable. In that year the British Government began to prepare for a vote to be held in Newfoundland. An election was called (the first since 1932) but it was not to elect a legislature or government, but rather to elect delegates to a *National Convention *qv*. The Convention, with its forty-five delegates, was set up "To consider and discuss . . . the changes . . . in the financial and economic situation of the Island . . . and to make recommendations . . . as to possible forms of future government to be put before the people at a National Referendum" (An Act Relating to a National Convention: 1946, no. 16.) The election of the Convention representatives was held in June 1946. The voter turnout was low and eight of the forty-five representatives were elected by acclamation.

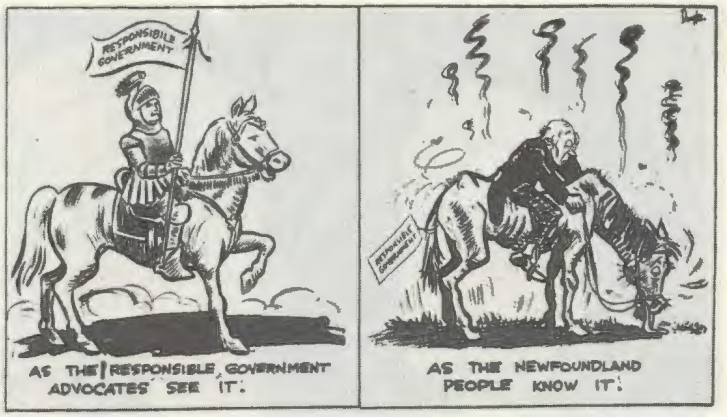
The Convention opened in September at the Colonial Building and soon the various personalities and grievances of each of the delegates began to emerge. The Convention became almost an opposition party to the Commission of Government, hitting at its mistakes and problems. The Convention was divided, however, on the forms of government which could or should be recommended to the Government of the United Kingdom and thereafter, presumably, to the people of Newfoundland at the end of the Convention's term.

Responsible Government Headquarters

The major antagonists at the Convention were the pro-Responsible Government group led by Major Peter J. Cashin *qv* and the pro-Confederation delegates led by Joseph R. Smallwood *qv*. Smallwood made his first motion in October 1946 to send delegates to Ottawa to discuss Confederation. This motion was defeated but his similar motion in February 1947 was carried. The delegation from Newfoundland consisted of the Convention Chairman, F. Gordon Bradley, Gordon F. Higgins, Thomas G. W. Ashbourne, Robert B. Job, Rev. Lester Burry, Charles H. Ballam and Joseph R. Smallwood *qqv*, all members of the National Convention. (Job could not go to Ottawa; he resigned and was replaced by the alternate, P. Wellington Crummey.) The Canadian delegation was headed by Louis St. Laurent, the Minister for External Affairs

and a committee of eight Ministers. The Newfoundland delegation arrived in Ottawa and worked there during the summer of 1947, returning late in the autumn. A draft of the terms was presented to the Convention on November 6, 1947 for discussion by that body.

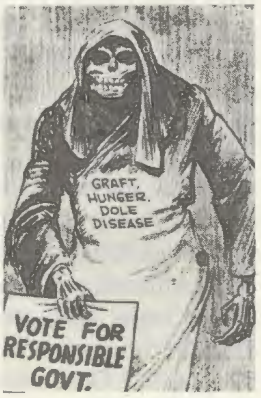
In January 1948 the Convention set about to make a decision on the types of government which they believed should be listed on the Ballot for the National Referendum. Responsible Government and Commission of Government were unanimously agreed upon for inclusion. After an all-night sitting, and a vote of twenty-nine to sixteen, Confederation was not recommended to the United Kingdom Government. The National Convention ended its term on January 30, 1948.



The Confederates were not pleased with the choices put forward by the National Convention and formed the Newfoundland *Confederate Association *qv* (N.C.A.). They began lobbying the British Government for the addition of the Confederation option to the ballot and they were successful. On March 2, 1948 Phillip Noel-Baker, the Secretary of State for Commonwealth Relations, announced the decision to include Confederation with the other recommendations of the National Convention: Commission of Government and Responsible Government.

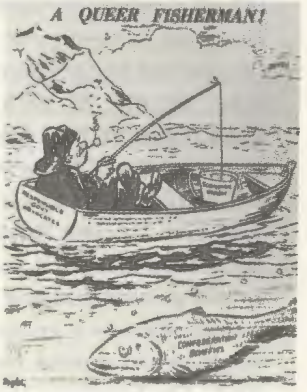

Confederate Headquarters

The Referendum was set for June 3, 1948 and the fight between the Confederates and those for Responsible government began in earnest. The fight was bitter, with the *Responsible Government League *qv* (R.G.L.) and the Newfoundland Confederate Association both campaigning vigorously. The N.C.A. held its first meeting on March 26, 1948. Gordon Bradley was elected President of the Association while Joseph R. Smallwood was elected Campaign Manager and General Secretary, with Gregory J. Power as his deputy. To reach the people, the N.C.A. began a weekly newspaper called *The Confederate*. Smallwood was the leading Confederation spokesman and spread his message through speeches and the newspaper. Because Newfoundland had very few roads, Smallwood often campaigned by airplane; where roads were in passable condition, he campaigned by car and with a truck rigged for sound.

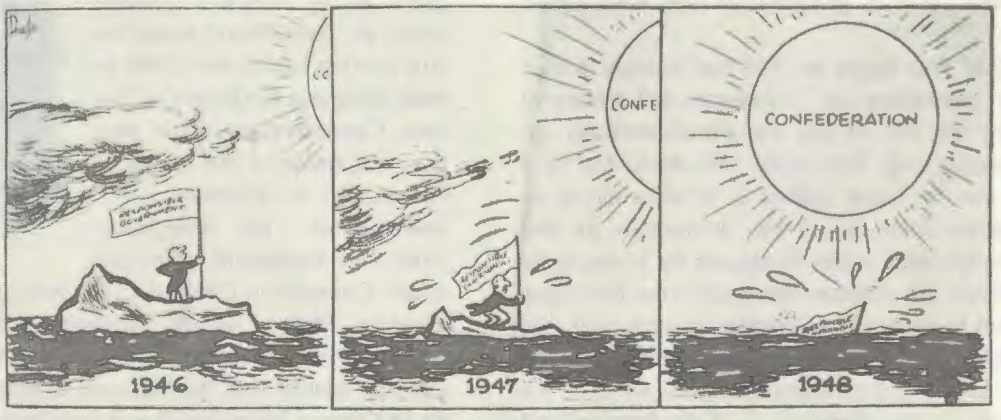


Peter Cashin, on the other side, was equally emotional on the issue of Responsible Government and a good match for Smallwood. In addition, the R.G.L. published a weekly counter-paper to *The Confederate* called *The Independent*.

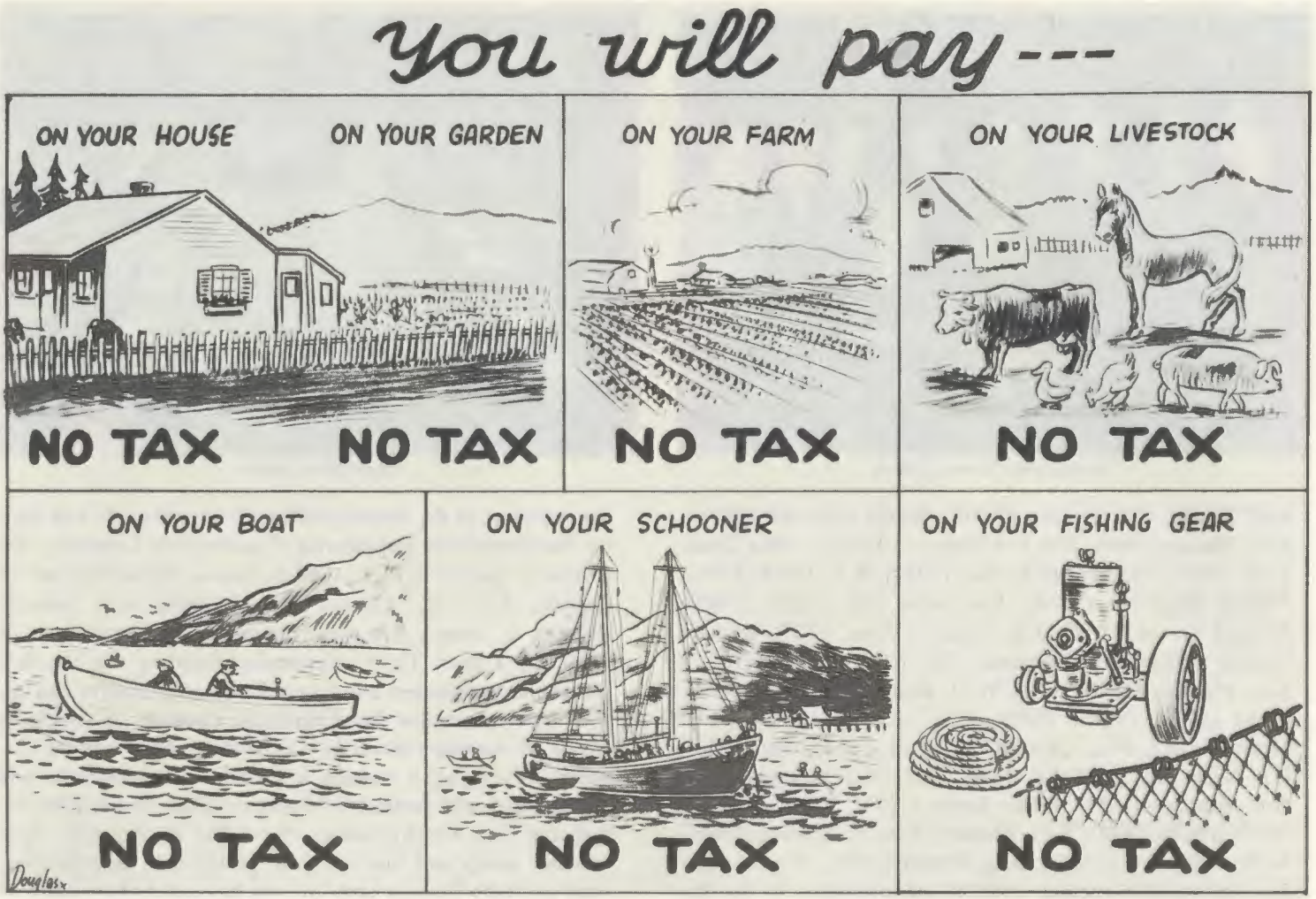
An unusual sideline to the campaign was the appearance of the Economic Union with the United States Party, on the Responsible Government side of the struggle, led by Chesley A. Crosbie *qv*. The group's goal was to obtain Responsible Government so that Newfoundland could eventually negotiate with the United States for economic union.



The Referendum on June 3, 1948 was held among the electorate of Newfoundland and Labrador (176,297 in number). The results were as follows:



THE CONFEDERATE



	Votes Cast	% Votes	Electoral Districts Won
Commission of Government (for five more years)	22,311	14.32	—
Confederation with Canada	64,066	41.13	16
Responsible Government	69,400	44.55	9
Total Votes Cast		155,777	
Total Electorate		176,297	
% of Electorate Voting		88.36%	

With no clear winner, a run-off was held as had been previously agreed to. The second Referendum was held on July 22 and only Confederation and Responsible Government appeared on the ballot. The result was as follows:

	Votes Cast	% Votes	Electoral Districts Won
Confederation with Canada	78,323	52.34	18
Responsible Government	71,334	47.66	7
Majority	6,989	4.68	11
Total Votes Cast	149,657		
Total Electorate	176,297		
% of Electorate voting	84.89%		

In 1947, when the first draft of the terms of union was worked out, the Prime Minister of Canada, Mackenzie King, hoped for a clear decision by Newfoundlanders to join Canada. After the second referendum the Government of Canada accepted the results and Newfoundland was invited to send delegates to Ottawa to begin negotiations for the final *Terms of Union *qv*. The delegates from Newfoundland — Albert J. Walsh, Gordon Bradley, John B. McEvoy, Chesley A. Crosbie, Gordon A. Winter, Phillip Grouchy and Joseph R. Smallwood — arrived in Ottawa October 5, 1948. The Terms of Union were signed on December 11, 1948. One member of the delegation, Crosbie, was dissatisfied with the financial terms, refused to sign and left Ottawa just before the official signing ceremony. The Bill to approve the Terms of Union was introduced in the Canadian Parliament in February, 1949. (The Terms were incorporated into the *British North America Act *qv*.) Newfoundland became the tenth Province of Canada at 11:59 pm on March 31, 1949. See CANADA; ECONOMY; ELECTIONS; GOVERNMENT; GOVERN-

The Newfoundland delegation's arrival

Signing of the Terms of Union

Legislative Chamber

MENT AID. C.F. Bennett (1870), Brown and Cook (1974), R.C. Brown (1966), J.M.S. Careless (1974), St. John Chadwick (1967), Christopher Brother (1957), R.L. Clark (1951), Wilfrid Eggleston (1974), Esterbrook and Aitken (1965), Richard Gwyn (1968), J.K. Hiller (1974a; 1976), Richard Howley (1869), D.C. Jamieson (196-), W.K. Lamb (1971), R.A. MacKay (1946; 1970), W.D. MacWhirter (1963), H.B. Mayo (1948; 1948a; 1949), J.B. McEvoy (1974), A.B. Morine (n.d.), W.L. Morton (1977), E.C. Moulton (1960), P.F. Neary (1975?), S.J.R. Noel (1971), R.J. Pinsent (1867), G.O. Rothney (1959), Elinor Senior (1959), J.R. Smallwood (1952; 1967b; 1973), R.G. Trotter (1924), E. Whelan (1865), W.M. Whitelaw (1966), Doug Winter (1971), *The Case for Responsible Government* (1948?), *Memorandum of the Responsible Government League of Newfoundland Dated July 30, 1948* (1948), "Newfoundland Goes to the Polls" (1948), "Newfoundland: the Vote for Confederation with Canada" (1948), *Newfoundland Union: A List of Documents* (1977?). DPJ

CONFEDERATION BUILDING. Situated on Prince Philip Drive overlooking the city of St. John's, the 138 m (454 ft) high Confederation Building was designed by Montreal architects, Lawson, Betts and Cash, and by A.J.C. Payne, consulting architect to the Newfoundland Government. It was built by Newfoundland Engineering Construction Company and officially opened in July, 1960 by former Prime Minister of Canada, Louis St. Laurent. The building was financed through a twenty-five year lease-purchase payment of $660,000 a year. The Confederation Building was the first provincial government building to house all executive and administrative branches. The Legislative Chamber, in which the House of Assembly meets (it was formerly housed in the Colonial Building *qv*) is situated on the ninth and tenth floors and is decorated with portraits of Speakers of the House from before and after Confederation. The lobby on the main floor contains sculptured busts of past government personalities, such as Philip Francis Little *qv*, the Honorable John Kent *qv* and Sir Frederick B.T. Carter *qv*. On the mezzanine hangs a hugh mural depicting allegorically the history of the Island, by Newfoundland artist, Harold B. Goodridge. The second floor housed the Bond Auditorium until the 1970s, when the Auditorium was redesigned and used as office space. The Auditorium, named for Sir Robert Bond, took up the entire west wing and was used for hearings and conferences. The Auditorium also housed a series of portraits of past Prime Ministers. The Military Museum, formerly located in the building, moved to the Murray Premises and it was planned to use the space as a conference facility for government services. See GOVERNMENT; HOUSE OF ASSEMBLY. Paul O'Neill (1976), Don Peckham (interview, Aug. 1980), J.R. Smallwood (interview, Aug. 1981), *NQ* (Mar. 1959; Summer 1960), *Weekend Magazine* (Vol. 10, no. 41 1960). GL and PMH

Confederation Building

CONFEDERATION SCHOLARSHIPS. See SCHOLARSHIPS AND BURSARIES.

CONGREGATIONAL CHURCH. Many of the early English settlers in Newfoundland may have been Congregationalists, seeking religious freedom in the New World. In 1645 George Downing, the first graduate of Harvard College, received a call to minister to "The Dissenting Church of Newfoundland" and a similar invitation was presented to a visiting English divine in 1660. A goodly number of the West Country fishing merchants and their captains were English Independents, and such men as Nathan Parker and Henry Phillips were Congregationalists from the United States.

The first "society" or organized congregation was founded in the summer of 1775 when a jailer, a sergeant and his wife,

Congregational Church

and three soldiers began to meet for prayer in the barracks in St. John's. Their leader was a sergeant of the Royal Artillery named John Jones *qv* who was entering on his second tour of duty in Newfoundland. The meetings grew and during the winter, services were held on Wednesday and Sunday nights in the Court House. In the spring of 1776 the Governor, Captain John Montague *qv*, arrived in St. John's and disallowed the services, forbidding anyone in the harbour to rent space to dissenters. The little congregation, however, continued to meet secretly on the barrens until winter forced them to seek rooms in the town. The following spring an elder and two others, in the short space of twenty-eight days, built the first Meeting House and the congregation entered "with thankful hearts that God had done so much for them." The Governor swore that he would pull it down "stick and stone" and banish Jones to Placentia, but the lease held good and Jones resigned from the Army. Returning to England Jones sought and obtained ordination at the hands of nine dissenting ministers and accepted the call to become the first minister of "The Dissenting Church of Christ at St. John's." The Reverend John Jones arrived back in St. John's on July 9, 1779, much to the joy of his flock, and presented a memorial to the magistrates "for a license to preach according to Law." Permission was not granted and the following month Governor Richard Edwards ordered the Meeting House closed and Jones to desist from all preaching or "answer the consequence of your bold and unlicensed proceedings." Services continued in Jones's lodgings that winter while leading Independent clergymen argued his case in London. The following spring a further petition supported by Colonel Pringle and some of the principal merchants of St. John's was granted and Jones received his licence to preach and free permission to re-enter the Meeting House. This right to preach and administer the Sacraments (though not to marry) had to be defended as late as the spring of 1784. Congregationalists rejoiced in the proclamation of religious liberty by Governor John Campbell on October 24, 1784.

Besides preaching at the Meeting House, John Jones conducted services in Quidi Vidi once a month. One of his members, George Brace, walked to Portugal Cove and later to Torbay and Petty Harbour to take services and when Jones was able to do so he visited these points to administer the sacraments. About this time, John Jones started a day school which was supported by many in the town, including Roman Catholics. The children were taught reading, writing, simple sums and the catechism. Jones was later to use his Army pension to pay the salary of an assistant schoolmaster and also the fees of poor children. In 1790 money was sent from London which enabled Jones to establish a Charity School taught by George Brace. By 1785 the little Meeting House was hopelessly inadequate for the congregation and school, and two lots 100 feet above the Upper Path (Duckworth Street) were purchased for "a Meeting House, School and Minister's Dwelling". An appeal was launched for funds in England, headed by the Reverend Samuel Greatheed, a former member of the congregation, who later wrote a short biography of John Jones. The money, much of it from Poole, came slowly and there were many disappointments, but in 1789 the building was completed (except for the church galleries) at a cost of 782 pounds sterling—a considerable sum for those days. The second Meeting House served the congregation for sixty-four years and survived as a Temperance Hall until destroyed by the Great Fire of 1892.

In 1798 the newly-formed London Missionary Society received a petition from dissenters in Twillingate, Newfoundland, requesting "the assistance of a minister to preach the Gospel." In the following year the Society sent the Reverend John Hillyard to Twillingate, where he ministered for three years, erecting a Meeting House and operating a Day School of forty pupils and a Night School "for young fishermen, who could attend at no other time and desire to read." Hillyard returned to Newfoundland for a second tour of duty from 1803 to 1807 as an itinerate missionary, preaching extensively in Conception Bay, as well as at Twillingate, Fogo and Greenspond.

In 1799 John Jones suffered a stroke and had to give up his school. Lionel Chancey, the assistant schoolmaster, continued to teach at the Meeting House until 1802, when the school was transferred to his home. Jones died on St. David's Day, March 1, 1800, aged sixty-three years. His will required that all his possessions be sold and the money given to the Charity School; failing that, to the Church, and failing that, to the poor of St. John's, whose plight had always touched him deeply. He decreed that his funeral be as simple and as cheap "as decency would allow." The service was conducted by the Church of England minister, whose congregation was sharing the Meeting House while the new Church of England church was being built. As a measure of the esteem in which John Jones was held, 2,000 people turned out in a severe snow storm to witness his funeral procession led by two Colonels, the principal merchants of the town and the whole company of the Garrison.

The first two decades of the Nineteenth Century were difficult years for the congregation. The Napoleonic Wars brought inflation and food shortages. There were disastrous fires and short ministries. In 1815 the growing number of Methodists in St. John's made possible the building of the first Wesleyan Chapel (the fore-runner of Gower Street United Church) thus emptying "six or seven pews in the Meeting House." From

1818 to 1820 the congregation was without a minister — its fortunes, like those of St. John's, at a very low ebb.

In 1824 a new minister, the Reverend Daniel S. Ward, who was to stay until his death twenty years later, arrived, ushering in a new era for the congregation. Daniel Ward was not only a vigorous preacher and faithful pastor, but prominent in the affairs of the town. His wife Sarah matched her husband in good works and community service, founding the *Dorcas Society *qv*, a charitable organization which existed until 1975. On July 30, 1834 a church was opened at Quidi Vidi under the joint auspices of the Church of England, Congregational and Methodist Churches — an ecumenical venture that lasted eight years (see CHRIST CHURCH, QUIDI VIDI). Under Ward's leadership the congregation grew and flourished. In 1840 he and his wife visited England to raise funds for a new church.

However, it was not until 1853 that the new Stone Chapel was opened for worship. The property on Queen's Road previously served as the Congregationalist cemetery. In 1849 interments were made illegal within the town and together with the Presbyterians and Methodists, the Congregationalists pressed the government for monies to buy land at Riverhead for a General Protestant Cemetery.

The new church boasted a large schoolroom or basement which witnessed many a tea meeting, concert and lecture. Those were the days of the public lecture, and the Congregational ministers of this period were acceptable orators at the Athenaeum *qv* and the various church halls of St. John's. Prominent among them was the Reverend Charles Pedley *qv*, minister of the Stone Chapel, 1857-1864, whose *History of Newfoundland from the earliest times to the year 1860* was published by Longman and Company in 1863 and widely acclaimed. It was the first history of Newfoundland based on the colonial records, made available to Pedley by the Governor, Sir Alexander Bannerman. Charles Pedley's son, Dr. Hugh Pedley (regarded as one of the architects of United Church Union in 1925) returned to his father's old church in St. John's as interim minister in 1920.

In 1867 the congregation was without a minister and, like the economy, in a very depressed state. An enthusiastic Irishman, the Reverend Thomas Hall, lifted the congregation to new heights. His ministry, 1868-1880, saw the foundation of Congregational missions in Trinity Bay — Smith's Sound and Random Island (1871), Twillingate (1877), and in Fortune Bay — Belleoram, Pool's Cove and Little Bay East (1875). In the 1880s a mission station earlier established by Canadian Congregationalists (at Bonne Esperance, Labrador) became the responsibility of the Congregational Home Missionary Society of Newfoundland. The Labrador mission was a particular concern of the Whiteley family. Schools were maintained in all mission stations and teachers trained at a Normal School in St. John's operated by the Misses Good. All in all, a sizeable endeavour for a denomination that numbered only one self-supporting congregation. In 1892 the Stone Chapel was destroyed in the Great Fire which left two-thirds of the congregation homeless. Undaunted, the congregation rebuilt on the same site, a wooden church that was opened September 15, 1895. It was still standing in 1981. In 1926 Queen's Road Congregational Church was experiencing difficulties in attracting a new minister from England. Weakened by emigration to Canada and the "Boston States," and the lack of new members from Britain, the congregation was served from 1926 to 1932 by ministers of the new *United Church of Canada *qv* (a denomination Newfoundland Congregationalists declined to enter). Of the mission churches, only Pool's Cove and Little Bay East remained, under the leadership of the Reverend Hugh MacDermott who came to Fortune Bay in 1904 and devoted his life to the churches there. In 1932 the Reverend Joseph Thackeray, who had been minister of Queen's Road from 1895 to 1912, came out of retirement to serve his old congregation until his death in 1937. In 1936 the congregation decided to join the *Presbyterian Church in Canada *qv* and on October 27, 1938, after a history of 163 years as an Independent or Congregational Church, the congregation became Queen's Road Presbyterian Church. The Fortune Bay mission continued with support from the Colonial Missionary Society in London until the Second World War. In 1942 the Congregational mission and schools of Fortune Bay were received into the United Church of Canada.
J.S.S. Armour

CONGREGATION OF NOTRE DAME. See ROMAN CATHOLIC CHURCH.

CONGREGATION OF THE MERCY SISTERS. See ROMAN CATHOLIC CHURCH.

CONGREGATION OF SAINT JOSEPH. See ROMAN CATHOLIC CHURCH.

CONN (pop. 1921, 25). An abandoned fishing settlement that was located on the north side of Fortune Bay, Conn was first reported in the *Census*, 1836, with sixteen inhabitants, all Church of England, and the settlement never exceeded forty people; it reached its highest population in 1911, when thirty-five inhabitants in six families were reported. E.R. Seary (1976) reports an Edward Hatch at Conn in 1835. *Lovell's Newfoundland Directory* (1871) reported William Dodge and Edward Hatch as planters of Conn, which then numbered twenty people. William Dodge was granted Crown land at Conn in 1876 (*JHA*: 1877), and other family names later included Barnes, Fudge and Giles. This severely isolated settlement, which had no church or school and very little land for agriculture, based its existence on the inshore cod fishery and, after the 1890s, almost exclusively on the lobster, salmon and herring fisheries. A small number of lobster factories was reported between 1901 and 1921. Large amounts of salmon were reported to have been tinned in those years and some herring was salted and sold by the barrel. E.R. Seary (1976), *Census* (1836-1921), *JHA* (1877), *List of Electors* (1928).
JEMP

CONNAIGRE (pop. 1945, 102). A resettled fishing community that was located in a small cove sheltered by Buffetts Island on the tip of the Connaigre Pensinsula on the south coast of Newfoundland. Although the coastline of the Connaigre Peninsula is ragged and irregular, Connaigre Cove had a good anchorage and was near superb fishing grounds which had been exploited by French and English ships since the 1600s. Connaigre was listed as Cap Negre (Cape Negro) in the *Census of French Population and Agriculture*, 1686 (Canada Archives: G1, Vol. 467-1), with a total population of seventy-two composed of three families and a large number of fishing servants. The fishing station, which was the second largest (after Plaisance with 256 inhabitants) reported that year, also had a church, five houses and reported "22 musketts," referring to the number of guns in the community or to the pres-

ence of a small garrison. Cap Negre was not reported in a subsequent census taken in 1691. A Giles Vinsant (Vincent) was reported to be a planter of Connaigre from 1710 to 1715 (E.R. Seary: 1976). Connaigre, also called Great Harbour, appears on a census taken in 1763 (C.O. 194 cited in J. Dollimount: 1968), and intermittently until 1809, as a fishing station visited by sack ships. In 1763 there were five "inhabitants" reported at Connaigre, three families (of which one was Roman Catholic) and twenty-eight servants. The settlement was year-round with .23 ha (.5 acres) of cultivated land and a reported catch of 50 848 kg (1,000 qtl) of cod, "carried by the sack ships to foreign markets." Connaigre was reported in the *Census*, 1836, with a population of forty-three, all Church of England adherents, and from 1836 to 1891, on the strength of an excellent cod fishery and some salmon fishing, the settlement grew to nearly 100. In 1853 an Eliner Framp was reported to be a resident of Great Harbour (Connaigre) and in 1880 a Robert Framp was reported to be a salmon fisherman who sold his catch to Benning's. In 1872 the following report was made of Connaigre: "There is a great deal of cultivation, and they grow wheat, potatoes, turnip and other vegetables sufficient for their own use; nine families live here who prosecute the cod fishery . . . but very little salmon taken. The people complain of the want of schools. There are some cattle and sheep in this settlement and the people are comfortable" (*JHA*: 1872, appendix p. 786).

In 1880 a Church of England School was reported to be operating at Connaigre (*JHA*: 1881); this school also served as a chapel and was visited every several months by a minister. From 1891 to 1911 the lobster industry was the main fishery in Connaigre: in 1891 family-operated lobster factories produced 1,200 cases of lobster and in 1911 nearly 300 cases were packed, making Connaigre one of the largest producers in Hermitage Bay. Audrey Wells (1979) states that in the 1920s approximately thirty-four families were resident at Connaigre. About 1954 the remaining twelve families of Connaigre resettled under the Centralization Programme, mainly at Sandyville and Harbour Breton. J. Dollimount (1968), E.R. Seary (1976), Audrey Wells (1979), *Census* (1836-1945), *JHA* (1872; 1881), Canada Archives (GV, vol. 467-1). JEMP

CONNE RIVER (inc. 1972; pop. 1976, 531). The only Micmac *qv* Indian community in Newfoundland and Labrador, Conne River is located on the south shore of the arm of Bay d'Espoir 183 m (600 ft) across the water from Morrisville *qv*. Micmac land claims advanced in 1980 declare that, according to Micmac tradition, "both the coast and interior of southern and southwestern Newfoundland have been a part of their traditional territory since time immemorial" (Jerry Wetzel *et al*: 1980). The Micmac, a nomadic hunting and trapping tribe, moved between seasonal settlements at St. George's, Codroy, White Bear Bay and Conne River throughout the 1800s. These settlements were chosen chiefly because of their proximity to navigable waters (usually near the mouths of streams or rivers with heavy spawning runs). Conne River, one of the best salmon rivers in Newfoundland, was also the most easterly point of hunting and trapping lines extending toward the interior and westward along the coast in the pathways of great caribou migration routes.

Because of the advantages of its sheltered location at the mouth of the Conne River, and its excellent salmon fishing, the community of Conne River was used by Europeans in the late 1700s as a salmon fishing station, and from the 1820s as a permanent site of European activity. According to Henry Camp in his report on the salmon fishery, 1873, "This fishery [at Conne River] appears to have been granted to Samuel and John Clarke, by a Naval Captain in the last century, and sold by them [with] their other establishments and fishing rooms to Messrs. Newman & Co. In 1822 . . . [Michael] Collier holds it from Newman & Co., in fact had their nets also at a nominal rent on hire" (*JHA*: 1874).

There was no record of settlement at Conne River in the censuses of 1836 and 1845; in 1857 the *Census* reported fifty-five residents, all Roman Catholic. The use of the land at Conne River from the 1820s to the 1850s was seasonal. It appears that for Europeans and Micmac, Conne River was one of the many bases touched upon in a migratory life that involved summer fishing for European fishermen at Conne River and winters at Ship Cove or Seal Cove, and for the Micmac, use of the location as a semi-permanent winter camp site and trapping base. Edward Wix visited Bay d'Espoir in the winter of 1835 and noted that near Conne River were "the wigwams of two Indian families of the Banokok tribe, or Six Nations, from Canada." At Conne River itself he met "an interesting Indian . . . his ascetic acts, and acts of real humanity, had acquired for him a character of holiness and a great influence over his tribe. He was at this time, under a self-imposed vow, not to break silence during the Fridays of Lent: accordingly . . . he exhibited a degree of impassive and nervous control (as he lay smoking his short blackened pipe, with his feet towards the central fire), which was quite wonderful" (Edward Wix: 1836). Wix, who spent several days with the tribe, noted their religious devotion to the Roman Catholic Church and declared that "the Indians were very regular in their evening and morning devotions and attention to their rosaries, and that, as they were Romanists, they were very particular in carrying their children over to the Romish priest at the French Island of St. Peter's for baptism" (Edward Wix: 1836).

The religious devotion of the Conne River Micmac had its roots in their early conversion by the French in Cape Breton in the Seventeenth Century. Bishop Fleming, who had visited the encampment in August of 1835, had also noted their religiosity and described the settlement as "a large collection of tents irregularly disposed, constructed of long straight poles stuck in the ground and coming together at the top, tied with birch fastenings, and the whole kept in a circular form by means of hoops and covered with the bark of trees" (Newfoundland Historical Society: Conne River). Fleming said mass every day for a week, regularly took confession and "finally confirmed twenty-seven of their number, the others having been confirmed fifty years ago in Canada." A few months later Wix noted that the first tent erected by the Indians when they had chosen a camp site was a large central one for prayer. According to a book used as an account and record book at Conne River since 1898, the first mass was said "in a very rough house" in 1841.

The discrepancy between oral tradition and written accounts points to the nomadic nature of the first years of seasonal settlement of "the Conne" by the Indians. By the 1850s, however, a permanent site was established due in part to the increasing economic, social and religious ties of the In-

dians with the European fishermen and traders with whom they alternately occupied Conne River. The Micmac were not deep-sea fisherman like the Europeans, but they did depend on them for some food, clothing and part of their livelihood; the *Census*, 1857, reported that the Indians of Bay d'Espoir, Grandy's Brook and LaPoile who "derive their sustinence chiefly from the chase . . . sold hoops and buck rinds to merchants in exchange for bread, clothing and ammunition." There was a permanent, resident, white European population in Conne River by at least the 1860s and it was reported in 1863 that "people here are generally very comfortable. Large quantities of wood and timber are being got out of St. Pierre. . . . Deer have been plentiful since November, and large numbers have been killed by the Indians" (*Royal Gazette*: Feb. 12, 1863). The *Census*, 1869, reports that there were "eighty Indians at Conn River and five whites married to and resident among them."

The economic relationship of the Indians and Whites in Conne River was described in 1868 when a fisheries officer reported that the Indians "numbering about fifty . . . earn their livelihood by cutting wood, making hoops and staves and hunting. The skins etc. are bought by an Englishman and sent to St. Pierre by schooner." The officer also reports that the salmon fishery station owned by Newman and Hunt had produced from fifty to seventy barrels of fish (*JHA*: 1868; 1869). From 1871 to 1883 Henry Camp reported that the Collier family, Michael and Sam, fished at Conne River and sold their salmon catch to J. Penney, Bowring Brothers and Newman (*JHA*: 1871-1883). In 1873 it was reported that "T. Collier, a relative of the Ship Cove people, lives here; he fishes the river and has a schooner; complains of the salmon fishing" (*JHA*: 1874). It was reported that the Micmac population at Conne River was not static from the 1850s to the 1870s: according to a description of the settlement in 1871, "there is a settlement of Indians; their number varies, as they are often changing their abodes, sometimes 20, at others not over three families. There is one white family settled here. This place has some little trade in furs, hoops of casks, fancy wood, hay, herring and salmon."

During the 1870s Conne River had a mixed population that showed increasing signs of permanent Micmac settlement in the area, strengthened by ties of intermarriage, religion and economy with Europeans. The first chapel at Conne River (and the first in Bay d'Espoir) was erected in 1871 and described as "A neat little Chapel (Roman); the priest from Harbour Briton [*sic*] comes about once a year" (*JHA*: 1874). At Indian Point a Micmac chief, a few families of Micmac and two or three white families lived near the mouth of the river, surviving by "lumbering on a small scale, making hoops and barrels, hunting and trapping." At nearby Conne River Station a telegraph office was worked by two families and around it "four British families, one Indian, and one French Canadian family lived by coopering, hunting and trapping" (*JHA*: 1874). According to E.R. Seary (1976) the Micmac households of Conne River in 1872 were those of Matthew Burke; William Drew; Nicholas, Noel and John Denny Jeddore; Noel and Rueban Louis (Lewis); James Sr., James Jr. and John MacDonald; and Bernard Louis Sr. and Jr., Peter John, Peter and Ellen Stride. In 1871 Noel Paul was listed as a hunter on the Exploits River; Ben and Abraham Paul were listed as hunters there in 1900. Of these families, a Peter and John Louis were listed in 1828 to be Indians "in pursuit of the Aborigines." The name Collier by 1872 had become, presumably through intermarriage, a Micmac name. Family tradition claims that Collier was an English family which settled at Conne River in 1838. In 1872 George Collier reported himself as a Micmac of Conne River. A James John, a Mountaineer (Montaignais) Indian from Labrador was met by W.E. Cormack *qv* in 1822.

A Roman Catholic school was established at St. Alban's in 1885 to serve the growing population of Bay d'Espoir, and Conne River students attended school across the bay. There was a small school with thirty-five pupils in Conne River itself when Governor William MacGregor visited the settlement in 1908 to view first-hand (for a report to be sent to England) its condition and lifestyle. He reported a settlement of twenty-three families numbering 131 people who derived their living mainly by hunting and trapping. "The MicMacs," he observed "are ignorant of agriculture and seamanship and fishing. There are not three or four cultivated acres in the whole settlement. . . ." However, he did note their skill as game-hunters and tanners. The settlers were housed in small wooden homes (according to R.T. Pastore: 1978 some Micmac lived in frame houses as early as the 1820s and by the 1860s most had abandoned wigwams as houses) and a road had been constructed through the settlement. In MacGregor's eyes, the residents of Conne River were "of good size, strongly built but clearly of mixed descent, many looking quite European. The children were, without exception, very dark, with soft eyes and straight dark hair." These children, he noted, were "bright and intelligent and would become useful citizens if they had the right educational advantages. In this lies the best hope for the MicMac's future" (Newfoundland Historical Society: Conne River).

Between 1910 and 1935 Bay d'Espoir became an important logging area, and the exploitation of the large timber reserves, the setting up of new towns such as Milltown *qv*, declines in the fur market and in the caribou herds in interior Newfoundland, and increased intermarriage by the Micmac population of Conne River, led to major changes in the settlement. From a community almost wholly dependent on hunting for the main part of their diet, and on trapping and coopering for money to buy food, clothing and ammunition, Conne River by the 1920s and 1930s was mainly a settlement of loggers. Of the labour force of fifty-five reported in 1936, only two — John and Matthew Jeddore — reported their occupations as furriers. Many of the remaining workers (Benoit, Bobbett, Crant, Drake, Hagerty, Harding, House, and Hynes) had come to Conne River *via* Milltown and other Bay d'Espoir, Fortune Bay and Hermitage Bay communities to work as loggers, and had settled at Conne River. At this time a priest was stationed in Conne River, the Chief system (which had been the only form of government in the community with ties to mainland Micmac leaders and government) came to an end, and the Micmac language gradually (with increased intermarriage and exclusively English language instruction in schools) became the language of older residents only.

After World War II (in which some Conne River Micmac served as sharp-shooters with the Newfoundland contingent) Conne River became a settlement increasingly dependent on work outside the community. After contract logging with Bowater ended in 1957 the hydro-electric developments of the

Bay d'Espoir area provided employment in construction, although the flooding caused by these developments reportedly covered many of the traditional hunting grounds of Conne River Micmac. In the *Report of the South Coast Commission* (1957), of the 149 residents of Conne River thirty-three were reported to be employed with "shore activities" which constituted the major source of employment. The remainder were receiving assistance or "working away." After construction-related jobs in the area ceased, government grants, unemployment insurance and social assistance were the main sources of income in Conne River. This situation reflected the generally depressed and isolated conditions of Bay d'Espoir during the 1950s and 1960s. This period also marked a further decrease in traditional Micmac lifestyle through the pressures of cultural assimilation and economics.

Early attempts had been made on the part of the Governments of Newfoundland and Great Britain to have Conne River declared or designated an Indian reserve. Alexander Murray *qv*, Geological Surveyor of the Government of Newfoundland, had surveyed Conne River in 1872 to establish land lots of Micmac in the Conne River "reserve." MacGregor had recommended in his report to the Secretary of State in London that "special attention and treatment at the hands of the Administration" be given the residents of Conne River. On May 29, 1972 Conne River was created a Local Improvement District (*Royal Gazette*: May 30, 1972) and in 1974, mainly as a result of a renaissance of community awareness and action to have their Micmac heritage officially recognized, Conne River was declared an Indian community under a Provincial agreement negotiated with the Government of Canada whereby the latter reimbursed the Province of Newfoundland for over ninety percent of monies spent on Indian reserves. At this time a band council was formed with John N. Jeddore as the first president, and Conne River Native Enterprises was established to spearhead economic development on the new reserve. This business, which operated as a co-operative, established a tannery (in Carbonear) and a sawmill (in Conne River) by 1975 through government funding which provided a reported ninety percent employment rate for the male work force in lumbering, carpentry and construction projects. Most of these construction projects were community related and provided a community hall, new housing and an addition to St. Anne's School. In 1976 the Micmac Development Corporation was formed to develop new income-generating projects in Conne River. From 1975 to 1977 residents of Conne River clashed with a private lumber company and the Government of Newfoundland over access and rights to prime timber stands reported to be located on traditional Micmac lands. This dispute, which included the erection of road blocks by Conne River residents on forest access roads, was eventually settled, but land claims and interference with Micmac lifestyle by further developments in Bay d'Espoir, particularly interference with caribou migrations and hunting and trapping activities, continued to be issues in 1981. In 1980 the Conne River Band Council and the Katagamkuk Llnui Sagimawoutie (Newfoundland Indian Government) filed their land claims in a brief to the Government of Newfoundland and Labrador, which laid claim to an area which was approximately one-third of the Island of Newfoundland (primarily wilderness area on the south coast and in central Newfoundland including several hydro-development areas) on behalf of 1,400 persons of Micmac blood in Newfoundland, of whom about 800 were estimated to be resident in Conne River.

In 1981 the economic base of Conne River was the sawmill, which produced from 500,000 to 1,000,000 fbm per year for local markets and which employed an average of twenty-five people and approximately fifty-eight persons at peak periods. Other employment was found in leather crafts, construction and service jobs. In 1981 Conne River students attended St. Anne's Elementary School from Kindergarten to Grade Ten; Grade Eleven students boarded in St. Alban's and attended school there. See MICMAC. Dennis Bartels (1979), R.T. Pastore (1978), E.R. Seary (1976), Jerry Wetzel *et al* (1980), *Census* (1836-1976), *JHA* (1868; 1869; 1871-1883), Newfoundland Historical Society (Conne River), *Report of the South Coast Commission* (1957), *Royal Gazette* (Feb. 12, 1863). Map I. JEMP

CONNORS BROTHERS LIMITED. See FISH PLANTS.

CONNORS, THOMAS J. (1885-1951). Mariner. Born Placentia. In 1904 Connors joined Bowring's Marine Department, and in 1912 became captain of the S.S. *Portia*. He was on board the *Portia* in the spring of 1914 when she made the last known sighting of the *Southern Cross qv*. In 1914 he enlisted in the Royal Newfoundland Regiment and sailed on the *Florizel qv* as a lance-corporal with the First Five Hundred. Connors transferred to the Royal Naval Division in 1915 and was commissioned as a lieutenant in the Royal Navy Reserve. While in the Mediterranean on H.M.S. *Duchess of York*, the ship was lost through enemy action and Connors rescued, spent ninety-four days at the Sisters of Grace Hospital in Malta. In 1919 he returned to Newfoundland and resumed command of the S.S. *Portia* and subsequently commanded practically every ship in the coastal service until 1949. While commanding the S.S. *Kyle* in 1942 he participated in the rescue operation of the U.S. naval vessels *Pollux* and *Truxton*. In 1950 Connors retired from the Marine Department of the Canadian National Railway. He died at St. John's in 1951. GL

CONROY, CHARLES HENRY (1905-). Engineer. Born St. John's. Educated St. Bonaventure's College; St. Francis Xavier University, Nova Scotia; Massachusetts Institute of Technology. From 1928 until his appointment to a position with the Department of Public Works in the Commission of Government in 1934 Conroy worked as an Electrical Engineer with the International Pulp and Paper Company at Corner Brook and Deer Lake. In December 1949 Conroy assumed the post of Chief Engineer (Acting) in the Department of Public Works and later Chief Engineer (Buildings Division) in February 1952. By April 1, 1955 Conroy was appointed Director of the Building Division in the Department. After he retired from the post of Chief Engineer with the Department of Public Works in November 1970 he accepted a temporary position as Engineering Consultant, Department of Physical Planning and Development, and held that post until 1973. Cindy Brinston (interview, Nov. 1980), C.H. Conroy (interview, Nov. 1980), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

CONROY, CHARLES O'NEILL (1871-1946). Solicitor. Born Dublin, Ireland. Educated St. Bede's College, Man-

Charles O'Neill Conroy

chester; University College and School; Wren and Gurney, London, England. In 1894 he arrived in Newfoundland after an unsuccessful attempt to enter the Indian Civil Service the previous year. He then began to practise law after completing his articles with Justice G.H. Emerson *qv*; on January 13, 1900 he was admitted to the Bar. He was Solicitor of the Supreme Court in Newfoundland, partner in the firm of Browning and Conroy, and Secretary of the City Club, a post he held from 1899 to 1902. Conroy was created King's Counsel in 1913 and Master of the Supreme Court the following year. During World War I Conroy did much of the preliminary legal work to establish the Newfoundland Regiment and served on regimental and officer selection committees for which work he was subsequently awarded the O.B.E.

In 1920 he became Director and general Counsel of the Reid Newfoundland Co., Ltd. He became the Lieutenant-Colonel commanding the *Catholic Cadet Corps *qv* upon the death of Hon. D.J. Greene *qv* in 1912 and held that position until 1923. The *Newfoundland Directory 1936* (1936) shows that Conroy was City Solicitor that year.

In addition to a successful legal career which involved partnerships in over six firms Conroy was active in several community groups and societies including the Knights of Columbus, and served as Solicitor and Agent for Real Estate and Insurance Companies and as State Advocate for the Maritime Provinces and Newfoundland. Bicycling was noted as one of his main hobbies in his youth; he imported one of the first bicycles to Newfoundland and started the Newfoundland Cycling Club, becoming its first elected president. Conroy died on December 21, 1946. Barristers Roll (1826-), "Necrology" (1967), *NQ* (June 1903; Apr. 1912; July 1918). WCS

CONROY, FATHER CHARLES O'NEILL (1928-1966). Irish Christian Brother; missionary. Born St. John's. Educated St. Bonaventure's College, St. John's; Loyola College, Montreal; St. Francis Xavier, Nova Scotia; Theological College of the Catholic University of America, Washington. Charles Conroy entered the Roman Catholic Seminary of the Scarboro Foreign Mission Society in 1946 at eighteen years of age, abandoning his degree programme at Loyola College in Montreal. At St. Francis Xavier University he completed a BA (*summa cum laude*) in 1950. After completing studies in Washington Charles Conroy was ordained at St. John's by Archbishop Skinner on May 30, 1954 and assigned to the service of St. Patrick's Parish. He was later transferred to the Parish of St. John the Baptist at St. John's.

As editor of the Roman Catholic publication the *Monitor*, Conroy represented Newfoundland at the Conference of Catholic Journalists in Lisbon in 1960. In November 1960 he responded to the request of Pope John XXIII for missionaries in Latin America. From 1960 until his death on March 1, 1966 Conroy was responsible for the establishment and maintenance of the parish of Monsefu, Peru. He served that community in the capacity of mayor from August 4, 1963 to February 1964 to implement a modern water and sewerage project for town sanitation. C.O. Conroy (1966), *ET* (Mar. 3, 1966). WCS

CONROY, MOST REV. DR. GEORGE (1833-1878). Bishop. Born Dundalk, Ireland. Educated Ireland; Rome. George Conroy was ordained as a priest of the Roman Catholic Church in 1857 and worked in missions in Ireland and as secretary to Cardinal Cullen. He was consecreted as Bishop of Ardagh in 1871, and in 1877 Pope Pius IX appointed him as Apostolic Delegate to Canada. The next year Conroy was appointed the first Apostolic Delegate to Newfoundland by Pope Leo XIII with a special assignment as conciliator to the Harbour Grace Diocese, where factional disputes were causing problems for Bishop Henry Carfagnini *qv*. Two weeks after his arrival in St. John's, Conroy contracted a lung inflammation and died on August 4, 1878. His body was sent to Ireland for burial. *The Basilica-Cathedral of St. John the Baptist, St. John's, Newfoundland 1855-1980* (1980). BGR

Bishop Conroy

CONROY, JAMES GERVÉ (1836-1915). Judge, magistrate; politician. Born Boyle County, Ireland. James Conroy came to Newfoundland in 1872 and was called to the Bar on November 20 of that year having previously been called to the Bar in both Ireland and England. According to H.M. Mosdell (1923) Conroy was active in the law firm of Boone and Conroy at St. John's. J.G. Conroy entered public life in 1874 as Member of the House of Assembly for Ferryland and was returned by the district in November 1878. By 1882 he had abandoned political life to accept appointments as Judge of the Central District Court and Stipendiary Magistrate, positions he held until his death on January 28, 1915. John Rochfort (1877), Barristers Roll (1826-), Newfoundland Historical Society (J.G. Conroy), *Yearbook* (1880; 1882; 1915). WCS

CONSCRIPTION AND IMPRESSMENT. One of the earliest references to impressment in Newfoundland was made by Richard Whitbourne in 1620. Whitbourne reported that pirates "carried away . . . many serviceable Mariners into Barbary and other parts" from fishing ports around the Island. According to C.G. Head (1976) Newfoundland fishing crews were regularly impressed into military service after their return to European ports at the end of each season, and during the 1730s as many as 40,000 to 50,000 mariners were impressed. Rev. Charles Pedley (1863) noted the disastrous effects of an attempted impressment at the port of St. John's in 1794. After an unsuccessful canvass of the port two Lieutenants of the British ship *Boston* were sent ashore to impress "such men as they might find idling about." Lieutenant Lawry and two of his impressed crew returned to St. John's the following day to collect their valuables. The two were then rescued by a mob who attacked and murdered Lawry. Pedley notes, however, that the leaders of the mob were later hanged at St. John's for their part in the murder.

After the British and other European Governments established permanent armed forces the practice of impressment declined substantially. It was not until 1918 that the issue of conscription would become an issue in Newfoundland politics. In June 1917, in Canada, Sir Robert Borden's administration introduced conscription to curb declining enlistment during the war. The Act, however, received criticism and was never endorsed by the electorate of the Province of Quebec. The following year the subject of compulsory military service was introduced in Newfoundland. William F. Coaker *qv* gave two primary reasons for a proposal of conscription in Newfoundland: that a German offensive during the spring of 1918 had been responsible for heavy casualties, and that the Newfoundland Regiment contingent in Europe was in danger of dissolution as a result, and would have been incorporated into the Canadian contingent if new recruits were not forthcoming.

The issue was not received favourably in many quarters in Newfoundland and opposition was subsequently spearheaded by the membership of the powerful *Fishermen's Protective Union *qv*. Although Coaker, as their President, had previously opposed even the formation of the Newfoundland Regiment and advocated only reserve participation, he had actively encouraged recruiting within the Fishermen's Protective Union as early as 1916, at the Fishermen's Protective Union convention. Coaker, placing the interests of the country and the Empire before the opinions of the membership, acknowledged that "I run the risk of smashing in smithereens all the work I have accomplished in ten years" (*PHA*: May 9, 1918).

In April 1918 the Military Service Act (8-9 Geo. V, *c.*26) became law without public referendum and a six-man Exemption and Tribunal Military Service Board was instituted on May 13, 1918 to administer exemptions for illness and for families who already had sons enlisted, or whose sons had previously been involved in the military conflict and suffered incapacitation or death. All unmarried males between the ages of nineteen and forty were otherwise eligible for conscription for the duration of the war. No similar legislation has affected the recruitment of Newfoundland's military contingents since the First World War. *PHA* (Apr. 23, 1918; May 9, 1918), *E of C* (II), *NQ* (Oct. 1918). WCS

CONSERVATION. Conservation involves the preservation, restoration, and recycling of natural resources, with the concomitant prevention of waste and pollution. Conservation requires understanding the complex interrelationships that constitute the ecology of the natural world and learning how to act in accordance with them. Economic and social considerations, however, often discourage conservation.

One such problem arose along the northeast coast of insular Newfoundland when Canada instituted a ban on whaling in 1972 because of substantially reduced numbers of whales. After eight years, collisions between whales and fishing gear increased, while the inshore fishery along the northeast coast nearly tripled; fishermen became more vocal about the damage done by whales. The situation was not a simple one. John Lien *qv* and his associates in the Whale Research Group at Memorial University of Newfoundland began working to keep whales away from fishing gear by using net alarms, and the group conducted interviews and community meetings with fishermen to ascertain their opinions. The fishermen wanted the ban on whaling lifted and it is understandable that they saw the problem in economic terms: they were directly affected by whale damage. The Whale Research Group embarked on an ambitious educational and research programme to investigate the problem from the point of view of the fishermen as well as that of the whale conservation groups. In addition, the actions of radical conservation groups who oppose the harp seal hunt helped to make many fishermen hostile to marine conservation.

Justice Thomas Berger (1980), at a conference in St. John's said: "Our notions of progress had acquired a technological and industrial definition. . . . Even our terminology has become eccentric. Those who seek to conserve the environment are often regarded as radicals, and those who are undertaking radical interventions in the natural world think of themselves as conservatives." Oil and gas exploration is potentially dangerous to the marine environment, and logging roads, hydro developments and new highways affect caribou herds in the Province. Acid rain, from industries on the mainland of North America, by the 1970s threatened to destroy thousands of lakes and rivers in Newfoundland. So even though Newfoundland and Labrador have traditionally been regarded as one of the last unspoiled wildernesses in North America, its ecology must be actively protected. For instance, illegal hunting of caribou on the Avalon Peninsula almost destroyed that herd before the Avalon Wilderness Area was created in 1964. It has been instrumental in the regeneration of the herd from a low of 300 in 1964 to a flourishing 3,000 in 1980.

LEGISLATION. Conservation of natural resources is particularly important in Newfoundland and Labrador, not only because some species and subspecies are peculiar only to Newfoundland, but also, because it is an island, plants and animals are more vulnerable to change. Native species can be adversely affected by accidentally-introduced diseases against which they may have no immunity, or by the introduction of healthy species which may compete more successfully for the same food and prosper at the expense of the native species. It is for this reason that strict regulations govern the introduction of plants, food and even pets into the Island.

Legislation enacted in the Nineteenth and early Twentieth Centuries dealt mainly with preservation of game, the fisheries, the regulation of hunting licences and seasons, and with the propagation of certain species. The practice of barring rivers during the annual salmon run, for example, was forbidden and hares, rabbits and otters were protected. But bounties were offered on wolves, and forests were unprotected. The surveyor, Alexander Murray *qv*, in his report for 1869 noted: "Much of this fine forest [in the Conne River] is rapidly and wastefully being destroyed, not so much by the nearer inhabitants whose interest it is to protect it, as by a host of intruders from St. Peter's, Placentia Bay and many other parts, who annually load a fleet of small coasters with the choicest cullings while at the same time the smaller timber is cut for no other purpose but to encumber the ground" (Murray and Howley: 1881). Further loses of forest occurred in this area over a century later when Newfoundland Hydro flooded large tracts of land as part of the Baie D'Espoir development. By 1980 guidelines set out in an environmental assessment Bill were followed in preliminary assessments of large industrial projects.

In the second half of the Twentieth Century the scope of

legislation broadened to include water protection, waste materials disposal, pesticide control and establishment of bird sanctuaries and wilderness preserves. The 1980 Wilderness and Ecological Reserves Act was widely considered to be the strongest legislation of its kind in Canada. Its aim was to protect selected areas "for the benefit, education and enjoyment of present and future generations in this province." The wilderness areas were envisaged as large areas providing for the relatively undisturbed continuation of natural life, although hunting and fishing were allowed. The ecological reserves were planned for scientific study as well as for the preservation of "rare botanical, zoological, geological or geographical characteristics." Other legislation had been found less effective, often because of inadequate enforcement. In 1966, for example, the Newfoundland *Natural History Society *qv* urged the Government to enforce the laws protecting the seabird sanctuaries created in 1963 and 1964, especially the gannetry at Cape St. Mary's. Wildlife personnel were afterwards stationed at Cape St. Mary's during the summer months, but illegal hunting still occurred on the island sanctuaries. In 1976 R.D. Lamberton reported that egging was still a common, though illegal, practice in Gros Morne National Park. Legislation governing hunting in Labrador often differs from that in insular Newfoundland, allowing for longer seasons and including some different species. However, many of the native peoples have claimed that not enough weight has been given to their needs and to their desire to maintain their traditional ways of living, claiming that hunting laws were designed to accommodate the southern sports hunter, and not for the native people's benefit. PMH

WILDLIFE. For the first few hundred years after Europeans discovered Newfoundland, exploitation of fish, birds and animals was a matter of course. For early settlers it was often a matter of simple survival for themselves and their families. Salmon and trout abounded in the rivers and lakes; ducks, geese and ptarmigan were plentiful; seabirds were so numerous as to darken the sky with their flight; caribou and arctic hare were abundant across the Island. As the human populations grew, however, game became noticeably scarcer close to settlements, and some settlers became concerned even as some species were exterminated. The first to disappear was the Great *Auk *qv*, a flightless, penguin-like bird used for food and bait. Later it was the Newfoundland Timber Wolf, the Labrador Duck and, it is believed, colonies of Passenger Pigeons.

Until the middle of the Nineteenth Century coastal wildlife took the brunt of the human assault. Inland, only creatures valued for their fur were in much danger since only skilled trappers knew their haunts. With the coming of the transinsular railway things changed dramatically as forests and mines beckoned to developers. The slaughter of wildlife to feed these pioneers almost destroyed the herds; market hunters from St. John's and sportsmen added to the toll, particularly of caribou.

Attempts to increase game stock included the introduction of new species to the Island. Through the efforts of the Hon. Stephen Rendell *qv* hare (popularly known in Newfoundland as rabbits) were imported in 1860 from Nova Scotia. The small hare thrived and are credited with saving many hungry families. The first attempt to introduce moose was made in 1878 at Gander, but failed. A second introduction in 1904 of two cows and two bulls, released near Howley, was more successful. Around the turn of the century angling buffs in St. John's formed the Newfoundland Fish and Game Protection Association *qv* and sponsored the introduction of several types of trout (Brown Trout, Rainbow Trout and Whitefish) as new sport species, and the American Smelt as a new food supply for existing freshwater gamefish.

Lack of funds prevented much development of Newfoundland's wildlife resources for recreational uses, and the dire state of the economy between the First and Second World Wars caused the authorities to close their eyes to all but very extreme poaching. Caribou herds continued to dwindle during the depression but moose and varying hare gained firm footholds in the more remote regions and flourished when pulpwood cutting operations levelled old forests, making room for new growth.

Postwar prosperity and the advent of Confederation allowed Newfoundlanders to take a new interest in the pursuit of wildlife as a recreational activity. New roads and improved transportation made possible easy access to remote wilderness areas, and tourists and local sportsmen were soon vying with local "food" hunters for the available supply.

The biologists and managers of the Provincial Wildlife Division made great progress in managing Newfoundland's renewable resources from 1955 to 1975. Ruffed grouse, red squirrels, spruce grouse, buffalo, chipmunks and common shrew were introduced and great strides were made in the management of caribou, moose and ptarmigan. Meanwhile, however, fishing drastically reduced stocks of Atlantic salmon, trout and other sport species such as the Bluefin Tuna. Salmon and tuna particularly were threatened with extinction until steps were taken to curtail the catch and to improve the species.

Management techniques in 1981 were based on producing the maximum allowable annual harvest consistent with maintaining healthy breeding stocks. New threats, however, turn up annually to all species and their habitats: the Spruce Bud Worm and the sprays which fight it; acid rain and industrial fallout from many sources; changing water-tables caused by new roads and new land uses. Other problems are caused by hydro developments, mining activities and rapid growth of forest industries. Still threatened in 1981 were the Pine Marten (placed on the Province's protected species list in 1934), otter and arctic hare, but biologists were hopeful that trapping and transplanting activities which have worked so well for other species will save these creatures too. The Federal Government has also taken steps to save the Atlantic salmon by the establishment of an Atlantic Salmon Board. Ray Simmons

FISHERIES. In the Nineteenth Century, measures to protect the fishery were generally more concerned with the rights of nations fishing the Grand Banks and less with the conservation of species. In 1889, however, a Commission was set up to govern the fishery "by judicious rules and regulations, based on knowledge of fish life" which were to be enforced by fish wardens. Under the Commission a codfish hatchery was also established at Dildo *qv* and artificial propagation of lobsters in floating incubators was encouraged. The Rev. Moses Harvey in his report on the Commission in 1895 wrote: "Injurious practices and destructive modes of fishing by which vast quantities of immature fish were destroyed, thus

causing the deterioration of the fisheries, are gradually being suppressed'' (quoted in D.W. Prowse: 1895). Unfortunately this optimism now seems to have been ill-founded; increased mechanization and the advent of freezer trawlers in the Twentieth Century have done further harm to fish stocks.

Since 1949 the Government of Canada has been responsible for the management and development of the fisheries. (The Province manages the inland fisheries.) Protection of fish stocks has traditionally been regulated by prohibiting fishing during spawning or breeding periods, restricting the type of gear used, the size of fish caught, or the quantity of fish taken. The Conservation and Protection Service also polices Canada's fisheries waters, which, since 1977, extend to 322 km (200 mi) from the coast. Before this control zone came into being, however, massive over-fishing on the Grand Banks by foreign nations in the 1960s and 1970s depleted the stocks and many species were still not fully recovered by 1981. Fish and marine mammals are also affected by pollution at sea and this greatly increased after the 1950s. Offshore oil and gas exploration raised dramatically the potential for spillage and pollution. Fresh water species and salmon, which spawn in fresh water, are affected not only by pollution from lumbering, mining, and hydro-electric operations and municipalities, but also by increased fishing and poaching. PMH

ENERGY. With the sharp rise in the mid-1970s in the cost of petroleum-based energy sources used mainly in running automobiles, and providing heat and light, and with the gradual depletion of non-renewable energy sources, the Governments of Newfoundland and Canada, through their respective Departments of Mines and Energy, began programmes to make people more aware of the need for energy conservation. Energy Mines and Resources Canada instituted the Canadian Home Insulation Programme (C.H.I.P) in 1977 through which home owners whose dwellings met initial age criteria were provided with grants to help pay for up to two-thirds of the cost of purchasing Canadian Mortgage and Housing Corporation (C.M.H.C.) approved insulation materials. Some of the many other Government-sponsored programmes included media campaigns to encourage private citizens to conserve electricity and to use alternative energy sources, such as wood, for home heating.

The Province of Newfoundland's Department of Mines and Energy established an Energy Conservation Office which has attempted to educate Newfoundlanders in methods of energy conservation. The Energy Conservation office has also provided incentive grants to such businesses and institutions as Memorial University of Newfoundland for experiments involving peat as an alternative energy source, the Gander Hospital for experiments involving wood waste as an alternative energy source, and Newfoundland Telephone Company for experiments with wind turbines to provide renewable energy. In 1981 experiments were also being sponsored to investigate the feasibility of using solar energy in Newfoundland. There were, amongst many other programmes, attempts to encourage people to operate smaller, more fully efficient automobiles and to make greater use of public transportation systems in efforts to conserve energy. BGR

EDUCATION. Education in the value of conservation often requires bringing about a change in attitude. Wildlife Officer Dennis Minty wrote in 1980: ''With too many of us the health of our environment is viewed as a desirable but dispensible extra. . . . People must view themselves as part of a community whose ecological health is at stake. Our lack of respect and concern for the community as a whole is the germ that is causing the disease. We must subordinate our *desires* to the more important *needs* of the community — the land. We must stop treating other members of the community only as 'resources to line our pocket books.' ''

In 1981 information booklets published by the Canadian and Newfoundland Governments and agencies were available at many parks and in schools, but the two nature reserves, Oxen Pond *Botanic Park *qv* and Salmonier Nature Park [See PARKS, PROVINCIAL] were the real educational showcases. School tours formed a part of their regular programmes and Salmonier also prepared slide shows and exhibits to travel across the Province, while Oxen Pond offered organized walks, lectures and workshops. A number of citizens' groups concerned about conservation and environmental issues were also involved in various educational and research-oriented projects in 1981. Such organizations included ECOWATCH, SPAWN, People Against the Spray, Tuckamore Club, Newfoundland Natural History Society, Canadian Nature Federation and some of the rod and gun clubs across the Province. Ad hoc groups have also been effective. The residents of Conception Bay South in 1977 opposed a government plan to run raw sewage into the Bay. The citizens decided to delay water and sewerage installation to their houses until 300 homes, enough to warrant a small sewage plant, could be serviced, and the sewage treated before being pumped into the Bay (*DN*: Aug. 31, 1977). PMH

See COD; FORESTRY; HERITAGE FOUNDATION; POLLUTION. Lois Bateman (1989), Robert Bishop (1973), Bartonele and Nettleship (1975), Jo Heringa (interview, Sept. 1980), Lien and McLeod (1980), Dennis Minty (interview, Oct. 1980), R.D. Lamberton (1976), *First Steps to Energy Conservation For Business* (1977), *Keeping the Heat In* (1976), *The Osprey* (Vol. 1-10), *Our Footsteps Are Everywhere* (1977), *Renewable Energy Resources: A Guide to the Literature* (1978).

CONSERVATIVE PARTY. See POLITICAL PARTIES.

CONSOLIDATED RAMBLER. See COPPER; MINING.

CONSPIRACY OF 1800. In 1800, at the culmination of a number of unpopular measures which included the restriction of religious and political freedom in St. John's, an uprising ensued among the soldiers of the Newfoundland *Regiment *qv*. They resolved that they would return and plunder the town, and then escape to the United States. Jonathan Ogden's *qv* letter to Governor Waldegrave (dated July 2, 1800, quoted in D.W. Prowse: 1895 p. 418) reported:

> This they put in execution on the night of the 24th April. Their place of rendezvous was the powder shed, back of Fort Townshend, at 11 at night, but were not joined in time from Fort Townshend or Fort William. We know not the reason why the party from Fort Townshend did not join them, but at Fort William Colonel Skinner happened to have a party at his house very late that night, preventing the possibility of their going out unperceived at the appointed hour, and the alarm being made at Signal Hill for those who quitted that post, the plot was blown, when only nineteen were met, who immediately set off into the woods, but from the vigilance and activity used in their pursuit, in

about ten days or a fortnight, sixteen of them were taken, two or three of whom informed against the others, and implicated upwards of twenty more, who had not only agreed to desert, but had also taken the oaths of United Irishmen, administered by an archvillain Murphy, who belonged to the regiment, and one of the deserters, who with a sergeant Kelly, and a private, have not as yet been taken. We do not know, nor was it possible to ascertain, how far this defection and the united oaths extended through the regiment. General Skerret ordered a general courtmartial upon twelve of those taken, five of whom were sentenced to be hanged, and seven to be shot; the former were executed on a gallows erected upon the spot where they met at the powder shed, the other seven were sent to Halifax, to be further dealt with as His Royal Highness should think proper, those also implicated by the king's evidence were sent in irons to Halifax; and the Duke of Kent has at length removed all the regiment, except two companies of picked men, to head quarters, and has relieved them by the whole of the 66th regiment, who are now here.

Between forty and fifty of the soldiers had planned to desert the forts with their arms on April 25, and to meet at a powder shed behind Fort Townshend. The plot was, however, detected by the Roman Catholic Bishop, Dr. O'Donnell, on April 20, when an Irish-woman whose husband was apparently involved in the mutiny, told the Bishop at confession.

Those imprisoned were sentenced to be executed at Fort George. The Duke of Kent, however, changed several of the death sentences to life imprisonment. In *Skinner's Fencibles The Royal Newfoundland Regiment 1795-1802*, D.A. Webber (1964) concludes that "the major factor in the mutiny was the sympathy the Irish soldiers felt for their homeland's bid for independence from England, a sympathy which was finally put to use by the more fanatical members of the United Irish Party serving in the Regiment. Such a mutiny, which it was hoped would provide a rallying point for a general uprising of the Irish in Newfoundland, would not have been considered had there not been a clear indication that the poorer inhabitants of St. John's would join the mutineers once the few English Officers and soldiers had been overcome. There can be no doubt that the existing social structure in the Colony had already alienated the Irish from the Crown." D.W. Prowse (1895), D.A. Webber (1964). GL

CONSTABULARY, ROYAL NEWFOUNDLAND. See POLICE.

CONSTANTIN, PIERRE (1666-*c*.1750). Born Quebec. An established *voyageur*, Constantin was involved in the French fishing, trapping and trading concessions in Newfoundland and Labrador throughout his life. Although he was not able to obtain the rights in any locality until about 1709, he had spent the preceding decade in Labrador, staking out land claims and working as a trapper for Augustin Le Gardeur de *Courtemanche *qv*, and in the Port au Choix area where he hunted and bartered with the local Indians, in return for half of the profits coming from Francois Hazeur's seigneury.

Following Hazeur's death in 1708 Constantin bought the rights to fish and to establish his own commercial relations in Port au Choix. In 1713 his domain was enlarged to include a ten-year concession to the cod fishery and seal hunt of Red Bay and Pinware River, Labrador (later granted for life).

Constantin's enterprises apparently flourished and he remained actively in charge of his posts until 1732, in spite of some very devastating setbacks: in 1719, during an Inuit attack, his post at Red Bay was completely annihilated; his continued attempts to expand the areas of his Labrador concessions were unsuccessful because of a lack of capital needed for development, and after leasing his posts on the west coast of Newfoundland and on the southern shore of Labrador to three others in 1732, his concession was challenged by rival voyageurs who interferred in the local fisheries. Constantin defended himself in Quebec courts from 1735 to 1740 until it was finally agreed that he possessed all hunting, fishing and trading rights. *DCB* (III) LAP

CONSTITUTION. See GOVERNMENT.

CONSTITUTION, THE. F.W. Bowden of St. John's started this publication on September 4, 1883. He acted as both printer and publisher in addition to being the paper's sole proprietor. It was allegedly printed in a building upon Custom House Hill in St. John's. There are no known extant copies, nor can it be ascertained when publication ceased. Archives GN 32/22. DCM

CONSULS. A Consul is a representative of a foreign government usually acting on behalf of the commercial interests of that country. Consuls are located in a number of the major towns and cities of the host country but are not, nor do they serve the functions of, ambassadors. Often they are citizens of the host country who have been appointed by the foreign governments to act on their behalf.

The consuls perform various duties: they issue visas to local citizens who wish to visit the country they represent; they certify documents, usually trade papers, with consular stamps; they represent foreign nationals under their jurisdiction in the host country such as injured seamen; they arrange for accommodation while nationals are unable to travel and for transportation home.

The first foreign governments to have representatives in Newfoundland in an official capacity were the United States of America, Spain and Prussia. From 1845, and possibly earlier, Spain and Prussia had vice-consuls in St. John's and the U.S.A. had a consular agent. In 1847 Prussia appointed the first full consul to Newfoundland and the next year Spain appointed a vice-consul in Conception Bay and the U.S.A. an agent there. By 1862 Portugal, Brazil and France had set up consulates. Other countries followed so that by 1980 approximately thirty countries operated or in the past had operated consulates in Newfoundland and Labrador.

UNITED STATES OF AMERICA. The United States had consular agents in Newfoundland from at least the early 1840s. In 1852 they appointed their first consul, William Newman, a native-born Newfoundlander who had become an American citizen. He served until 1862. Several of the consuls who followed were Newfoundland-born Americans or people who had some connection with the country. The Americans also had agents in Conception Bay (1848), Harbour Grace (1868), Bay Bulls (1902), Port aux Basques (1902) and Curling (1912). During the American Civil War (1861-65) the American Consul to Newfoundland was Convers Leach. He had the added responsibility of reporting the deaths of Newfoundlanders in the Union Army and Navy to their next of kin. He

also kept his government informed of the British ships which were suspected of being blockade runners. In September 1971 there was a demonstration by university and high school students at the United States consulate in St. John's to protest the United States Government's nuclear testing on Amchitka Island, Alaska. Riot-equipped police were called in to keep order, but several windows in the consulate were broken before the crowd dispersed. The United States Government withdrew its consul to Newfoundland in 1976. His duties were taken over by the American consulate in Halifax, Nova Scotia.

SPAIN AND PORTUGAL. Spain and Portugal have operated consulates in Newfoundland since the middle years of the Nineteenth Century (1840-1860). As well as having a consul stationed at St. John's who was from one of those nations, they had vice-consuls or consular agents all over the Island, Spain in such places as Harbour Grace, Twillingate, Greenspond, Cape Charles, Fogo and Trinity; and Portugal in Harbour Grace, Burin, Grand Bank, Twillingate, Harbour Breton and Placentia. The main duties of these consular agents (who were local people) were to represent Spain and Portugal in fish buying negotiations with local merchants and to arrange for the pickup of the purchased product for shipment to Europe.

GERMANY. The first full consul appointed to Newfoundland, in 1841, was from the Kingdom of Prussia. The city-state of Hamburg later established a consulate as well, but after the unification of Germany in 1871 the German Empire had one consul in St. John's. By 1880 they also had a representative in Nain, the first consular official stationed in Labrador. At the time there was a large number of German Moravian missionaries on the coast of Labrador and it was felt an official of the German Empire should be in the area to protect their interests. During the First and Second World Wars the German consulates in Newfoundland were closed. Since World War II the government of West Germany has operated a consulate in St. John's.

ARGENTINA, BRAZIL, CUBA, DOMINICAN REPUBLIC, PANAMA. The consuls of these South American and Carribbean nations were usually Newfoundlanders appointed in an honorary capacity to represent the foreign countries' trade interests, particularly in the saltfish trade.

FRANCE. The French consulate was established by 1860. As well as being a trade agent the consul was responsible for the French Shore area of Western Newfoundland and the French citizens who fished there.

Other European countries have had consular officials in Newfoundland, some since 1860. Like their South American counterparts they were trade officials. Many of the consuls were either Newfoundlanders or agents appointed by the countries and responsible to their consulates in various parts of Canada.

The following is a list of the countries which have operated a consulate in Newfoundland:

Argentina
Austria
Austria-Hungary
*Belgium
*Brazil
Cuba
Czechoslovakia
*Denmark
*Dominican Republic
Finland
*France
Germany:
Kingdom of Prussia
Hamburgh
German Empire
Republic of Germany
*Federal Republic of Germany (West)
Greece
Hungary
*Iceland
Italy
Latvia
*Netherlands
*Norway
Norway and Sweden
Panama
Poland
*Portugal
St. Pierre et Miquelon
*Spain
*Sweden
Switzerland
United Kingdom of Great Britain and Northern Ireland
United States of America

(*consulate operating as of December 31, 1980)

By December 31, 1980 only the consuls of Spain, Portugal and West Germany were from their respective countries. The other countries were represented by Newfoundlanders. The only nation which had consular officials outside St. John's was Norway, which had an official at Botwood. The affairs of Austria and the United States were handled by their respective consulates in Halifax, Nova Scotia. Capt. José Arambarri (interview, Feb. 1981), Henry Collingwood (interview, Jan. 1981), Rev. W.R. Peacock (interview, Feb. 1981), H.T. Renouf (interview, Jan. 1981), J.R. Smallwood (interview, Feb. 1981), Newfoundland Historical Society (Consuls), *ET* (Dec. 31, 1971), *Yearbook* (1845; 1847; 1848; 1860; 1862; 1880; 1882; 1887; 1890-1933). BGR

CONSUMER CO-OPERATIVES. See CO-OPERATIVES.

CONSUMPTION. See TUBERCULOSIS.

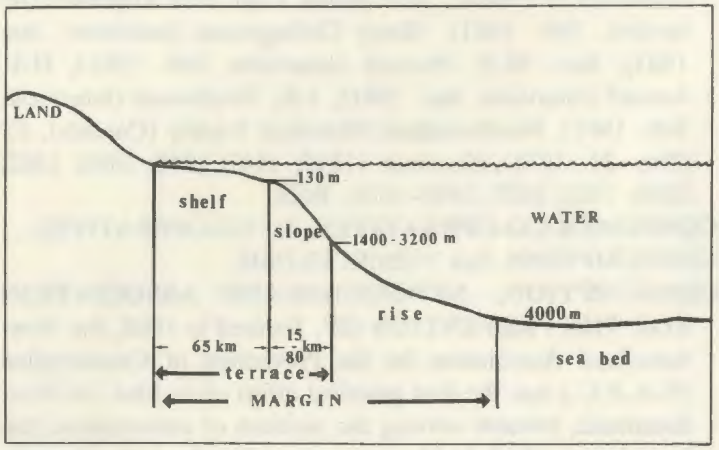
CONSUMPTION, NEWFOUNDLAND ASSOCIATION FOR THE PREVENTION OF. Formed in 1908, the Newfoundland Association for the Prevention of Consumption (N.A.P.C.) was the first practical effort of its kind, in Newfoundland, towards solving the problem of consumption (tuberculosis), which had been a major, often fatal, health problem. In February 1908 a public meeting was held in St. John's to discuss health matters and the problem of consumption. The result was the formation of N.A.P.C. with the Hon. John Harvey *qv* as first president. The association was created to educate the public about consumption and to reduce the number of deaths caused by it.

Three months after the association was formed a meeting was held to report on the progress achieved. Membership had reached 931, public meetings had been held at various communities, and local branches had been formed in Carbonear, Greenspond and Wesleyville. The association had $2,000 and was going to receive another $1,000 to support a teachers' convention planned for August of the same year. The teachers' convention was held to educate the teachers about the disease so that they in turn could spread information to families, through the children. By the time of this meeting membership had grown to between 1,100 and 1,200.

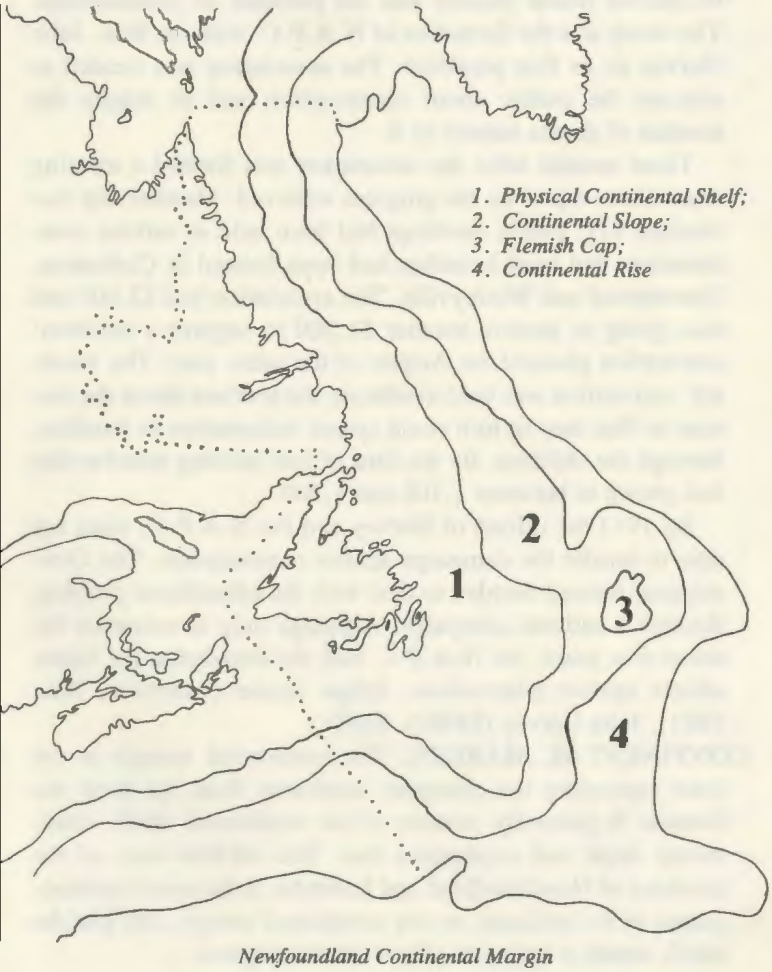
By 1913 the efforts of Harvey and the N.A.P.C. were not able to handle the campaign against consumption. The Government instead decided to deal with the educational problem through a national campaign. Although only in existence for about five years, the N.A.P.C. laid the foundation for future efforts against tuberculosis. Edgar House (interview, June 1981), John Harvey (1910?). EMD

CONTINENTAL MARGIN. The continental margin is the zone separating the emergent continents from the deep sea bottom. It generally consists of the continental shelf, continental slope and continental rise. The offshore area of the province of Newfoundland and Labrador is the natural prolongation of its landmass, or the continental margin, not just the shelf, which is only one of its constituent parts.

The continental shelf is the gently sloping, shallowly submerged marginal zone of the continent extending from the shore to an abrupt increase in bottom inclination. The greatest average depth is less than 205 m (600 ft), the slope is generally less than 1:1000 (rising one metre along each one thousand metres of ocean bottom), the local relief is less than 20 m (60 ft) and the width ranges from very narrow to more than 325 km (200 mi). The continental slope is the continuously sloping portion of the continental margin with a gradient of more than 1:40. It begins at the outer edge of the continental shelf and is bounded on the outside by a rather abrupt decrease in slope where the continental rise begins at depths ranging from 1370 m (4,500 ft) to 3400 m (10,000 ft). There is a gentle incline called the continental apron, at the base of the continental slope, which leads to deep-sea oceanic basins.



Continental Margin Profile (distances are world averages).



Newfoundland Continental Margin

The continental rise is the submarine surface beyond the base of the continental slope, generally with a gradient less than 1:1000, occurring at depths ranging from approximately 1370 m (4,500 ft) to 5180 m (17,000 ft) and leading down to the abyssal plains.

These three physiographic provinces which together make up the continental margin are, in geologic terms, the submerged seaward extension of the continental crustal rocks of the adjacent landmass of Newfoundland and Labrador. Off the coasts of Newfoundland and Labrador the continental shelf is delimited by the 400 m (1300 ft) isobath, the lower boundary of the continental slope is taken at the 2500 m (8,200 ft) isobath and the base of the continental rise occurs at a depth of approximately 3500 m (11,500 ft).

The offshore area comprises the following: continental shelf 738 147 km²(285,000 mi²); continental slope 458 478 km² (177,000 mi²); continental rise 629 367 km² (243,000 mi²). This makes the total offshore area off the Province of Newfoundland and Labrador 1 825 992 km² (705,000 mi²). G.W. Morris (letter, Jan. 1981). BGR

CONVENT BELL, THE. Elizabeth G. Howley and Amy M. McEvoy founded *The Convent Bell* on April 26, 1917. It was published quarterly on behalf of the Alumnae of the Presentation Convent, St. John's, and printed by the Evening Herald Ltd. on Prescott St. in St. John's. The first issue was published during Easter 1917 and gave the periodical's *raison d'être* as being: ". . . to assist in the erection of a new addition to the Presentation Convent." The periodical dealt mainly with ecclesiastical matters, but also featured articles on Newfoundland. It is not known when publication ceased. *The Convent Bell* (Easter 1917; Sept. 1917), Archives GN 32/22. DCM

CONVENTION, NATIONAL. See NATIONAL CONVENTION.

CONVENTS, ROMAN CATHOLIC. See ROMAN CATHOLIC CHURCH.

Donald Frederick Cook

COOK, DONALD FREDERICK (1937-). Musician; educator. Born St. John's. Educated Prince of Wales College; Mount Allison University (Bachelor of Music, Associate of Music in piano teaching and organ performing); Royal College of Music, London, England (Associate Diploma in Organ); School of Sacred Music, Union Theological Seminary, New York (Master of Sacred Music); King's College, University of London, England (research in musicology). In 1957 Cook served as assistant organist and choirmaster at St. George the Martyr Church, London, England. From 1958 to 1962 he was music teacher at Bishop Feild College *qv* St. John's. While there he also served as organist and choirmaster at the *Cathedral of St. John the Baptist *qv*, an appointment he held again from 1965 to 1967, and from 1978 to 1979. In 1962 he was appointed Visiting Lecturer in Organ at Mount Allison University, Sackville, New Brunswick, and organist and choirmaster at Wesley Memorial United Church in Moncton. In 1965 he returned to Newfoundland and was

music teacher at Bishop's College *qv*, St. John's, and from 1967 to 1971 was organist and choirmaster at St. Thomas' Anglican Church. In 1968 he was appointed Specialist in Music at Memorial University of Newfoundland, and in 1975 he was promoted to Associate Professor and Head of the newly established Department of Music, which he had developed and implemented. In 1972 he founded the Memorial University of Newfoundland Music Camp, and in 1976, the Memorial University of Newfoundland Preparatory School of Music. Cook directed the Memorial University Glee Club (1968-1972 and 1974-1976), the Memorial University Festival Choir from 1975 and the Memorial University Chamber Choir from 1977 to 1981. In 1966 he was founding member of the Music Council of the Newfoundland Teachers' Association and has served as an executive member of national and provincial music education groups and councils. Cook has performed as a recitalist in London, New York, Ottawa, the Maritimes and Newfoundland, and has been a director and an adjudicator at musicals and festivals in Newfoundland. He has also performed often on C.B.C. radio and television, both regionally and nationally. D.F. Cook (letter, Dec. 1980), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). JEMP

COOK, HON. ERIC GEORGE (1909-). Senator. Born St. John's. Son of Sir Tasker Cook *qv*. Educated Bishop Field College. Called to the Newfoundland Bar as Solicitor and Barrister October 5, 1932. Cook was Deputy Mayor of St. John's from 1941 to 1945 and he acted as President of the Liberal Association for many years. In 1946 he was created K.C. and by 1958 he had become a Bencher of the Law Society of Newfoundland. In February 1964 he was summoned to the Senate. Among the several boards and commissions on which he served were the Cost of Living Commission appointed by the Commission of Government, and the Royal Commission on Transportation. Cook held positions on the boards of several local businesses. From 1961 to 1965 he acted as chancellor of the Anglican Diocese of Newfoundland. Lawrence Collins (interview, Oct. 1980), *The Canadian Parliamentary Guide 1965* (1965), *DN* (May 2, 1946; Apr. 19, 1949), *ET* (Feb. 17, 1977), *Who's Who Newfoundland Silver Anniversary Edition* (1975). ELGM

Senator Eric Cook

COOK, GEORGE H. (1871-?). Grocer; planter. Born St. John's. Educated Virginia; Church of England East End School, St. John's. Cook was involved in farming, carting and the shore fishery, and in 1900 he established a grocery store in St. John's. He was first president and for twelve years treasurer of the Amalgamated *Fishermen of St. John's *qv*. He was also treasurer of the Newfoundland Liberal Association and at various times he acted as chairman at public and political meetings. *Who's Who in and from Newfoundland 1930* (1930?). EPK

COOK, CAPTAIN JAMES (1728-1779). Cartographer. Born Marton, Yorkshire, England. During his early years at sea (1746-1755) Cook worked as apprentice, able seaman and mate with the mercantile marine trade in the Baltic and North Seas, and in Newcastle. He joined the British Navy in 1755, the year preceding the Seven Years' War, and rapidly rose to the rank of Master's Mate on H.M.S. *Eagle*. By 1757 Cook had been examined for, and received, a Master's warrant and joined H.M.S. *Pembroke*.

While present at the seige of Louisbourg *qv* in 1758 Cook made the acquaintance of two army officers, Samuel Holland and Joseph F.W. DesBarres, both of whom were accomplished mathematicians, astronomers and surveyors. During the following winter at Halifax they taught Cook these skills, which enabled him to draw the maps and charts that later distinguished him in Newfoundland and throughout the world.

In 1759 he became master of the flagship *Northumberland* in Lord Colville's fleet, which sailed up the St. Lawrence to the Battle of the Plains of Abraham. On this voyage, and on another in 1760, Cook was able to prepare several charts of the river and of the area surrounding Quebec City.

Still under Lord Colville's command, Cook sailed to Newfoundland in 1762 to aid in the recapture of St. John's, then under French attack. He later travelled to Carbonear with Desbarres to assist in planning new defences, and while there conducted surveys of the surrounding waters and of Harbour Grace. Cook was commended for this work by Governor Thomas Graves who, in 1763, pressed for his appointment as Marine Surveyor of Newfoundland and Labrador. Graves, in 1763, had been given the added responsibility (as Governor of Newfoundland) of seeing that the terms of the new Treaty of Paris were observed by English and French fishermen. Since the existing maps of Newfoundland were incomplete for the north, west and south coasts, more reliable charts had to be constructed so that the new French territories could be clearly delineated.

Thus, from 1763 to 1767, Cook spent his summers surveying the coasts of Newfoundland, and the winters at his home in England. He began at St. Pierre et Miquelon using the *Tweed*, and then charted the eastern coast of Belle Isle on the Great Northern Peninsula, Croque, Quirpon and Noddy Harbours, and Chateau Bay, Labrador. Cook's task was not limited to surveying but included the supervision of the fishery in this area as well as the prevention of French-Inuit trading on the Labrador coast. In 1764, as master of the *Grenville* and with an assistant, William Parker *qv*, Cook surveyed the area from Pistolet Bay west to Point Ferrole; his destination had been Point Riche but his journey was curtailed when his right hand was injured in an accident at Cape Norman.

Reports of illicit French fishing and trading on the south coast of the Island necessitated Cook's surveying the area from St. Lawrence to Bay d'Espoir in 1765. He also spent some time in Placentia Bay with his former commanding officer on H.M.S. *Eagle*, Sir Hugh Palliser *qv*, then Governor of Newfoundland. That winter Pallister was instrumental in persuading the Admiralty to publish Cook's charts of the Belle Isle Strait, the northeast and south coasts of Newfoundland, and of St. Pierre et Miquelon. These were replete with sailing directions, advice on safe anchorage, nautical observations of winds, tides and so on. Some of these maps are now housed in the National Maritime Museum in Greenwich, England, the British Museum and the Public Archives of Canada.

Beginning where he had left off in 1765, Cook proceeded

from Bay d'Espoir to Fox Island Harbour and Bay de Loup, where he observed an eclipse of the sun from one of the Burgeo Islands. His notes were sent to the Royal Society in London. Before finishing the 1766 surveying season Cook completed his charts of the south coast, travelling to Connoire Bay, Cape Ray and Codroy. In 1767, with a new assistant surveyor and mate, Michael Lane, he sailed along the west coast from Cape Anguille to Point Ferrole, concentrating his efforts in St. George's Bay, Port au Port Bay, Port aux Choix and in the Bay of Islands where he first sighted what was later to become the site of the city of Corner Brook. (In 1972 the city erected a monument to Cook on Crow Hill.) He also travelled up the Humber River for approximately 24 km (15 mi).

More of Cook's charts were published in the winters between the later voyages, and were the first maps to use accurate triangulation. They continued in use for over a century as a standard volume directing ships around the coasts of Newfoundland.

During the remainder of his life Cook became the first European to circumnavigate and chart New Zealand and map the east coast of Australia; he discovered New Caledonia and explored the New Hebrides. He also formulated a method of preventing scurvy by stocking citrus fruits, marmalades, wheat, sugar and other foods that had rarely been included in ships' stores.

In 1776 Cook set out to explore the North Pacific in search of a northern passage between the Pacific and Atlantic Oceans, but was disappointed in the attempt. Arriving at Hawaii in 1779, Cook received a warm reception from the local inhabitants but after bad weather forced their return, they found the natives hostile. On February 14 of that year Cook, while investigating the theft of the ship's cutter, was attacked and repeatedly stabbed by the Hawaiians. A crowded inshore boat remained moored in the bay, unable to provide assistance. J.C. Beaglehole (1974), H.F. Pullen (1970), R.A. Skelton (1973), W.H. Whiteley (1973; 1975), *Captain James Cook and His Times* (1978), *DCB* (IV), *NQ* (July, 1961; June, 1965; Dec. 1970; Oct. 1972). LAP

COOK, MICHAEL (1933-). Playwright. Born Fulham, London. Educated Great Britain. After a brief period of employment as a farm labourer Cook enlisted in the British Regular Army in 1949, serving a twelve-year tour in Korea, Japan, Malaya, Singapore and Europe. In 1963 he attended the Nottingham University Institute of Education, specializing in Drama, Art and English studies. He graduated in 1966 with a teaching certificate, Comprehensive School.

Michael Cook

That year he emigrated to Newfoundland and wrote his first radio play for CBC St. John's. He was subsequently appointed Specialist in Drama with the Extension Department of Memorial University of Newfoundland. Two years later he founded the St. John's Summer Festival of the Arts. During this period Cook regularly acted in and produced local stage and radio productions. In 1970 he was appointed lecturer in the Department of English, Junior Division, at Memorial University. During 1971 his first full-length stage play, *Color the Flesh the Color of Dust*, was performed at the Dominion Drama Festival. Two years later his second stage production, *Head, Guts and Soundbone Dance*, premiered the National CBC "Opening Night" Series.

He was appointed Assistant Professor, Department of English, Memorial University and Contributing Editor of the *Canadian Theatre Review* in 1974. From 1974 to 1978 Cook wrote *Quiller, Jacob's Wake, Not As a Dream, The Gayden Chronicles, Terese's Creed, Fisherman's Revenge* and *On the Rim of A Curve*. While on leave of absence from Memorial University Cook participated in a Canada Council funded promotion tour for Canadian playwrights in Europe in 1979 and continued various literary pursuits. Geraldine Anthony (1978), Eugene Benson (1973), *Canadian Theatre Review* (Fall 1977). WCS

COOK, SIR TASKER (1867-1937). Businessman, politician. Born St. John's. Educated Church of England Academy (Bishop Feild College). After leaving school Cook began work in his father's shipchandler and farm business. Later Tasker Cook acquired Pennock's tinsmith business and held directorships in other Newfoundland businesses. In 1907 he was appointed vice-consul for Norway. Cook also acted as Consul for Denmark and as unofficial Consul for France. He was elected Mayor of St. John's in 1921, an office he held until 1929. (In the 1925 election he was unopposed.) From 1928 to 1932 Cook was a member of the Legislative Council in the Squires Administration and also acted as Chairman of the Railway Commission. The following honours were conferred upon him: K.D. (Denmark); K.S.O. (Norway); Chevalier de la Legion d'Honneur, an Officier de L'Instruction Publique and an Officer d'Academie (France); K.B.E. (1931). E.B. Foran (1937), *EC* (III), *NQ* (Oct. 1907; Spring 1931; Autumn 1937), *Who's Who in and from Newfoundland 1937* (1937?). ELGM

Sir Tasker Cook

COOKS HARBOUR (inc. 1956; pop. 1976, 326). A fishing community located on the Great Northern Peninsula east of Cape Norman *qv* along the barren, rather exposed shores of Neige Bay within the large harbour called Cooks Harbour, which is bounded by an archipelago of islands, opposite Cooks Point, extending a little over .8 km (.5 mi) from the shoreline for approximately 3.2 km (2 mi). The names of some of these features, such as Neige Bay, Fauvette Island and Hamel Point, are of French origin, as is the name Bay du Vaire, perhaps originally *vert*, French for "green," recorded by Captain James Cook *qv* at Cooks Harbour while aboard the *Grenville* in 1764-65 (E.R. Seary: 1960). According to Seary the harbour was also recorded by Cook as Cooks Harbour in 1764 and is "named after, and presumably by Captain James Cook." According to J.C. Beaglehole (1974, p. 80) Cook used the harbour as one of his places of anchorage while surveying and charting the coastline of Newfoundland and, with Quirpon, Cape Norman and St. Anthony *qqv*, it was one of the last stops of vessels for wood and water before proceeding to the Labrador fishery.

With its excellent beaches and proximity to the coast of Labrador, Cooks Harbour was fished by the French and the English in the Eighteenth and Nineteenth Centuries and was possibly used as a fishing station. Its position close to the path of the annual seal migration also made it an excellent base for a land-based seal hunt as well as for a ship-based seal hunt station, and it was noted in 1871 that "A large number of seals are caught here" (*Lovell's Newfoundland Directory*: 1871). According to Patricia Thornton (1981) there was no record of French rooms at Cooks Harbour from the late 1600s to the mid-1800s. In 1858 three French rooms were reported at Cooks Harbour with one ship, ten boats and sixty-five men. This was a relatively small operation compared to Quirpon, Conche-Cape Rouge and La Scie-Fleur de Lys *qqv*, the major French Stations, and Cooks Harbour does not appear to have been used by the French after this time. Cooks Harbour is reported in the 1869 *Census* with a population of forty-three. It was described in *Lovell's Newfoundland Directory* (1871) as "A fishing station on the French shore," and Granon, Kates, Lewis, Lock, Longman, Macoy, Patey, Pilgrim, Portland, Tracey and Warren were listed as fishermen of the community. In 1872 "about ten houses, apparently built on the site of the old French rooms, which had been deserted for years" were reported in Cooks Harbour (*JHA*: 1872, appendix p. 648). The population was "about 50 adults, the men had nearly all gone to the Labrador. The catch of seal and cod had been poor" (*JHA*: 1872, appendix p. 648). In 1876 it was reported that there were found at Cooks Harbour "about fifteen English schooners; they report a poor year for cod as yet. No French here; a few English families" (*JHA*: 1876). Some of the names listed in *Lovell*, such as Longman, Portland, Macoy and Granon, are not listed as Newfoundland family names by E.R. Seary (1976), and it is possible, considering evidence of the reports from the *Journal of the House of Assembly*, that their names were recorded in Cooks Harbour because it was visited by migratory fishermen in large English boats in the late 1800s, who used Cook's Harbour as a supply base for the northern and Labrador seal hunt and cod fishery in addition to a small resident population of year-round fishermen and their families. According to Beaglehole (1974) Cooks Harbour was first used as a summer fishing post only, with inhabitants wintering at a place called Billie's Harbour.

By the 1920s and 1930s Cooks Harbour had grown to a sizeable community on the strength of its early Labrador seal hunt and later its inshore cod fishery, which was consistently among the best in White Bay. By 1951 the population had reached nearly three hundred as families moved from Flowers Cove and the St. Anthony area to live at Cooks Harbour. The settlement had developed as a supply and marketing depot and fish were brought there from smaller settlements along the coast to be shipped to St. John's. By the 1950s there were two churches and a school in Cooks Harbour and several mercantile establishments. A co-operative had also operated in the community for a short time. Because of the stripped soil and barren land, there was very little forestry or agriculture; residents maintained that the trees were all cut by early settlers (*Fishing Communities of Newfoundland*: 1952).

The fishery, principally herring and cod, remained the main source of employment in Cooks Harbour, supplemented by seasonal logging, sawmilling and road construction. Cooks Harbour, which was formerly accessible only by sea and supplied by coastal steamers and traders, was linked by road to St. Anthony and Flowers Cove by the early 1970s. J.C. Beaglehole (1974), E.R. Seary (1960; 1976), Patricia Thornton (1981), *Census* (1869-1976), *Fishing Communities of Newfoundland* (1952), *JHA* (1872; 1876), *Lovell's Newfoundland Directory* (1871). Map D. JEMP and LAP

COOMBS COVE. See ST. JACQUES-COOMBS COVE.

COOMBS, HENRY FREDERICK (1844-*c.*1900). Inventor. Born near Red Bay, Labrador. Coombs was a trader and an inventor; his best known invention was an unsinkable metallic life-boat. In 1886 he exhibited the life-boat and other life-saving attachments at the London Exhibition and presented a paper at the Inventor's Institute. For many years he tried to have legislation passed which required all ships to carry a sufficient number of life-boats to enable all the people on board to escape. In 1888 he wrote *A Narrative of Dangers of the Sea*. J.R. Smallwood (1975), *The Canadian Men and Women of the Time* (1912). EPK

CO-OP NEWFOUNDLAND NEWS. See *CO-OPERATIVE NEWS*.

COOPER, DR. DOUGLAS LE BARON (1905-1969). Educator. Born Saint John, New Brunswick. Educated King's University; Dalhousie University; McGill University. From 1931 to 1941 Cooper worked on the staff of the Fisheries Research Board of Canada. In 1941 he became Associate Professor of Chemistry at Dalhousie University, a position he held until his appointment as Deputy Minister of Trade and Industry for the Province of Nova Scotia in 1944. He vacated this position in 1951 to accept an appointment as Head of the Department of Chemistry, Memorial University of Newfoundland. In this capacity he frequently offered fisheries advisory assistance to the Newfoundland Government until 1957.

Douglas Le Baron Cooper

In 1963 he was requested to assist the Government of Newfoundland to establish the *College of Fisheries, Navigation, Marine Engineering and Electronics *qv* at St. John's. Upon the establishment of the College and until his retirement in the spring of 1968 he acted as Assistant to the President and as President Pro Tempore (during the absences of Dr. William Hampton). In 1966 at the spring convocation Cooper was installed as the first Professor Emeritus of Memorial University of Newfoundland. Cooper died at St. John's on September 15, 1969. Mrs. D.L. Cooper (interview, July 1980), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

COOPER, GEORGIANA (1895-1980). Poet; artist. Born Inglewood Forest, Northwest Arm, Trinity Bay. Educated Random Head; Deer Harbour; Thoroughfare; Our Lady of Mercy Convent, St. John's; The General Hospital School of Nursing. Cooper worked as an office clerk, as the Assistant Matron of the Methodist Orphanage in St. John's, and as the Superintendent of a convalescent nursing home established in St. John's in 1919 for servicemen returning from World War I. When the nursing home closed she left Newfoundland to

pursue post-graduate studies in nursing in Boston, but contracted tuberculosis and returned to St. John's for treatment. During her stay in the sanitorium there she wrote many of her more than 400 poems concerned with Newfoundland nature and folk-life, and which are often deeply religious. After being discharged she convalesced with friends and relatives, and in this period, the mid 1930s, met Muriel Hunter *qv*, one of the founders of the Newfoundland Art Club. Cooper soon became Newfoundland's most prolific and best known artist, producing dozens of watercolours. At this time she met A.E. Harris *qv* who admired her work and presented her with a dozen of his aquatints, some of which she later donated to Memorial University's permanent art collection.

In the 1940s she operated a boarding house with her sister Mina, and still painted occasionally. In 1944, in the year of its inception, she won first prize in the prestigious O'Leary Poetry Competition with a poem called "The Deserted Island."

Throughout the century, Georgiana Cooper's poems were published in the *Daily News*, the *Evening Telegram*, the *Newfoundland Quarterly*, the *Book of Newfoundland*, *Poems of Newfoundland*, and several United States and Canadian papers. A small booklet of her poetry, *Down Aroun' Shore*, was published in 1971, and another, *The Deserted Island*, with fifty poems and twenty-five paintings, appeared in 1979. One of her water-colours is in Memorial University's permanent art collection, and thirty of her paintings have been located in private art collections. Many now remain unaccounted for. PAG

COOPER, PETER (1791-1883). Financier. Born New York City. Peter Cooper, a successful businessman and inventor, was sixty-three years of age in 1854 when he first became involved with Newfoundland. In that year he was approached by Cyrus W. Field *qv* who interested him in purchasing the rights to a charter from a failing company. The company had been granted the charter by the Government of Newfoundland to lay an underwater cable from Newfoundland to Cape Breton Island, Nova Scotia. Cooper was interested in the amount of public good which could flow from such a project, and the relatively low asking price of $40,000. He, along with Field and three others, bought the charter, which included a fifty-year monopoly to lay cables, and a bonus of 129.5 km² (50 mi²) of land and $50,000 when the cable was laid. They formed the New York, Newfoundland and London Telegraph Company, and Peter Cooper became its President, a position which he held for eighteen years. It was this company which was responsible for the successful laying of the cable between Newfoundland and Nova Scotia in 1856. He was also a major investor in the company which in 1865 laid the first telegraphic cable across the Atlantic Ocean from Valentia in the United Kingdom to Heart's Content. See CABLE, ATLANTIC; TELEGRAPH AND TELEPHONE COMPANIES. E.C. Mack (1949). BGR

COOPER, REV. SAMUEL R. (1894-). Clergyman. Born Inglewood, Random Island. Educated Methodist Theological College, Montreal. Samuel Cooper was admitted as a candidate for the Methodist ministry in 1920 and served as a Probationer at Pilley's Island and Laurenceton. He was ordained in 1926 and served at Newton-Sound Island, Greenspond, Lower Island Cove, Bay Roberts, St. Anthony, Glovertown and Brigus before leaving Newfoundland in 1948 for Ontario. During 1945-1946 he served as President of the Newfoundland Conference of the United Church of Canada. In Ontario he served at Romney-Glenwood, Salford and Greenback charges before his retirement in 1962 to Uxbridge, Ontario. D.G. Pitt (interview, Apr. 1981), E.M. Third (letter, Apr. 1981), *The Clerical Caller* (May 1980; Apr. 1981). BGR

CO-OPERATIVE COMMONWEALTH FEDERATION. See POLITICAL PARTIES; NEW DEMOCRATIC PARTY.

CO-OPERATIVE NEWS. This newspaper was founded by Joseph R. Smallwood *qv* on March 25, 1935. It was printed fortnightly, starting March 28, 1935, from the office of Newfoundland Directories at 365 Water Street in St. John's. *Co-operative News*, which was the voice of the Fishermen's Co-operative Union had its editorial office in Bonavista. Smallwood published and edited the paper and also acted as its manager. It is not known exactly when publication ceased. This publication is not to be confused with the monthly bulletin issued by the Co-operative Division of the Department of Agriculture and Rural Reconstruction, entitled *Co-op Newfoundland News*. The latter was started *c.*1939 and edited by Neil MacNeil. Manning and Rabbits of 16-18 Prescott Street in St. John's printed *Co-op Newfoundland News*. It is not known when publication ceased. See CO-OPERATIVES. *Co-op Newfoundland News* (Feb., Oct. 1940), Archives jgn 32/22. DCM

CO-OPERATIVES. Originated in England in the 1840s, and successfully developed by a group of textile workers in Rochdale, England, co-operatives were organizations set up by groups, usually having a common interest, to provide themselves with goods or services. The fundamental principles of co-operatives were open membership; democratic control (one share, one vote); distribution of surplus to members in proportion to their transactions; and limited interest on capital invested in the co-operative.

The three basic types of co-operatives were the co-operative credit society, the co-operative consumer society, and the co-operative producer society, and these were preceded by the formation of a study group, which was an informal gathering of people who discussed the economy of their area and sought ways of improving it through the use of co-operative methods. The co-operative credit society, which in the early years of the co-operative movement served as a non-profit community bank, pooled the cash reserves of all its members and provided short-term, low-interest loans to individual members. The co-operative consumer society usually developed from a buying club. A buying club was a temporary organization which paid less for a product by pooling the money of its members and purchasing large quantities of the product; had permanent members who purchased a minimum number of shares in the co-operative which used this share capital and loans from other sources to buy in bulk; and had a building and a staff to retail the consumer goods. The co-operative producer society would often outfit its members, process what they produced, and market the finished product.

Co-operatives were introduced to Newfoundland and Labrador by Sir Wilfred Grenfell *qv*, who founded, in 1896, a general-purpose co-operative, one that supplied goods to its members and also marketed products for them, at Red Bay in southern Labrador. The co-operative was formed in the fall of the year after the trader in the area had gone south for the

Red Bay Co-operative 1896

winter; it originally consisted of a house with "Red Bay Co-operative Store" written on it in chalk. The society, which started with share capital of eighty-five dollars, hired a schooner to carry the members' catch south and return with supplies. Grenfell later founded general-purpose co-operatives at Flower's Cove, West St. Modeste, Great Brahat, and St. Anthony. However, as a result of opposition from traders, and a departure from a cash-only policy all of these societies were closed or sold to private interests, except the Spot Cash Co-operative which he had founded in St. Anthony in 1913.

St. Anthony general-purpose co-operative

A more ambitious attempt at a type of co-operative movement was a result of the formation of the *Fishermen's Protective Union *qv* (F.P.U.) in 1908. However, according to Margaret Digby *qv* who wrote a report in 1934 on co-operatives in Newfoundland, the F.P.U., which was both a union and, in some respects, a general-purpose co-operative, may have hurt co-operative development in the areas where it was most active. In her opinion this resulted from the F.P.U.'s being unincorporated and, hence, when it failed the fisherman who had provided it with funds had no way of recovering their money.

A successful co-operative consumer society was formed in the central Newfoundland community of Grand Falls in 1920, and registered under the Industrial and Provident Societies Act of 1919 (10 Geo. V, c. 11). The society was formed by 100 members of the community (some of whom were former members of British trade unions who had come to work in the community's pulp and paper mill) with assistance from the Co-operative Wholesale Society of England. This Society sent out a manager, Harry Fletcher, to finalize the setting-up of the society's store in 1920, and who was its general manager for many years after.

Another early co-operative was established at St. Alban's in Bay d'Espoir on Newfoundland's south coast in 1922. The society, which was formed through the efforts of Father St. Croix, the parish priest in Harbour Breton from 1911 and 1943, took over the parish sawmill, which had been built in 1917, and later became a major employer in the community.

In 1933 J.R. Smallwood *qv* formed the Fishermen's Co-operative Union at Bonavista. This Co-operative Union was formed to promote a co-operative movement among the Province's fishermen, but its immediate goal was to raise the price paid to fishermen for their fish and to do so by normal trade union techniques. Smallwood travelled around the northeast coast setting up branches of the Union, which eventually had a membership of 8,000. The union was active between 1933 and 1936 and during that time it published a fortnightly paper, *Co-operative News qv*, and set up facilities for handling fish at Pouch Cove. The union disappeared after Smallwood moved to St. John's to reside.

The Commission of Government became involved in the co-operative movement in Newfoundland in 1934, when it provided loans to set up co-operative societies at Grates Cove, Ferryland, and Pouch Cove. In the following year the Government set up eight resettlement areas, which were known as land-settlements, and built and operated in seven of these areas, stores which were later turned into co-operatives. However, of the three co-operatives set up in 1934 and the seven set up on land-settlements, only the co-operative at Lourdes on the Port au Port Peninsula was successful. The other co-operatives failed in the opinion of some, primarily because the people involved in the stores had not been properly introduced to co-operative ideas and methods.

In the latter half of the 1930s the Government began to promote co-operatives in an effort to inform people about the organizations. The idea of Government promoting co-operatives rather than setting them up was one of the recommendations of Margaret Digby's 1934 report on co-operatives in Newfoundland. Digby, who was associated with the Horace Plunkett Foundation of Co-operative Studies of London and who had been invited to come to Newfoundland to study its co-operative potential, also recommended that the Government pass a co-operative law which would allow the organizations to incorporate, and employ a registrar who would advise and help the societies to develop.

Shortly after her report was completed the Government set up a division of co-operatives in Sir John Hope Simpson's Department of Natural Resources. The first director of the division was W.D. Beveridge, who stayed less than a year. He was succeeded by Gerald Richardson, who came from St. Francis Xavier University in Nova Scotia and who had been associated with a pioneer co-operative movement there known as the "Antigonish Movement." He brought four fieldmen with him from the University who became known as the "Four Macs:" Neil MacNeil, Gus MacDonald, D.J. MacEachern, and Joseph MacIsaac. The central theme of

their effort was the need for study clubs that would precede the formation of co-operatives.

The division began an extensive educational and promotional programme which eventually included a lecture tour by visiting speakers from St. Francis Xavier University, a twice-weekly radio programme broadcast from St. John's, and in 1939 a monthly co-operative newspaper eventually called *The Newfoundland Co-operative News*.

In 1939 the Government passed the Newfoundland Co-operative Societies Act (3 Geo. VI, *c*. 22) which authorized the establishment of a Registry of Co-operatives, and limited the use of the word "co-operative" to registered societies and to those societies of a co-operative nature which had permission to use the term from the Commissioner of Natural Resources. The Act also stated that the societies had to perform an annual audit and submit an annual report to the Registrar. On September 26, 1939 the *Newfoundland Gazette* published the Statutory Rules of the Act and examples of model constitutions.

After the Act was passed the major activity of the Registry was that of preparing co-operative societies for registration. The first society registered under the act was the Fatima Co-operative Credit Society Limited, which was formed in 1936 and registered in 1940. By the end of that year there were fifty-seven registered co-operatives in the Colony, with total assets of over $150,000, and 1,200 study clubs.

In the late 1930s and early 1940s the most intensive co-operative activity occurred in the agricultural and fishing areas on the west and northwest coast of the Island, and in the urban centres, especially on the Avalon Peninsula. Moreover, the first regional, non-profit co-operative organizations were formed on the east and west coasts. The Avalon Co-operative Council, which was formed in St. John's in 1939, and the West Coast Co-operative Council, which was formed in 1941, were set up to help the co-operative movement develop in their respective areas.

In 1941 the two councils staged the first Newfoundland and Labrador co-operative conference, at Grand Falls. One of the topics discussed at the conference was the feasibility of forming an Island-wide co-operative council. However, it was not until nine years later that this idea became a reality with the formation of the Newfoundland Co-operative Union in 1950. The union was set up to take over the role the Government had assumed since 1934 of promoting and developing the co-operative movement. It was not until 1962 that the Government actually ended its heavy involvement in the co-operative movement in Newfoundland.

In 1946 through the efforts of J.R. Smallwood a consumers' co-operative was organized at Gander in central Newfoundland. It was significant because the store it opened in 1947 was the first "supermarket" in Newfoundland, and it was one of the first in the Province to adopt a "self-service cash and carry" policy. By 1950 there were 136 registered co-operative societies in Newfoundland, with assets of approximately $1 million.

Gander Board of Directors, 1981

After Confederation in 1949 the new Provincial Government (five of its ministers had been involved in the co-operative movement) set up a Department of Fisheries and Co-operatives with William J. Keough as Minister. In 1950 it was decided to add an inspection and advisory service to the Registry, and in that year the first inspector (Wilfred G. Dawe) was hired to examine the financial operations and constitutional behaviour of registered societies.

The general emphasis of the co-operative movement in Newfoundland in the 1940s had been on setting up general-purpose co-operatives. In the 1950s the emphasis was on setting up more specialized co-operatives. The change was reflected in the legislation regarding co-operatives which was

Gander Co-op building

amended in the early 1950s to include agricultural, housing, and producer societies. The various amendments to the 1939 Co-operative Societies Act were consolidated in the Revised Statutes of Newfoundland of 1952.

In that year W.J. Keough announced at the third annual conference of the Newfoundland Co-operative Union that the Government planned to withdraw from co-operatives and leave the future development of the co-operative movement in Newfoundland to the movement itself. In 1962 the Government phased out the Extension Division and offered a grant to the Newfoundland Co-operative Union to enable it to take over the role of co-operative development in the Province. In 1964 the union hired David Garland, the first managing director who was not a civil servant. In that year there were 154 registered co-operative societies in the Province, a drop from the 171 societies that had been registered in 1960. One reason for the decline was a better transportation network which allowed the members of smaller co-operatives to form or join larger co-operatives.

In 1965 a study of co-operatives in Newfoundland and Labrador, which the Provincial Government had requested from the Co-operative Union of Canada, was completed under the direction of Donald Snowdon. The study was funded by the Federal Government's Agricultural and Rural Development Act (A.R.D.A.), and one of its conclusions was that many failures of co-operatives in the Province were the result of a lack of continuous co-operative education for members, officers, and managers of co-operative societies. It suggested that this problem could be solved if the Extension Service of Memorial University of Newfoundland became involved in co-operative education, and if the education funds of the Province's co-operative societies were given to the Newfoundland Co-operative Union, which could use them to develop a sound education programme. The report's major recommendation to the co-operative movement, however, was that the Newfoundland Co-operative Union should become a multi-purpose co-operative central which was independent of Government grants and which provided a greater number of commercial and non-commercial services to its member societies. The report also emphasized the potential benefits of strong producer co-operatives in the Province, and suggested that the Co-operative Union and the Provincial Government aid in the formation of such co-operatives, especially in the area of fisheries. By 1967 the Co-operative Union had acted upon some of the report's recommendations (it had expanded its services to member societies and changed its name to Newfoundland Co-operative Services to reflect its new functions) but it was still dependent on Government grants.

In the 1970s the trend in the co-operative movement was towards fewer societies with larger member populations and modern facilities, and this was reflected in the fact that between 1972 and 1978, 100 co-operative societies ceased to function in the Province.

In 1980-1981 it appeared that the Government of Newfoundland would once again become involved in co-operative development. In 1980 it transferred the Co-operative Registry, which had fulfilled a regulatory role since the Government withdrew from co-operative development in 1962, from the Department of Justice and Consumer Affairs to the Department of Rural, Agricultural and Northern Development, where it was expected to become involved in co-operative development. Also, in 1981, Joseph Goudie, the Minister of the latter department, announced that the Government's financial support towards the merger of two credit unions ". . . was the first in a series of decisions which government will be addressing to assist, within reason and discretion, in the enhanced development of the co-operative and credit union movement in the province" (*ET*: May 6, 1981). In 1981 there were fifty-five co-operative societies in the Province with a total combined membership of over 35,000.

CO-OPERATIVE BUYING. A consumer co-operative society was a voluntary society set up by a group of individuals to provide themselves with consumer goods at the lowest possible cost. The members purchased a minimum amount of share capital in the society, and this capital and loans from other sources were used to set up a store. A board of directors was elected by the members, and it then hired a manager to operate the store. The board held regular meetings to evaluate the progress of the co-operative store, and at the end of each year they would report any problems or proposed changes at the society's annual general meeting. Any major changes in the society or the store had to be approved by a majority of the members attending the annual meeting.

The basic principle of a co-operative store was that any savings or profits made by the store would be returned to each member in proportion to the amount of money the member had spent at the store. Some societies passed on their profits immediately by selling products at the same price the store had paid for them, while others sold products at the same price as non-co-operative retailers and passed on savings at the end of each year in the form of patronage refunds. In the first type members agreed to buy a certain number of shares over a period of several years and to pay a weekly service fee to cover the store's operating expenses; as a result they could buy from the store at a wholesale price. With the second type, which was more common in Newfoundland, the society returned to each member, after all operating costs had been deducted, a percentage of the store's savings in proportion to the amount of money the member had spent at the store during the year.

The first societies of this type established in Newfoundland and Labrador were the general purpose societies set up by Sir Wilfred Grenfell in northern Newfoundland and southern Labrador in the late 1890s. The first consumer society registered was the one at Lourdes on the west coast which opened its store in 1939 and was registered in 1940. The society, which suffered a number of set-backs in the beginning, was reorganized in 1951, and it was important in stabilizing the economy in the area. By 1963 the members had 100% equity in the business, and in 1970 the store reported sales of over $200,000. In 1980 its sales had risen to over $300,000.

On the east coast, in St. John's, a number of co-operative stores were set up by the Newfoundland Industrial Workers Association (N.I.W.A.) in 1918. However, within three years they were all closed. By 1940 there were thirty registered general purpose co-operatives in Newfoundland and Labrador which offered services similar to those of a consumer co-operative to their approximately 3,000 members. Also, there were two large consumers' societies at Grand Falls and Corner Brook which were set up according to a British model and registered under the Industrial and Provident Societies

Original store built in 1938

Corner Brook building 1981

Act of 1919. The Grand Falls society, which was the largest consumer co-operative in Newfoundland for many years, remained outside of the co-operative movement in the Province until the formation of the Newfoundland Co-operative Union in 1950, which the society joined and became one of its most active members. In 1966 the Grand Falls society registered under the Co-operative Societies Act, and in 1970 it had assets worth over $700,000 and reported sales of almost two million dollars. By 1980 its annual sales reached nearly four million dollars.

The Corner Brook society, which by 1970 was the largest consumer co-operative in the Province, was conceived in 1928 when a group collected $10,000 to set up a store. However, the money was refunded when it was learned that the owners of the city's pulp and paper mill would set up a store that would sell to employees at cost. Nevertheless, in 1936 a second group was formed and in 1937 they registered their society under the Industrial and Provident Societies Act. By 1945, the year the society registered under the Co-operative Societies Act, there were 669 members and the society had assets worth over $100,000. The store expanded until 1949, when it was destroyed by fire, but it was soon rebuilt and within ten years the society became the first co-operative in the Province to have assets worth over one million dollars. In 1970 the society reported sales of nearly four million dollars, and in 1980 its sales had risen to almost nine million dollars.

The members of the first committee

In Newfoundland there were a number of attempts to form wholesale co-operatives, organizations which purchased directly from producers and sold to retailers, in an effort to increase the savings of consumer societies. The wholesale co-operative returned any savings or profits to each member society in proportion to the amount of money the particular society had spent at the wholesale society. The first wholesale organization was Eastern Wholesale Service which was set up in 1947. The society was opened to all registered and unregistered co-operative societies in the Province, although it eventually did most of its business with the St. John's Consumers Co-operative. However, problems with the operation of the society led to its being dissolved in 1950.

Corner Brook Board of Directors, 1981

There were also wholesale co-operatives which operated for a short time on the Burin Peninsula (1947-1949) and Fogo Island (1958-1963). In 1952 the Newfoundland Co-operative Union attempted to join the Co-operative Wholesale Society of England, and, although it did not obtain membership, its desire to form a wholesale division led in 1958 to the Corner Brook Co-operative providing wholesale services to smaller co-operatives in the Province.

In 1966 the Gander and the Grand Falls co-operatives began dealing with a Maritime wholesale organization in Moncton, New Brunswick, which was then known as Maritime Co-operative Services (it later changed its name to "Co-

op Atlantic''). This wholesale organization expanded its services in the Province and by 1980 it was the primary co-operative wholesale supplier in Newfoundland.

In 1950 there were forty-six registered consumer co-operatives in the Province which served over 5,000 members. By 1960 there were only four more registered consumer co-operatives, but the total membership had grown to just over 6,000. The trend of fewer societies with larger numbers of members continued through the 1970s, and in 1980 there were only nineteen consumer co-operatives, but their membership was over 20,000. In 1981 the nineteen societies employed 421 people.

CO-OPERATIVE CREDIT. A credit co-operative society, also known as a credit union, was a voluntary organization set up by a group of individuals to provide themselves with financial services at the best possible rates. The structure of the society was the same as a consumer society's, with an elected board of directors that hired staff to operate the society; the activities of the society were controlled by the members who voted on any major changes in the society. There were two types of credit societies: a community credit society and an industrial credit society; the first had membership open to all Newfoundlanders, and the second restricted membership to individuals who were associated with each other through work or other affiliation.

The first credit society in Newfoundland was the Fatima Co-operative Credit Society Limited which was organized by D.J. MacEachern, a co-operative fieldworker, at Lourdes on the west coast in 1937. The society, which began with assets of ten dollars, had assets of over $14,000 by 1950, and it served over 200 members. However, its membership gradually declined (in 1960 it had 177 members, and in 1970 it had 156 members) and in 1978 its registration was cancelled. By 1940 there were twenty-seven registered credit societies with total assets worth over $45,000 providing services to approximately 3000 members. In that year credit societies made loans which amounted to $65,000.

The early development of credit societies in Newfoundland occurred primarily in the farming areas on the west coast, and in the city of St. John's on the east coast. The westcoast societies were formed as a result of the activities of fieldmen from the Co-operative Registry, and the societies in St. John's were formed by trade unions of the city. By 1950 there were eighty-two registered credit societies in the Province with assets over $300,000 serving nearly 5,000 members. In that year the societies made loans amounting to $180,000.

In the years following 1950 many of the rural credit societies were dissolved, while the societies in urban centres, with the help of the regular wages of their members, continued to grow. By 1960 there were sixty-six registered credit societies; yet by 1980 there were only fourteen societies and most of these were in St. John's.

The development of credit societies in the Province was helped by the formation of various regional and provincial credit centrals. A credit central was an organization which pooled the surplus funds of its member societies and made loans to individual societies. The first credit central in the Province was formed by four St. John's credit societies in 1939 and was known as ''Centrasoe.'' In 1941 the society was absorbed by the Avalon Co-operative Credit Society, a regional credit central which was set up in that year. A second regional credit central was set up by five credit societies in the Codroy Valley on the west coast in 1946 and was known as the Caribou Co-operative Credit Society. It remained active until 1948, when it was dissolved without loss to its member societies.

The regional credit central on the Avalon Peninsula changed its name from ''Avalon'' to ''Adventure'' in 1945 and restricted membership to societies in and around St. John's. However, its constitution was changed to allow it to make loans to any registered co-operative in the Province. In 1955 the society was replaced by the Newfoundland Co-operative Credit Society, a provincial credit central, which opened its membership to all types of co-operatives in Newfoundland and Labrador. The provincial credit society was active until 1968, when it was replaced by the Terra Nova Co-operative Credit Society which offered membership both to individuals and to societies throughout the Province.

In 1981 a merger was effected between Terra Nova and the largest co-operative credit union in the Province, the Newfoundland and Labrador Credit Union. The latter credit union had been formed in 1957 as a result of a decision made at the Newfoundland Teachers' Association (N.T.A.) convention in the previous year, and it was originally known as the N.T.A. Co-operative Credit Society. The society, which remained unregistered until 1960, restricted its membership to teachers

Newfoundland and Labrador Credit Union building, St. John's

Credit Union Board of Directors, 1981

in the Province. The year the society registered it had assets of nearly $5,000 and it served eighty-five members. However, by 1970 its assets had grown to over $700,000 and it had over 1000 members. By 1981 it had assets worth over twenty-two million dollars and a member population of over 6,000. In the following year it became a public credit union and changed its name to the Newfoundland and Labrador Credit Union to reflect its new status. In 1981 there was a total of fifty-one employees in all the Province's credit unions. In 1981 the Credit Union had branches in Grand Falls, Corner Brook and Labrador City, with head offices in St. John's, and a total of twenty-six employees.

CO-OPERATIVE HOUSING. A co-operative housing society was a voluntary organization set up by a group of individuals to provide themselves with housing at the lowest possible cost. Housing societies had the same structure and operated in the same way as consumer co-operatives. In Newfoundland there were two types of co-operative housing societies: a construction type co-operative, and a continuing type co-operative. The construction type co-operative, which usually had from five to ten members, who purchased share capital in the society and helped with the construction of the homes, existed until each member had his own home. The second type of co-operative housing society usually had a larger membership and the homes it built or renovated were owned by the society and rented to its members at the lowest possible rate. However, because of the co-operative nature of the society, the members were both tenants and landlords and had control over the rent and services provided by the co-operative.

CONSTRUCTION CO-OPERATIVES. The first construction co-operative in the Province was the Humber Housing Co-operative Society which was formed in Corner Brook in 1942 and registered in 1945. The society, which had loans from the Provincial Government and Bowaters Newfoundland Pulp and Paper Company, had completed thirty homes in the Mount Bernard area of Corner Brook by 1950. By 1960 it had completed fifty-seven homes but, unlike other construction co-operatives, it did not apply to the Co-operative Registry to close until the mortgages on all the houses were paid in 1973.

The number of construction co-operatives in the Province began to increase after an agreement between the Provincial Government and Central Mortgage and Housing Corporation (C.M.H.C.; later the Canadian Mortgage and Housing Corporation) was signed in 1950 whereby the Government provided starter funds to housing societies and C.M.H.C. provided progress payments and arranged long-term mortgages. In 1955 the Co-operative Registry hired a Co-operative Housing Inspector to give assistance to the many housing co-operatives that had been formed after 1950 in the Province's urban centres. By 1958 housing co-operatives had completed 282 homes and another ninety-five were under construction. The construction co-operatives continued to be popular in the 1960s and by 1966 they had completed 339 houses in St. John's, 111 in Gander, and sixty-eight at Corner Brook. However, in the 1970s fewer co-operative housing groups were formed because it became more difficult to obtain low-cost land in any of the Province's urban centres. By the late 1970s the continuing type of co-operative housing society was the most popular form of co-operative housing in the Province. The societies were set up to provide housing for low and moderate income individuals and families, and they received technical advice from two government-sponsored resource groups in the Province and financial assistance from C.M.H.C. The first continuing type of co-operative set up in the Province was the Exploits Valley Continuing Housing Co-operative which was registered in 1980. By 1981 there were nine housing co-operatives registered in Newfoundland and Labrador.

CO-OPERATIVE INSURANCE. A co-operative insurance society was a voluntary organization set up to provide insurance services at the best procurable rate. An insurance co-operative had the same structure and operated in the same way as other co-operative societies. The first co-operative insurance society set up in the Province was the Avalon Co-operative Insurance Society which was organized at Cabot House, Brigus, in 1941 to provide loan protection to credit societies in the event of the death of a member with an unpaid loan. In 1945, after a notice of impending cancellation from the co-operative Registry, the society was reorganized and changed its name to the Cabot Co-operative Insurance Society. In the following year it inaugurated a share savings plan for members of credit societies whereby the family of a credit society member who died received double the amount of his credit society savings. In 1947 the insurance society served ten member credit societies, and in 1948 it introduced a hospitalization plan. By 1949

the society had member societies throughout the Province, and in 1956 it had a total of twenty member societies. In 1966 its services were taken over by Co-operative Insurance Services, which was at the time a holding company for two national insurance co-operatives: Co-operative Life Insurance Company and Co-operative Fire and Casualty Company. The latter company had become involved in the Province in 1956 through the efforts of the Newfoundland Co-operative Union. After Co-operative Insurance Services was formed it was represented in the Province by the Newfoundland Co-operative Union and by the consumer societies at Gander, Grand Falls, and Corner Brook, which acted as agents for the company until 1965 when the company moved permanent staff to the Province.

Co-operative Insurance Services fulfilled the particular insurance needs of credit societies and offered general insurance services to the public. In 1979, after a merger with an Ontario co-operative insurance society (Co-operators' Insurance Association, Guelph), Co-operative Insurance Services changed its name to The Co-operators. By 1980 it had divisional offices in most of the Province's urban centres and had extended its insurance services to most areas of the Province.

PRODUCER CO-OPERATIVES. A producer co-operative was a voluntary society set up by a group of primary producers to provide themselves with the materials necessary for their occupation and then to assemble, process, and market the items they produced. The societies had the same structure and operated in the same way as consumer and credit co-operative societies. In Newfoundland and Labrador there were many types of producer societies, but the majority were set up by either farmers or fishermen. The first producer societies were set up by Sir Wilfred Grenfell in the 1890s to market the fish caught in communities on the Northern Peninsula and in Southern Labrador.

A more successful marketing operation began in 1937 when a fisherman from the Highlands Study Club in the west coast of the Island sent a trial shipment of lobster to the Boston market and received the highest price for lobster that season. By 1939 a type of unregistered co-operative society was formed by fishermen along the west coast. It pooled the lobster catches of its members at Cow Head and at other communities along the coast and shipped the lobsters to the Boston market. The society, which became known as the Co-operative Marketing Association, had its peak year in 1940, when over 1,500 lobster fishermen sent nearly 453 600 kg (1,000,000 lb) of lobster to market. However, in 1941 the number of fishermen involved in the association began to decline, and by the end of the 1940s a regional fisheries marketing agency, United Maritime Fishermen (U.M.F.), became involved in lobster marketing in the area. U.M.F. expanded its operations in the 1960s and eventually operated small lobster processing plants along the west coast, but by 1980 it operated only one lobster processing plant.

In the 1930s and 1940s the functions of a producer society were carried on by general-purpose societies, and of the thirty-six general-purpose societies registered in 1942 five marketed products for their members. It was not until 1950 that producer societies were registered as such under the Co-operative Societies Act, and in that year four producer societies were registered and thirteen general-purpose societies marketed products for their members.

FARM CO-OPERATIVES. Up to 1959 most of the successful marketing by societies had been done on behalf of fishermen, whereas farmers in the Province's agricultural regions were for the most part unsuccessful in marketing products through producer societies. However, in that year the first of three successful producer societies for farmers was registered in St. John's, and by 1970 the society, Eastern Farmers Producer Co-operative, reported sales of nearly $500,000. By 1980 its sales had risen to over one million dollars. In 1966 Wesco Dairy & Poultry Producers Co-operative of Corner Brook was registered, and by 1980 it had sales of over three million dollars. The third society, Provincial Poultry Producers Co-operative of Portugal Cove, was registered in 1968, and by 1970 it had sales of over $500,000. In 1980 it reported sales of over three million dollars.

By 1980 the most successful co-operative producer society in Newfoundland and Labrador was the Fogo Island Shipbuilding Producer's Co-operative Society, which was initially formed by the Fogo Island Improvement Committee with assistance from the Extension Service of Memorial University of Newfoundland. The society was registered in 1967 and at that time it had 127 members. In the following year it began construction of a longliner fleet and its membership rose to 575. By 1969 it had assets worth over $100,000 and reported sales of over $300,000. The society bought fish that the local fishermen had caught in longliners built by it, processed the fish in plants on the Island, and marketed the finished product. In 1970 the society's sales rose to over one-and-a-half million dollars. In 1974 the society was in financial difficulty, but a good fishing season that year enabled it to recover and by 1980 it had assets worth over two million dollars and sales of nearly five million dollars. Moreover, the co-operative created substantial year-round employment and eliminated able-bodied relief on Fogo Island.

In 1980 there were thirteen registered co-operative producer societies serving a member population of 2,000 and employing over 190 people.

ORGANIZATIONS. Throughout the history of the co-operative movement in Newfoundland and Labrador, organizations have been formed with the primary aim of promoting the development of co-operative societies. One of the first such organizations was the Avalon Co-operative Council, formed in 1939 at a two-day conference at the Newfoundland Hotel in St. John's. The society was active until 1951 and during that time it formed Eastern Wholesale Services and studied non-commercial co-operative organizations in Canada. It was mainly active in St. John's, although it did provide some contact among co-operatives on the Avalon Peninsula, and one of its major interests was in the credit union movement. In 1951 it was instrumental in the formation of the Newfoundland Co-operative Union, which replaced it in 1951.

The West Coast Co-operative Council was conceived at the first co-operative summer training school held at St. John's in 1937. However, it was not until 1941 that nine west coast co-operatives formed the regional society. By the end of that year it had twelve member societies, including the St. Anthony co-operative. In 1942 problems developed on the Council as a result of the isolation of some of the member societies, which made it difficult for them to be represented in the council; there was also no full-time officer to handle its affairs. After 1944 the Council became less active, and in 1951 it was re-

placed by the Newfoundland Co-operative Union. The Avalon Co-operative Council and the West Coast Co-operative Council were responsible for the Province's first co-operative conference in Grand Falls in 1941.

The Newfoundland Co-operative Union was formed as a result of a co-operative conference sponsored by the Department of Fisheries and Co-operatives shortly after Confederation. The union was set up under the guidance of Cyril Janes and it was responsible for the promotion and development of co-operatives in Newfoundland and Labrador. The Union's membership was open to all co-operatives in the Province and as a result it was able to bring the three large consumer societies at Grand Falls, Gander, and Corner Brook directly into the Province's co-operative movement. It was funded by dues from member societies and the Government provided a civil servant (who acted as the Union's managing director), office space, and stenographic assistance. The Union at this time kept the co-operative movement in the Province in touch with national trends, it provided a means for co-operatives in the Province to exchange ideas, and introduced and encouraged the sale of co-operative fire and casualty insurance.

At its annual conference at Gander in 1962 the Union was told that the Government planned to disband its Co-operative Extension Division and that the money saved would be given as grants to the Union to allow it to take over the responsibility for the promotion and development of co-operatives in the Province. By 1964 the Union had signed a management agreement with the Co-operative Union of Canada and in that year David Garland became the Union's first non-government managing director. At the end of that year the Union, which had been registered under the Co-operative Societies Act in 1954, reported to the Registrar of co-operatives that it had fifty-three member societies.

In 1967 the Union changed its name to Newfoundland Co-operative Services to represent more accurately its role as a provider of management, accounting, and audit services to its member societies. The organization also provided national representation for Newfoundland and Labrador co-operatives in national organizations, such as the National Association of Credit Unions and the Co-operative Union of Canada, and it was associated with Maritime Co-operative Services, United Maritime Fishermen, and The Co-operators, a national insurance co-operative. In 1980 the managing director of the organization was Jerome Delaney. In 1981 it changed its name to the Newfoundland and Labrador Federation of Co-operatives.

A second organization to aid co-operative development was set up in 1950 by the Government of Newfoundland and was known as the Co-operative Development Loan Board. It administered the Co-operative Development Loan Fund which was available to societies wishing to expand their operations. The Board operated until 1973 when it stopped granting loans.

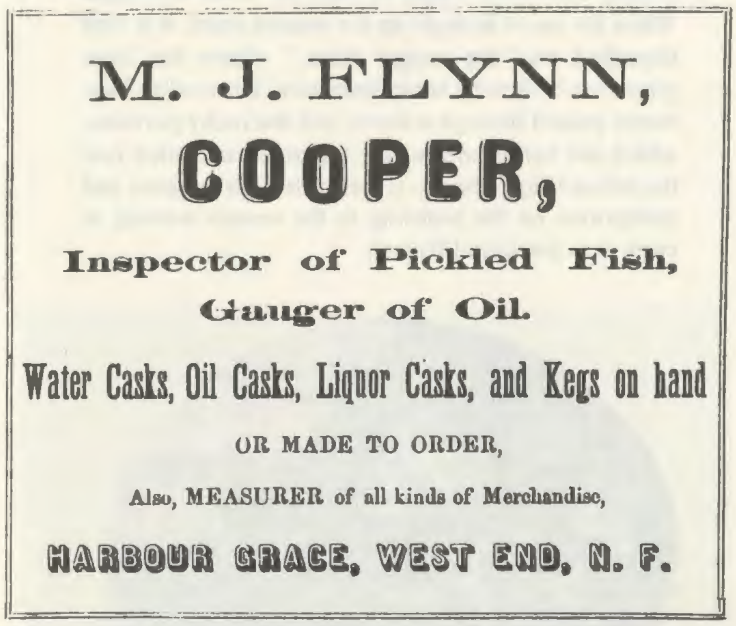
In 1977 the Credit Union Council of Newfoundland was set up and made responsible for all of the credit unions in the Province. Its major aim was to assist existing credit unions and to promote the formation of new credit unions. In 1981 it had finalized plans to affiliate with the Credit Union Central of Nova Scotia.

Lawrence Cashin (1975), Wilf Dawe (interview, Sept. 1981), Jerome Delaney (interview, Sept. 1981), Margaret Digby (1934; 1935), C.C. Janes (1967), Sam Kean (interview, Aug. 1981), W.J. Keough (1952; 1954), Cecil Ledwell (1980), Joseph MacIsaac (n.d.), R.A. MacKay (1946), John Parker (1950), Gerald Richardson (1937; 1940), Ed Russell (1948), J.R. Smallwood (1937c), Donald Snowdon (1965; letter, Oct. 8, 1981), Annual Reports of the Co-operative Registry (1940-1964 *passim*), "Co-operation and Newfoundland's Future" (1946), "The Grand Fall's Co-operative Society" (1975). EPK

COOPERS. Coopers, or barrelmakers, were likely among the earliest craftsmen to arrive in Newfoundland, accompanying the Basque, Breton and West Country fishing ships from the late Fifteenth Century on. Barrels were a necessary part of the traditional fishery and the cooper trade flourished in Newfoundland until the mid-Twentieth Century, when plastic containers began to be used; the small number of barrels used thereafter were mostly imported.

Gander store employees, 1981

In the outports the skills of the trade often passed from father to son, as there was no apprentice system. Many coopers worked only in the winter, turning to the fishery in the summer; others were coopers full-time. Until the sawmills took over, coopers cut their own timber to make the staves and they often made their own wooden hoops. In addition to making slack barrels (to carry dried or salt-cured fish) and tight barrels (to carry berries, rum or any wet substance) coopers were also called upon to make buckets, churns, dippers, bailers, trawl-net tubs and other work for the home. Often



producing between twelve and fifteen fish casks in a ten-hour day, coopers were paid by the piece and generally earned a good wage.

In St. John's the coopers specialized in barrels for the trade in rum and fish. After the 1892 fire a number of the coopers employed at the Dundee Rooms on the Southside decided to form a union, the St. John's Journeymen Coopers' Union. As well as improved wages, the coopers wanted regulation of working hours and payment of death benefits for members and their families. In 1937 there were 180 members of the Coopers' Union, but the numbers have since declined.

In 1972 S.T. Jones and Company of Little Bay Islands started the only cooperage then on the Island, but although firms were interested in their product they could not get enough knot-free wood. Herring is now packed in barrels imported from Norway or in plastic containers. E. Gould (n.d.), G.N. Horvath (1976), J.J. Powers (1937), *DA* (Aug. 1976). PMH

COOPERS COVE. See TACKS BEACH.

COOPERS' UNION. See COOPERS; UNIONS.

COOTE, THOMAS (*fl.*1806-1813). Chief Magistrate. G.W.L. Nicholson (1964) records that Magistrate Thomas Coote wrote Governor Sir Erasmus Gower *qv* to inform him of a French Squadron of war ships reputedly cruising in the West Indies. Coote was concerned that Newfoundland's depleted garrison would be unable to defend it as the Royal Newfoundland Fencibles had exchanged posts with the Nova Scotia Fencibles, who were considered inferior replacements by the merchants and people of St. John's. Coote told the Governor that he had called a meeting of the inhabitants, which had resulted in the formation of a Volunteer Armed Association with five companies of fifty men each. In 1806 this Association received official recognition and was renamed the Loyal Volunteers of St. John's, but Coote did not serve as an officer or soldier in this corps.

In 1811 Governor Sir John T. Duckworth *qv* ordered Chief Magistrate Coote to survey land suggested as a possible site for a Roman Catholic cemetery. Coote reported back to Duckworth that he had surveyed "that piece of ground situate on the side of the Hill near Fort Townshend and joining the road leading by the Charity School, towards the barrens" (Archives GN/2/1/2:1809-1811, Vol. 21). He also enclosed a plan describing the proposed cemetery. That year Duckworth granted the Roman Catholic Church the right to bury their dead on the land that Coote had surveyed. In 1813 Coote was appointed a Justice on the Commission of the Peace. See CEMETERIES AND BURIAL GROUNDS; REGIMENT, ROYAL NEWFOUNDLAND. G.W.L. Nicholson (1964), D.W. Prowse (1895), Archives GN 2/1/2 (1809-1811, Vol. 21). JEMP

COOTS. See RAILS.

COPPER. Copper has been in use for about 6,000 years and since about 1850, with the development of electricity, it has become a much sought-after mineral because of its electrical conductivity. In addition to its electrical uses it is used in the manufacture of brass, an alloy of copper and zinc, and in the manufacture of bronze, an alloy of copper and tin. Kitchen wares, plumbing supplies, roofing, and a host of other items are also made from copper.

Copper-bearing mineral deposits are found in various locations around Newfoundland and in Labrador. The most common copper minerals are sulphides, principally chalcopyrite ($CuFeS_2$), chalcocite (Cu_2S), bornite (Cu_5FeS_4), ovellite (CuS), tetrahedrite ($Cu_{12}Sb_4S_{13}$), and cubanite ($CuFe_2S_3$). The copper oxide, cuprite (Cu_2O), native copper and the carbonates malachite ($Cu_2(CO_3)(OH)_2$) and azurite ($Cu_3(CO_3)_2(OH)_2$) also occur in the Province. Copper ores,

Copper mine, Southwest Arm, 1878

principally of copper sulphides, are found around the Notre Dame Bay area, primarily in ancient ocean-floor pillow lavas and in the Buchans volcanic area. In Labrador, in the Seal Lake to Makkovik area, are a number of copper-bearing ore bodies.

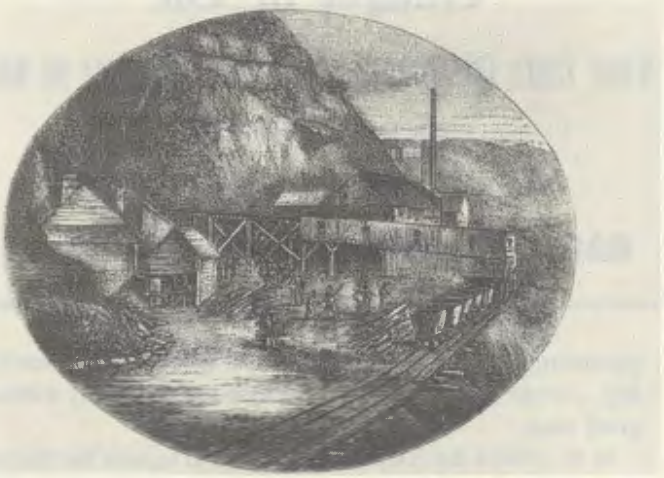
Copper mining in Newfoundland did not really develop until the 1860s. A short-lived copper mine, the first recorded mine of any type on the island or in Labrador, was operated at Shoal Bay on the Avalon Peninsula in the late 1770s, but its impact on the economy and the development of mining at this time was negligible. It was not until the second half of the Nineteenth Century, in the wake of the development of the electricity-based industry in the western world that copper mining on the Island became relatively important.

The first signs of an interest in copper mining appeared in the second half of the 1850s when nine small copper mines were opened around the Island in the following locations: English Ridge, Conception Bay; Frenchman's Hill, Placentia; Greffins Point; Harbour Mille, Fortune Bay; Pacquet, Baie Verte Peninsula; Rocky Cove; Stoney House Cove; Baie Verte; Turk's Head, Conception Bay. With the exception of the mine in Baie Verte (known as the Terra Nova mine), all these mines were short-lived and their production probably quite small.

While these mines were operating, exploration for other ore bodies was being conducted. In 1854 a prospector, Smith McKay, discovered a rich deposit of copper ore in a small cove, Tilt Cove *qv*, on the west side of the Baie Verte Peninsula. Seven years later in the same cove he and C.F. Bennett *qv* opened what became the first important copper mine in Newfoundland; it was called the Union Mine. Its size and the amount of copper ore exported from it in the late 1860s attracted much attention. The Government, which saw in it the possible beginning of a large and prosperous industry which would take some of the strain off the fishery as a source of employment, gave the mine much publicity. Since large markets existed for the copper, ore-mining interests, both local and foreign, were soon scouring the countryside to search for signs of more large copper deposits. What resulted from this was a copper boom. Within a few years of the opening of Tilt Cove a large number of copper mines was being worked, the majority located in Notre Dame Bay. Although many of these were small, a number of large, productive mines stand out: the Betts Cove mine, opened in 1875; the Little Bay mine, opened three years later; and the Terra Nova mine in Baie Verte, which had been worked in the 1850s and was reopened in the early 1860s. Outside the Notre Dame area a small number of copper mines was also opened, notably at Goose Bay (Hare Bay), St. Juliens and York Harbour. Copper mining thus became the first, and until the end of the century, the most important mining industry on the Island. (Thereafter iron mining became far more important.) According to D.J. Davies (1927?) Newfoundland became the sixth largest copper producing country in the world in this period.

What conditions were like in the mines is hard to surmise. However, some relevant information on the Betts Cove mine has survived. The following description of Betts Cove mine from Moses Harvey (1879), although probably typical also of Tilt Cove and Little Bay, should not be taken as descriptive of other copper mines in the country, which were small and short-lived. The Betts Cove mine was located in a high bluff which overlooked the cove itself. According to Harvey (p. 82):

> The 'outcast shaft' up which all the ore is hoisted by a steam engine of sixty horsepower, is opened under Betts Head, and at a short distance below the summit. Here the outcrop of the deposit was first discovered and the first shaft sunk. Besides the outcast shaft there are five others, only some of which are in use for ventilation and other purposes. Compressed air is forced through pipes down these shafts by steam power, so as to keep a constant supply of fresh air in the workings. When the ore is brought up the outcast shaft, it is first deposited on "the copper floor," where the large pieces are broken by heavy hammers, the smaller fragments passed through a sieve, and the rocky portions, which are barren of ore, are separated and piled into the refuse heap. The ore is then filled into wagons and transported on the tramway to the vessels waiting to carry it to Swansea [Wales].



Copper mine, Betts Cove

Harvey goes on to describe the mine itself (pp. 82-84):

> Before making the descent we were clad in miner's suits, and had each a lighted candle placed in our hands. The descent is easy for the first fifty or sixty feet, being down an inclined shaft, having a stairway with a moderate declivity. Then came a further descent, by almost perpendicular ladders into the gloom and we had reached the first 'level' . . . we found ourselves at the bottom of a vast chamber, which had been formed by the removal of the copper ore. Overhead we could dimly discern the vast arch of rock, sixty feet in height, like the dome of a cathedral. This immense cavity, sixty feet in depth, had been scooped out by the miners, in drilling and blasting a great bed of copper ore which originally filled it. . . . Through an opening on one side we obtained a glimpse of miners at work at a lower level, driving a new gallery. Candles were stuck to the rocky walls, and here and there a torch flung its rays, lighting up the stalwart forms of the miners . . . some were piling the . . . ore into waggons; some wielding pickaxe and crowbar; some with heavy hammers striking the drills and driving them deep into the rocks, preparing for the explosion that was to rend the solid mass. Massive pillars of

> ore are left standing at intervals for the support of the roof. . . . By-and-bye these pillars will be removed and replaced by wooden supports. Having gone through the main galleries of the first level or story, we descended a second shaft to a lower level. Here . . . chambers opened right and left. . . . Iron tramways were laid down, on which the ore was conveyed from the workings to the outcast shaft. . . . The lowest workings are four hundred feet below the surface and four stories or levels have been formed.

As well as the mine, this company also operated a jigging mill, where the dust and smaller fragments of ore which had been made by the breaking of major pieces of ore, were washed and sorted. These pieces were then smelted to produce a regulus of between twenty and thirty per cent copper. A foundry and machine shop were also built by the company to provide the mine with necessary equipment. Exploration for more ore also occurred and the company used a diamond drill in its work.

According to Harvey the miners at Betts Cove were treated well if they obeyed the law and performed their work diligently. Miners were paid $2.00 to $2.50 a day and labourers $1.20. They were housed in comfortable houses which were located near the mine and the company also erected a church and school for the employees and their families. New towns were erected around most of these mines but the largest of them were at Tilt Cove, Betts Cove and Little Bay. Because of the large numbers of people in these towns, markets for agricultural produce were created, and a small number of part-time and full-time farmers in Notre Dame Bay benefited to some degree.

The total number of people employed by copper mining is not known for most years. However, some estimates of employment for some mines were made by government officials and others in some years, and the *Census Returns* for 1884 and later, recorded the number of people who lived near the mining establishments and who classified themselves as miners. In 1871 *Lovell's Newfoundland Directory* recorded 348 copper miners working at the Burton's Pond mine (near Betts Cove) and the Tilt Cove mine. Later in the decade a government official reported about 1,500 working at Betts Cove alone. *Census Returns* for 1884 show approximately 330 miners in the Notre Dame Bay area and in 1891 recorded 1,116 miners in the same district. By far the greatest number were engaged in copper mining at this time. In the early 1900s J.P. Howley *qv* began surveys of mines in Newfoundland and he also recorded the following numbers of copper mine miners and labourers: in 1900, more than 400; in 1903, approximately 625; in 1904, 569; and in 1906, 450. Such figures must have been disappointing to government officials who had hoped for a level of employment that would have provided a viable alternative to the fishery. Even those who were recorded as miners in those years were not all Newfoundlanders as a sizeable number of Englishmen and other foreigners had emigrated to Newfoundland to work in those mines as well.

All the ore raised during this period was exported. According to the *Customs Returns* of this period, 490,703.5 tons of copper ore, 78,104.5 tons of regulus and 5,418 tons of ingots were exported from the Colony's copper mines from 1854 to 1897. The total value attached to these exports and those of 1898 and 1899 amounted to $12,308,745. From 1900 to 1913 a further $4,620,721 worth of copper ores, regulus and ingots was exported. In the following decade the amount of copper ore mined and exported decreased quickly, thus bringing to an end Newfoundland's copper boom. Despite the seemingly large amount of copper ore exported from Newfoundland in those years, its value only constituted a small fraction of the total value of Newfoundland's exports and the Colony as a whole did not benefit very much from it.

The failure of the Newfoundland copper mining industry during the early Twentieth Century may be attributed to a number of causes. The methods of mining during this period have been described as "unsystematic and wasteful" (A.K. Snelgrove: 1953, p. 36). Methods employed in mining and processing necessitated mining only those ores which contained a high percentage of copper; in most cases, ores shipped had to contain at least 6% copper. Thus, when the high grade ores were expended, a mine was abandoned and a search for new rich ore bodies began. This state of affairs lasted only until World War I when lack of known high-grade ores in Newfoundland effectively killed copper mining in the country.

Following World War I, and until the mid-1930s, copper mining remained an unattractive industry. The only known high-grade copper deposits were in Buchans *qv* but problems in separating the zinc-lead-copper sulphides there held back its development. The decline in prices for copper in the post-war years, combined with the stiff competition in the marketplace from large, South American and United States copper producers, kept exploration for new copper ore bodies elsewhere on the Island at a minimum. It was not until the 1930s that Newfoundland became a relatively important copper-producing country again; by then the final problems in producing copper concentrates at Buchans were solved and the exporting of Buchans copper was begun.

In the 1950s and 1960s (by which time the market for copper was favourable, the technology of mining and processing well-advanced, and interest in investment in Newfoundland greater) exploration in the Notre Dame Bay area by a number of Canadian mining companies was begun and a number of copper mines opened on sites which included a number of the abandoned Nineteenth Century mines. The first to be reopened during this period was the Tilt Cove mine, which was developed by the First Maritime Mining Corporation Limited in 1957. This was followed by the opening of a Little Bay deposit by the Atlantic Coast Copper Corporation in 1962, the Consolidated Rambler Mines Limited Baie Verte mine in 1964, British Newfoundland Exploration Limited Whalesback mine in 1965, and Gullpond mine near Badger (operated by Gullbridge Mines Limited) which opened in 1967. By 1966, 1,510 men were employed in copper mining, including miners at Buchans, where the ore body produced other minerals as well as copper.

During the 1960s and 1970s the industry was not stable. According to Olewiler and Pye (1980) the small amount of known copper reserves was probably the main reason for this. As a result, all but one of the copper mines opened during the 1950s and 1960s were quite short-lived. For example, Tilt Cove mine remained open only until 1967, Little Bay mine closed after eight years of operation and Whalesback closed in 1972. Consequently, production and employment figures in

the industry, having reached a peak in the late 1960s, went into decline in the 1970s. In 1966 copper mining employed 1,510 people and produced 19,393 short tons of copper. Two years later, production reached a peak of 23,293 short tons of copper. Thereafter there was a steady decline, and by 1979 between 370 and 395 people were employed in the industry and only 10,859 short tons of copper were produced.

Despite exploration in the 1970s no new mines were scheduled to be opened in the 1980s. In 1981 two copper producers remained in operation: American Smelting and Refining Company's Buchans mine and Consolidated Rambler's Baie Verte mine. The ore reserves on these mining properties which were being worked were not expected to last far into the 1980s. (The Baie Verte company announced that its mine would close down at the end of 1981, but efforts were being made to delay or prevent the closing.) In 1981 exploration was being conducted on other sites, however, and ore bodies of some promise have been located on the Island. As well, copper deposits in the Seal Lake to Makkovik area in Labrador have been examined and appeared to offer some promise.

Mines

BETTS COVE. Situated on the west side of Notre Dame Bay on the Baie Verte Peninsula, this mine was opened in 1875 and closed about ten years later owing to a shaft cave-in. One of the largest producers of copper ore during this period, the mine, which was operated by the Betts Cove Mining Company, on lease, reportedly employed about 1,500 men, amongst them Californians, Australians, Cornishmen, other Europeans and a large number of Newfoundlanders. In its first three years of operation it was said to have produced 75,000 tons of ore from its underground workings. Its total output was reported to have been 130,682 tons of ore and regulus as well as 2,450 tons of pyrite. Its total shipments of copper ore are believed to have contained an average of 10% copper. In at least the early years of its operation the ore was exported to Swansea, Wales.

BLACK ISLAND (Labrador). About 1892 J.P. Howley (n.d.) reported that a copper mine had been worked on this island some time before 1892. The amount of ore shipped, if any, is not known.

BUCHANS. The base metals deposit here was first discovered in 1905 by a Matty Mitchell, an employee of the Anglo-Newfoundland Development (A.N.D.) Company, which held a concession on the land. A mine was built soon after and ore extracted. Difficulties, however, in separating the zinc, lead and copper sulphides plagued the operation from the outset and the mine was closed by 1911. Experimental work was conducted on separating the sulphides and by 1925 differential flotation methods for use at Buchans had been worked out by the American Smelting and Refining Company (ASARCO) who entered into a partnership with the A.N.D. Company and re-opened the mine and built a mill, town and railway. Further problems in processing the ores held back commercial shipments of copper concentrates until the mid-1930s. Thereafter large shipments of copper concentrates were made, particularly during the late-1930s and early 1940s, when between 23,700 and 43,500 tons were shipped annually. The Buchan's mine, which is one of Canada's highest-grade base-metal mines, produced about 500,000 tons of copper concentrates and various amounts of zinc, lead, cadmium, silver and gold, from 1929 to 1979. The mine and mill, operated by ASARCO, employed varying numbers of people during its operation. From a high of 888 employees in 1951 it employed 667 in 1966 and 388 in 1979. Still operating in 1981 it was one of two copper-producing mines in the Province. Its copper concentrates were exported to various European and North American markets.

BURTON'S POND. Situated between Betts Cove and Nippers Harbour on the west side of Notre Dame Bay, Burton's Pond was the site of a copper mine which was opened in 1869, apparently by the Notre Dame Mining Company, a group of St. John's merchants, who were operating it in 1871. In 1869 a total of seventeen miners were living in the community and two years later fifty miners were reported there by *Lovell's Newfoundland Directory* (1871). Some ore was shipped at least in 1872, but from about 1872 to 1878 the workings remained inactive. In 1878 another party was apparently working the mine. At this time about sixty tons of ore were lying in a pile next to the mine. It is not known when the mine closed, or what the total production was.

COLCHESTER MINE. This mine, located on South West Arm of Green Bay, is reported to have produced copper ore from 1878 to 1901. In 1878 the Betts Cove Mining Company began work on the site, which was leased from a group of six St. John's men who had previously tried to work the property. In 1878 it was reported that the ore was 26% copper. It is known that a Thompson and Company mined the site in 1900, during which time approximately seventy-nine tons were raised. In the following year an unknown quantity of ore was also shipped from there.

CONSOLIDATED RAMBLER MINES. Located near Baie Verte, the copper deposits here were known to exist as early as 1905, but it was not until 1964 that successful mining of the site was begun by Consolidated Rambler Mines, Limited, Operating a mill as well, Consolidated shipped a total of 346,745 short tons of copper concentrates between 1964 and 1979 from the four deposits located on its property. It also shipped zinc and gold; during this period it employed annually between 147 and 233 workers. In 1981 Consolidated Rambler, along with ASARCO at Buchans, were the only two copper producers in Newfoundland. Shipments of copper concentrates from there were sent to be smelted in Quebec.

CRESCENT LAKE MINE (Also known as Rabbits Arm Mine and Roberts Arm Mine). This mine, which is west of Roberts Arm, Green Bay, is said to have been opened in 1878 by a Mr. Ellerhausen of the Betts Cove Mining Company, who employed between thirty and forty men for the purpose. A large crushing machine was set up at the mine in the following year. A total of 1,260 tons of ore of 28% copper was shipped from there as a result. Between 1924 and 1926 an additional 2,000 tons of ore of 12% copper was extracted from the site.

ENGLISH RIDGE MINE (Collier's Bay). This deposit was mined in 1857 by foreign miners in the employ of a company known as the English Ridge Mining Company, which maintained an office in St. John's. In that year fourteen tons of "grey copper ore" was mined but, owing to the small amount of ore in the deposit, the mine was abandoned shortly afterwards.

FORTUNE HARBOUR MINE (also called the Grey Copper Mine). It is said that a mine was worked there around the be-

ginning of the Twentieth Century. It is not known, however, how much ore was extracted. The *Census Returns* for 1891 and 1901 reported thirty miners and six miners, respectively, in Fortune Harbour.

FRENCHMAN'S HILL (Placentia). A mine was worked there sometime between 1855 and 1860. During that period it produced unknown quantities of "Peacock Copper."

GOOSE COVE (Hare Bay). Around 1871 the copper ore found there was worked by some English mining interests. Figures on production, however, are not known. Later, in 1908, a mine was opened there by an Englishman. About 1,800 tons of ore were mined at this time, but none was ever shipped.

GULL POND (Gull Lake). Northwest of Badger, this base metals mine and mill establishment was operated from 1967 to 1970 by Gullbridge Mines Limited, a wholly-owned subsidiary of the First Maritime Mining Corporation Limited. Employing about 220 people a year the establishment milled approximately 2,395,400 tons of ore, which contained an average of 1% copper during the life of the operation. Its copper concentrates were shipped to Murdochville, Quebec, for smelting.

GREFFIN'S POINT. A mine which produced "Peacock Copper" was operating there in the late 1850s.

HALLS BAY. Work on a copper mine on the north side of Halls Bay was begun by the Betts Cove Mining Company in 1878. Results of their work were disappointing, however, and it was not until 1880 that copper ore was mined at Halls Bay. Between 1880 and 1882 approximately 240 tons of ore of about 10% copper were extracted from the workings.

HARBOUR MILLE (Fortune Bay). *Lovell's Newfoundland Directory* (1871) states that one of Newfoundland's first copper mines was located there. No details of the operation were reported in Lovell's, however. It is known that sometime between 1855 and 1860 a mine was worked there which produced unknown quantities of copper and silver.

LADY POND. Located about 5 km (3 mi) southwest of Little Bay, the Lady Pond mine, according to Snelgrove and Baird (1952), was first worked during the 1880s. In the late 1890s it was apparently re-opened and mined for a short time. During the latter period a total of 1,360 tons of ore was exported from there and Little Bay.

LEWIS HILLS (West Coast). The Reid family, of railroad fame, extracted about one ton of copper ore from a copper-bearing vein there, probably in the late 1890s.

LITTLE BAY. Located approximately 19 km (12 mi) north of Springdale, in Notre Dame Bay, the copper deposit there was apparently discovered by a fisherman who later sold the information on its whereabouts to three individuals who held a mining licence for the area. By 1878 the Betts Cove Mining Company had leased the property from the licence holders and had begun work on it. The deposit, which appeared above ground as a "great cliff of copper ore . . . some twenty-five or thirty-feet in height" (M. Harvey: 1879, p. 91) was quarried at first, and in its first year of operation 3,000 tons of ore, quarried by 530 employees, was shipped from Little Bay to Wales.

A town was built close to the mine in its first year of operation. From then to 1899 the mine was re-worked by a succession of three companies. From 1877 to 1899 over 600,000 tons of ore averaging 2.5% copper were mined and shipped. The mining site remained inactive until 1961, when Atlantic Coast Copper Corporation opened a mine there. In operation until 1969 it shipped copper concentrates to Murdochville, Quebec, where a total of 56,797,000 lb of copper was smelted from these concentrates.

MILES COVE. A mine on this site was worked in 1898 and 1899. A total of 210 tons of ore of 10% copper was mined.

NAKED MAN MINE. Located in South West Arm of Green Bay this mine, which was also known as the Old English Mine, was worked from about 1878 to around 1883 by a London company which leased the land from another party.

ODERIN ISLAND (Placentia Bay). Around 1900 much interest was aroused on Oderin Island when a Member of the House of Assembly, R. McGrath, discovered some rich veins of copper there. It is reported that masses of 75% copper weighing up to 25 kg (55 lb) were found. No commercial production ever resulted from it, however. In later years explorations were made, but to no avail. In the late 1950s the Newfoundland Government conducted a survey to see what the possibilities of copper mining there were, and found that despite some tremendous individual specimens of copper, there was no basis for commercial production.

PACQUET (Baie Verte Peninsula). A mine which produced "yellow copper" was operated there in the late 1850s.

PILLEY'S ISLAND. Pilley's Island Mine, chiefly a sulphur mine, produced between 1901 and 1908 a total of 225,000 tons of ore which contained ores of between 0.67% and 3% copper.

ROCKY COVE. A mine was operated there in the late 1850s. It produced unknown amounts of "grey copper."

ST. JULIEN'S. A copper mine at St. Julien's (on the north coast of the Island), which was worked in 1904 by approximately ten miners, produced eighty tons of high grade ore. The ore was not shipped, however. No other production has been recorded.

SHOAL BAY (Avalon Peninsula). Shoal Bay, located between Petty Harbour and Bay Bulls on the Southern Shore, was the site of the first known mine on the Island. Three men, Alexander Dun, John Agnew of northern Britain and a Lord Garlies, had been given the right to mine any properties in the Colony in 1775. By 1777 a small copper vein at the site of Shoal Bay was being worked by a number of Cornish miners under the direction of the three gentlemen. By October of that year the ore mined had been made ready for export. No other details of the operation are known, except that within two years the mine had been abandoned.

STONEY HOUSE COVE. A copper mine was operated there sometime in the late 1850s.

SUNDAY COVE ISLAND (Notre Dame Bay). The Sunday Cove Island mine was apparently worked during the 1870s by Capt. P. Cleary. In 1898 the Tharsis Company took options on the area and for at least two years mined it. According to J.P. Howley, 330 tons of ore were raised in 1898. Apparently 210 tons were exported from the mine in the following year.

TERRA NOVA MINE. Located near the present-day town of Baie Verte, the copper deposit there was first worked with unknown results in the 1850s. It closed sometime in the late 1850s or early 1860s and re-opened about 1862. From then to 1916 it was worked periodically. No figures have ever been reported on its total output; it is known, however, that for some years in the first decade of the Twentieth Century between 10,000 and 20,000 long tons were exported annually from there.

TILT COVE. Situated on the west side of Notre Dame Bay, on the Baie Verte Peninsula, the Tilt Cove deposits were first discovered in 1857 by Smith MacKay *qv*. In 1864 he and C.F. Bennett *qv* opened Newfoundland's first important copper mine on its site. The enormous amount of ore found there is said to have provided the impetus for the growth in exploration for, and the mining of copper in Newfoundland in the late 1800s. The mine was operated by MacKay and Bennett, with between 100 and 120 miners, for a number of years before it was leased to London interests, who also built a smelter at the site. They worked the site until about 1890, when the Cape Copper Company Limited took it over and employed about 380 men to work it. By 1916 the Tilt Cove Mining Company, a small group of local businessmen, was operating it. They mined the site until 1918. Two ore bodies were exploited on the site during its history. In its early days ore containing an average of 12% copper, which was picked by hand, was shipped. In later years the copper content of mined ore amounted to only from 3.2% to 3.5%. Shipments of this lower grade ore were sold easily, however, because of the ore's high content of sulphur, which was also in demand. The total amount of material mined and shipped from 1864 to 1918 is estimated to have been 1,491,000 tons of ore, 78,000 tons of regulus and 5,400 tons of ingots. The copper contained in those shipments is believed to have been about 61,000 short tons. The mining site remained inactive from 1918 to 1957; in 1957 the First Maritime Mining Corporation, Limited began work at Tilt Cove. This mining establishment, which employed between 270 and 300 men, produced copper concentrates and some gold until 1967 when, because of depleted ore reserves, it ceased operations. The total amount shipped during this ten-year period was 467,760 tons of copper concentrate. The concentrates were shipped to Murdockville, Quebec.

TRUMP ISLAND. Situated close to New World Island, Trump Island was mined for copper ores sometime before 1871. The venture, however, was unsuccessful owing to a lack of ore.

TURK'S HEAD. Located on the west shore of Collier's Bay a mine there was worked at least during 1857. In that year seventeen tons of "Peacock and Horse Flesh Copper Ore," valued at £300 was extracted by foreign miners employed by interests from St. John's. The high cost of developing the site and the relatively small returns are believed to have been the main reasons for the abandonment of the mine shortly afterward.

WHALESBACK. The Whalesback mine, near Little Bay, Notre Dame Bay, was mined by the British Newfoundland Corporation Limited (Brinco) from 1965 to 1971 and produced 4,182,000 tons of ore of less than 1% copper during that period. A deficit in the company's operations was the reason for the mine's shutdown. Copper concentrates were shipped to Murdockville, Quebec.

YORK HARBOUR (Bay of Islands). According to *Lovell's Newfoundland Directory* (1871) a mine in York Harbour was bought by an English company sometime before 1871. It was estimated that 4% of the ore was copper. In the late 1890s the mine was re-opened and worked by a number of companies at different times until about 1912. Total production from the 1890s to 1912 is reported to have been 30,000 tons of ore.

L.A. Anspach (1827), Bowen and Gunatilaka (1977), D.J. Davies (1927?), Douglas *et al* (1940), C. Douglas l(1976; 1976a), Fleming and McArthur (1976), W.D. Fogwill (1977), Hatton and Harvey (1883), J.P. Howley (n.d.; 1917a, c, d, e, g, h), C.K. Howse (1938), J.B. Jukes (1842), N.L. Mercer (n.d.; interview, Feb. 1980), Mercer and Gibbons (1980), Murray and Howley (1881), Keelin O'Leary (letter, Feb. 1981), Olewiler and Pye (1980), H.J. Schroeder (n.d.), A.K. Snelgrove (1953), *Annual Report of the Department of Mines and Resources* (1955?-1969?), *Census* (1857-1921), *Customs* (1909/1910-1948/1949), *Governor's Report of His Tour Round Newfoundland 1797* (n.d.), *JHA* (1857-1932 *passim*), *Lovell's Newfoundland Directory* (1871), *The Newfoundland Journal of Geological Education* (Nov. 1975), *Report of Notre Dame Mining Company to the 31st December, 1872* (1873), *Statistics Canada Catalogue* 26-211, Archives (GN 2/1/7 p. 82; C.O. 194:34, f. 96). CFH

COPPER EXPORTS

	Copper Ore (Tons)	*Regulus (Tons)*	*Ingots (Tons)*	*Total Value*
1854-1864	627.5			$ 22,980
1865	236			8,496
1866	283.5			10,206
1867	79			2,370
1868	—			—
1869	3,422			100,504
1870	5,226			167,232
1871	1,407			45,024
1872	4,955			588,560
1873	5,553			194,355
1874	5,052			121,248
1875	10,018			370,666
1876	25,134			614,700
1877	47,454			1,264,004
1878	35,823	750		822,606
1879	28,405	1,112.5		555,790
1880	22,042	21		441,680
1881	27,351			547,020
1882	19,004	260		468,576
1883	11,989	353		256,724
1884	4,079	385		99,217
1885	4,401	300		102,420
1886	235	6,678	24.5	246,150
1887	7,491.5		120	168,864
1888	3,322	1,290	1,205.75	816,386
1889	2,306	761	1,343	356,370
1890	400	1,236	609	226,792
1891	7,060	3,626	1,139	565,850

COPPER EXPORTS

	Copper Ore, Regulus and Ingots (Tons)		*Value*
1892	26,643		$789,527
1893	45,431		639,401
1894	44,893		523,001
1895	45,951		483,698
1896	54,467		584,325
1897	68,323		690,384
1898	66,798		656,741
1899			
1900			
1901	75,348		
1902	71,485	1902-1903	378,041
1903	87,790	1903-1904	403,971
1904	107,839	1904-1905	448,400
1905		1905-1906	375,520
1906	75,989		
1907			

COPPER EXPORTS (Continued)

	Copper Ore, Regulus and Ingots (Tons)	Value
1908		
1909-1910	37,036	197,709
1910-1911	42,131	231,693
1911-1912	32,057	200,595
1912-1913	17,800	120,650
1913-1914	13,797	66,707
1914-1915	3,250	39,000
1915-1916	9,405	111,440
1916-1917	16,066	204,307
1917-1918	5,087	58,768
1918-1919	56	673
1919-1920		
1920-1921	3	392
1921-1922		
1922-1923	3,000	30,000

COPPER EXPORTS

	Tons (Ore, Regulus, Ingots)		Value
1923-1924	9		$ 450
1924-1925			
1925-1926	8,450		67,600
1926-1927			
1927-1928			
1928-1929			
1929-1930	1,000		51,976
1930-1931			
1931-1932			
1932-1933	3,379	(lead and copper concentrates)	69,150
1933-1934	826	(copper concentrates)	21,296
1934-1935	1,298	" "	35,010
1935-1936	480	" "	22,041
1936-1937	10,315	" "	467,232
1937-1938	36,466	" "	2,157,140
1938-1939	39,544	" "	2,010,778
1939-1940	43,577	" "	1,970,638
1940-1941	36,579	" "	1,605,853
1941-1942	23,683	" "	1,166,544
1942-1943	14,793	" "	670,246
1943-1944	20,498	" "	927,621
1944-1945	24,251	" "	1,033,316
1945-1946	17,944	" "	893,077
1946-1947	17,631	" "	1,426,143
1947-1948	16,604	" "	1,521,570
1948-1949	14,580	" "	1,534,336

COPPER PRODUCTION

	Amount of Copper	Value
1954	3,481 tons	$ 2,029,876
1955	3,052 "	2,250,672
1956	3,108 "	2,574,274
1957	4,535 "	2,625,986
1958	14,751 "	7,499,372
1959	14,989 "	8,876,570
1960	13,863 "	8,398,362
1961	15,752 "	9,195,817
1962	17,308 "	10,731,154

COPPER PRODUCTION

	Amount of Copper	Value
1963	14,012 "	8,827,797
1964	13,615 "	9,095,000
1965	14,823 "	11,147,000
1966	19,393 "	17,415,000
1967	21,965 "	20,898,000
1968	23,299 "	22,413,000
1969	20,464 "	21,049,000
1970	15,193 "	17,640,000
1971	13,980 "	14,763,000
1972	9,513 "	9,690,000
1973	8,646 "	11,032,000
1974	6,233 "	9,665,000
1975	8,268 "	10,541,000
1976	8,187 "	11,198,000
1977	10,052 "	13,973,000
1978	11 101 000 kg	18,211,000
1979	7 823 000 "	18,415,000

COPPER COINAGE. See CURRENCY.

COPPER CORPORATION, ATLANTIC COAST. See COPPER; MINING.

COPPETT (pop. 1945, 56). An abandoned fishing settlement located in a small, foot-shaped harbour on a wide peninsula between White Bear Bay to the west and Bay de Vieux to the east, near Ramea *qv*. Coppett was probably first fished by fishermen from England, the Channel Islands, and later by settlers from Fortune and Hermitage Bays, who began to move west in the early 1800s as the English and Jersey merchant houses of Newman, Hunt and Nicolle extended their operations to the Ramea-Burgeo area (Carl Rose: n.d.). Despite Coppett's drawbacks (it was situated on an isolated, shoal-strewn coastline that was often plagued by foul weather, and the harbour itself was open to southerly winds and encumbered by many rocks and small islands) it was near superb fishing grounds.

The first census of the settlement, recorded in 1857, reported eighteen people (all Church of England) and a catch of 17 780 kg (350 qtls) of cod, and from 1857 to 1921 the community catch averaged 13 970 kg (275 qtls). Between 1857 and 1901 the population of Coppett did not exceed thirty people and the main source of employment was the inshore cod fishery and a small salmon fishery. In 1871 *Lovell's Newfoundland Directory* (1871) described Coppett as "a small fishing settlement" with a population of fifteen, and listed Henry Bowles, James Bowles and James Young as fishermen. By 1901 the population had doubled, and between then and 1935 Coppett experienced its greatest period of growth, due largely to the lobster fishery and the continuing strength of the inshore cod fishery. Lobster factories were operating from at least 1901 when two factories employing ten people were reported, and a factory was still reported to be producing in 1921, and lobster catches were reported in 1935. Between 1911 and 1921 a school chapel was built for the growing Church of England congregation, which by 1911 numbered seven families named Bowles, Limbridge, Pink, MacDonald, Vardy, Warren and Young. Members of the Eavis family (from Deer Island) came in the 1930s.

During the 1930s, when the store at Deer Island, approximately 6.5 km (4 mi) to the west in the mouth of White Bear Bay closed, the fishermen lost their closest outlet for selling

their catch. Before the 1870s the Coppett catch was sold through the firm of Newman and Hunt based at Ramea and later through John Penny who succeeded Newman and Hunt at Ramea and set up branch stores along the coast (Rex Kendall: n.d.). The Deer Island store had made disposing of the catch fairly convenient for Coppett fishermen and the loss of the store and the decline of the inshore cod fishery in the 1930s led to poorer conditions in an already isolated and struggling community. Retaining a teacher for the one-room Coppett school had been difficult and the school was open for five months of the year only. Isolation, a harsh climate, lack of medical and other services, in addition to the loss of the store, led to the resettlement of Coppett (without government assistance) between 1945 and 1951 to Ramea and Burgeo *qv*, with the majority resettling in Ramea. In 1981 some homes were still maintained in Coppett for summer use only. Rex Kendall (n.d.), Carl Rose (n.d.), Mrs. James Strickland (interview, July 1981), *Census* (1857-1945), *List of Electors* (1928), *Report of the South Coast Commission* (1957), *Sailing Directions Newfoundland* (1980). JEMP

COPPIN, REV. HARRY G. (1874-1956). Clergyman. Born England. Educated England; Wesleyan Theological College, Montreal. Harry Coppin served as a local preacher in England until 1900, when he came to Newfoundland. He was ordained a Methodist clergyman in 1907 and served the charges at Nipper's Harbour, Change Islands, Wesleyville, St. Anthony, Burin, Botwood and Catalina. He served as Chairman of Twillingate, Grand Falls and Bonavista Districts, Journal Secretary and Conference Secretary. In 1925 he was elected President of the Newfoundland Conference of the Methodist Church and with church union later that year became the first President of the Newfoundland Conference of the United Church of Canada. He was also a Newfoundland delegate to the conference on Church union in Toronto which led to the formation of the United Church of Canada. *Centennial Souvenir The United Church of Canada, Twillingate, Newfoundland* (n.d.), *Newfoundland Conference United Church of Canada 56th Session* (1980: II). BGR

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CORBIN, FORTUNE BAY (pop. 1956, 63). A resettled fishing community located on the sheltered south side of Corbin Bay north of Belleoram *qv*, on the northwest side of Fortune Bay. Corbin, called Corban, was settled by 1836, when the first recorded census of the community reported twenty-three inhabitants. It is probable that Corbin was first visited by sack ships in the late Eighteenth Century and was later used as a summer fishing station by fishermen from the Burin Peninsula *qv*. The population of the community grew slowly, with the economy of the settlement based mainly on the inshore cod fishery, and in 1869 and 1891 the herring fishery. By 1869 Corbin had a population of forty-four, and *Lovell's Newfoundland Directory* (1871) listed four planters, John Hardy, Thomas Hardy, William Javamy and John Poole, and fishermen James Baker and Phillip Poole. E.R. Seary (1976) reports an Abram Savery as a resident of Corbin in 1879.

By 1891 the population had risen to twenty families (seventy-seven people). Between 1891 and 1921 Corbin experienced another rise in population: in 1901 there were 103 residents and by 1921, 116 (twenty-three families). The majority of these new families migrated from Burin and Fortune Bay to exploit the lobster fishery, which was providing a vital source of new employment on the south coast of Newfoundland. In 1901 the first lobster factory in Corbin was reported, employing four people, but the inshore cod catch was nearly halved from 115 qtl by competition from the new industry. By 1911 there were four lobster factories operating in Corbin in addition to vessels engaged in the Newfoundland shore fishery, and in 1921 two lobster factories were reported. In that year the first school was also reported open in this predominantly Church of England settlement and this was still open in 1956. In 1928 the *List of Electors* reported the families of Evans, Fizzard, Hickey, Hanham, Keeping, Morris, Poole, Savoury and Tibbo.

In the 1930s the lobster fishery failed and in 1958 only ten men were reported as fishing in the local inshore fishery, while three men were reported working in mainland Canada (*Report of the South Coast Commission*: 1957). The population of the community declined to seventy-eight in 1945, and in the 1950s the inshore fish stocks declined. This and the lack of roads and services, particularly in education and medicine, led to the resettlement of Corbin between 1956 and 1959. E.R. Seary (1976), Robert Wells (1960), *Census* (1836-1956), *List of Electors* (1928), *Lovell's Newfoundland Directory* (1871), *Report of the South Coast Commission* (1957). JEMP

CORBIN, BURIN PENINSULA (pop. 1976, 33). A small community located east of St. Lawrence *qv* on the Burin Peninsula *qv*. Corbin is named for a conspicuous headland called Corbin Head, a wedge-shaped, cliff-faced head measuring approximately 55 m (180 ft) high. The community is located on the southwest side of a deep protected harbour inside the head. The harbour, which is very deep, is suitable only for small vessels and in the inner harbour, which freezes in winter, fishermen were compelled to haul boats up on slipways or moor them outside the harbour. The Corbin light, housed in a white tower, is situated on Long Point, Corbin Head; Corbin Island is situated just off the coast.

According to M.F. Howley (1912) the name Corbin could mean either "crow head" from the French word *corbeau* or he speculated that it might be from the French word *corbel* or *corbeil*, an architectural feature, and referring to the appearance of the land. Corbin was called Corban when it was first reported in the *Census*, 1836, with a population of fifty-seven (all Roman Catholics). The settlement, which was founded mainly by Irish planters and fishing servants, grew slowly, based mainly on the small-boat inshore cod fishery. By 1871 Corbin was connected by road to Little St. Lawrence *qv* and it was reported of Corbin that "several families live here, they are comfortable and have done well at the cod fishery; very little salmon taken here; some cultivation; the land looks fair for agriculture. A ferry [across the harbour] is maintained here" (*JHA*: 1872, appendix p. 801-802).

It was not until a small boom was brought by the lobster industry that the population of Corbin reached 100 (by 1901) and 116 (by 1921) during which time a number of small, family-owned lobster factories operated in the community. In 1928 the family names of Coady, Dunphy, Grant, Lundrigan, Nolan, O'Brien, O'Rielly, Power, Ryan, Slaney and Upshall were reported (*List of Electors*: 1928). By the 1950s the inshore cod fishery once again was the main employer for the community's twenty-six fulltime fishermen, who also caught herring and capelin for bait. Only one man was reported to be

catching lobster in the 1950s. The cod was either dried and sold to Fortune *qv* merchants, or sold fresh to the fish plant in Burin *qv*. The lobster catch was taken to Great Burin (*Burin Peninsula Study*: n.d.).

Work outside the community became the main source of employment for Corbin, which had a population of ninety-one in 1956, a drop from 104 in 1951. More and more workers were employed year-round in St. Lawrence or in the fishing industry in Marystown or service industries in Burin, and between 1965 and 1975 ninety-eight people of Corbin resettled with government assistance to Little St. Lawrence, Salmonier, Burin, Marystown, Trepassey and St. Lawrence (*Statistics: Federal-Provincial Resettlement Program*: 1975?). A small number of people, mainly fishermen, labourers or retired people, remained in Corbin (*List of Electors*: 1975).

In 1872 it was reported that "A school has been opened at Corbin. . . . Although the school has not been in operation long, the children were well-advanced for young children" (*JHA*: 1873). In 1881 it was reported that "The frame of a new school was put up the past winter" (*JHA*: 1882). By 1884 the community had a school described as a "half-yearly school taught in a small out-house [out-building] in which there is very little school furniture. . . . It is expected that the new school house, which is partly built, would be completed this present winter" (*JLC*: 1884). A Roman Catholic school was still operating in Corbin up to the time of resettlement and it was reported that, although the community had a church, the priest (from Burin) was only able to officiate two or three times a year. M.F. Howley (1912), *Burin Peninsula Study* (n.d.), *Census* (1836-1976), *JHA* (1872; 1873; 1880; 1882), *List of Electors* (1928; 1975), *Statistics: Federal Provincial Resettlement Program* (1975?). Map I. JEMP

CORDAGE MANUFACTURE. See ROPE MAKING.

CORMACK (inc. 1964; pop. 1976, 672). A community situated 18 km (11 mi) north of Deer Lake at the base of the Great Northern Peninsula, Cormack was originally created following World War II by the Commission of Government as an agricultural settlement for the relocation of returning war veterans. After a comprehensive soil survey, the government took over 12 141 ha (30,000 acres) of good agricultural land in the Humber River area. Under the relocation scheme, each family was given 20 ha (50 acres) of land (a portion of which was to be cleared before the settler moved in), a six-room bungalow, and money for the construction of a barn, the purchase of livestock and equipment, and a maintenance allowance for the first winter. Two hundred and seventeen veterans applied and 163 were approved. All were required to have had previous farming experience or were sent on a twelve-month training course in Canada. It was thought that at the beginning many of the settlers would supplement their earnings by logging.

By 1948 ninety-six farms had been taken up and the settlement was formally named Cormack, after the well-known Newfoundland explorer William Epps Cormack *qv*. There was a short period of growth in the 1950s but in the 1960s the settlement declined. According to the 1971 *Census*, of a labour force of 130, 38% were involved in agriculture and fishery, 33% in construction and industry and 29% in transportation and administration. Nine years later the majority of the citizens of Cormack were still employed outside the community; and in the 1976 *Census* only twenty farms are listed for Cormack. The community has become largely a dormitory for nearby Deer Lake and even for Corner Brook. Prices for land are low, there have been few building restrictions and the community itself has favoured development. The Newfoundland Government has, however, renewed its interest in the community and in the latter half of the 1970s prepared inventories of good available agricultural land with a view to establishing controls to ensure that such lands be reserved for farm use. Early in 1980 the government issued an invitation for public applications to develop five new farm units covering a total of 405 ha (1,000 acres) in the area. Traditionally, however, few people have been attracted to farming or have had the capital necessary to operate a farm as a profitable commercial enterprise.

The first attempts at farming in Cormack were abandoned mainly because of limited access to markets and competition from mainland farmers. Both still presented problems in the late 1970s. A report in *The Rounder* (Nov. 1977) stated that high costs of feed, fertilizer, machinery and transportation, and a small market base contributed to keeping many farmers from growing large enough crops to compete outside the Province. Small farmers who do not sell to wholesalers have to truck their produce about locally and that has increased transportation costs. Another problem has been the dumping, mainly of potatoes, by mainland producers, thus flooding the market and causing prices to drop. In 1977 the *Vegetable Marketing Associates Limited *qv* (VMAL) was formed to help combat these problems and to co-ordinate marketing efforts. Several of the larger vegetable producers from Cormack joined and in 1979 the Department of Rural, Agricultural and Northern Development built and equipped a centralized processing building at Cormack. This is leased to VMAL and used by VMAL members in the vicinity.

The Province also runs a 243 ha (600 acre) community pasture, the largest of thirty throughout the Province, providing cheap grazing for the cattle and sheep of the Cormack farmers and allowing the farmers' own land to be sown for winter feed. The government also provides veterinary services, mineral supplements, a programme of spraying and dusting for parasites, and the services of a purebred bull at the community pasture.

As the community of Cormack is spread out over ten miles, an interconnected water and sewerage system is impractical and all the houses have wells and septic tanks. There is an elementary school at Cormack, but the high school students are bussed to Deer Lake. The land at Cormack is among the most fertile in the Province and in addition to the usual root crops, seed potatoes, strawberries and other fruit are grown and cattle, sheep and broiler chickens are raised. Kenneth Ash (interview, June 1980), J.A. de Jong (1977), John Parker (1950), *The Rounder* (May 1979; Apr. 1980), *The Week in Review* (Feb. 4, 1980, NIS 6). Map L. PMH

CORMACK, JAMES (1799-1869). Legislative Councillor. Born Bay Roberts. James Cormack had been a successful businessman in Bay Roberts for over twenty years when he was appointed to the first Legislative Council after the granting of Responsible Government in 1855. He resigned in 1858 because of the inconvenience caused by travelling to and from his home and business in Bay Roberts to attend Legislative Sessions in St. John's each year. However, when he retired and moved to St. John's in 1864 he was reappointed to the

Legislative Council and served in it until his death in 1869. Cormack was also a Director of the Newfoundland Branch of the Life Association of Scotland. *The Courier* (Feb. 24, 1869), *JHA* (1855), *JLC* (1869). BGR

CORMACK, WILLIAM EPPS (1796-1868). Explorer; author. Born St. John's. Educated University of Glasgow; University of Edinburgh. After completing his formal education in Scotland, Cormack left for Prince Edward Island, where he worked as a land agent for a Scottish merchant and established what later became a thriving settlement. After four years in Prince Edward Island Cormack returned to his birthplace in the winter of 1821-1822. An avid natural historian, Cormack soon became interested in the idea of exploring the interior, which up to 1822 no European had ever crossed. Fantastic stories about its wild and savage nature abounded. Determined to see the interior himself, and interested as well in making contact with the Beothuk *qv* (Newfoundland's indigenous people) who lived in the interior, Cormack struck out from Smith Sound, Trinity Bay, on September 5, 1822 on the first journey ever made by a white man across the interior of the Island. Accompanied by a Micmac, Joseph Sylvester, Cormack took note of all he saw, recording the flora, fauna and geological features of the land. On November 4, 1822 he reached St. George's Bay, ending one of the most important explorations in Newfoundland's history. Later he wrote his "Account of a Journey Across the Island of Newfoundland . . ." which appeared in the *Edinburgh Philosophical Journal* for 1823-24 (later expanded and published in 1856 as *Narrative of a journey across the island of Newfoundland, the only one ever performed by a European*). In this work he gave the first accurate geographical description of the Island's interior and discussed all his findings, laying the foundation for all later Nineteenth-Century geological studies of the interior of the Island.

Although Cormack had been successful in gathering information on the interior, he had failed to meet any Beothuk. Their numbers were known to have been decreasing and it was feared that they would soon be extinct. Wishing to help these people and to make contact with them, Cormack formed the *Boeothick Institution *qv* in 1827. As president of this Institution he organized three more trips to the interior in search of the Beothuk, but all were in vain. Nevertheless, when Shanawdithit *qv* came to St. John's, Cormack obtained from her information on the Beothuk which still forms an important part of our knowledge of them. Being somewhat of an adventurer, and perhaps frustrated by his lack of success in finding any Beothuk, Cormack left Newfoundland sometime in 1829 or 1830 and returned to Prince Edward Island, where he helped establish settlers and began an export business. Six years later he moved to Australia, where he established a tobacco farm and three years later moved on to New Zealand, where he farmed and exported spars to Great Britain. Sometime in 1848 or 1849 Cormack again moved, this time to California, where he became involved in mining schemes. Later he moved to British Columbia, where among other things he founded an agricultural society and became a councillor of the Municipal Council of New Westminster. At the age of seventy-two Cormack died in New Westminster, British Columbia. Besides his "Account of a journey across the island of Newfoundland" he also wrote "Essay on the British, American and French Fisheries," for which the Montreal Natural History Society presented him with a medal, and "On the natural history and economical uses of the cod, capelin, cuttlefish, and seal, as they occur on the banks of Newfoundland, and the coasts of that island and Labrador," which appeared in the *Edinburgh New Philosophical Journal* I, (1826), 32-41. W.E. Cormack (1928), M. Harvey (1921), J.P. Howley (1915), J.R. Thoms (1975), *DCB* (IX). CFH

CORMORANTS (Family Phalacrocoracidae). Two members of this family, the Great Cormorant, *Phalacrocorax carbo*, and the Double-crested Cormorant, *Phalacrocorax auritus*, breed in insular Newfoundland and are year-round, though not common, residents. Both are also called "Shag." The Great Cormorant is the larger of the two, being about 88-100 cm (35-40 in) long, while the Double-crested is 75-88 cm (30-35 in) in length. Both have long black bodies, slender decurved bills, snake-like necks and bare throat pouches. In the breeding season they may be distinguished by the white face and the white patch on the flank of the Great Cormorant. Cormorants often fly in V formation or in long straight lines; they tend to sit low in the water, like loons. They inhabit both sea and fresh water and feed mainly on small fish of little value to man. They have been hunted for sport and by fishermen who have thought, erroneously, that cormorants cause damage to their nets and bait supply. Although cormorants lack the plumage oils typical of waterbirds they can stay under water for up to half an hour but afterwards take a long time to dry off. They are often seen perched with wings spread out for this purpose. Both species nest in colonies, the Great Cormorant usually on cliffs by the sea and the Double-crested usually on islands in inland ponds. Neither has been reputably reported from Labrador; the range of the Double-crested Cormorant includes all of insular Newfoundland with the exception of the Great Northern Peninsula, while the Great Cormorant is more restricted to the southern and southwestern regions. W.E. Godfrey (1966), J.P.S. Mackenzie (1976), Peters and Burleigh (1951), W.E.C. Todd (1963), Tuck and Maunder (1975). PMH

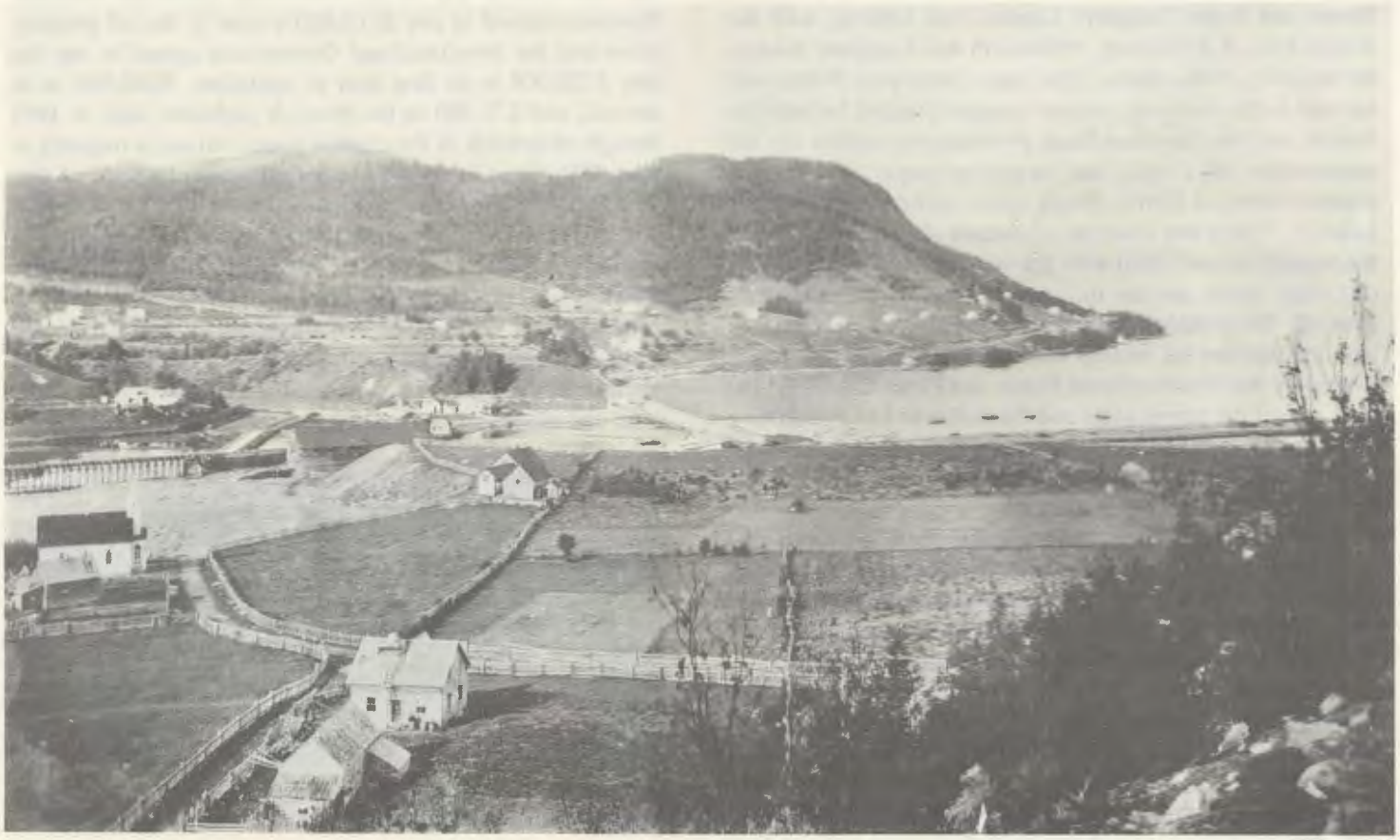
CORN MARIGOLD. See DAISY AND CORN MARIGOLD, OX-EYE.

CORNER BROOK (inc. 1955; pop. 1975, 25,198). Newfoundland's second largest city, Corner Brook is situated along 11 km (7 mi) of shoreline on the southern side of Humber Arm, *Bay of Islands *qv*. The excellent deep water port of Corner Brook, formed by glaciation which carved spectacular fiord-like arms which are easily navigated by ocean-going vessels for nine months of each year, is 40 km (25 mi) from the Gulf of St. Lawrence. Corner Brook is 681 km (423 mi) from St. John's by highway. In 1981 Corner Brook, including Curling (see below) and Petries, had approximately a dozen wharf facilities including two major Government of Canada wharves, both with freight terminals; and a number of other Transport Canada wharves used for the fishery and heavy industry. There were also seven private, large-sized wharf facilities owned by the major industrial concerns, as well as numerous small private fishing wharves. Corner Brook is situated in a naturally formed, bowl-like amphitheatre surrounded by a stretch of the *Longe Range Mountains *qv* which are a continuation of the Appalachian Mountains of the New England states. The city was formed from the amalgamation of four towns, Curling, Corner Brook West, Townsite and Corner Brook East, and encompassed an

area of roughly 20.2 km² (7.8 mi²) in 1981. Because of the hilly nature of the region, the land in and near Corner Brook has not been suitable for large-scale commercial farming, although an area east of the city has been farmed extensively. Fishing, principally cod, lobster, salmon and herring, has been conducted seasonally all along the coastline in the area but it has been the coniferous forests surrounding Corner Brook, which are rich in black spruce, that have been the major factor in its early development and the mainstay of its economy since the 1920s. Because of its size and location, Corner Brook has also been the distribution, transportation and service centre for approximately 150,000 people in central and western Newfoundland, and Labrador. It is the location of the western regional government offices and the regional centre for medical facilities, distribution, education, transportation and industrial and commercial resources.

The Maritime Archaic Indians occupied the area approximately 9,000 years ago, and later the Beothuk *qv* became known as the area's indigenous people, although they were extinct in the area after 1829. In 1768 when Captain James Cook *qv* surveyed the west coast of Newfoundland there was no settlement at Corner Brook, and year-round settlement by either French or English settlers was prohibited by the terms of the Treaty of Paris which determined settlement along the entire *French Shore *qv* which included the Bay of Islands. By the early 1800s, however, fishing, farming, and later lumbering opportunities had attracted white settlers to the Birchy Cove area (later called Curling), which until the 1920s remained the most prominent community in the area. Corner Brook, named for a stream which flowed from low-lying hills into the Humber Arm, was chosen as the site of a sawmill by a Nova Scotian named Gay Silver who began construction of the mill in 1864. With him he brought a number of carpenters and woodsmen from Nova Scotia and New Brunswick. The population of Corner Brook fluctuated greatly each winter as fishermen from the Bay of Islands and Strait of Belle Isle came to Corner Brook to work. In 1871, 200 families were reported to be living on the Arm, but the majority were at Summerside, where the largest sawmill was located.

In 1871 Silver sold the Corner Brook mill to the Halifax firm of Byrnes and Murray, and John Tupper of Stewiacke, Nova Scotia was appointed manager. Tupper may have formed his own company, as it was reported in 1872 that the Corner Brook mill "situated about a mile above this anchorage [Birchy Cove] . . . has lately been purchased by Tupper and Co., of Halifax, and is working very well under the improved regime. The wood is obtained from Deer Pond, about twelve miles up the river; this lake is 20 miles in extent, and communicates with another, 70 miles long. The proprietors of this mill have contracted with another firm named Fisher, Watson and Farnell, of Nova Scotia, to supply them for 3 years with between three and five million feet of plank a year, at the rate of $7 per 1000 feet. The wood-cutters have three encampments around the lake, numbering twenty-four men in all. The mill firm had hitherto been unable to obtain any grant of land to secure to themselves the right of working the mill" (*JHA*: 1873). According to Don Morris (1977), Christopher Fisher, who had moved his family from Nova Scotia to Corner Brook in 1872, became owner of the mill in 1881. His eldest child, Mrs. Myra Campbell, described the beginnings of the community as she had first known it: "A number of families were there from the east coast of Newfoundland and others, mostly Canadians, had been there when the mill and boarding house were built, and still others arrived later. . . .



Fisher's mill

These families were chiefly Protestant, mostly Presbyterian'' (quoted in Don Morris: 1977).

Fisher ran the mill for forty years and the surrounding community grew and spread apace. In 1880 a Miss Tupper was reported to be the teacher of the first reported school, which was Roman Catholic. The school had an enrolment of thirty-five and was the result of an education grant voted by the Legislature in 1880 ''in aid of schools on the so-called French Shore'' (*JLC*: 1881). By 1901 there were Roman Catholic and Presbyterian churches and schools in Corner Brook, which had a population of 256. From 1910 onwards industrialists and governments became increasingly interested in establishing a paper mill in the Humber Valley and from 1914 to 1915 several attempts were made to develop the area. These schemes, which included development of a newsprint mill, a fertilizer plant and a cement plant for the area, never materialized; however, in 1923, partly as a result of the efforts made by Prime Minister Sir Richard Squires *qv*, the Newfoundland

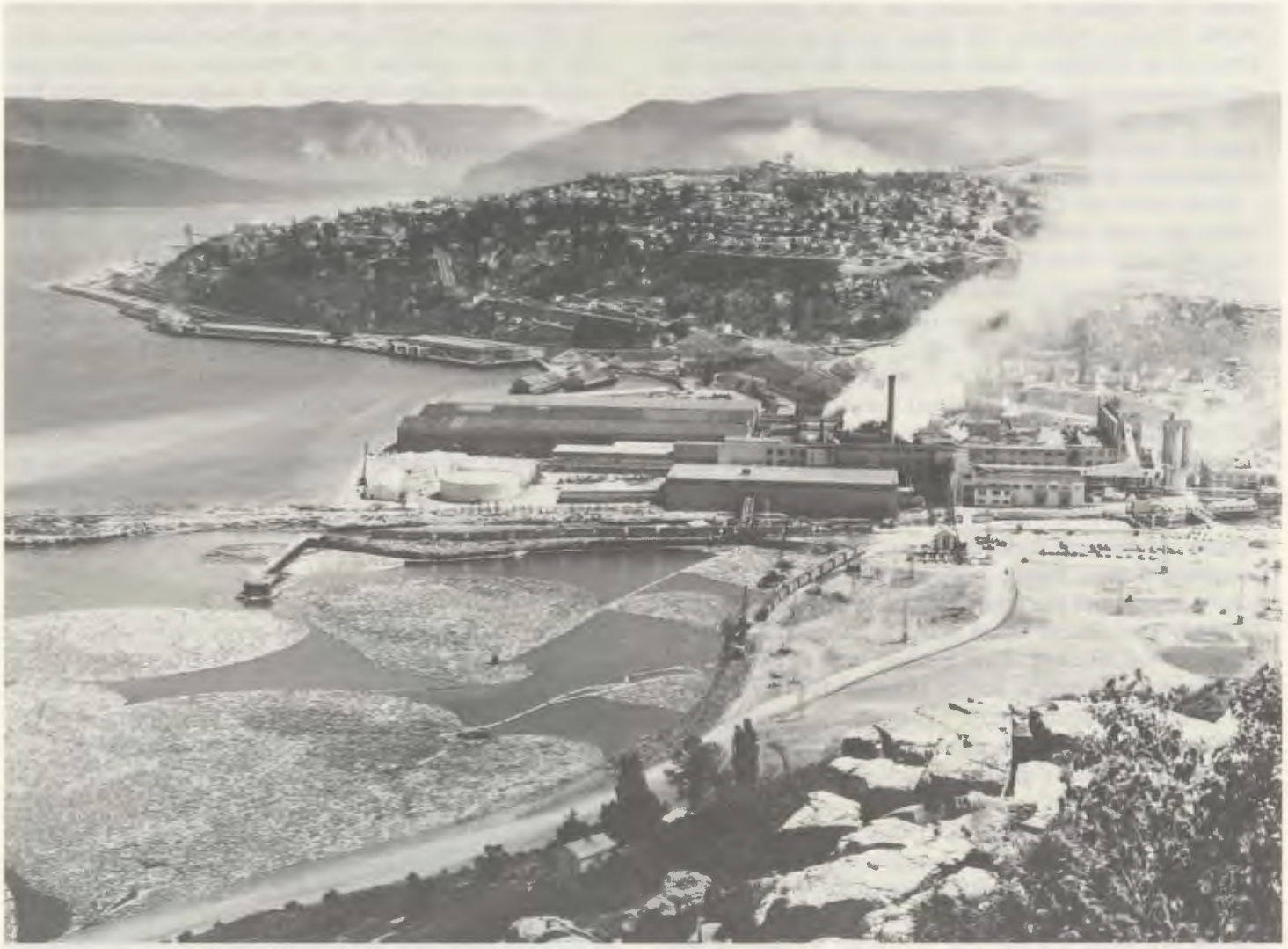
Sir Richard Squires Building

Power and Paper Company Limited was formed, with the British firm of Armstrong, Whitworth and Company holding the majority of the shares. That year Christopher Fisher sold his mill to the company, whose contract (backed by both the British and the Newfoundland governments) called for the construction of a pulp and newsprint paper mill, and a planned town, at Corner Brook and a power house at Deer Lake *qv*. Within two years the 16 hectare (40 acre) mill site on the waterfront was filled with gravel excavated from the hills of Corner Brook and the mill and 100 houses had been constructed. The British and Newfoundland governments guaranteed the interest on twenty million dollars worth of bonds floated by the Newfoundland Power and Paper Company; the total cost of the power plant and the mill was $51,800,000.

Townsite, as the planning engineers first called the residential section, was owned by the paper company, which was responsible, not only for constructing houses and roads, but also for supplying water, sewerage, telephones, doctors and other services and facilities. The automatic telephone system installed in 1925 was the first of its kind in Newfoundland or Canada. While Townsite was well planned and had all the amenities, it was not big enough to accommodate the great influx of people who came to work in the mill and to set up businesses in the new community. As well, many preferred to build their own houses more cheaply on the land around Townsite. The result was the haphazard growth of Corner Brook East and Corner Brook West on either side of Townsite. There was no control over building structures, roads or sanitary requirements, and raw sewage in these communities resulted in outbreaks of typhoid. After two years of less than full-capacity operation the mill and the power station at Deer Lake were sold to another newly-formed company which included the American firm, the International Paper Company of New York. The mill and the power station were enlarged and the Corner Brook communities continued to grow, so that by the beginning of the 1930s the population of the area from Curling on the west to Humbermouth on the east had reached 10,000.

The mill was sold again in 1938 to the British company, Bowater-Lloyd, which acquired additional timber rights at the same time. This company continued to be responsible for Townsite, but around it, as the population grew, conditions deteriorated. In 1942, as a result of public meetings and a petition to the Commission of Government, Corner Brook West became incorporated. In 1947 Curling, and in 1948 Corner Brook East followed suit. Until 1951 Townsite was governed by six councillors appointed by Bowaters and thereafter three of the six were publicly elected. In 1949 representatives of the four councils met with Premier J.R. Smallwood and the Humber Municipal Association was formed. This joint committee of the four councils commissioned a study to determine the best form of administration for the area, and another to investigate the problem of schooling. It also called the first convention of Newfoundland municipalities, at which the Newfoundland Federation of Municipalities was formed. The Humber Municipal Association and the Goldenberg Report (a survey of municipal problems, financed by Bowaters) both recommended amalgamation as the solution to the uneven development of the area and the water, road, sewerage and other problems. Experience in local government was lacking and the main controversy in the community concerned taxation. Bowaters agreed to pay $110,000 a year in lieu of property taxes and the Newfoundland Government agreed to pay the city $125,000 in its first year of operation, $100,000 in its second, and $75,000 in the third. A plebiscite held in 1955 brought two-thirds of the eligible voters out and a majority of over 75% voted in favour of amalgamation. In April of that year the Newfoundland Legislature passed the City of Corner Brook Act and several months later a mayor and council were elected. In 1956, at the official opening of City Hall, Sir Eric Bowater *qv* presented the city of Corner Brook with a Mayor's Chain, the Mace and the Grant of Arms from the College of Heralds in England. The Shield: the background is a chevron, the upper part in green, the lower part, eight wavy blue and silver bars. (This symbolizes the green forests and

Glynmill Inn and surrounding area, 1947



Bowater's pulp and paper mill

the waters of the Humber Arm.) In the chief position is shown a wavy blue stripe on a wavy silver stripe, between two golden uprooted Newfoundland fir trees (the Corner Brook flowing into the Arm, and the pulp and paper industry). All is surrounded by a border, quartered in gold and silver, showing eight upright maple leaves in their autumn colours (the four Municipal areas before incorporation, the eight wards of the present City, and Canada). The Crest: a silver and green wreath supporting a green hill, on which stands a northern pitcher plant in flower and leaf. (The hill signifies a Municipality, the pitcher plant the Province of Newfoundland.)

Coat of Arms

Municipal problems were not at an end, however, as in 1963 at a special session of the House of Assembly, the Corner Brook Council was dissolved, and a Commission of Administration was appointed. The actions of the former council were called "improper, unlawful and altogether objectionable" by the Minister of Municipal Affairs (quoted in Alice Collins: n.d.). The capital debt of the city was $7,000,000 and the current account was overdrawn by $500,000. In 1967, by another plebiscite, the city returned to municipal government and an election was held. The council prepared a five-year plan to improve water and sewerage services, upgrade roads and firefighting facilities, and develop tourism and industries. By this time the population of Corner Brook had grown to over 25,000 and it was indeed the industrial, commercial and cultural centre of western Newfoundland. Besides the pulp and paper mill, which had expanded in the 1940s, a cement plant, a gypsum plant, a construction company and three fish-processing plants had been established. A sanitorium, originally built to house tuberculosis patients, had been renovated and amalgamated with the Western Memorial Hospital. A large Arts and Culture Centre had been completed by 1967 and contained a 400-seat theatre, an Olympic pool and other facilities.

In 1954 as a result of petitions by the municipal and religious leaders of Corner Brook, the Newfoundland House of Assembly passed the School Tax Act which allowed any municipality or part thereof to be a school tax area and for the purpose to set up a School Tax Authority. When the Corner Brook School Tax Authority was established in 1955, however, it met with instant opposition. Four thousand signatures opposed to the Act were collected and a three-man Commission of Enquiry was set up. Its report some months later sup-

ported the imposition of a school tax, but a group of concerned citizens continued the fight, going to the Supreme Court of the Province, which eventually also supported the Act. The system later came to be adopted by other municipalities. Corner Brook was also the originator of the first amalgamated school board and was the site, in 1954, of the first Regional High School in the Province.

In the 1960s the Government of the Province built a trade school in Corner Brook, one of eighteen throughout the Province, and in the 1970s a two-year nurses' training school was set up. In 1975 the western branch (later named Sir Wilfred Grenfell College) of the *Memorial University of Newfoundland *qv* was officially opened in Corner Brook, which had been chosen after a period of stiff competition amongst Stephenville, Gander, Grand Falls and Corner Brook. The $10 million institution, offering two years of college for western Newfoundlanders, had classroom, laboratory and sports facilities as well as residence accommodation and a 300-seat dining room. In 1975 Corner Brook had a total of sixteen elementary schools and high schools under the control of the Integrated School Board, ten under the Roman Catholic School Board, and one school administered by the Seventh Day Adventist School Board based in St. John's. In 1981 Corner Brook also had active amateur theatre, the Western Newfoundland Historical Society (founded 1974), two radio and two television stations, a cable television company, a daily newspaper (*The Western Star qv*), and a weekly newspaper (the *Humber Log qv*), art groups and adult education classes.

While the economy greatly diversified after the 1950s, the Bowater operation remained the keystone of the Corner Brook economy. In 1976 the company employed 2,571 people in the mill itself and in the woods operation; the Company payroll totalled $41,500,000 in that year. According to *Corner Brook at the Crossroads* (n.d.), for every person employed directly in the pulp and paper industry, three jobs were created in other sectors of the Corner Brook economy. In 1974 the pulp and paper industry accounted for $120 million, a major part of Corner Brook's gross manufacturing value. The mill, which is located near the western edge of the Company's 29 785 km² (11,500 mi²) timber holdings, was once the largest integrated pulp and paper mill in the world and was still among the top twelve in 1976. From Corner Brook the two Company-owned side-loading ships transported newsprint to markets in the southern United States, and was used to provide newsprint for such major newspapers as the *Washington Post*, and *New York Times*; other exports went to Iran, Australia, Britain and Brazil.

Three fish plants in the city produce from 2 721 to 4 535 tonnes (3,000 to 5,000 tons) of pickled herring fillets annually, most of which is sent in barrels to the United States. Cod, lobster and salmon are also processed. A prominent limestone ridge east of the city supported a cement plant after 1952. In the 1970s that company employed about 120 people. The bulk of the product was used in the development of hydro-electricity facilities in Labrador from the 1960s although markets were also found in the other Atlantic Provinces. Abundant supplies of gypsum located west of Corner Brook (at Flat Bay) were used in a gypsum plant, owned by the Government of Newfoundland and managed by Lundrigan's Limited *qv*. In 1981 the company produced mainly wallboard and drywall panelling. Average production was 36 280 tonnes (40,000 tons) of wallboard and approximately 278 700 m² (3 million ft²) of insulation, and the plant employed about ninety-five people. A major construction firm with management contracts in Newfoundland and Atlantic Canada and consultations world-wide was also established in Corner Brook. Other industries have included light, secondary manufacturing such as bakeries, bottling plants, stoneworks, food processing, printing and metal works. Of the labour force of approximately 10,000 people, about 3,000 were employed in manufacturing, 1,200 in construction and nearly 2,000 in transportation and communication in 1981. The remaining work force were employed in public administration, community, business and personal service industries, agriculture and forestry. In the 1970s the city had approximately eighty-eight wholesale firms, twelve department stores, 210 retail stores and numerous finance, insurance, legal and real estate firms. Four of the chartered banks served Corner Brook with a total of seven branches. Because of its hilly terrain Corner Brook is not the location of a major commercial or military airport.

Corner Brook

Corner Brook was known as the cradle of Confederation in the 1940s, and since the 1960s the City has been the west coast headquarters of the Government of Newfoundland. Cabinet meetings are occasionally held in the City and all Newfoundland Government departments are represented. Corner Brook is also the western regional centre for the Government of Canada, with fourteen Federal departments represented, including a full Customs and Excise office to serve the port. Corner Brook was policed by a detachment of the Royal Canadian Mounted Police (R.C.M.P.) and there were three fire stations and a Forest Fire Patrol in the City in 1981.

The City is governed by a municipal council consisting of a mayor, a deputy mayor, five councillors and nine administrative officials who oversee financial affairs, development control, economic development, parks and recreation and the fire department. By 1971 the current account deficit had been cleared and in the 1970s an Economic Development Corporation was created to provide overall economic planning and guidance for Corner Brook. Two shopping plazas were built in the 1970s, as was a harbour arterial road linking the port to an industrial park; two new industrial parks were in various stages of planning and development, and improvements were

planned for the deep-water port facilities with a view to offshore oil development. Tourism and recreation have also been developed and the Marble Mountain Ski development and a Winter Carnival held each February in Corner Brook attract many visitors. The Economic Development Corporation has worked to diversify the economy and to maintain Corner Brook's position as the "Second City" in Newfoundland and Labrador. See ARTS AND CULTURE CENTRES; PULP AND PAPER MAKING. Alice Collins (n.d.), Don Morris (1977), N.F. Murphy (1975), F.W. Rowe (1976), J.R. Smallwood (1975c), W.C. Wonders (1954), *Census* (1874-1976), *Community Profile: have a look at Corner Brook Newfoundland* (1975), *Corner Brook at the Crossroads* (1977), *The Corner Brook Foreword* (Sept., Mar. 1978), *DN* (Oct. 28, 1975), *ET* (Sept. 13, 1965), *JHA* (1873), *JLC* (1881), *WS* (Sept. 24, 1974). JEMP and PMH

CURLING. Curling, formerly known as Birchy Cove, is one of the oldest communities of the west coast of Newfoundland. Situated four miles from the mouth of the Humber River, on the south side of the Humber Arm, it is 35 km (23 mi) from the mouth of the Bay of Islands. The community extends approximately 5 km (3 mi) along the Arm and 1 km (.6 mi) inland.

The first recorded mention of the Curling area was in 1767 when Captain James Cook *qv*, visited the Bay of Islands. Cook found no settlers anywhere in the Bay but it was not long afterwards that the Brake family came to the mouth of the Humber River and the Blanchards to Meadows. William Epps Cormack *qv* reported only six families in the area when he visited it during his famous walk across Newfoundland in 1822.

Curling c.1920

Settlement was hampered somewhat by the existence of the French Shore which covered most of the west coast. However, the restrictions placed in the way of settlement, such as French fishermen having first rights on the readily available wood supply, did not deter the gradual increase in the number of settlers. By 1860 a handful had settled in the Curling area.

The 1860s witnessed the first influx of settlers into Birchy Cove, as the community was then called. Prominent among the new arrivals were the Bagg, Parsons, Pennell and Messervey families from Sandy Point in neighbouring St. George's Bay. Other settlers arrived from the West Country of England, Ireland, the east coast of Newfoundland and the Bay of Chaleur in New Brunswick. The Conception Bay settlers made up the largest single group and included such names as Conway, Kennedy and Sheppard. They had long fished on the Labrador in the summer and found the herring and wood supply in the Bay of Islands reason to settle on the west coast year round. Birchy Cove has a sheltered waterfront in the coves, land suitable for small scale farming, an abundant forest and protection from the high winds at the mouth of the Bay.

The prosperity of Curling was based chiefly on the fishery, especially the herring fishery which attracted many settlers to Birchy Cove in the 1860s and 1870s. Local herring factories salted the catch and shipped it to mainland markets. American boats also occasionally bought herring directly from the fishermen.

Cod, salmon and lobster were also important to the Birchy Cove fishermen. In the later decades of the Nineteenth Century many fishermen would go to the Labrador every year for cod. Salmon, the least important of the three, declined toward the end of the century.

Lobster, however, increased in importance in the 1890s. Nova Scotians came each year to operate the lobster factories and it was not until 1904 that they were operated by residents of the Bay of Islands. Lobster was exported to Halifax by rail (after 1899) and to the American market by steamer.

Agriculture, lumbering, hunting and trapping all contributed to the prosperity of Birchy Cove. Agriculture allowed the inhabitants to provide for their own domestic use. Lumbering was a consistent employer of a small number of people. A sawmill on the waterfront operated in the late Nineteenth Century producing lumber for the local market as well as for export. In the early years of the present century two sawmills operated. Cutting ties for the railway became important at the turn of the century and for several years thereafter.

Between 1857 and 1874 the population for the whole of the Bay of Islands jumped from 143 to 1,316. In 1891 and 1901 the figures for Birchy Cove were 205 and 212 respectively. The 1911 census showed Curling with 1047 people, making Curling the major community in the Bay. In that year the number of residents in Corner Brook and Summerside combined were far fewer than the number in Curling.

In 1865 the Rev. Mr. Rule arrived to establish a parish of the Church of England. A log house was used for worship until St. Mary's, the first church of the area was completed in 1870 and dedicated the following year by Bishop Kelly. In 1873 Rev. James Joseph Curling *qv* took up the position which Rule had vacated the year before. Curling worked towards the enlargement of St. Mary's Church which he saw successfully completed in 1886. In the same year he returned to England. St. Mary's, with its Gothic architecture, was destroyed by fire on February 5, 1950 but a new St. Mary's was erected on the main road and consecrated in September, 1955.

The Presbyterian, Methodist and Roman Catholic clergy arrived in Birchy Cove in the decades after the 1860s. In the 1870s Reverend David Creelman organized the first Presbyterian Sunday School in Petries, in the west end of Birchy Cove. Methodist and Roman Catholic clergy were present in the 1880s but the first Roman Catholic church, Sacred Heart, was not completed until 1900. This church too was destroyed by fire following the Second World War as was its successor

in 1979. The only school for many years was Anglican. Methodist and Catholic schools were opened in the 1880s. By 1912 Curling could boast of twelve teachers living within its boundaries.

Birchy Cove was the leading community in the Bay of Islands in several other respects. In 1873 the first mail service to the Bay brought mail to Birchy Cove by packet boat from St. George's. In 1877 Birchy Cove was selected as the headquarters of the first magistrate on the west coast, Captain Haworth, a retired naval officer, who greatly improved the administration of law in the area and as a consequence the court house was erected there. The first policeman, Constable Kelland, also arrived at this time to serve the whole of the Bay. Birchy Cove was linked by telegraph to the rest of the Island in 1878. In 1884 the only doctor in the Bay lived in Birchy Cove. The first edition of the *Western Star* was published in Birchy Cove in 1900. The paper was sold in 1941 and moved to Corner Brook.

The arrival of the railway in 1899 attracted businesses from the whole Bay of Islands area. (Before the coming of the railway Birchy Cove had stronger trading ties with Halifax than with St. John's and Sydney: in 1888 a steamer, the *Farquahar*, went into service on a regular passenger and freight run to Halifax.) St. John's based companies such as Ayre's eventually went into business in Birchy Cove.

Birchy Cove was also the site of the pioneer banks of the area. In 1878 the Bay of Islands Penny Savings Bank was opened at Birchy Cove, the first banking system in the Bay. The Bank of Montreal became the first of the major chartered banks to commence operations in the area when it opened its branch at Birchy Cove.

In 1904 the name of the community was changed from Birchy Cove to Curling in honour of Reverend Mr. Curling who had won the respect of the people during his thirteen years of ministering to them. The idea for the name change originated with Bishop Howley and was soon accepted by the population.

Curling remained the largest settlement until the mid-1920s when it was supplanted by Corner Brook. By 1935 Curling had a population of approximately one thousand while Corner Brook had over six thousand people. The opening of the pulp and paper mill in the neighbouring community in 1925 marked the beginning of the decline of Curling as a centre for industry, business, government, churches and communications.

In 1947 Curling was incorporated as a town. A few years later, on January 1, 1956, Curling became part of the City of Corner Brook. However, Curling remains a very distinct part of the City. Michael Brosnan (1948), Howard Brown (1972a), W.B. Hamilton (1978), R.H. Jelf (1910), J.J. Mannion (1977), Wayne Randell (1973), U.Z. Rule (1927), *Curling Municipal Plan Report 1956* (1956). Map K. Donald Cameron

CORNER BROOK PLAYERS. See THEATRE.

Curling

CORNWALL. See POPULATION.

***CORNWALL*, H.M.S.** A British cruiser used in the arrest of a group of Newfoundlanders from Flat Island, Bonavista Bay on July 5, 1919. The *Cornwall* left St. John's for Flat Island with a full crew on June 30, 1919. While on route to their destination they picked up ten policemen, a magistrate and a witness, to take part in the arrest of those on Flat Island who were alleged to have been involved in moonshining. Previous attempts by the authorities to search the homes of those accused had met with such strong opposition from the local residents that it was deemed necessary to utilize the *Cornwall* in establishing law and order.

On Saturday, July 5 ninety men armed with revolvers disembarked from the H.M.S. *Cornwall* onto a sailing pinnace and a cutter. A maxim machine gun had been mounted on the bow of the cutter in anticipation of any resistance from the residents of Flat Island. Seven fishermen from that community were arrested and brought back to St. John's, charged with moonshining and resisting arrest. J.R. Smallwood (1973), *ET* (July 7, 1919). DCM

CORONERS. The duty of a coroner is to determine by inquest the cause of a death not obviously due to natural causes. The office of coroner was abolished in Newfoundland in 1875 because, according to D.W. Prowse (1898), "for the purposes of investigating into crime, it was found a cumbersome, expensive and unsatisfactory machinery."

Until 1875 the coroner was appointed by the Governor in Council and was to be an ex-officio Justice of the Peace. The duties of the coroner were outlined by an Act (28 Vic., *c*. 3) passed in 1865:

> Such coroners shall, within their jurisdication, in all cases of persons slain, drowned, suddenly dead, felo de se [suicide], or dead in prison, have and exercise such power and authority for holding inquests, for committing to prison, and bailing those charged with murder or manslaughter and for the binding over of witnesses to give evidence, and with the like effect, as regards the forfeiture of the goods and chattels of felons, and their arraignment, trial and punishment, upon the inquisition, as are had and exercised by coroners under the laws of England.

After the abolition of the office of coroner (38 Vic., *c*. 8) the duties performed by that official became the responsibility of the stipendiary magistrates. The Summary Jurisdiction Act was passed shortly after the coroner's office was abolished and this outlined the procedure followed in unnatural deaths. This remained in effect until 1979, when An Act Respecting Provincial Offences And Provincial Court Inquiries (The Summary Proceeding Act) was passed. According to Section 22, when a person dies and there is reason to suspect that death was not due to natural causes, a judge is to hold an inquiry to ascertain the causes of, and circumstances surrounding, the death. Cyril Goodyear (interview, Sept. 1981), D.W. Prowse (1898), An Act to Regulate the Office and Duties of Coroners (28 Vic., *c*. 3), An Act to Abolish the Office of Coroner (38 Vic., *c*. 8), An Act Respecting Provincial Offences And Provincial Court Inquiries (1979, Chapt. 35). EMD

CORRECTIONAL INSTITUTIONS. Before the establishment of permanent prisons in Newfoundland most offences were dealt with by the administration of the lash, supplemented by a decree of *banishment *qv* the duration of which depended on the severity of the crime. Surrogate court records for 1777 (cited by D.W. Prowse: 1896) noted that Patrick Knowlan received twenty lashes at the common whipping post on the "Publick Path," a further twenty while secured in a neck halter at Admiral's Beach; he was required to forfeit all his goods and possessions, to pay court costs; and he was banished to Ireland — all for stealing a windowpane valued at 10¢!

As permanent settlements grew and a justice system was established, several local courthouses and jails were built at the larger, more prosperous centres throughout the Island. Several of these courthouse and jail facilities outside St. John's, such as the Harbour Grace jail, remained in active service until the early Twentieth Century.

Letterbooks of the Colonial Secretary contain early references to various jails throughout the Island. In 1804 Michael Sweetman was contracted to begin a jail at Placentia. In October of that year a correspondence from Governor Gower to John Bland, Magistrate at Bonavista, acknowledged a request for £150 to build a jail at that town. In 1813 Governor Keats wrote to the Lord Commissioners of the Treasury requesting aid to rebuild the jail at Trinity, which had burned down in 1802.

Although by 1850 jails and court houses existed at most major communities (including Trinity, Brigus, St. John's, St. Mary's, Placentia, Grand Bank, Bonavista, Burin, Harbour Breton, Twillingate, Fogo, Bay Bulls, Carbonear, and Port aux Basques) they held mostly thieves. Before 1750 there was little need for detention facilities for those who committed such major crimes as murder. Such offences were not tried locally, so the criminal was usually sent to England to stand trial; but, as D.W. Prowse (1895) noted, the expense and delay caused by sending the accused and witnesses to court at Exeter prompted the appointment of a Court of Oyer and Terminer in 1737 under Governor Vanbrugh. In 1750 Governor Drake was finally given permission to execute sentences in the Colony for crimes of a severe criminal nature. It was during the early 1700s that the first Court House and prison was erected at St. John's. According to Prowse it was completed in September 1730. (Prisoners had been previously imprisoned at St. John's jail.)

SIGNAL HILL PRISON. Originally constructed as a soldier's barracks, this stone structure was converted to a prison in 1846 after it was declared unfit for use as a military billet and after the old Court House jail had been destroyed by fire. According to James Murray (1975) the old prison lacked adequate ventilation, windows, or any sanitation. In September 1852 the Chairman of the Penitentiary Commissioners called for tenders to construct a Colonial Penitentiary (later Her Majesty's Penitentiary). The plans to build an expanded facility were delayed, however, by the newly formed Responsible Government in 1855. According to H.M. Mosdell (1923) materials subscribed for expansion and construction of an east wing on the new penitentiary located at Forest Road were sold to the Roman Catholic Episcopal Corporation to erect St. Bonaventure's College. The old prison on Signal Hill, which accommodated twenty inmates of both sexes, continued to house the majority of criminal offenders in Newfoundland until they were transferred to the new Colonial Penitentiary in August 1859. H.M. Mosdell (1923) reported that prisoners

from the Signal Hill Institution were transferred to the new facility as late as 1866.

INTERNMENT AND CONCENTRATION CAMPS. A small number of military internment facilities were operated in Newfoundland during both World Wars. For a brief time a number of German military personnel were detained at Harbour Grace during World War I. A second facility, which was never occupied, was proposed for the area at the start of World War II.

The first enemy aliens to be interned in Newfoundland in World War II were "twenty five officers and crew of the *Christoph V. Doornum* which was seized as a prize at Botwood" (*History of the Participation by Newfoundland in W.W. II*: n.d., p. 60). The crew of the vessel were first detained at the Y.M.C.A. building at St. John's but in October, 1939 an internment camp was completed at Pleasantville and the men were transferred to it. By the time an arrangement was made to move all enemy aliens to Canadian facilities in January, 1941 a total of nine Italian seamen and four resident aliens had also been detained to prevent public hostility against them. According to Herbert Wells (interview, 1981) several Hungarian seamen were also detained at Bell Island during this period. Paul O'Neill (1976) notes the existence of a Canadian military detention camp located on the corner of Carpasian Road and Rennie's Mill Road, St. John's. According to O'Neill "punishment was meted out to servicemen guilty of crimes and breaches of military discipline." The enclosed prison was used as a commercial storage shed after the war and was subsequently razed for housing developments.

HER MAJESTY'S PENITENTIARY. After the old St. John's military jail on Signal Hill was closed the newly opened Colonial Penitentiary at St. John's became the largest correctional and criminal detention centre on the island of Newfoundland. The centre block of the prison was constructed of imported stone and housed three corridors of thirty-five cells. Each barred cell, measuring 3 by 2 by 2.75 m (10 by 7 by 9 ft), housed two prisoners in a living and sleeping area which lacked plumbing, central heating and ventilation. Cells were lit by daylight from the barred windows. T. Lodge (1939), reporting on the Penitentiary conditions for 1936-1939, observed that the condition of the institution "may possibly compare favourably with those obtaining in England in the time of Dickens." During this period prisoners worked at installing curb storm-drains in the city, amidst accusations that they were taking work from the unemployed of St. John's. It was during this period that public concern also focused on the archaic and deplorable conditions in the prison after a prison hunger strike in November, 1938. On November 9, 1938 a citizens' committee, appointed by the grand jury under the jurisdiction of Sir William Horwood, visited the facility and a subsequent visit by four members of the Grand Jury in December denounced favourable reports of the prison conditions which had been previously released. According to A. Ryall (1938) the prison was disease-ridden and prisoners had an inadequate diet.

By 1941 construction of a new fence enclosure was started at the penitentiary and in 1943 construction of an east wing began. After this wing was completed in 1944 the Commissioner for Public Utilities embarked upon plans for a west wing, to be constructed in 1945, and the erection of both a female detention facility and permanent warden towers on the northeast, northwest and southeast walls of the facility. The east and west wings of the Penitentiary housed fifty-one single cells supplementing the older central block, and having the advantages of modern plumbing and central heating. The female facility, erected in the early 1950s, could house fourteen women.

In October 1979 extensive renovations were started on the prison to add an additional building and to extend the institution's walls and courtyard. The new wing accommodated a total of ninety-six cells arranged as living units for sixteen men. Inmates were allowed access to a living area, a kitchen and a recreation area. As a result of the renovations the original central cell block was no longer used.

PRISON SHIPS. Before immigration restrictions were adopted in North America, English and Irish prison ships regularly disposed of criminals on the shores of eastern North America and in Australia. According to Jed Martin (1975) a prison ship named the *Duke of Leinster* unloaded 114 prisoners at Bay Bulls and Petty Harbour in July, 1788. After the convicts had been detained at St. John's most were returned to Ireland. Legislation provided by King William's Act in 1698 and Pallisers Act in 1775 hastily put a stop to further transportation into the Colony, arguing that the island of Newfoundland was only a fishing station and that settlement or transportation of criminals (which would constitute settlement) was illegal.

In the Twentieth Century, however, the Newfoundland Government were forced to use a prison ship of a different sort at St. John's. According to John Fagan (1962) a former Newfoundland Railway vessel, the S.S. *Meigle*, was commissioned by the Department of Justice in October, 1932. After the riot at St. John's on April 5, 1932, which resulted in widespread looting of the city, the detention facilities at H.M. Penitentiary were found to be inadequate to house all those arrested and subsequently convicted. Upon the recommendation of Penitentiary officials, Chief Warden Devine and Gordon Ash as second in command, prisoners were transferred to the *Meigle* which was moored in the stream adjacent to Bowring Brothers' north side premises. The vessel became home to thirty prisoners until June, 1933 when it was decommissioned as a prison ship.

SALMONIER CORRECTIONAL INSTITUTION. Often referred to as the Salmonier Prison Camp, the institution, located on an island at Gull Pond on the Salmonier Line about 70 km (43 mi) from St. John's, was transferred from its status as a government work farm to a prison in 1935. In 1981 this minimum security facility housed a maximum of seventy-seven male inmates who worked regular hours at a variety of farm tasks, including growing vegetables, handling dairy livestock and poultry, land clearing and lumbering. Inmates were chosen on both a classification and individual application system from H.M. Penitentiary in St. John's. All the farm and poultry produce was consumed by inmates of the Salmonier Institution and H.M. Penitentiary.

WEST COAST CORRECTIONAL CENTRE. On June 22, 1978 the Minister of Justice, T. Alex Hickman, opened the facility at an adapted U.S. Air Force barracks in Stephenville, Newfoundland. The facility had accommodation for thirty-five to forty male inmates but was expanded in 1980 to accommodate seventy-five inmates; an extra thirty beds were added, with renovations of the third floor in 1981. In that year the minimum security facility housed inmates serving sentences for minor offences, and offered educational, trades and life skills training in conjunction with the Bay St. George Community College. In addition the facility offered several community integration programmes in conjunction with the Stephenville Town Council, including sports and rehabilitative recreation for inmates and the use of outside public facilities.

Punitive segregation cells were installed at the centre to control disruptive behaviour and barred or fenced areas served the purpose of keeping "unauthorized people out rather than prisoners in" (S.L. LeMessurier: 1980).

WOMEN'S CORRECTIONAL CENTRE. On January 4, 1945 the Commissioner of Public Utilities drafted the first proposal to erect a female detention facility inside Her Majesty's Penitentiary. The small, self-contained, three-story structure completed by inmate labourers in the early 1950s accommodated a total of fourteen inmates in seven cells. As early as August 1951 the report of the Grand Jury established that the structure was inadequate and overcrowded. Prison life of the period involved making mail bags and concrete blocks by male prisoners and the ten female prisoners were given the task of regularly doing the entire laundry of both H.M. Penitentiary and the Salmonier Line Camp.

In September 1979 a supplementary facility was proposed to accommodate twenty-five female inmates at Harmon Corporation Building 342, Stephenville. Building 341 was renovated in 1981 to accommodate the entire female population of the St. John's facility, which was phased out of operation in late 1980. On January 22, 1981 an additional medium security space for twenty-five females was alloted at Building 346, Stephenville adjacent to the male correctional facility.

LABRADOR CORRECTIONS. On August 13, 1980 the Minister of Justice, Gerald Ottenheimer, announced the proposed establishment of a detention centre in Labrador. The facility proposed was for minimum security detention.

REGIONAL DETENTION CENTRE FOR CENTRAL NEWFOUNDLAND. During the 1981-82 fiscal year a minimum security detention facility was proposed for Bishop's Falls designed to accommodate a maximum of twenty to twenty-five inmates serving short term sentences.

REGIONAL DETENTION CENTRE FOR EASTERN NEWFOUNDLAND. During the 1981-82 fiscal year a minimum security detention facility was proposed for Clarenville, designed to accommodate a maximum of twenty to twenty-five inmates serving short term sentences.

JUVENILE CORRECTIONS. Protected by Provincial legislation since 1949, treatment of juvenile offenders in Newfoundland comes under jurisdiction of the Welfare of Children Act which was established in 1953, and the Juvenile Corrections Act of 1966.

No criminal offender under the age of seventeen can be sentenced to a correctional institution in the Province. The child is pronounced a Ward of the Director of Child Welfare who can, at his own discretion or the suggestion of the presiding judge, recommend that the youth be committed to the custody of a juvenile training facility for a prescribed period.

The first juvenile receiving facility was opened on February 14, 1947 at the Locke Hospital (the site of the Hoyles Home in 1981), Portugal Cove Road, St. John's. Classified as a girls' home after the first year of operation, the home was occupied by girls between ages twelve and sixteen who had behavioural problems. In October 1963 the residents of the home were transferred to the newly established girls' juvenile facility on Waterford Bridge Road. From November, 1970 until November, 1971 the girls were accommodated at the Boys' Home in Pleasantville following two separate fires at the Waterford Bridge Road facility.

In January 1974 the Girls' Home and Training School was officially relocated to the recently vacated Boys' Home at Building 1054, Pleasantville. The school operated for females only until 1976, when the institution was re-classified to accommodate an equal enrolment of girls and boys (who were transferred from Whitbourne) to a maximum of forty-two students. In 1981 students in the residential facility at Building 1054 attended classes for vocations and life skills at Building 1051, Pleasantville.

The St. John's School for Boys. For male juvenile offenders, was operated at Building 1054 Pleasantville from 1967 until January, 1974, when a school was opened in a building that had previously accommodated the Girls' Home and Training School Programme at Waterford Bridge Road, St. John's. In that year eighteen male delinquents with severe mental and emotional handicaps were transferred to the institution on Waterford Bridge Road. In 1981 the home operated by the Director of Child Welfare accommodated a maximum of fifteen students who were supervised by a permanent house staff of eighteen. The facility also housed a temporary detention facility for the use of juvenile offenders who were detained and could not by law be imprisoned in an adult correctional facility.

The Whitbourne School for Boys. The school opened in January, 1945 but was destroyed by fire in November of that year. The institution was relocated at the recently vacated Home Defence Battery, Bell Island which could house forty boys. In 1950 the Whitbourne facility was re-opened with accommodation for forty-five boys. The older youths had been previously returned to Whitbourne in 1949 and occupied a building site formerly occupied by the Newfoundland Rangers. The new facility, originally consisting of two dormitories, became one building with shared-space rooms, a detention unit, and recreation and office space. An adjacent building housed three classrooms and a carpentry workshop.

In 1981 the school had a sports pitch and still utilized the farm of Sir Robert Bond's estate, the Grange, which was donated to the government and later used for the original juvenile facility. The farm provided vegetables for facilities for juveniles in the Province. In 1981 the school had a maximum enrolment of forty-two boys. See BANISHMENT AND TRANSPORTATION; CHILD WELFARE; JUDICATURE; LAW. W.J. Carew (interview, 1981), John Fagan (1962), Jed Martin (1975), Marvin McNutt (interview, Jan. 1981), H.M. Mosdell (1923), James Murray (1975), Gerald Ottenheimer (letter, Mar. 1980), George Pope (1967), E.R. Rowsell (letter, Jan. 1981), A. Ryall (1938), Herb Wells (interview, 1981), *DA* (Oct. 1980), *DN* (Mar. 21, 22, 1924; Aug. 15, 1975), *ET* (Dec. 19, 1950; Aug. 2, 1951), *WS* (July 18, 1978), *Week in Review* (Jan. 22, 1981), *JHA* (1873), Archives GN/2/1/18; GN/2/1/25; GN/4/E/1; GN/20/T/2. WCS

CORRONADE BATTERY. See SIGNAL HILL.

CORTE-REAL, GASPAR (*c*.1450-*c*.1502). Explorer. Little is known of the early years of Corte-Real's life, except what has been deduced by historians. According to Henry Harrisse (1892) Gaspar Corte-Real was born about the year AD 1450. He was the youngest of three sons of João Vaz Corte-Real (who himself may have visited Newfoundland before John Cabot; See AZORES). As a youth he supposedly lived in Lisbon as a servant to the Duke of Beja, who later became King Manuel of Portugal. In 1480 Corte-Real moved to the Azores to administer lands given to him by his father.

According to Dr. F.F. Lopes (1957) Corte-Real received a charter from King Manuel of Portugal on May 12, 1500 to discover and claim jurisdiction over lands in the New World.

Corte-Real statue

That summer he left Lisbon with one ship, possibly picking up another ship at the island of Terceira. Upon reaching North American shores Corte-Real found a land full of large trees and fertile soil. This land he named Greenland or Terra Verde. B.G. Hoffman (1961) states that "From the descriptions of the 'Terra Verde' or 'Land of Cortereal,' to be found in the Cantino and Pasqualigo, as well as in the accounts by Galvano and Goes, and in the 'Islario general de todas ilas del mundo,' we may localize Cortereal's explorations as having taken place in the Newfoundland area."

Local historians, such as W.G. Gosling (1910) and Hatton and Harvey (1883) have further hypothesised that Corte-Real named Conception Bay and Portugal Cove, explored Trinity Bay, the northeast coast of the Island and the Strait of Belle Isle, and started the first fishery in Conception Bay. Heavy ice conditions prevented Corte-Real's northern advance and he returned to Portugal.

The following year, with three ships, he again set out on an expedition bound for Terra Verde. After travelling along what was probably the coast of Labrador and the Island of Newfoundland the expedition captured perhaps sixty native men and one native woman. The ships separated, probably along the southern part of the Island, and with two ships and seven captives returned to Portugal. Corte-Real is said to have headed in a southerly direction; it is not known for certain, however, since he was never heard from again. Miguel Corte-Real *qv* attempted to find his brother but his 1502 expedition ended as mysteriously as Gaspar's.

In 1965 a 7.5 m (24 ft), 3 t (3.5 ton) statue of Corte-Real was unveiled on Confederation Parkway in St. John's. The sculptor was Martins Correira of Portugal. The inscription reads: "Gaspar Corte-Real, Portuguese navigator — he reached Terra Nova in the 15th century — at the beginning of the era of the great discoveries. From the Portuguese Fisheries Organization — an expression of gratitude on behalf of the Portuguese Grand Banks fishermen for the friendly hospitality always extended to them by the people of Terra Nova, May 1965." See EXPLORATION AND DISCOVERY. Eduardo Brazão (1965), Henry Harrisse (1892), F.F. Lopes (1957), Paul O'Neill (1976), *External Affairs* (Oct. 1965). DCM and BGR

CORTE-REAL, JOÃO VAZ. See AZORES.

CORTE-REAL, MIGUEL (*c*.1450-1502). Explorer. Born Portugal. Miguel Corte-Real outfitted the 1500 and 1501 expeditions of his brother, Gaspar Corte-Real *qv*, who agreed to share with Miguel the land he might discover. In 1501 Miguel was in charge of one of King Manuel of Portugal's ships assisting the Venetians against the Turks. When later in that year Gaspar did not return from Newfoundland, Miguel organized a relief expedition and in May 1502 left Lisbon with three ships. After reaching Newfoundland the ships went in different directions to search for Gaspar but agreed to reunite on August 20 at St. John's. However, Miguel's ship did not come back and was never seen again. Before Miguel sailed to Newfoundland the King had granted him title to the new land (Newfoundland) and another brother, Vasco Anes Corte-Real, held the same claim to Newfoundland, a claim which the king confirmed several times. Eduardo Brazão (1965), *DCB* (I). GL

COSTEBELLE, PHILIPPE PASTOUR DE. See PASTOUR DE COSTEBELLE, PHILIPPE.

COSTER, VENERABLE GEORGE (1794-1859). Missionary. Born Berkshire, England. Educated St. John's College, Cambridge. Ordained a priest of the Church of England, London, 1817. Under the auspices of the Society for the Propagation of the Gospel Coster was a missionary in Bermuda, 1822-1824. In 1829 he was transferred to Newfoundland where, with headquarters at Bonavista, he acted as "Visiting Missionary and Episcopal Commissary for Newfoundland" (C.R. Pascoe: 1901). In 1825 he was appointed Archdeacon. As a missionary in Newfoundland he was forced to travel extensively on poorly constructed roads often under trying conditions. For that reason, according to J.R. Smallwood (1975) "with the members of his Congregation he personally guided the construction of three miles [8 km] of good road at Trinity." In 1829 Coster left Newfoundland to assume similar responsibilities in New Brunswick where, in 1859, he died. C.R. Pascoe (1901), J.R. Smallwood (1975). GL

COTTAGE HOSPITALS. See HOSPITALS.

COTTEL'S ISLAND. See ST. BRENDAN'S.

COTTLE'S ISLAND. See COTTLESVILLE.

COTTLESVILLE (inc. 1972; pop. 1976, 404). An incorporated community composed of two settlements, called Cottle's Island and Luke's Arm, located in three coves on opposite sides of a small peninsula on the southwest side of New World Island *qv*. This peninsula is bounded on the east by Luke's Arm (from which the settlement of Luke's Arm took its name), on the north by Puzzle Bay, and on the west by Cottle's Bay and Cottle's Island, a smallish island off the tip of the peninsula, from which the community of Cottle's Island took its name. Off the northern tip of Cottle's Island is a tiny island called Cottle's Storehouse Island, and it is possible that both islands were seasonally occupied by fishermen who wintered in the nearby sheltered coves of New World Island and who eventually moved year-round to Cottle's Island and Luke's Arm.

Cottle's Island is first reported in the *Census* of 1884, with a population of twenty-five, five families of Wesleyan Methodists who probably came to Cottle's Island from the Twillingate Islands. According to E.R. Seary (1976) most of the family names associated with the communities — Anstey, Cooper, King, Flight, Moors, Mutford, Philpott, Prior, Rideout and Watkins — were in the Twillingate area from the 1700s and 1800s. By 1891 the population had grown to forty-seven, which included several Church of England families. Luke's Arm is first reported in the *Census*, 1911, with a population of sixty, mainly Methodist and Salvation Army families, while Cottle's Island had a population of seventy-six in that year, also Methodist and Salvation Army. Both communities were reported separately in censuses until 1951 when they were reported simply as Cottle's Island; it had a population of 154 in 1951 and 436 in 1966. In 1972 the community of Cottle's Island-Luke's Arm was renamed Cottlesville (*Royal Gazette*: Aug. 15, 1980).

The early economy of Cottlesville was based on the inshore cod fishery, the Labrador fishery and the lobster fishery, including the running of family-owned lobster factories (from three to seven between 1901 and 1921) in Cottle's Island in the early 1900s. Following the failure of the Labrador fishery in the 1920s lobster became the main catch; some mackerel, herring, salmon and cod were caught mainly for local consumption. By the 1950s woods work in Grand Falls and Bishop's Falls and, with the building of the "Road to the Isles" (linking New World Island with the mainland), commuting to forestry jobs became a major source of income. Sawmills operated intermittently in the communities from the 1930s. In 1981 two sawmills were reported to be operating in the community, producing from 100,000 to 200,000 fbm each per year for local markets. The remaining labour force commuted to logging jobs in central Newfoundland or were employed in the fishery. In 1981 the Cottlesville catch was stored in a cold storage shed and then trucked to plants in Twillingate *qv*.

A Salvation Army school was opened in 1911 and by 1921 there was a Methodist school operating. In 1981 Cottlesville students attended central schools on New World Island. Cottlesville was governed by a town council, and municipal services included water and sewerage, street lights and regular garbage disposal. Edgar Anstey (interview, Sept. 1981), E.R. Seary (1976), *Census* (1884-1976), *Newfoundland Fisheries Survey* (1952). Map F. JEMP

COTTON MILLS. See TEXTILE MANUFACTURE.

COTTON, SIDNEY (1894- ?). Aviator. Born Australia. Cotton fought in World War I with the Royal Naval Air Service. In 1916 he invented the layered "sidcot" flying suit. Although these suits became very popular and were used extensively during both wars, Major Cotton refused to be paid for his invention. Even the famous Baron von Richtofen was wearing a "sidcot" when he was shot down.

Cotton came to Newfoundland in 1920 with the hope of obtaining a contract from local sealing companies to spot main sealing herds from the air. Although he was the first aviator ever to land his aircraft beside sealing vessels stuck in the ice, the sealing companies remained sceptical. Cotton eventually left Newfoundland without having convinced them of the worth of his idea.

During his stay in Newfoundland, Cotton achieved a number of firsts in winter aviation in North America; some were probably "firsts" in the world. He was the first to use an aircraft to deliver mail to communities isolated by winter: in 1922 he broke the bleak isolation of the Labrador winter by flying to Cartwright with mail. Working for the Grand Falls paper mills, he was the first person to use an aircraft to search out large expanses of timber on the Island. He was the first aviator in Newfoundland to utilize aerial photography to make aerial maps.

Before Cotton came to Newfoundland, winter flying was dangerous, if not impossible. Some of his innovations included inventing a cover to keep the engine warm, using catalytic lamps under the engine's crankcase to prevent engine freezing, adding alcohol to the water in the aircraft's radiators to prevent freezing, and equipping the aircraft with special winter survival gear.

In September 1938, after leaving Newfoundland, Cotton was asked to undertake secret aerial photography for intelligence departments in Paris and London. He was to pose as a private businessman while flying around Europe (especially Germany), and the Middle East, photographing areas where there was suspected military re-armament. He altered his aircraft by installing hidden, remote-controlled cameras in the wings. When war was declared Cotton was permitted to form his own experimental aerial photographic reconnaissance unit called the Photographic Development Unit. Cotton modified a

number of Spitfires to fly at greater speeds and to photograph from high altitudes. After the war Cotton returned to being a private entrepreneur. Ralph Barker (1969), Larry Milberry (1979), A.B. Perlin (1922). CMB

COTTRELL'S COVE (pop. 1976, 389). A fishing-lumbering community that is located in a small cove entered east of Cuttle's Island on the west shore of the New Bay Peninsula southwest of Fortune Harbour *qv*, Notre Dame Bay. Cottrell's Cove has been variously called Cuttle Cove, Cottle Cove, Cuttrel Cove and Cotterell Cove, or included as part of New Bay or New Bay Head, which is roughly that area from the tip of the New Bay Peninsula to the Southeast Arm of New Bay including Cottrell's Cove. Cottrell's Cove is first recorded as Cottle Cove with a population of eight (one family of Protestant Episcopalians) in the *Census*, 1845.

According to E.R. Seary (1976) a John Cox and Giles Budgell were residents of New Bay Head in 1845 and an Issac Stuckless and a John Hustins in 1859 and 1886 respectively. Other early family names were Boone, Cave, Dix, Hall, Horwood, Moors, Wall, White and Yates. Other families came to Cottrell's Cove from Fortune Harbour, Point Leamington and the Exploits Basin area during the 1950s and 1960s. Like other communities, such as Fleurrie Bight and Fortune Harbour, located near the head of the New Bay Peninsula, Cottrell's Cove was an ideal base for the Labrador fishery. Although the area around Cottrell's Cove itself was an uncertain place for cod fishing, its proximity to the centres of the Labrador fishery on the Twillingate Islands, and its position near the tip of a long peninsula thrust into northern Notre Dame Bay, made the Labrador fishery the main cod fishery until the 1930s. Though Cottrell's Cove is open to the north it does have a good holding ground and from seven to ten large Labrador vessels were often accommodated. The waters near Cottrell's Cove were rich in another resource — lobster — and from 1900 to the 1930s from ten to fifteen family-run lobster factories operated in the community, which by 1921 numbered 154 people. After the failure of the Labrador cod fishery lobster became the main fishery from Cottrell's Cove. By the 1950s both lobster and salmon were sold to a Consumers Co-operative composed of local fishermen; the lobster was sold to Lewisporte and the salmon to Grand Fallsm Some cod, mackerel and seal were also sold.

The community, which numbered about 300 by 1956, was connected by road to Fortune Harbour and Botwood by that year. The rich forests of the New Bay Peninsula also provided an alternate source of employment in pulpwood cutting and, later, sawmilling. In 1981 one sawmill producing from 75,000 to 100,000 fbm per year for local markets was reported to be operating, and the fishery and logging remained the main sources of employment in Cottrell's Cove. Other employment was found in seasonal skilled and semi-skilled labour such as construction work, road construction and carpentry. The first church and schools were built in the New Bay area by the early 1900s and in 1981 there was a school serving Kindergarten to Grade Eleven students in the community. E.R. Seary (1976), *Census* (1845-1976), *Newfoundland Fisheries Survey* (1952). Map F. JEMP

COUGHLAN COLLEGE. See MEMORIAL UNIVERSITY OF NEWFOUNDLAND.

COUGHLAN, CAPTAIN JEREMIAH. See COGHLAN, CAPTAIN JEREMIAH.

COUGHLAN, REVEREND LAURENCE (?-1784?). Missionary. Considered to be the first Methodist preacher in British North America. Born Drummersnave, Ireland(?). Little is known of Coughlan's early life and the first known reference to him with regard to Methodism was made in 1754 when he became one of the first Methodist converts in Ireland. Appointed a lay preacher in 1755, Coughlan soon impressed John Wesley with his ability to attract large numbers to the Wesleyan fold. Despite this, Wesley was not entirely contented with the new lay preacher, considering Coughlan to be uneducated and lacking in faith. When in 1764 Coughlan, without Wesley's permission, was ordained by a Greek Orthodox bishop, Wesley disapproved and presented him with an ultimatum: he could renounce his rights gained through the ordination or he would be removed from the Connexion. One year later Coughlan was no longer associated with Wesley's group. For most of his life, Coughlan apparently regarded this break with the Wesleyans as unimportant, considering himself to be a Methodist in spirit if not on paper. Nor did the incident apparently harm the friendship between Wesley and Coughlan, for they maintained a correspondence in later years.

Laurence Coughlan

In either 1765 or 1766 Coughlan arrived in Newfoundland. T.W. Smith (1877), Rev. William Wilson (1866), Jacob Parsons (1964), A.E. Kewley (1977) and a number of other historians maintain that he came to Newfoundland in 1765 and began preaching in Harbour Grace in the summer of that year; this would have made him the first follower of Wesley to preach in the New World. Governor Byron *qv*, however, in an order to the inhabitants of Harbour Grace in July 1770 refers to Coughlan as the minister who the inhabitants of Harbour Grace obtained following the delivery of their petition dated November 1765 to a London merchant, George Davis (Archives: GN 2/1/4). Patrick O'Flaherty (*DCB*: IV) on the strength of this and other evidence maintains that Coughlan did not arrive in Harbour Grace until the summer of 1766, the same year that Philip Embury began preaching Methodism in New York. According to O'Flaherty, Coughlan was probably in England during the winter of 1765-1766 when the request from the inhabitants of Harbour Grace and the surrounding area for a Protestant minister was forwarded to officials in London. Coughlan was recommended for the position and in the spring of 1766 was ordained a Church of England priest by the Bishop of London. Coughlan was in Conception Bay the following summer performing his religious duties, but the following winter was back in England where he presented a petition from fifty-one inhabitants of Harbour Grace requesting that Coughlan be appointed a missionary of the Society for the Propagation of the *Gospel in Foreign Parts *qv* (SPG) and be given a salary, as the inhabitants, suffering from the "bad success in the Fishery," could not support their minister ("Petition of the Inhabitants of Harbour Grace to SPG," dated October 30, 1766, quoted in Jacob Parsons: 1964). The SPG appointed him their missionary and Coughlan soon returned to Harbour Grace, where he took up his duties again.

It should be noted here that although many historians have claimed that Coughlan was indeed Methodist (as Coughlan himself claimed), A.E. Kewley (1977) questions his adherence to Methodism, stating that Coughlan demonstrated a lack of understanding of Wesleyan doctrines and of the discipline thought necessary by Methodist Conference of the time. According to Kewley he was simply "a free-lance Church of England missionary who had a genuine desire to strike a blow against social and moral evils in the colony . . . [and who administered] a self-designed, self-operated and self-directed religion — humanistically based, socially motivated, and emotionally fed."

Whether Wesleyan or not, Coughlan himself believed that he was indeed Wesleyan and he carried out his missionary work zealously. When he began publicly denouncing individuals for their sins and keeping the inhabitants from working on Sundays, the merchants became quite angry and withdrew their support of the minister. On one occasion they may even have attempted to poison him (Laurence Coughlan: 1776). Nevertheless, he eventually became quite popular with the fishermen of the area and by visiting them and their families up and down the coast, by organizing classes and by preaching in the Irish language to the Irish Roman Catholics who wished to hear him, he had a following of about w00 persons by the early 1770s. Two churches, one in Blackhead *qv* and one in Carbonear *qv* were erected by the inhabitants in the winter of 1768-69 so that Coughlan could preach in those settlements.

While in Conception Bay, Coughlan also began a school for girls and boys and served as the Justice of the Peace for the area around Harbour Grace from 1770 to 1771, when he was dismissed by Governor Byron following complaints made by the merchants of the area about Coughlan's alleged ignorance of the law and his efforts to obstruct the fishery. In 1773, wearied by a harsh climate and failing health, Coughlan left Conception Bay for Great Britain and there, three years later, published his *An Account of the Work of God in Newfoundland, North America*.

What exactly became of Coughlan after his departure from Newfoundland is not known. It is known, however, that in the year of publication of his *Account* he was a minister in London. Then, in February 1785 a reference to Coughlan is made in a letter from John Wesley to a Mr. Stretton of Harbour Grace in which Wesley states that the last time he had seen Coughlan he had been "ill in body, but in a blessed state of mind . . . broken in pieces [and] full of contrition for his past unfaithfulness." Wesley continues, ". . . not long after I went out of town God removed him to a better place" (quoted in T.W. Smith: 1877).

Following Coughlan's departure from Newfoundland three of his followers, John Stretton and Arthur Thomey of Harbour Grace and Thomas Pottle of Carbonear attempted to continue his work. Their endeavours and those of later preachers, however, proved fruitless, and Methodism in Newfoundland did not take root until 1815, when a Methodist district for Newfoundland was formed. See UNITED CHURCH OF CANADA. R.M. Christensen (1951), Laurence Coughlan (1776; 1785), A.E. Kewley (1977; letters, Feb.-Mar. 1979), Charles Lench (1903), Eleanor McKim (1966), Jacob Parsons (1964), C.F. Pascoe (1901), T.W. Smith (1877), Rev. William Wilson (1866), *DCB* (IV), *Diocesan Magazine* (Vol. V. no. 3, 1893), Archives GN 2/1/4 (1766-1771, 237); GN 2/1/5 (1771-1774, 2, 5). CFH

COUNCIL AND COMPANY OF THE NEW-FOUNDLAND PLANTATION. See SETTLEMENT.

COUNCIL OF EXCEPTIONAL CHILDREN. See SCHOOLS.

COUNCIL OF HIGHER EDUCATION. See SCHOOLS.

COUNCIL OF THE STUDENTS' UNION. See MEMORIAL UNIVERSITY OF NEWFOUNDLAND.

COUNCILS, MUNICIPAL. See GOVERNMENT.

COUNCILS, RURAL DISTRICT. See GOVERNMENT.

COUNTRY COURTS. See JUDICATURE.

COUNTRY ROAD (pop. 1961, 452). A community located southeast of Bay Roberts, Country Road was first reported on the census of 1857 as "Coosh and Country Path" with a population of 157, all fishermen, including two inhabitants born in Ireland. The community was not recorded separately in several subsequent censuses; it was included with Bay Roberts in 1869 and Coley's Point in 1874 and 1884. By 1891, when the settlement next appeared on the census, it numbered 303 residents and the population remained between 300 and 400.

The name Country Road is descriptive, according to E.R. Seary (1971) and contains in part the major reason for its settlement. As waterfront areas, agricultural land and timber lots were increasingly used up in the Bay Roberts area, new settlers were compelled to find space in the unclaimed land to the rear of the coastal communities, near the banks of brooks and rivers and on narrow strips of arable land on the west side of the high hills ringing Bay Roberts. Country Road, which had Church of England, Roman Catholic, Methodist and Salvation Army adherents in its community, provided good land and a central location for schools and churches of all denominations. By 1921 there were two schools in Country Road. The inhabitants were mainly fishermen and farmers, and after the 1940s many were employed in service industries, fish plants and construction work in the central Conception Bay area, particularly in Bay Roberts and Harbour Grace. Between 1961 and 1966 a large part of Country Road was incorporated into the town of Bay Roberts; the 1966 *Census* reported a population of five in Country Road, the remaining part of the settlement, which was considered to be an independent community in 1981. See BAY ROBERTS. E.R. Seary (1971), J.R. Smallwood (1940), *Census* (1857-1976). Map H. JEMP

COURAGE, JOHN ROLAND (1915-1970). Speaker of the House of Assembly; educator. Born Long Harbour Beach, Fortune Bay. Educated North Sydney; Cape Breton; Pass Islands, Hermitage Bay; Memorial University of Newfoundland. From 1931 to 1945 J.R. Courage taught school in Newfoundland. One of his first duties as Principal of the Adult Education Centre, to which he was appointed in 1945, was the establishment of a school for ex-servicemen. In 1949 he resigned this position and successfully contested his home

John Roland Courage

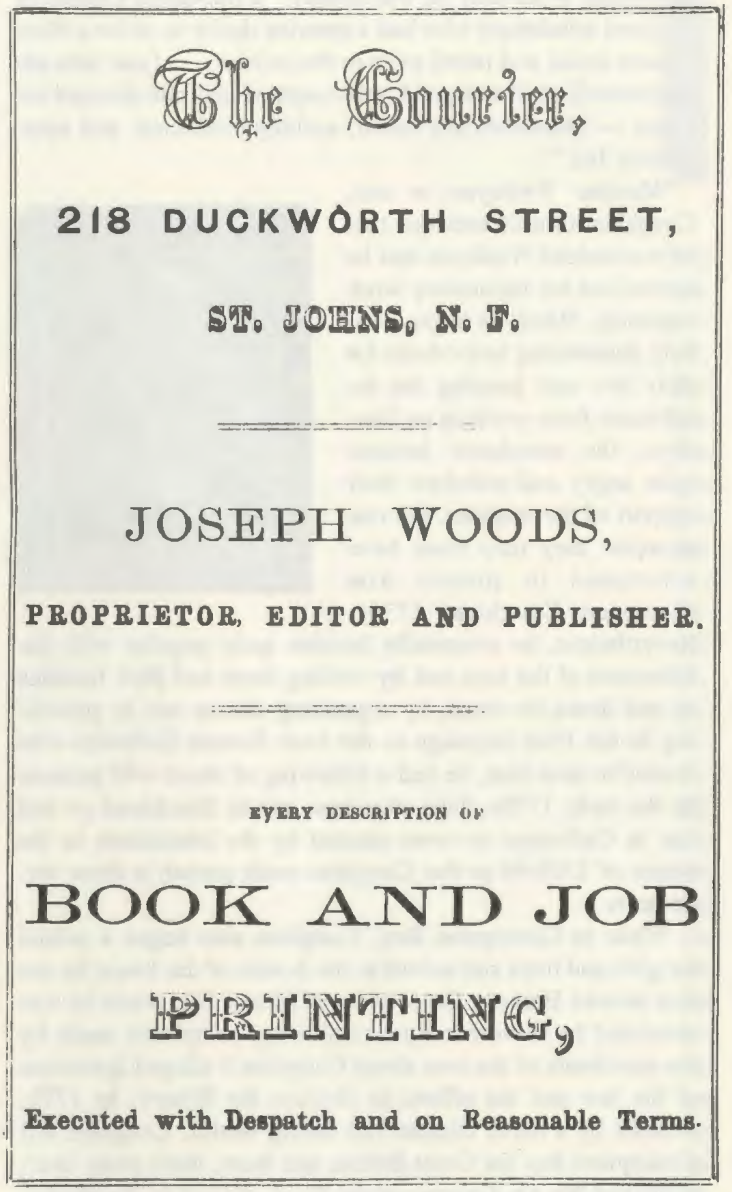
district of Fortune Bay and Hermitage in Newfoundland's first Provincial election. As a Member of the House of Assembly he was elected Deputy Speaker of the House and Chairman of Committees in 1949. In 1950 he received one of the first Bachelor of Arts degrees conferred at the first convocation of *Memorial University of Newfoundland *qv*. He was called to the Bar in October of 1953 and was subsequently elected Speaker of the House in 1957. While holding this position Courage was chosen to represent Newfoundland and Prince Edward Island at the Commonwealth Conferences in India, Pakistan and Ceylon during 1957, and in Australia in 1959. He held the position of Speaker until 1962. During that year he received a Master of Arts Degree at Memorial University of Newfoundland. In 1962 Courage resigned his seat in the House to become Chairman of the Civil Service Commission of Newfoundland. He died May 20, 1970. J.R. Smallwood (1975), *Newfoundland Who's Who 1961* (1961?), *Newfoundland Bulletin* (June 1970). WCS

COURIER, THE. One of Newfoundland's first newspapers, *The Morning Courier And General Advertiser* as it was initially called, started publication on October 21, 1844. William Beck started the paper and was its first printer and publisher. It was issued three times a week from Beck's office in St. John's. The publisher claimed no political affiliations and in the paper's original Prospectus promised a periodical dedicated to "commercial, agricultural, literary and scientific subjects; and local and foreign news" (*The Morning Courier And General Advertiser*: Oct. 21, 1844).

Only six months after it had started publication *The Morning Courier And General Advertiser* had a change of ownership. On April 4, 1845 a new series was issued by the new publisher and printer, R.L. Daley, and by S.J. Daniel, the paper's new editor and proprietor. Issuance was reduced to twice a week. Within a year, on February 11, 1846, Daniel took over Daley's duties, along with his own, producing the paper almost single handedly. On May 13 of that year the paper was transferred into the hands of Joseph Woods *qv* and almost immediately acquired a more political tone. Ian McDonald (1970) states that Wood's paper "supported the Liberal campaign for responsible government . . . . opposed the first Conservative and Protestant government of Hugh Hoyles . . . . supported the Confederates with increasing warmth till 1869 . . . then reversed its stand completely . . . became an ardent adherent of C.F. Bennett . . . [and] opposed the railway scheme and Whiteway."

The paper moved its office to Gower Street in St. John's after the fire of June 9, 1846. Less than a year later, on May 8, 1847, the name of the publication was shortened to *The Morning Courier*. The office was again moved in 1849, this time to Beck's Cove, and the paper began issuing three times a week again.

The title was once again shortened, to *The Courier*, either in 1853 or 1854. The paper's final move was to 218 Duckworth St. in St. John's. It has not been precisely determined when *The Courier* stopped publication, but in all likelihood it ceased printing at the end of 1878, under the trusteeship of John Woods. Ian McDonald (1970), *The Courier* (1855-1878 *passim*), *The Morning Courier* (May 8, 1847-1849 *passim*), *The Morning Courier And General Advertiser* (Oct. 21, 1844-May 8, 1847 *passim*), Archives GN 32/22. DCM


The Courier,

218 DUCKWORTH STREET,

ST. JOHNS, N. F.

JOSEPH WOODS,

PROPRIETOR, EDITOR AND PUBLISHER.

EVERY DESCRIPTION OF

BOOK AND JOB

PRINTING,

Executed with Despatch and on Reasonable Terms.

COURIER, THE. See *THE NEWFOUNDLAND COURIER MAGAZINE.*

COURT OF ADMIRALTY. In 1615 Captain Richard Whitbourne was sent out from England with a commission from the High Court of Admiralty "with authority to impanel juries and to make enquiry upon oath of sundry abuses and disorders committed every year among the fishermen on the coast of Newfoundland." In Trinity harbour he called together the masters of the 170 English ships anchored there and held the first Court of Admiralty in Newfoundland. These men, acting as grand jurors, inquired into the alleged disorders, and delivered their summary to the Court (Whitbourne), who transferred them to the High Court of Admiralty in England. According to their summary the fishermen were guilty of non-observance of the Sabbath Day, injury to harbours by casting into them large stones, destroying fishing stages and huts, monopolizing convenient spaces, entering the services

of other countries, burning woods, and indulging in "Idleness, parent of all evils." However, this commission was not as successful as it might have been had Whitbourne had a bailiff to serve process, room to hold court, and power to enforce his decisions. D.W. Prowse (1895), *DCB* (I). GL

COURT HOUSES. See JUDICATURE.

COURTEMANCHE, AUGUSTIN LE GARDEUR DE (1663-1717). Born Quebec. Courtemanche was a pioneer of Labrador settlement. Early in his life he worked with the French-Canadian military, participating in the seizure of the garrison at Casco Bay, Maine in 1689-1690, and in the defense of Quebec in 1690. Until 1702 Courtemanche was posted with various Indian tribes and often acted as a negotiator with them in settling treaty rights.

In 1697 Courtemanche married Marie-Charlotte Charest, whose family had business concerns in the Labrador fisheries and trading posts, and became involved in the business himself. He was prevented from leaving immediately for Labrador by additional responsibilities at home: a promotion to Captain of the governor's guards came in 1698 as a repayment of a personal debt owed him by the new Governor of New France.

In 1700 Courtemanche hired Pierre Constantin *qv* to investigate the possibilities of hunting and trapping in the Labrador territory, and in 1701 Madame Courtemanche again employed Constantin to the same end. In 1702 Courtemanche was granted trading and fishing rights in the area between the Kegaska River and Rivière Kessessakiou (now the Churchill River) for ten years by the Governor of New France. After exploring the area in 1704, Courtemanche wrote a travel-log describing the abundance of wildlife in his new domain.

He built Fort Pontchartrain at Baie de Phélypeau (now Bradore Bay) in 1705 and, with his usual diplomacy, persuaded about thirty Montagnais Indians to work for him as hunters, along with his French-Canadian employees, and to settle their families in the area. The concession proved highly successful for Courtemanche: he is said to have grown some vegetables and barley, the fishery flourished, and his amicable relations with the Montagnais greatly benefited his trade in furs. The Indians even directed him to the remains of whales from Basque *qv* ventures when he thought of establishing a whaling industry. Courtemanche, like the Basques, had the major problem of dealing with attacks from the Inuit.

Courtemanche's grant in Labrador was renewed in 1714, giving him the only rights to trade with the Indians and Inuit, and the rights to the seal hunt. In all other fisheries he was to share his concession with any French vessels that might be in the area. In return Courtemanche was obliged to act as Commandant of the entire Labrador coast, settling any disputes that might arise over fishing rooms and keeping an eye on the summer fishermen.

He began planning new settlements, but the difficulties caused by Inuit attacks were mounting. Gosling (1910) reports that the Inuit carried firearms and were accomplished thieves. Courtemanche pleaded in vain with the Governor of New France to have garrisoned forts built for protection. In 1716 the raids became more frequent, but during one of them Courtemanche captured a woman and three children, one of whom was Acoutsina *qv*, in order to learn their language. It is impossible to determine whether or not he ever did learn it, as he died on June 29 of the following year; but his stepson, François *Martel de Brouague *qv*, who succeeded him in the Labrador post, was able to open communications with the Inuit. W.G. Gosling (1910), David Zimmerly (1975), *Alluring Labrador* (1975), *DCB* (II). LAP

COURTNEYITES. The Courtneyites were an early evangelical religious group founded in St. John's around 1900 by brothers Thomas and Henry Courtney. Meetings were held in a hall on Atlantic Avenue, with a number of St. John's citizens joining them. It is thought that the group may have been a predecessor of the Pentecostal Mission established in St. John's in 1911 by Alice B. Garrigus *qv*. BGR.

COURTRAI, BATTLE OF. Located in Belgium, Courtrai was the site of a railway line which the Newfoundland Regiment was assigned to capture in October 1918. At one point in the battle the Newfoundland Regiment was obliged to cross the Wulf Dambeek, a stream which was 1.5 m (5 ft) to 1.8 m (6 ft) deep in places and too wide to jump. The enemy commanded a full view of the stream and started a heavy shelling, when the Newfoundlanders were crossing the stream and also when they reached the bank. The Newfoundland Regiment went on, however, to capture the railway line the next day. For this engagement the Regiment received Battle Honours and had "Courtrai" emblazoned on their regimental colours. A Newfoundland memorial was erected in Courtrai. Richard Cramm (n.d.), G.W.L. Nicholson (1964). CMB

COURTS. See JUDICATURE.

COUSINS, ROBERT (1940-). Born Stephenville. Educated Stephenville; Memorial University of Newfoundland. Cousins taught school from 1967 to 1972 and then held various positions in the local publishing media in Corner Brook and St. John's. In 1972 he began writing entertainment columns for newspapers, with a regular column appearing in the *Newfoundland Herald*. At the same time he established Gemini 9, the Province's first talent agency. Upon the dissolution of that agency Cousins moved to Toronto. In 1977 he became Eddie Eastman's *qv* business manager and together they founded several companies (Bel Air Records, Puffin Island Publishing, and Eastbound Productions). In 1979 Cousins chaired the Country Music Association's Annual Convention. Robert Cousins (letter, Nov. 1979). ELGM

COW HEAD (inc. 1964; pop. 1976, 650). Situated on the west coast of the Great Northern Peninsula north of point known as Cow Head, this community consists of two parts: the first, formerly called Cow Head or "Cow Head, Summerside", is a rocky promontory 1.2 km (1320 yds) long and 800 m (880 yds) wide with the highest point 76 m (250 ft) above sea level. The promontory is joined to the mainland by a rocky isthmus, forming Cow Head harbour (the second part) 110 m (120 yds) wide and 800 m (880 yds) long. These two parts, called "the head" and "the main," were both populated until the late 1960s. At that time twenty-four households numbering 113 people living on the head or "summer side" part of the community were moved under the Fisheries Household Resettlement Programme, to the mainland or "winter side" part of the community; however, the head remained the centre of fishing operations. Later sixteen families from Belldown's Point *qv* moved to Cow Head under the Gros Morne National Park Community Consolidation Programme.

According to James Tuck (1976) Dorset Eskimo inhabited Cow Head, Port aux Choix *qv* and other points on the coast within sight of the salt water from 1,000 to 3,000 years ago.

Cow Head was first named *Cap Pointu* by Jacques Cartier on June 16, 1534 because "This Cape is all eaten away at the top, and the bottom towards the sea is pointed, on which account we named it the pointed Cape" (translation of Biggar's *Voyages of Jacques Cartier* quoted in E.R. Seary: 1960). Cow Head is a later name, probably called for the striking rock formation described by D.M. Baird (1957) as "a peculiar internal structure, a chaotic breccia with very large white or pale grey boulders in the darker grey containing rock. It is said in Cow Head that one of these boulders, weathered out of the matrix rock and not unlike a cow's head in appearance, once stood on the southern point of the peninsula. This particular boulder has been washed away but others in the rock of the point would appear to testify to the plausibility of the story." In 1875 it was reported that "About a half a mile south-west of Portland Head [are] several remarkable boulders on the beach called by the fishermen 'Cow and Bull' " (*JHA*: 1875, appendix p. 784).

Ephraim W. Tucker (1839) described Cow Head during a visit to the settlement in the late 1830s:

> . . . at the time of my visit [there were] eighteen inhabitants. One family has resided on this spot for forty years. An aged couple, patriarchs of their flock, reared a large family, who have settled around them, and live by fishing and hunting. They have this little world entirely to themselves. No one molests them — nobody intrudes upon their society; and they know neither the distinction that others of their race are striving for, nor care for the wealth which is so eagerly coveted by the mass of mankind. The forests and the deep furnish them with the food and raiment; and with plenty always before them they have few wants and are blessed with almost uninterrupted health, and long life. They are uncultivated and entirely uneducated. Not one of them can read or write, and their language is consequently rude. But they are ingenious in every thing concerning the Chase and the fishery, and in the dressing of the skins of wild animals, which they use for the purpose of dress.

According to Patricia Thornton (1981) Charles Paine arrived from England in 1808 to fish at Cow Head. He was joined by Charles Vanson (England), E. Jardin and Moses Young (Canada) and James Droyill (France) in 1837. Thornton theorizes that "It is likely . . . these families centralized for the herring fishery and for shelter in the winter, but dispersed along the coast in the summer each to fish a salmon river." The first census of Cow Head, taken in 1857, showed fifty-five people; by 1873 the community had grown to sixty-seven, composed of the families of Charles Benoit, Charles Paine (Payne), M. Huelin, Charles Vincent, William Hutchins, John Benoit, and John Paine (*JLC*: 1873). John Pelley, a furrier, was the first livyer at Cow Head according to Maxwell Brown (n.d.), and John or Charles Paine (or both) from Christ Church, England, who settled in Cow Head *via* Burin around 1808, was listed as trading with T.S. *Bird and Company *qv* for many years. These and other settlers were attracted to Cow Head first by its fur-trapping potential and later by its diverse and prolific fishing grounds. In 1866 it was reported that although Cow Head harbour "is not a good one for vessels . . . twelve families are residing there, who have taken during the caplin season, about twenty quintals of cod-fish per boat, and . . . each family, last spring had taken fifty barrels of herring" (*JLC*: 1866). Although the harbour was poor and the land rocky and unproductive, Cow Head prospered because of its proximity to excellent fishing grounds and its location on the shipping and trading lanes of the west coast that guaranteed both a steady market and steady suppliers. Cow Head furriers and fishermen dealt not only with Bird and Company and then its successors at Forteau *qv*, but also later in the Nineteenth Century "the fishermen at Cow Head and Bonne Bay dispose of their fish and herrings to the Nova Scotia traders, who come there to barter" (*JLC*: 1866). J.F. Imray declared in 1873 that Cow Head "is considered the best situation for a fishery on all the coast, and the grounds about its environs are eminently productive." By 1884 a Church of England school was reported operating, with an enrolment of thirty-two taught by Augustus Bryant (*JLC*: 1885).

Herring, cod, capelin and salmon were the basis of a burgeoning fishing industry that was later to include lobster. The beginnings of the lobster industry are reported by a Captain Campbell who wrote in 1887: "There was a lobster factory at Cow Head, and another at Cow Cove. Both were owned by Messrs. Taylor and Cooper of St. John's and Halifax." The factory at Cow Head was supplied by seventeen fishermen, employed fifteen people, and produced 2,000 cases of lobster; while the Cow Cove factory was supplied by fifteen fishermen, employed twenty-six and produced 1,600 cases (D.W. Prowse: 1895). The Payne brothers also processed lobster from the 1880s to the 1900s and in 1903 a British lobster factory operated by a Captain Farquhar was permitted under the **Modus Vivendi qv* (*JHA*: 1904).

There continued to be small, family-run lobster operations until the 1930s: in 1921 there were twenty lobster factories operating in Cow Head in addition to the herring, cod and salmon fisheries. In 1939 a lobster pool was formed and a fish-pickling plant and bait depot were built soon after. The lobster pool was the beginning of a long-standing and successful tradition of Co-operatives in Cow Head; the Co-op Buying Club and marketing organization was also formed in 1939, strongly supported by most of the fishermen from the Cow Head-St. Paul's area. From 1949 to 1965 the Cow Head Co-op was also open, followed by the Producer's Co-op, which was set up in 1951, and the Royal Co-op, which operated from 1953 to 1965. Nearly all fish marketing and processing was handled by these agencies in Cow Head. In 1966 a new bait depot was installed and in the 1970s two fish plants operated, seasonally handling salt and fresh cod and herring. One plant closed in 1979 and was slated to reopen under new management in 1981. In 1980 approximately 91 000 to 225 000 kg (200,000 to 500,000 lbs) of fish was processed at the remaining plant, which employed twenty people. Lobster was bought locally from fishermen and trucked daily to Nova Scotia.

Although fishing has remained the community's major employer since its beginnings, there have been other sources of work. In 1867 Newfoundland's first oil well was drilled at Parsons Pond *qv* near Cow Head and from 1890 to 1908, several more wells were drilled employing a number of men from Cow Head. It was the beginning of the logging industry in the 1920s, however, that gave Cow Head a significant second industry to the fishery. Between three and six sawmills operated in Cow Head from 1920 to 1960, supported by pulpwood cut-

ting contracts from the Bowater Company. The population at this time almost doubled from 231 in 1921 to 448 in 1956. Other employment also came then and later from service industries (trucking, construction, gas stations, a restaurant and stores) and the public service (nursing station, telegraph office, post office, government administration). In the 1970s Cow Head also became an enclave community (and was designated a semi-growth centre) of the Gros Morne National Park and new sources of employment were expected in the tourist industry.

Cow Head was an early Anglican Mission and by 1880 the first school-chapel was built through the initiative of the Rev. J.J. Curling *qv*, although the two communities on the head and the main retained separate schools until resettlement. In 1962 a new central high school was built, and in 1981, 112 students attended elementary school and 180 students attended high school in Cow Head. In addition to the central high school and the four-room elementary school, Cow Head had in 1981, a church, a community centre, a nursing clinic, a playground, an outdoor rink and a library-museum. A lighthouse was built in Cow Head in 1909 and modified in 1960. D.M. Baird (1957), Maxwell Brown (n.d.), T.S. and Joseph Bird (1838-1844), T.J. Hardy Co. (interview, Mar. 1981), J.F.Imray (1873), Joe Kennedy (interview, Mar. 1981), Harry Payne (interview, Dec. 1980), D.W. Prowse (1895), E.R. Seary (1960), E.T. and P.S. Sheppard (n.d.), Patricia Thornton (1981), J.A. Tuck (1976), *Census* (1857-1976), *Fishing Communities of Newfoundland* (1953), *JHA* (1875; 1904), *JLC* (1866; 1873), *List of Missions of the Church of England in Newfoundland and Labrador* (1877?), *Newfoundland List of Lights, Buoys and Fog Signals* (1980), *Sailing Directions Newfoundland* (1980), *Statistics: Federal Provincial Resettlement Program* (1975?). Map L. JEMP

COW HEAD FISHERIES LIMITED. See FISH PLANTS.

COWAN, GORDON STEWART (1911-). Jurist. Born St. John's. Educated Memorial College; Dalhousie University, Halifax; Rhodes Scholar, Exeter College, Oxford. Cowan was called to the Nova Scotia Bar in 1933. From 1936 to 1939 he was Assistant Professor at Dalhousie Law School and from 1939 to 1941 he held a similar position in the Manitoba Law School. He represented the district of Halifax Centre in the Provincial Legislature from 1956 to 1960. In addition to his academic and political career Cowan chaired the Victoria General Hospital Commission (1956-57) in Halifax. He held directorships in several businesses, and became Chief Justice of Nova Scotia (Trial Division). Cowan was created K.C. in 1950. J.R. Smallwood (1975), *The Atlantic Year Book and Almanac* (1977/78), *Who's Who in Canada 1960-61* (1960). ELGM

COWAN, HENRY EARLE (1876-1963). Businessman. Born St. John's. Cowan began his business career in the firm of J. & W. Stewart. After about a year with that firm he entered the employ of the Hon. John Anderson *qv* as an accountant. He later became a partner in that firm. As an active participant in community affairs Cowan unsuccessfully ran for office in several local elections and he held positions in various organizations. He was on the civil re-establishment committee (an organization set up to help veterans of World War I readjust to society); in 1921 he was president of the Board of Trade and in November of that same year, at the inception of the St. John's Rotary Club, he became its first president; and as a member of Lodge Tasker, in Scottish Constitution Freemasonry, he held the position of District Grand Master and he was a charter member of Lodge St. Andrew and junior Grand Warden in the Grand Lodge of Scotland. C.E. Hunt (1922a; 1937), *NQ* (July 1921; Winter 1963-64). ELGM

COWAN, JOHN (1847- ?). Politician. Born St. John's. Educated General Protestant Academy, St. John's. Cowan worked at Baird Brothers as a draper and at J. & W. Pitts and at Harvey and Company as a bookkeeper. In 1881 he joined J. & W. Stewart as a bookkeeper and in 1890 was promoted to manager. In 1897 he was elected to the House of Assembly for Bonavista. He later broke with the Winter administration and joined the Liberal Party. When Sir Robert Bond became Prime Minister in 1900 Cowan was appointed to the Executive Council (Cabinet) as Receiver-General but was forced to resign when he failed in a re-election bid in Bonavista later that year. During the early 1900s he served on the St. John's Municipal Council. H.Y. Mott (1894), J.R. Smallwood (1937a). BGR

John Cowan

COWARD'S ISLAND. See FLAT ISLANDS.

COWBIRD. See MEADOWLARKS.

COWPERTHWAITE, REV. DR. HUMPHREY P. (1838-1924). Clergyman. Born Sheffield, New Brunswick. From 1861 until 1890 Humphrey Cowperthwaite occupied many positions with the Methodist Church in Nova Scotia, New Brunswick and Prince Edward Island (including Chairman of Prince Edward Island District (1879-1880, 1882, 1888-1889). He came to Newfoundland in 1890 and served the first of four separate pastorates at Gower Street Methodist Church, St. John's. He was also minister of the Cochrane Street and George Street circuits in St. John's, as well as of the circuits at Carbonear and Harbour Grace. He served as President of the Newfoundland Conference of the Methodist Church (1896-1897) and was Chairman of both Carbonear and St. John's Districts.

Humphrey P. Cowperthwaite

Cowperthwaite was super-annuated in 1908 but continued to serve as a supply minister at St. John's Churches. He was a great evangelical preacher and encouraged many revivals of faith during his ministry in Newfoundland. *A Century of Methodism in St. John's, Newfoundland 1815-1915* (1915). BGR

COWS. See DAIRY AND BEEF CATTLE FARMING.

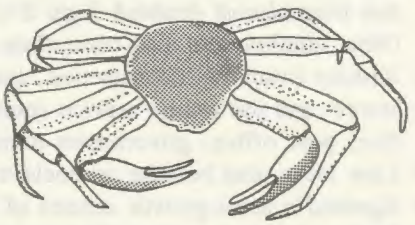
COX'S COVE (inc. 1969; pop. 1976, 1004). A fishing and logging community on the south side of Middle Arm in the Bay of Islands. Cox's Cove was originally settled *c.*1840 by Thomas O'Grady, and George, John and William Cox, herring and lobster fishermen. By 1911 Cox's Cove supported a herring processing plant, a school, and a store. In the 1930s the Island Timber Company set up a pit-prop mill in Cox's Cove employing 250 men. The mill was eventually phased out (although pulpwood cutting continued on a small scale) and the community had no major employer until 1970. In 1940 the services at Cox's Cove included a nursing centre and

telegraph office. The community was also a regular port of call for the northern coastal boats. Cox's Cove was designated a reception centre *c.*1965 under the first Federal-Provincial Community Consolidation Programme, and from 1965 to 1970 received families from the nearby communities of Penguin Arm *qv* and Brakes Cove *qv*. Cox's Cove was incorporated in 1969 and by 1980 had a full range of municipal services. In 1970 the Government of Newfoundland and Labrador established a new fish plant in the community. In 1979 Cox's Cove received a new water and sewerage system serving seventy per cent of the community. In 1981 the herring fishery and plant employed the majority of Cox's Cove labour force; the pulpwood industry was the community's other major employer. Robert Wells (1960), *DA* (Dec. 1979), *Statistics: Federal Provincial Resettlement Program* (1975?), *Yearbook* (1915). Map L. JEMP

COX'S MARSH BATTERY. According to D.W. Prowse (1895) St. John's in 1780 "was kept in a state of vigilant watchfullness about the great French fleet . . . that had sailed from Brest." During this period several small batteries were constructed to facilitate the defense of the perimeter of St. John's. Cox's Marsh Battery guardhouse and redoubts for two eighteen-pound cannonades were constructed in 1780 on the land approach to St. John's from Torbay. *The Veteran* (July 1924), however, reported that the battery's cannon redoubts were emplaced as early as 1773. (Plans prepared by British architect Pringle indicated construction on a redoubt on May 4, 1773 on ground south of a mill pond to the left of the town's main bastion.) Most sources agree that Cox's Marsh Battery was abandoned in 1784 and by 1795 was withdrawn from ordinance status. H.W. LeMessurier (1924), Paul O'Neill (1975), *Provincial Markers Erected in the 1960's* (n.d.), *A Survey of Portsea Island showing the towns and fortifications of Portsmouth and Langston Harbours with the new line at Portsea Lake and Gosport* (n.d.). WCS

COZENS, CHARLES (1784-1863). Politician; magistrate. Born Blandford, Dorset, England. Charles Cozens and his brother John emigrated to Newfoundland in the early 1800s and Charles worked as a cooper for several years before establishing his own mercantile business at Brigus. He also acquired a large tract of farm land extending from Brigus to Makinsons and was responsible for constructing a road through the area. He was a well-respected, generous businessman when he offered himself as a candidate for the first Newfoundland House of Assembly in 1832. He was elected as one of the members for Conception Bay, but by 1834 he had suffered serious financial setbacks and was declared bankrupt. This development soon embroiled him in a controversy with Dr. William Carson when the second session of the House of Assembly convened in that year. Carson claimed Cozens was ineligible to take his seat in the Assembly because of his bankruptcy and consequently ineligible to vote for Speaker. Cozens voted on his own eligibility and retained his seat. He did not offer himself for re-election in 1836, devoting his energy instead to rebuilding his business. He was an appointed Stipendiary Magistrate for Brigus and held the position until his death on August 6, 1863. Gertrude Gunn (1966), W.G. Handcock (1977), H.M. Mosdell (1923), *Harbour Grace Standard and Conception Bay Advertiser* (Sept. 9, 1863). BGR

CRABS. Crabs are crustaceans of the section or suborder Brachyura of the order Decapoda. The crab's body, which is covered by a chitinous exoskeleton or "shell," consists of a cephalothorax, bearing thirteen appendages (one pair of antennules; one pair of antennae; six pairs of mouth appendages; and five pairs of leg-like appendages, the pereiopods, the most anterior pair of which, the chelipeds, bear claws), and an abdomen, which is tucked up under the thorax; the male's abdomen carries appendages adapted for use in copulation, while the female's bears appendages on which the fertilized eggs are carried. Unlike the lobster and crayfish other well-known crustaceans, the crab's body is somewhat compact in appearance, owing to the absence of an extended abdomen and to the shape of the carapace (that part of the exoskeleton which covers the cephalothorax), which is somewhat circular or roundish, triangular, transversely oblong, subquadrate or somewhat rectangular in shape.



Crab

In the waters off Newfoundland and Labrador are four true crabs: 1. *Cancer irroratus*, the "shore crab" or "common rock crab," which is found near lobster grounds around the Island (its carapace is rather broad and measures an average of 7.1 cm in length in males and 4.4 cm in length in females); 2. *Hyas araneus* and 3. *H. coarctatus*, the toad crabs, which occur in waters off both Labrador and Newfoundland in depths from 5 to over 700 m (16 to 2,295 ft), occurring most abundantly in water depths of over 145 m (475 ft) (these are small crabs, weighing on the average 112 g, or 4 oz; their carapaces are somewhat triangular in shape); and 4. *Chinocetes opilio*, the spider, snow or queen crab, which is found in varying densities in inshore waters of the Province from a few metres to over 600 m (1,970 ft) in depth, and most abundantly in waters which range in temperature from −1°C to 2.5°C (30° to 36.5°F). It is this species which is exploited commercially in the Province.

This crab is the largest of the crabs in Newfoundland waters, the males reaching at maturity a width of 5.5 cm (2.2 in) and the females a width of 5 cm (2 in). Following maturity, the male continues to moult at intervals, reaching a carapace width of 11.4 cm (4.5 in) and usually a weight of .6 kg (1.3 lb) by the age of nine years. The largest carapace width size of the male in Newfoundland waters appears to be 14 cm (5.5 in). The females do not grow after they reach maturity. A carapace width of 9.5 cm (3.75 in) is deemed to be the minimum commercial size in the Newfoundland fishery. Of those of commercial size, only crabs which are not moulting can be taken, for moulting (or soft-shelled crabs as they are also called) have watery meat, which possesses no commercial value.

The fishery for *C. opilis* began in Newfoundland in 1967. Before this time crab was known to occur in relatively large numbers on the east coast of Newfoundland, but details of its distribution were unknown and before 1967 little was known by Newfoundland fishermen and processors of market poten-

Shucking crab

tials. Because of successes in the crab fishery in the Maritime Provinces, Federal Government fisheries officials helped to establish a pilot crab processing plant in Hant's Harbour, Trinity Bay in 1967. Government officials also began explorations for commercially exploitable crab grounds at this time. The pilot project proved successful in its first years, and explorations, which continued into the early 1970s, revealed that on the east and northeast coast of the Island there was enough crab to support a commercial crab fishery.

Following this the crab fishery expanded rather quickly. By 1972 there were fish plants which processed crab in Bonavista, Valleyfield and St. John's as well as in Hant's Harbour. Landings also increased, from 93 tonnes (205,000 lb) in 1968 to 1488 tonnes (3,281,000 lb) in 1972. Throughout the rest of the 1970s the fishery continued to grow, despite the freezing of crab fishing licences in the mid-1970s. By 1980 there were eleven fish plants operating on the north and east coasts of the Island, from the southern Avalon Peninsula to White Bay in the north. The fishery itself lasts from two to three months, in late summer and early fall, and is usually conducted with conical pots, measuring roughly 1.2 m (4 ft) in diameter on the bottom, .6 m (2 ft) in diameter on the top and .7 m (2.5 ft) in height. Square pots with about twice the holding capacity of the conical pots are also used, but on a limited scale. Crabs landed at processing plants are shucked, washed and cooked and then either frozen or tinned for market.

Approximate crab landings for Newfoundland

	kg	*lb*
1970	890 000	1,962,080
1971	1 379 000	3,040,120
1972	1 484 000	3,271,600
1973	2 652 000	5,846,560
1974	3 425 000	7,550,700
1975	2 011 000	4,433,420
1976	2 668 000	5,881,830
1977	3 937 000	8,679,450
1978	7 575 000	16,699,700
1979	11 093 500	24,400,000
1980	9 212 000	20,309,000

Roy Benson (interview, Sept. 1981), P.R. Hood (1980), Robert Hoyles (1980), Brian Johnson (interview, Sept. 1981), P.A. Meglitsch (1972), John Parsons (1972), A.T. Pinhorn (1976), Lionel Rowe (interview, Sept. 1981), Simpson and Simpson (1968), H.J. Squires (1965), Wilfred Templeman (1966), Watson and Simpson (1969), *Historial Statistics of Newfoundland and Labrador* (1979). CFH

CRABBES RIVER PARK. See PARKS, PROVINCIAL.

CRACKER BERRIES. See DOGWOODS, THE.

CRACKERS. See DOGWOODS, THE.

CRAFT DEVELOPMENT ASSOCIATION, NEWFOUNDLAND AND LABRADOR. Since the arrival of the earliest settlers, Newfoundland and Labrador has had a rich history of craftsmanship. In 1972 a craft conference was held in Corner Brook and it recommended the setting up of a central organization to "provide Newfoundland craftsmen with the means to carry on satisfying and productive lives without financial loss" (quoted in *Where the Newfoundland and Labrador Craft Development Association Came From*: n.d.). Those recommendations provided for the formation of the Newfoundland and Labrador Crafts Development Association (NLCDA) in 1973. In 1981 the Association had an elected council (consisting of a chairman, vice-chairman, and secretary/treasurer), elected representatives from various regions of the Island and Labrador, appointed committees, and a staff of three (a full-time director, a part-time events coordinator and a part-time secretary). The head office for NLCDA was in St. John's, where the resource centre was located, and the bi-monthly newsletter was published. In 1981 the Association was the Provincial representative on the Canadian Craft Council, and organized craft fairs, workshops, and exhibitions of craftwork yearly. The funding for NLCDA was provided in part by the Department of Rural Development and from other sources.

While NLCDA represented both the Island and Labrador, Labrador had, in 1981, a parallel association called the Labrador Craft Producers Association. With its head office in Happy Valley, the Labrador association was funded by the Department of Rural Development and was represented on the Canadian Crafts Council by NLCDA. Megan Williams (interview, Aug. 1981), *Crafts Newsletter* (1981, no. 3), *Where the Newfoundland and Labrador Craft Development Association Came From* (n.d.). DPJ

CRAKE. See RAILS.

CRAMM, RICHARD (1889-1958). Lawyer. Born Small Point. Educated Salem, Broad Cove; Tilton Seminary, N.H. Wesleyan University, Middletown, Connecticut. Cramm read for the law and was admitted as a solicitor in 1923. He was called to the Bar in 1924 and proclaimed King's Council in 1928.

Richard Cramm

Cramm entered politics in 1923 and stood as a candidate for the Liberal Party under Sir Richard Squires *qv*. He was elected as the member for Bay de Verde. When Squires resigned in 1924, Cramm supported the new Prime Minister, W.R. Warren *qv*. However, with the re-

lease of the report of the Hollis Walker inquiry, Cramm crossed the floor of the Legislature and moved a motion of no-confidence against his former leader. It was carried by one vote, bringing down the Warren Administration.

In the new election called for 1924 Cramm was re-elected for Bay de Verde, this time under the banner of the Liberal-Conservative Party led by Walter S. Monroe *qv*. He was appointed a Minister without portfolio in the new administration and in 1926 was appointed acting Attorney-General.

In 1928 Cramm lost a re-election bid as an Independent for Carbonear. He remained out of politics except for a two-month period (May-June 1932) when he became Minister without portfolio at the end of Squires's second ministry. He then returned to his law practice in St. John's.

In the first Federal General Election in Newfoundland after Confederation, held on June 27, 1949, Cramm was the Progressive Conservative candidate in the riding of Trinity-Conception, but lost by a substantial margin to Liberal Leonard T. Stick *qv*.

In 1921 Cramm wrote a book entitled *The First Five Hundred*, an historical account of the Royal Newfoundland Regiment in Gallipoli and on the Western Front during the First World War. Mark Graesser (1977), S.J.R. Noel (1971), J.R. Smallwood (1967), *Who's Who in and from Newfoundland 1927* (1927). BGR

CRANBERRIES (*Vaccinium* spp. of Ericaceae). There are five species of native shrubs which are known as cranberries: the large or American cranberry (*Vaccinium macrocarpon* Ait.), also known as the bearberry, the cranberry and the bank-berry; the small cranberry or marshberry (*Vaccinium oxycoccus* L.); the mountain cranberry (*Vaccinium vitis-ideae* L.), also known as the partridgeberry *qv*; the highbush cranberry (*Viburnum trilobum* Marsh.) (see VIBURNUM); and the so-called wild cranberry (*Ribes glandulosum* Grauer) which is actually one of the currants (see CURRANTS AND GOOSEBERRIES).

Large cranberry

The large and small cranberries are low, trailing evergreen shrubs with small, alternate, simple leaves which are usually rolled under at the edges. The leathery leaves are shiny and dark green on the upper surface, and whitish or pale green on the undersurface. The flowers, which usually occur in small clusters, are pink and small (5-7 mm long) and have four long petals, which open wide and curve backwards at flowering time. Their fruit are edible berries which are ripe by November.

The large cranberry is found throughout the Island in bogs and other wet areas. Its leaves are elliptic to oval or somewhat triangular in shape and are slightly revolute or flat at the margins. They are usually between 5 and 10 mm (.2 to .4 in) long. Its pink flowers appear in clusters of two or three flowers each, which bloom in July and early August. Each flower stalk bears a pair of small bracts close to the base of the flower. The berry is roundish and, when ripe, deep red or purple.

Small cranberry

The marshberry or small cranberry is also found in bogs and other wet soils and is native to both the Island and Labrador. Its leaves are small, up to 8 mm (.3 in) in length, and are usually similar in shape to those of *V. marcrocarpon* Ait., being elliptic to oval. The flowers, unlike those of the large cranberry, are terminal and are either solitary or in clusters of up to four flowers. A pair of small bracts is borne near or below the middle of the flower stalk. The flowers bloom in June, July and August. Its fruit are berries which, when ripe, are dark red. They vary greatly in shape, being roundish, egg-shaped or somewhat elliptic.

USES. During the 1930s and 1940s small amounts of a berry known as the "marshberry" were reported to be exported annually from Newfoundland to Canada, the United States and St. Pierre. Small exports of "cranberries" were also reported for some years. It is not known, however, whether or not these two types of berries were in fact one or both of the cranberry species here described. According to various spokesman of the fisheries industry in Newfoundland, small amounts of berries known as cranberries were also being harvested commercially in Newfoundland during the 1970s. Both the large and small cranberries have also been gathered to prepare sauces and jellies in the home. Ray Bursey (interview, Oct. 1980), Fernald and Kinsey (1958), H.A. Gleason (1952: III), Asa Gray (1950), Paul Hendrickson (interview, Oct. 1980), W.S. Meadus (interview, Oct. 1980), O.P. Medsger (1939), E. Rouleau (1978), A.G. Ryan (1978), P.J. Scott (1975; 1976a), *Customs* (1931/32-1948/49). CFH

CRANBERRY, HIGHBUSH. See VIBURNUM.

CRANBERRY, MOUNTAIN. See PARTRIDGEBERRY.

CRANES (Family Gruidae). The Sandhill Crane, *Grus canadensis* occurs only accidentally in insular Newfoundland and has never been reported from Labrador. It is a tall, large-winged, slate-coloured bird distinguished in flight from the Great Blue Heron (with which it is often confused) by its flying with its neck extended. It prefers open country, especially wetlands. W.E. Godfrey (1966), Peters and Burleigh (1951), Tuck and Maunder (1975). PMH

CRASH OF 1894. See BANK CRASH.

CRAWLEY'S ISLAND (pop. 1921, 39). A small island situated in the mouth of Long Harbour *qv* on the east side of Placentia Bay, Crawley's Island (also called Harbour Island) was possibly named for an English or Irish family name "current in Newfoundland but not locally" (E.R. Seary: 1971). Crawley's Island first appeared in the *Census*, 1836, with Bald Head and Mooney's (Moany's) Cove and in subsequent censuses it was included with either Bald Head and Mooney's Cove, or Long Harbour. It is probable that in the early years of the history of Crawley's Island settlers summered on the island because of its proximity to fishing grounds and wintered at Long Harbour. Edward Wix (1836) reported in 1835 that fishermen "chiefly of Irish extraction" from the Ram and Iona Islands off the mouth of Long Harbour retreated to tilts in Long Harbour in the winter. In 1901 Crawley Island was reported to have a population of eighty-six (about twenty families), all Roman Catholic supported by the inshore cod fish-

ery. The *List of Electors* (1928) reported only one family name, Murphy, and there was no school or church reported on Crawley's Island. In the early 1950s the remaining fifteen families of Crawley's Island resettled under the Centralization Program. E.R. Seary (1971), Edward Wix (1836), *Census* (1836-1921), *List of Electors* (1928). Map H. JEMP

CREDIT SYSTEM. See CURRENCY.

CREDIT UNIONS. See CO-OPERATIVES.

CREEDON, MOTHER M. FRANCIS (1810?-1855). Sister of Mercy Superior. Born Colowen, County Cork, Ireland. In an effort "to raise the character of Catholicity; . . . [and to create a place] where respectable Catholic ladies could receive a good and religious education" (M.F. Howley: 1888) Bishop Michael A. Fleming advocated the establishment of a benevolent and teaching Order of Mercy at St. John's. Mary Ann Creedon, an Irish girl residing in St. John's, was sent, upon Bishop Fleming's request, to the parent Sisters of Mercy order in Ireland to pass her novitiate "in order that she should return . . . to found a Convent of Mercy at St. John's and open a school" (Howley: 1888). On June 10, 1842 Sister Francis Creedon returned to St. John's with two other nuns, a group of postulants from the order, and five Mission priests.

Although M.F. Howley maintains that Creedon was appointed the first Rev. Mother of the first Sisters of Mercy in the New World (at St. John's) there is some dispute over the actual appointment of the Order's Superior. Both Sister Rose Lynch and Sister Ursula Frayne are later recorded to have held the position of Superior. Sister M. Catherine Bellamy (interview, Nov. 1980) confirmed that the annals of the order at St. John's were first inscribed by Sister Rose Lynch. (Annals of the period were strictly recorded and signed by the Superior of the order; however, conclusive evidence to settle the dispute has not yet been uncovered.) It is certain that both Sisters returned to Ireland, leaving Rev. Mother Creedon and Sister M. Joseph Nugent *qv* in charge of the newly-opened Our Lady of Mercy School and the establishment of St. John's Hospital. The school was subsequently closed but Creedon remained to help in the care of the sick and poor at St. John's during the typhus epidemic in 1847. With the arrival of additional Sisters about 1850 the school was reopened and expanded. Mother M. Francis Creedon died at St. John's on July 15, 1855. Sister M.F. Bellamy (interview, Nov. 1980), Paul O'Neill (1976), Newfoundland Historical Society (Nuns; Mother M. Francis Creedon). WCS

CREEPERS (Family Certhiidae). Only one of the six species of creepers is found in North America, and in insular Newfoundland it is a common year-round resident. While the Brown Creeper, *Certhia familiaris*, breeds on the Island, particularly on the west coast, it has not yet been reported in Labrador. Brown Creepers are small birds, about 13 cm (5 in) long, with brown backs streaked with white, long decurved bills, long curved claws and pointed tails which are often braced stiffly against tree trunks. Their primary habitat is mature forest, either deciduous or coniferous. These inconspicuous birds are often found creeping up a tree trunk in a jerky spiralling fashion searching for insects and insect eggs in the bark. Once the tree-top has been reached the bird flies down to the base of an adjacent tree to begin the process again. Brown Creepers make their cup-like nests of grass, twigs and moss, lined with feathers and bark in natural crevices, cavities or sometimes old woodpecker holes. Five to seven eggs are laid and both sexes tend the nidicolous young. Their song, a musical jumble of long and short notes, is heard only on the breeding ground. Their call is a thin, high *seee*, not often noticed. W.E. Godfrey (1966), J.P.S. Mackenzie (1976), Peters and Burleigh (1951), W.E.C. Todd (1963), Tuck and Maunder (1975). PMH

CREEPING SNOWBERRY. See CAPILLAIRE AND WINTERGREEN.

CREOSOTING. Creosote is either an oily liquid consisting principally of creosol ($C_8 H_{10} O_2$) and other phenols obtained by destructive distillation of wood, or a similar liquid obtained from coal tar. The solution is injected under pressure into wood products such as utility poles, railway ties and wharf piles. It increases the life expectancy of these products from five to ten years, to forty-five to fifty years. There is a creosoting plant operated by Newfoundland and Labrador Hardwoods Ltd. in Clarenville *qv*. Ray Stringer (n.d.). BGR

CRESCENT THEATRE. See THEATRES AND CINEMAS.

CRESTON. See MARYSTOWN.

CREWE, NIMSHI COLE (1901-1971). Deputy Auditor General; Newfoundland archives research officer. Born Bunyan's Cove, Bonavista Bay. In April 1919 Crewe began work with the Fishermen's Union Trading Co. Ltd., Port Union, and rose to the position of Chief Accountant with the firm by 1925. From 1928 to 1932 Crewe was employed as an assistant to a private auditor, W.H. Christian, and in 1934 entered the Auditor General's department of the Newfoundland Government. He was subsequently appointed Deputy Auditor General to the Commission of Government, a position he held until he retired from that department in April 1950.

Nimshi Cole Crewe

Crewe remained with the department in a temporary clerical position until he was appointed Newfoundland Archives Research Officer in June, 1960. He held that post until his retirement on November 30, 1968. In retirement Crewe continued his interest in the history of Newfoundland, establishing more firmly his reputation as a most accomplished Newfoundland antiquarian and collector. Crewe died on September 20, 1971. Many of his papers on Newfoundland history are housed in the Provincial Archives. *ET* (Dec. 2, 1968), Newfoundland Historical Society (N.C. Crewe), *NQ* (Fall 1971). WCS

CRICKET. The game of cricket, which is recognized as the national summer sport of England, was first introduced into Newfoundland by officers of British warships which frequented the port of St. John's in the early 1800s. Although the game was played in England as early as 1697 the earliest recorded reference to the game in Newfoundland occurs in *The Times*, August 17, 1847. The match was played at the Parade Grounds in St. John's (on the site of the present College of Fisheries, Navigation, Marine Engineering and Electronics) by the crew and officers of H.M.S. *Vesuvius*. In the early 1850s ships' officers continued to play "elevens" at local fields, and by 1854 local games were recorded between the

St. John's Cricket Club and the Garrison Cricket Club on Government House Grounds. Three years earlier an unidentified local team had challenged the officers of HMS *Alarm*. By the early 1860s several local clubs, including the older St. John's Cricket Club, the Garrison Cricket Club, the St. John's Amateur Cricket Club, the Avalon Cricket Club and the Terra Nova Cricket Club, played a series of regular competitions on the Parade Grounds or on the fields of the Government House grounds.

In spite of the irregular terrain of St. John's it appears that the sport flourished, and during the 1870s and 1880s was played in a field near Peter Routledge's estate at Pleasantville, the Llewellyn Grounds and St. George's Field. The sport of cricket soon spread to nearby Conception Bay communities, and rival teams such as the Alexandria Cricket Club were started at Harbour Grace by a Punton and Munn's employee named John Cathrae. According to W.A. Munn (1938) teams had been established at Carbonear, Brigus, Bay Roberts and Portugal Cove. Frank Graham (1980) also reported the formation of a team at Trinity during this period.

In 1879 the first St. John's Cricket Association was formed, and featured a league competition among the St. John's Amateur Cricket Club, the Terra Nova Club, the Shamrock Cricket Club and the Metropolitans. Towards the end of the Nineteenth Century the last three clubs formed the core of a league which by 1884 also included three juvenile clubs: the White Rose, the Red Rose, and the Black Diamond "eleven." During the 1880s several business and benevolent societies established teams which played until the turn of the century. P.J. Myer (1915) noted that cricket playing underwent a transformation during this period. From 1880 to 1883 four principal teams dominated St. John's matches: the Shamrocks, the Terra Novas, the Zulus and the Mechanics Cricket Club. Although the last two clubs disbanded in 1884, by 1886 the Terra Nova Club had expanded to form a Blue and Red section as well as a "Reid" contingent. Two new teams, the Avalon Cricket Club and the Marylebone Club, were featured during the later 1880s, and by 1890 the Nondescript Cricket Club was added to the cricket roster. In 1891 a Cricket League was instituted which subsequently included the St. Thomas's Club, the Temperance Association team, the Church of England Institute, and the Holloway team. According to J.L. Slattery (1895) participation in the game had declined after the withdrawal of the military garrison at Fort Townsend. The gap left by the departure of the Garrison team was quickly filled by the formation of a separate Inter-Collegiate Cricket League in 1893. The league, composed of school teams from St. Bonaventure's, Bishop Feild College and the Methodist College, was largely responsible for preserving the game until the early 1900s.

By 1901 records of the Shamrock Club note that the game was played at St. George's Field with at least three other teams: the Feildians, Holloway Street and the Nondescripts. During this period at least two outport teams were still active in the sport at Change Islands and Twillingate. References to cricket in these areas exist for as early as 1883.

According to Frank Graham the game of cricket disappeared as a sport in Newfoundland around 1911. Football, soccer and baseball were destined to replace it in popularity. E.T. Furlong (PANL P6-B3), *DN* (Apr. 24, 1861), *Public Ledger* (July 6, 1860), *The Times* (July 30, 1864), Newfoundland Historical Society (Cricket), Newfoundland Sports Archives (Cricket file). WCS

CRIME. See POLICE.

CRIMINAL INVESTIGATION DEPARTMENT. See POLICE.

CRIPPLED CHILDREN AND ADULTS, NEWFOUNDLAND SOCIETY FOR THE CARE OF. In 1935 the St. John's *Rotary Club *qv* formed the Sunshine Camp Association which provided a camp on Thorburn Road, where underprivileged children of both sexes could receive a country holiday each summer. This programme continued until 1954 when, in view of the serious polio epidemic, the Association changed its role to that of providing rehabilitation facilities for crippled children and young adults, and operated the camp on that basis for six months of the year. Because of the pressing need for rehabilitation services, however, the camp was opened as a full-time Rehabilitation Centre in the following year. In 1959 the Sunshine Camp Association changed its name to the Newfoundland Society for the Care of Crippled Children and Adults, and since that time the centre has been operated by this Society.

In 1961, after a severe storm which shut the camp off from outside services for four days, the Society, frightened by the possibility of fire in such circumstances, began work towards providing a more easily accessible rehabilitation centre. In 1964 the Newfoundland Government offered them the use of Building 567, Fort Pepperrell (the former American High School) and, with grants from the Newfoundland and Canadian Governments, private donations and funds which the society had built up for the purpose, extensive renovations were begun on the building. In the same year this new Children's Rehabilitation Centre received the annual "Readers Digest Canadian Rehabilitation Award." The new fifty-three bed rehabilitation centre was formally opened in April 1968. It had an enlarged admissions policy and out-patient facilities.

Apart from the Rehabilitation Centre, the Society for the Care of Crippled Children and Adults assists in the education of disabled adults, and works for them in co-operation with the St. John's hospitals. PAG

CROCKERS COVE (pop. 1976, 50). One of the oldest settlements in Newfoundland, Crockers Cove, Conception Bay, appeared on an English map in 1675 as Croker's Cove. According to E.R. Seary (1971) Croker is the Seventeenth Century spelling of the family name Crocker, whose family seat in Devon is purported to be Crocker's Well (modern name Crockern Well), a small hamlet in Drewsteighton, Devon. The earliest fishermen and settlers in Conception Bay were from the West Country of England and the name Crocker is "apparently one of the oldest family names still extant in Newfoundland, notably at Victoria, Heart's Content, Heart's Delight and Green's Harbour" (E.R. Seary: 1971).

Crockers Cove was listed in 1675 on the Berry Manuscript (C.O. 1:35), with the following inhabitants: Bartholomew Keys, his wife and two children, Robert Butt, his wife and four children; and six fishing servants, all male. The settlement had two fishing stages and the fishery was undertaken in two boats. The Keys family was, in 1981, still to be found in Conception Bay North, and the Butt name, one of the oldest in Newfoundland, was particularly associated with Crockers

Cove (Newfoundland Historical Society: Crockers Cove). In 1689 *The English Pilot The Fourth Book* listed Crockers Cove "where live two families, and [it] is but little to the Northward of the entrance of Carbonear (Bay or) Port." Crockers Cove is listed as Croques Cove, with a population of four inhabitants and twenty soldiers, on Abbé Baudoin's *qv* list of English settlements in Newfoundland captured by the d'Iberville Expedition of 1696-97 (E.R. Seary: 1971). Other early settlers included John McCarthy (1771), William Clarke (1775), Richard Dean (1782), Terrance Kennedy (a resident of Crockers Cove "before 1796"), John and Richard Bransfield (1804), Mary Niccole (1823) and John Cole (1825) (Seary: 1976).

Many other families have lived in Crockers Cove whose social, religious and economic history reflected that of Carbonear. By 1869, mainly on the strength of the seal hunt, the population of Crockers Cove was 451 and it reached 688 in 1891. This growth was curtailed in the Twentieth Century by heavy emigration to other parts of Newfoundland, and to Canada and the United States, and by 1911 the population was less than half. From 1945 to 1956 Crockers Cove was included as a part of Carbonear (incorporated 1948) in the *Census* although the municipal boundary did not include all of Crockers Cove. In 1961 Crockers Cove was reported to have a population of twenty-four and in 1966 thirty-two inhabitants were reported. In 1981 the unincorporated community of Crockers Cove constituted that part of the cove (approximately four to five houses) which is beyond a small stream marking the eastern-most boundary of the town of Carbonear. The community received many municipal services and residents attended churches and schools in the Carbonear area. W. John Butt (letter, June 1981), E.R. Seary (1971; 1976), *Census* (1836-1976), Newfoundland Historical Society (Crockers Cove). Map H. JEMP

CROKE, PRIVATE JOHN BERNARD (1892-1918). Soldier. Born Little Bay, Green Bay. Educated New Aberdeen Public School, Glace Bay, Nova Scotia. Croke worked in Glace Bay mines before he served during World War I in the late 13th Battalion, Quebec Regiment of the Canadian Corps, and achieved recognition and honour for his valour during the decisive Battle of Amiens *qv*. He was the recipient of the first Victoria Cross awarded to a Newfoundlander. *The London Gazette* (Sept. 27, 1918) reported that this medal was awarded for "most conspicuous bravery in attack, when, having become separated from his section, he encountered a machine-gun nest which he bombed and silenced, taking the gun and crew prisoners. Shortly afterwards he was severely wounded but refused to desist. Having rejoined his platoon, a very strong point, containing several machine guns was encountered. Private Croke, however, seeing an opportunity, dashed forward alone, and was almost immediately followed by the remainder of the platoon in a brilliant charge. He was the first to arrive at the trench line, into which he led his men, capturing three machine guns and bayonetting or capturing the entire garrison. . . . [He] was again severely wounded and died of his wounds. . . ." He is buried in the British cemetery in Hangard Wood. PAG

John Bernard Croke

CROKE, SISTER M. LORETTO (1894-). Nun; music teacher. Born Placentia. Educated Presentation Convent School, Placentia; Presentation Convent School, St. John's. Florence Croke taught school at Mundy Pond from 1913 to 1915. She entered the Presentation Order and took her vows in 1917. Croke, (now Sister Mary Loretto) then taught in Witless Bay *qv* from 1917 to 1919. In 1919 she was sent to Harbour Grace *qv* and taught music, mainly piano and violin (which she had taught herself) for the next thirty-seven years. During her first years in Harbour Grace she established a Trinity College of Music examination centre for theoretical and practical music and her pupils consistently scored highly in the College examinations.

In 1956 Sister Loretto returned to the Presentation Mother House and acted as chaperone for novices studying at summer school at the University of Toronto. She was transferred to the Presentation Novitiate in 1963 and taught violin classes at Mary Queen of Peace School. In 1964 the Trinity College of Music, London, awarded her an Honorary Fellowship after more than forty years of teaching music and in honour of her "devoted service to music." *The Monitor* (June 1964) reported the event stating, "With characteristic enthusiasm and zeal she continues to foster in the lives of her students love of the good and the beautiful through that most potent of all media." In 1972 Sister Loretto was an honoured guest at the centenary celebration of the Trinity College of Music in London. In 1978 she attended the thirteenth World Conference of the International Society for Music Education as Newfoundland's representative, and was presented with a trophy commemorating her selection as Newfoundland's "Jewel" to the conference. In 1979 she was the Guest of Honour at a dinner celebrating the first graduating class of the School of Music of Memorial University of Newfoundland. In his invitation to her, D.F. Cook *qv* wrote, "Your many years of teaching music eminently qualifies you to represent the Newfoundland Music Profession." She was also an honorary member of the Music Council of the Newfoundland Teachers Association. In 1981 Sister Loretto resided at the Presentation Mother House in St. John's and continued to teach violin and piano. Sister M. Loretto Croke (interview, Mar. 1981), Ella Manuel (1980), *The Monitor* (June 1964). JEMP

CROP. This term was applied to the supplies required to outfit a sealer who had signed on board a sealing ship. Every year these sealers were given a cash advance by the ship owners to purchase the necessary items for the sealing trip. The advance, usually about ten dollars, went for the purchase of such items as knives, skin boots, oilskins, tea, sugar and tobacco. At the end of the trip the advance with interest was deducted from the sealer's share of the take. If no seals were taken the merchant stood to lose whatever had been advanced. R.A. Bartlett, (1929), P.K. Devine (1937), G.A. England (1924). DCM

CROQUE (pop. 1976, 140). A small fishing village south of St. Anthony on the Great Northern Peninsula, Croque is situated at Epine Cadoret inlet on the northwest shore of the bay known as Croque Harbour. The bay is long, narrow, and

curving towards its head, in shape somewhat like a hook, and the settlement may take its name from this physical characteristic. *Croc* means boat-hook in French.

Because of its easy access and almost completely landlocked harbour, Croque was one of the principal stations on "Le Petit Nord," as the northeast coast of Newfoundland was called by the French. In 1640 at the request of the St. Malo merchants the Parliament of Rennes decreed that Croque was to be the place of registration for all the ships fishing Le Petit Nord. The first captain to arrive proclaimed himself Admiral of the Fishery for that year and made a disposition at Croque noting the harbour and the beach which he chose for the season. The succeeding Captains were required to choose their berths and inscribe them in the same manner. When all were inscribed the list was given to the Admiral, who was responsible for settling any disputes among the fishing captains and crews.

This system had several drawbacks, not the least being the hasty and often dangerous scramble to be the first to arrive at Croque once land had been sighted. The fishing ships habitually sailed across the Atlantic together for greater protection. In 1802 the merchants again sought regulations whereby the harbours would be chosen or allotted in France and simply assigned by the outfitters to the Captains sailing to the *French Shore *qv*. But it was not until 1821 that regulations about allotment were reworked and put into effect.

Although both French and English headstones dating from the Eighteenth Century can be found in the cemetery at Epine Cadoret, the French were prohibited by the Treaty of Utrecht of 1713 from settling anywhere along the French Shore and they in turn discouraged the English from settling on what they considered to be their territory. By the mid-Nineteenth Century, however, Patrick Kearney and James Hope, both Irish, had settled at Croque and were employed as the winter caretakers of the French rooms and stages. (At this time Croque was also used as the headquarter station for the French warships employed in protecting the French fisheries.) The settlement grew slowly and although by the 1904 Anglo-French Convention the French relinquished all claims to Newfoundland, a French warship continued to sail regularly to Croque until the 1970s to tend the graves of the French buried at Epine Cadoret.

The present community of Croque, is composed of residents relocated from Fisherman's Cove (known locally as Kearney's Cove), Irish Bay (known locally as Sou'west of Croque), St. Julien's, Grey Islands and Crouse. There are two sawmills in the community but the inshore fishery is the main means of livelihood. The fishermen all build their own boats, and cod, salmon, seals, herring and mackerel are caught. M.F. Howley (*NQ*: Oct. 1901), Charles de La Morandière (1966), Robert de Loture (1957), Francis Reardon (letter, May 1980), "Report of Captain Loch on The Fisheries of Newfoundland in a letter to Earl Dundonald" (1848/49). Map D. PMH

CROSBIE, ALEXANDER HARRIS (BILL) (1919-1981). Born St. John's. Educated Holloway School; Prince of Wales College, St. John's; Appleby College, Ontario; University of Toronto. Crosbie joined the Canadian Army attached to the Governor General's House Guards Regiment, Toronto in March 1941, and later attended the Officers Training Course, Brockville, Ontario in May 1941. Crosbie was discharged November, 1945 with the Rank of Major. He was awarded the Distinguished Service Order in April 1945 for campaigns in Italy and Holland. Crosbie was President and Director of Bold Lumber Company, President of A.H. Murray and Company Limited and Director of Chimo Shipping Limited before his death on June 10, 1981. See CROSBIE ENTERPRISES LIMITED A.H. Crosbie (interview, 1980), *ET* (June 20, 1981), *Newfoundland and Labrador Who's Who Centennial Edition* (1968), *Newfoundland Journal of Commerce* (Feb. 1956). WCS

CROSBIE, ANDREW CHESLEY (1933-). Businessman. Born St. John's. Educated Bishop Feild College, St. John's; St. Andrew's College, Ontario; Boston University, Massachusetts. Crosbie entered Crosbie and Co. Ltd. in 1952; two years later he became Director of the Newfoundland Engineering and Construction Company Limited, his first executive appointment. By 1962 Crosbie had become Vice-President of Crosbie and Company Limited and President of the Crosbie Group of Companies, succeeding Percy M. Crosbie *qv* in 1975. On October 2, 1978 the former Crosbie Group of Companies consolidated to form *Crosbie Enterprises Limited *qv* and Crosbie assumed the position of President and Chairman of the Executive Committee.

Andrew Crosbie

Crosbie held several executive appointments in community groups, including the position of Director of the Board of Governors and Financial Chairman of the Canadian National Institute for the Blind of St. John's. In September 1977 Crosbie in his official capacity as Canada Games President was given the freedom of the City of St. John's by the St. John's City Council. A.B. Perlin (1958?), *ET* (Sept. 1, 1977; Oct. 4, 1977), *Newfoundland Journal of Commerce* (1963), *Newfoundland Record Special Issue* (n.d.). WCS

CROSBIE, CHESLEY ARTHUR (1905-1962). Businessman. Born St. John's. Educated Bishop Feild College, St. John's; St. Andrew's College, Ontario. In 1932 Crosbie entered the firm of Crosbie and Company Ltd., assuming the Presidency of the Company after the death of Sir John C. Crosbie *qv*.

Chesley Arthur Crosbie

Crosbie promoted the herring fishery (as President of Herring Unlimited), the processing and reduction of herring and fish meal (as President of Newfoundland Dehydrating Process Co. Ltd.), the processing of other fish products (as President of Newfoundland Homogenized Fish Co. Ltd.), and the prosecution of whaling and sealing (as President of Olson Whaling and Sealing Ltd.). In 1933 the Crosbie-Olsen vessel *Ungava* recorded one of the largest single catches in the history of the seal hunt. Crosbie pioneered deep-sea trawling in Newfoundland with two vessels, the *Imperialist* and the *Cape Agulhas*, after investigating the industry in Hull, England in the 1930s (as President of the Newfoundland Trawling Co. Ltd.). Crosbie was also President and founder of Eastern Provincial Airways, Chimo Shipping (1954) Ltd. and Holdings Corporation Ltd. He also held the position of Director of the Royal Bank of Canada, Bavarian Brewing Company Ltd., Beverage Sales, and Gaden's Ltd. During World War II Crosbie served in the Canadian Navy as commander of an anti-submarine craft in the Bay of Islands, Newfoundland. In December, 1945 when Prime Minister Attlee announced the plan for the *National Convention *qv* Crosbie became a delegate and in March 1948 proposed economic union of Newfoundland with the United States as an alternative to Commission of Government or affiliation with Canada. As a member of the delegation to negotiate the *Terms of Union *qv* with Canada Crosbie was the only delegate who refused to sign the agreement on Decmeber 11, 1948. Crosbie died on December 26, 1962. See CONFEDERATION; CROSBIE ENTERPRISES LIMITED. Alice Janes (interview, 1980), *Atlantic Advocate* (Sept. 1978), *Crosbie Group of Companies* (n.d.), *DN* (Dec. 27, 1962), *ET* (Dec. 22, 1962; Nov. 20, 1978), *NQ* (June 1948), *Observers Weekly* (Mar. 3, 1948; Aug. 10, 1948), *Newfoundland Who's Who 1961* (1961?). WCS

CROSBIE ENTERPRISES LIMITED. The group of companies under the incorporated status of Crosbie Enterprises Limited had its capital origin in the Central Hotel which was founded in 1882 in St. John's by George Graham Crosbie *qv*. He had come to St. John's from Brigus and purchased the premises from Samuel Knight. After Crosbie's death in 1895 his business was passed to the management of his wife, and his son John Chalker Crosbie. Before G.C. Crosbie's death the business had been relocated and named the Crosbie Hotel *qv*.

It was John Chalker Crosbie's pursuit of the hotel business until *c*.1900 that provided the working capital which enabled him to start a fish-export company known as Crosbie and Company. This company, which was established in the early 1900's, bought and exported fish from various areas throughout the Island but was largely dependent on the Manuels of Exploits, Notre Dame Bay for much of the firm's exports. During the years of initial development as a fish producer Crosbie and Company continued to diversify and then became involved in the production of fish oil and fish byproducts for export through their Newfoundland Produce Company. It was through the business efforts of John C. Crosbie that Crosbie and Company established the Newfoundland Butter Company in 1925 to produce butterine products, (see OLEOMARGARINE) and a coastal steamship passenger service during the 1920s.

After the death of Sir John Crosbie in 1932 his son Chesley Arthur Crosbie *qv*. became President and Managing Director of Crosbie and Company. The company interests continued to prosper in fish-related enterprises. Under his direction the company moved into herring production and processing and reduction, and whaling, through a merger negotiated by Crosbie and Captain Olaf Olsen of Olsen Whaling and Sealing Limited. They established a whale plant at Williamport in White Bay and it passed to Crosbie's control on the death of Olsen.

Although C.A. Crosbie continued to pursue his fishing interests and established a trawling fleet which operated under the Newfoundland Trawling Company Limited, he also further diversified the Crosbie interests. Crosbie became involved in the establishment of Eastern Provincial Airways and Chimo Shipping (1954) Limited. (Chimo Ships since then regularly navigated the far north in Canadian territorial waters on support-base controls.)

The company passed to the control of Percy M. Crosbie in 1962 and subsequent expansion eventually warranted an amalgamation of Crosbie interests under the corporate banner of The Crosbie Group of Companies, which was organized by Andrew C. Crosbie *qv*. In 1975, on the death of P.M. Crosbie, their twenty Canadian-based companies came under the corporate control of the President of the Crosbie Management Group, Andrew Crosbie. Employing a staff of 2,200 the company divided into six areas of interest.

Crosbie Services Limited, Project Design and Co-Ordinators, Techmont, The St. John's Development Corporation Limited and Wabush Enterprises were grouped as a development base within the Crosbie Group of Companies. Construction projects came under the jurisdiction of Newfoundland Engineering and Construction Company Limited (NECCO), New Lab Pre-engineered Structures Limited, and Viking Construction Limited. In the area of sales and service industry DOMAC Enterprises Limited, Charles Cusson Ltée of Quebec, Wabush Enterprises Limited and Kaegudeck Cabins Limited were placed in control of retail company business, which also included community drug store operations in Labrador. In the area of transportation Chimo Shipping Company, Crosbie Transport and Crane Service and Northern Express Limited facilitated both marine and land transportation duties.

The Crosbie Group of Companies also operated three companies in the manufacturing and production sector: Ambassador Manufacturing Company Limited, Trinity Brick Products (1972) Limited and the printing and publishing firm of Robinson-Blackmore Printing and Publishing Limited. The final corporate division of the company included the original parent company, Crosbie and Company Limited, Barwood-Meehan and Company Limited and Mercury International Travlsurance Agencies Limited.

Expansion of the companies eventually resulted in a consolidation of the Crosbie Group of Companies as Crosbie Enterprises Limited on October 2, 1978. In 1980 the parent company, Crosbie Enterprises Limited, was concerned with

resource development, construction, transportation and property management. The companies which consolidated at that time were Chimo Shipping Limited, Crosbie-Bowring Bases Limited, Crosbie-Bristow Helicopters Limited, Crosbie Offshore Services Limited, Crosbie Reed Stenhouse Limited, Crosbie Realty Limited, Crosbie Services Limited (Crosbie Transport), DOMAC Enterprises, German Milne Crosbie Limited, Jason Seafoods, Mercury International Travlsurance Limited, Newfoundland Engineering and Construction Co. Ltd., Project Design and Coordinators, Robinson-Blackmore Printing and Publishing Limited, St. John's Development Corporation Limited, and Trinity Brick Products Limited.

In 1981 the Crosbie Enterprises Limited affiliates Avalon Lounge Limited, DOMAC Enterprises and Chimo Shipping Limited, terminated operations within the Crosbie Enterprise group. In 1981 Andrew Chesley Crosbie was President and Chairman of the Executive Committee. Devine and O'Mara (1900), Alice Janes (interview, 1980), H.M. Mosdell (1923), A.B. Perlin (1958?), *Atlantic Advocate* (Sept. 1978), *The Colonist* (Apr. 22, 1886), *The Crosbie Group of Companies* (n.d.), *DN* (Dec. 27, 1962; Sept. 20, 1977), *ET* (Dec. 22, 1962), Newfoundland Historical Society (Crosbie), *NQ* (July 1909; June 1948), *Observer's Weekly* (Mar. 3, 1948; Aug. 16, 1948), *Trade Review* (Oct. 22, 1901), *Yearbook* (1900-1932 *passim*). WCS

CROSBIE, GEORGE GRAHAM (1836-1895). Hotelier. Born Dumfries, Scotland. Crosbie originally settled at Brigus, Newfoundland before moving to St. John's *c.*1881 to establish a hotel business. His original business, The Central Hotel, was destroyed by the great fire of 1892. Crosbie died on March 10, 1895 three months after the opening of his second establishment, the Crosbie Hotel *qv*. The management of the hotel was taken over by his son, John C. Crosbie *qv*, the founder of Crosbie and Company. See CROSBIE ENTERPRISES LIMITED. Devine and O'Mara (1900), *Crosbie Group of Companies* (n.d.), *NQ* (July 1909), *Trade Review* (Oct. 22, 1901). WCS

CROSBIE, GEORGE GRAHAM (1907-). Businessman. Born St. John's. Educated Bishop Feild College, St. John's; St. Andrew's College, Ontario; Brighton College, England. Crosbie joined the firm of the Newfoundland Margarine Company Limited in 1925 and assumed the position of Managing Director in 1932. That year he was appointed Vice-President of Crosbie and Company, a position he vacated in 1937. During that period he was also Chairman of Harvey Brehm Limited until that company's disolution *c.*1937. In 1937 the Newfoundland Margarine Company Limited came under the control of Unilever of London, and of Lever Brothers Limited, Toronto in 1949. Crosbie retained his position as Managing Director of the Newfoundland Margarine Company and representative of Lever and Unilever until his retirement on January 26, 1972. In 1972 Crosbie headed a committee to establish a retired citizens' club and a club house was erected in the Inspector General's Garden, Fort Townsend *qv* at a cost of $302,000, largely solicited by private subscription. In 1980 Crosbie was President of the club, a position he had held since its opening in April 1976. See CROSBIE ENTERPRISES LIMITED. George G. Crosbie (interview, 1980), *DN* (Feb. 28, 1972), *ET* (Jan. 22, 1972), *NQ* (Spring 1963). WCS

George Graham Crosbie

CROSBIE HOTEL. Originally located at 173 Water Street, The Knight's House or Knight's Home was purchased by George Graham Crosbie *qv* from proprietor Samuel Knight in 1882. Renamed The Central Hotel by Crosbie, it operated from 1886 until it was destroyed by fire on July 8, 1892. *The Trade Review* (1901) reported that Crosbie promptly moved his guests into a large rented store on George Street while he negotiated for land on the site of the old *Courier qv* offices on Duckworth Street adjacent to Victoria Street. The new hotel which was erected on the site, and opened in December 1894, became the Crosbie Hotel. Upon the death of George Crosbie in 1895 the hotel passed into the hands of Mrs. George G. Crosbie and his son John C. Crosbie *qv*.

Devine and O'Mara's *City Directory for 1897* described the new Crosbie Hotel as the largest in the city. The hotel featured hot water, electricity and bathrooms on each floor. The hotel's cuisine was supplemented by John C. Crosbie's purchase of a farm on Logy Bay Road in the late 1890s. The farm produced vegetables and dairy products for the hotel. In 1900 the hotel was sold to Mrs. Crosbie's daughter, Mrs. S.K. Bell, who operated The Crosbie until 1937 when William Spurrell became manager with controlling interest in the hotel. Spurrell sold the hotel to John Murphy in 1965 who subsequently renamed it the Welcome Hotel. Two years later the Hotel was resold to Hotel Properties Limited owned by William Toytman. The property was operated by City Holdings Limited after 1979 and in 1980 remained one of St. John's oldest hotels still in operation. Eric Healy (interview, May 1980), Paul O'Neill (1975), *The Colonist* (Apr. 22, 1886), *Crosbie Group of Companies* (n.d.), *DN* (Sept. 20, 1977), *ET* (July 23, 1965; Nov. 10, 1978), *The Trade Review* (Oct. 22, 1901). WCS

CROSBIE, JOHN CARNELL (1931-). Lawyer; politician. Born St. John's. Son of Chesley A. Crosbie *qv*. Educated Bishop Feild College, St. John's; St. Andrew's College, Ontario; Queen's University, Ontario; Dalhousie Law School, Nova Scotia; London School of Economics, England. In 1957 Crosbie was admitted to the Bar and became a practising solicitor with Alyward, Crosbie and Collins at St. John's. He entered public life in November, 1965 as an elected member of St. John's City Council. The following year he assumed the position of Deputy Mayor. During the period from 1964 to 1966 he served as a member of the St. John's Metropolitan Area Board. In 1966 he resigned from municipal politics to accept the provincial Minister of Municipal Affairs portfolio in July 1966 in the Cabinet of Premier J.R. Smallwood *qv*. On September 8, 1966 he was elected Member of the House of Assembly for St. John's West. Cros-

Honourable John C. Crosbie

bie was appointed Minister of Health on September 26, 1967, a portfolio which he held until his resignation from the Cabinet on May 14, 1968. The following year he was unsuccessful in contesting Premier J.R. Smallwood's leadership of the Liberal Party. During 1970 and 1971 he sat as an Independent Liberal and then as Liberal Reform Group leader until he joined the Progressive Conservative Party in June 1971.

He was re-elected as Progressive Conservative Member for St. John's West in 1971, 1972 and 1975. In January 1972 he was appointed Minister of Finance, President of Treasury Board and Minister of Economic Development in the Cabinet of Frank D. Moores *qv*. In April 1972 he vacated the portfolio of Economic Development. In October 1974 Crosbie became Minister of Fisheries, Minister of Intergovernmental Affairs and Deputy Premier. Crosbie entered Federal politics as Member of the House of Commons for St. John's West October 1976, and was appointed Progressive Conservative Caucus Chairman on Energy, and Progressive Conservative Critic for Industry, Trade and Commerce in 1977. In May 1979 he was re-elected to the House of Commons and appointed Minister of Finance on June 4, 1979 in the Administration of Prime Minister Joseph Clark.

Crosbie's finance budget for 1979-1980, defeated in the House of Commons, resulted in the resignation of the Progressive Conservative Government and the call for an election by Prime Minister Clark. With the return of a Liberal administration in February 1980 Crosbie became Progressive Conservative Finance Critic in the House of Commons in April 1980. In 1981 he held the position of Progressive Conservative Critic on Foreign Affairs. J.C. Crosbie (letter, 1980), John Saywell (1976), *ET* (Aug. 12, 1976; June 6, 1979; Feb. 20, 1980; Apr. 14, 1980), *Financial Post* (June 9, 1979), "Ministerial Portfolios Since 1949" (n.d.), *NQ* (Nov. 1974), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

CROSBIE, SIR JOHN CHALKER (1876-1932). Businessman; politician. Born Brigus, Conception Bay. Educated Methodist College, St. John's. In 1895 Crosbie helped re-establish the Crosbie Hotel *qv* started by his father George G. Crosbie *qv* as the Central Hotel. Later that year Crosbie became manager of the Newfoundland Produce Company, a fish-oil and by-product exporter. About 1905 he began an insurance firm which was to become affiliated with Lloyds of London. By 1900 Crosbie had established the first local large-scale fish-exporting business in Newfoundland, Crosbie and Company, which was later affiliated with the Newfoundland Trawling Company under the direction of his son Chesley. In 1909 he entered public life as Member of the House of Assembly for the District of Bay de Verde. A member of Sir E.P. Morris's People's Party he served as a member of the Executive Council 1909-1917 without portfolio, and as Member of the House of Assembly for Bay de Verde until 1919.

John Chalker Crosbie

From January 1918 until November 1919 Crosbie was Minister of Shipping. In 1919 he successfully contested the riding of Port de Grave and became M.H.A. for that district. That year he was created Knight of the Order of the British Empire. In 1924 Crosbie accepted a Cabinet seat and the Minister of Finance and Customs portfolio in the Administration of W.S. Monroe. He held this position until his retirement from politics in 1928. Crosbie also operated a coastal steamer contract with the Newfoundland Government during the 1920s and in 1925 established the Newfoundland Butter Company. Crosbie died in October 1932. See CROSBIE ENTERPRISES LIMITED. Alice Janes (interview, 1980), H.M. Mosdell (1923), A.B. Perlin (1958?), *Crosbie Group of Companies* (n.d.), *NQ* (July 1909; Oct. 1917; Oct. 1932), *Yearbook* (1904; 1908, 1909; 1919; 1924; 1928). WCS

CROSBIE, PERCY MANUEL (1913-1975). Businessman. Born St. John's. Educated Bishop Feild College, St. John's; St. Andrews College, Ontario; McGill University, Montreal. Crosbie entered Crosbie and Company Limited in 1931 after graduation from McGill. In 1962 he succeeded Chesley A. Crosbie *qv* as President of the company. In the course of his business career before his death in April 1975 Crosbie served in a succession of offices as President of Newfoundland Engineering and Construction Company Limited, Newfoundland Salt Codfish Association Limited, Newfoundland Asosciated Fish Exporters Limited, and Chimo Shipping Limited. Crosbie was also Vice-Chairman of Transportation Services Limited and Director of Holdings Corporation Limited, Dominion Machinery and Equipment Company Limited, Crosoils Limited, Crosbie Realty Limited and Crosbie and Company. Crosbie's leisure time was devoted to the St. John's Boys' Club at Mundy Pond, where he served as Director for twenty-seven years. See CROSBIE ENTERPRISES LIMITED. Alice Janes (interview, 1980), *DN* (Apr. 18, 1975), *ET* (Apr. 18, 1975; Apr. 23, 1975), *Newfoundland Who's Who* (1952?). *Newfoundland and Labrador Who's Who Centennial Edition* (1968). WCS

Percy Manuel Crosbie

CROSCOMBE, REV. WILLIAM (1789-1859). Missionary. Born Tiverton, Devon. Croscombe entered the Methodist ministry in 1810. His first visit to Newfoundland was a brief one, made in April 1812, when the ship in which he was sailing to Halifax, N.S. took refuge in St. John's from storm and ice. The small Methodist population of St. John's had not yet been formally organized as a mission, but the youthful Croscombe took advantage of the opportunity afforded him to meet with them socially and to preach a sermon. Twelve years later, having served in such widely-dispersed mission-fields as Nova Scotia, New Brunswick, Upper Canada, and Gibraltar, he returned to Newfoundland as minister to the St. John's (Gower Street) circuit and successor to John Bell *qv* as Chairman of

William Croscombe

the Methodist District of Newfoundland. Remembering the first visit of the "eloquent white-headed boy" (William Wilson: 1866), the St. John's Methodists greeted "Father" Croscombe, as he had by then come to be known, with great enthusiasm and a crowded house at the Gower Street chapel. His three-year pastorate there, from 1824 to 1827, proved a highly successful and important one for the St. John's circuit. Not only was its membership greatly increased and its finances, after several years of fiscal woes, placed on a sound footing, but its standing and image in the community — hitherto that of a minor sectarian enclave, often suspiciously if not hostilely regarded by the larger, long-established churches — was for the first time transformed into that of a sister church. A man by now of much experience of ministerial life, widely travelled, catholic in his tastes and interests, tolerant of divergent creeds, he established a good rapport with the other religious communities of St. John's, coming to count amongst his friends many of their members and making the acquaintance and winning the esteem of the Governor, Sir Thomas Cochrane *qv*. Leaving Newfoundland in 1827 he continued in the Methodist ministry for many years in Nova Scotia and Upper Canada before retiring because of illness in 1851. He died in 1859 in his seventieth year and the fiftieth year after his ordination. G.O. Huestis (1872), D.W. Johnson (n.d.), D.G. Pitt (1966), William Wilson (1866). D.G. Pitt

CROSSBILLS. See GROSBEAKS.

CROUCHER (KNOT). See WOODCOCK.

CROUSE. See CAPE ROUGE.

CROUT, HENRY (*fl.* 1612-17). In February 1612 Crout purchased a half-share in the London and Bristol Company and in May of that year sailed to Newfoundland, settling at John Guy's *qv* colony in Cupids *qv*. Crout was interested in the Newfoundland venture by Sir Percival Willoughby *qv*, a subscriber to the Company, and came to Cupids as Willoughby's agent and to act as guardian to his son, Thomas Willoughby. Crout was impressed with Newfoundland and recognized the potential of exploiting its rich resources. In his letters to Willoughby he described, among other things, the promising mineral wealth, the possibility of establishing a fur trade with the Indians and the frequent raids of Peter Easton *qv*, the pirate. Crout, whose primary duty was to explore in Willoughby's interest the peninsula between Conception and Trinity Bays, north of what is now Carbonear, accompanied Guy on an expedition along that coast and made contact with the Beothuk while in Trinity Bay. During the winter of 1612-13 Crout was appointed to write the colony's official journal. However, Willoughby was dissatisfied with Crout's rather short venture and wished him to undertake more extensive explorations. Crout returned to England in August 1613 to report in detail to Willoughby and in the spring of 1616 he once again sailed to Cupids, this time to establish a separate colony on Willoughby's land at Carbonear. This expedition also proved fruitless, and by 1619 Willoughby had dismissed Crout as his agent; nothing more is heard of Crout in Newfoundland after this date. G.T. Cell (1969), *DCB* (I). GL

CROW. See JAYS.

CROW HEAD (inc. 1960; pop. 1976, 277). A fishing community located on the northwest side of North Twillingate Island, the community of Crow Head takes its name from the narrow promontory called Crow Head that juts out into Mudford Cove. The community is concentrated at the base of the head around a bowl-shaped harbour that has a good swimming beach. Crow Head is first recorded in 1911 as a community apart from Twillingate, when 205 inhabitants, predominantly Methodist, were reported. It is probable, however, that Crow Head has a history roughly as old as Twillingate, which was permanently settled in the early 1700s. Land grants were recorded in Crow Head in the 1880s; Job Hamlin was granted land in 1885 (*JLC*: 1886), and John Elliot was granted land in 1886 (*JLC*: 1887). The first school (Church of England) was reported operating in 1876. As the School Inspector reported: "A new school, for the benefit of the children living at Crow Head and Wild Cove, is in course of construction, suitable and commodius. . . . there are competent teachers employed and ample school requisites furnished" (*JLC*: 1877, p. 598).

In 1911 the large, well-established community of Crow Head reported a successful inshore cod fishery and a sizable salmon and herring fishery. Other sources of employment were found in lumbering (on insular Newfoundland), mining (probably on South Twillingate Islands and New World Island, where mining exploration was common in the early 1900s) and in the Crow Head lighthouse, which required the services of two local men. By 1911 a Methodist schoolhouse was reported operating, and by 1921 a large number of the 222 inhabitants of Crow Head were Methodist with the remainder being adherents of the Church of England and of the Salvation Army. In the *List of Electors* (1928) nine family names were listed in Crow Head: Andrews, Bath, Dove, Elliot, Hamlyn, May, Mugford, Stockley and Sharpe.

Fishing remained the main occupation in Crow Head, although seasonal lumbering was undertaken and sawmilling was reported in the 1940s and 1950s. The population grew steadily: 240 in 1935 and 276 in 1945. In 1951 Crow Head was reported to be "one of the largest producing fish centres" on North Twillingate Island (V.W. Sim: 1952?). Salt cod was the main product, which was sold to fish merchants in Twillingate in the 1950s or marketed through a co-operative which had been set up by 1960 (Donald Snowden: 1960). A community stage was built in 1959 and after this time much of the fish was sent to the fish plant in Twillingate to be fresh frozen. The nearby fishing grounds continued to sustain Crow Head fishermen, who numbered about twelve full-time fishermen in 1980. By this time the catch had become more diverse and included flounder, squid, herring, and lumpfish besides the staple catch of cod. Fishermen using gill-nets and hook and line averaged between 180 and 270 kg (400 and 600 lbs) a day during the fishing season in 1980 (*DA*: Aug. 1980). Other employment was found mainly in service industries on Twillingate Island. Walter Elliott (letter, Mar. 1979), V.W. Sim (1952?), Donald Snowden (1960), *Census* (1911-1976), *DA* (Aug. 1980). Map F. JEMP

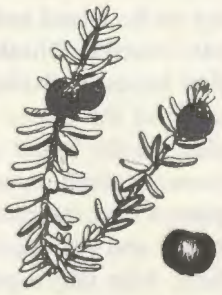
CROWBERRIES (*Empetrum* of Empetraceae). Three crowberry schrubs are native to the Province: the black crowberry (*E. nigrum* L.), the pink crowberry (*E. eamesii* Fern. & Wieg.) and the purple crowberry (*E. atropurpureum* Fern. & Wieg.). According to Ernest Rouleau (1978) the three species are known in the Province by a variety of collective names: blackberries, crowberries, rockberries and teaberries. The three species are low, matted, evergreen shrubs with small, alternate, somewhat needle-like leaves which roll under along the edges. The flowers, which are borne in the axils of the leaves, are small, approximately 2 mm (.08 in) in diameter, and bear three petals, three stamens, and three sepals which resemble petals. The flowers may be perfect or unisexual and

bloom in April and May. The fruit are very juicy, edible drupes which contain several nutlets.

BLACK CROWBERRY. This is the most common of the Province's crowberries, being found on bogs and barrens, and in woods in both Labrador and insular Newfoundland. The branches of this species are hairless, but branchlets may be sparsely hairy. The numerous, crowded leaves are narrow (linear or elliptic in shape) and quite small, up to approximately 7 mm (.3 in) in length. The fruit, which are ripe in late July, are black in colour and are up to 10 mm (.4 in) wide.

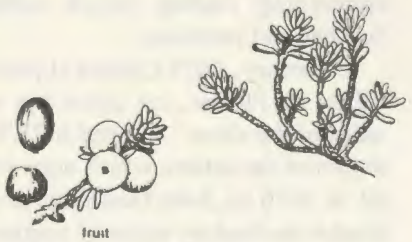
Black crowberry

PINK CROWBERRY. This shrub is native to both parts of the Province, occurring usually in dry, rocky or gravelly and sometimes sandy places. Its leaves are quite small, between 2.5 and 4 mm (.1 and .16 in) in length and are usually broader than those of the other crowberries being broadly elliptic to somewhat oblong. They are crowded on the stems. Its branchlets bear a dense covering of white, soft wool-like hairs. The fruit of the pink crowberry are pink or light red in colour and up to 9 mm (.35 in) wide.



Pink crowberry

PURPLE CROWBERRY. This shrub is not common in the Province, being reported from one locality in Bonavista Bay and from southern Labrador. Its branchlets are similar to those of the pink crowberry. Its leaves are linear-oblong and somewhat longer than those of the pink crowberry, from .4 to 6 mm (.15 to .23 in) in length. Its drupes are red or purple in colour and usually from 8 to 9 mm (.3 to .35 in) in diameter. Fernald and Kinsey (1958), H.A. Gleason (1952), Asa Gray (1950), Doris Löve (1960), G.A. Petrides (1972), Ernest Rouleau (1978), A.G. Ryan (1978). CFH



Purple Crowberry

CROWDY JAMES (1794-1867). Colonial Secretary; Speaker of the House. Born Devon, England. Crowdy moved to Newfoundland in September 1831 and assumed the duties of Colonial Secretary to the Government of Newfoundland, and collector of crown rents. In July 1832 he was appointed to the first Legislative Council of Representative Government in Newfoundland. According to the *DCB* (IX) Crowdy's negligence in omitting to use the Great Seal on election writs in 1832 and 1836 was possibly responsible for putting in question Legislation made in 1832 and for the election of 1836 being declared invalid.

James Crowdy

Resulting conflicts between the Legislative Council and the General Assembly were eventually responsible for the suspension of Representative Government and the formation of the Amalgamated Legislature in 1843. Crowdy was returned to the Legislative Council of the Legislature and was elected Speaker of the House of Assembly until 1848, when Representative Government was returned to Newfoundland. Crowdy, as a Member of the Legislative Council, was an opponent of the move toward Responsible Government and subsequently was forced to resign his Council seat in 1855. James Crowdy returned to England in 1855 and died there in 1867. G.E. Gunn (1966), D.W. Prowse (1895). WCS

CROWE, HARRY JUDSON (1868-1928). Industrialist. Born Halifax, Nova Scotia. Educated Halifax; Horton Academy, Wolfville. Crowe worked in the sawmill industry in Nova Scotia, where he had several lumbering operations throughout the Province. In 1900 he acquired an interest in the Newfoundland timber industry, which he decided would be best developed by papermaking rather than by sawmilling. With the financial backing of the wealthy H.M. Whitney, Crowe and Sir William Reid *qv* formed the Newfoundland Timber Estates Limited and took over the sawmill interests of Lewis Miller *qv*. Crowe acquired most of the larger sawmills from Botwood to Gambo and formed two other companies, with headquarters at Botwood. In 1905 he sold most of his timber rights to the Anglo-Newfoundland Development Company but kept his Norris Arm and Botwood operations. These were also eventually taken over by the Anglo Newfoundland Development Company. Crowe instituted shower baths and adult education classes at his logging camps and as well provided a recreation centre, a kindergarten and a social service centre at Botwood. He was instrumental in promoting the development of the pulp and paper industry in Newfoundland. Crower was an ardent and active advocate of Newfoundland's joining the Canadian Confederation. J.R. Thoms (1975), *Who's Who in and from Newfoundland 1927* (1927). PMH

CROWE, JOSIAS (?-1714). Commodore. Born England. Crowe was captain of the *St. Paul* in 1691 and afterwards commanded ships during the French Wars. He participated in voyages to New England and in 1701 served there. In 1711 Crowe was appointed Commodore of the annual convoy to Newfoundland and was ordered to give an account of the Colony's fishery, its inhabitants, and the French activities on the coast. He was also instructed to ensure the execution of the 1699 Act of William III, "An Act to encourage the Trade to Newfoundland," though his authority for enforcing such penalties as the statute provided was not clearly defined. Stationed at St. John's, Crowe endeavoured to carry out his duties and, together with other commanders and merchants, worked out several laws for the improvement of the Colony's administration and living conditions (known as Crowe's Laws). In 1712 he was succeeded as Commodore by Sir Nicholas Trevanion *qv*. D.W. Prowse (1895), *DCB* (II). GL

CROWFOOTS, BUTTERCUPS AND SPEARWORTS (*Ranunculus* of Ranunculaceae). A large group of plants known to be represented in the Province by twenty-three native and introduced, naturalized species. *Ranunculus* species, which are known in the Province by the names buttercups, gilly-caps, crowfoots and gill-caps, include common weeds of pastures and lawns, woodland and alpine herbs, and acqua-

tic plants. As a group they share the following characteristics: their flowers, which are regular, perfect, usually yellow and sometimes white, commonly bear five petals, each of which has a nectar-bearing spot at its base; the petals, which are arranged spirally, are surrounded by usually five, also spirally-arranged, sepals; each flower also bears numerous stamens and numerous pistils, the latter in an ovoid, globe-shaped or cylindrical head; the flowers are solitary or arranged in corymbose clusters; the fruit, which follows the bloom, is an achene. The leaves are usually lobed, deeply incised or compound, although some species have entire leaves.

According to Ernest Rouleau (1978) the following species are found naturally in the Province: *R. abortivus* L., the kidneyleaf-buttercup or small-leaved crowfoot, a native of both Newfoundland and Labrador, which grows in woods and thickets; *R. acris* L., the common or tall buttercup, a naturalized perennial of Newfoundland and southern Labrador, which is found on roadsides and lawns and in meadows and pastures (probably the best known of the various *Ranunculus* species, this is a very common weed; in pastures it is a potentially dangerous one, as it is poisonous, but cattle tend to avoid it); *R. allenii* Robins, Allen's buttercup, a native herb of northern Labrador; *R. bulbosus* L., the bulbous buttercup or crowfoot, a naturalized weed found in Newfoundland along roadsides and in fields, meadows, wooded areas and on lawns; *R. cymbalaria* Pursh, the seaside crowfoot, a native herb of both parts of the Province which grows along seashores and the banks of brackish waters; *R. flammula* L., the spearwort, an introduced herb of the Island, found on damp or wet shores in southeast Newfoundland; *R. gmelinii* D.C., the yellow water crowfoot, a native of the Island, found in shallow water on wet shores and in meadows; *R. hederaceus* L., the ivy buttercup, an introduced herb of Newfoundland, found in shallow water; *R. hyperboreus* Rottb., the northern buttercup, a native of Labrador and northern Newfoundland, found in brackish as well as fresh water; *R. lapponicus* L., the Lapland buttercup, a native of Labrador found in mossy places and in woods; *R. macounii* Britt., Macoun's buttercup, a native perennial of southern Labrador and Newfoundland where it grows in marshes and woods; *R. nivalis* L., the snow buttercup, a native of Labrador; *R. pedatifidus* Sm., the birdsfoot buttercup, a native of Labrador and northwest Newfoundland, which grow on cliffs and slopes; *R. pensylvanicus* L.f., the bristly buttercup or crowfoot, a native of both Newfoundland and Labrador, found in marshes and bogs and other wet places; *R. pygmaeus* Wahlenb., the dwarf buttercup, a native of Labrador; *R. recurvatus* Poir., the hooked buttercup, a native of Newfoundland which is found in damp woods; *R. repens* L., the creeping buttercup, an introduced herb of Newfoundland and Labrador found in various habitats; *R. reptans* L., the creeping spearwort, a native of Newfoundland and Labrador which grows on shorelines; *R. scleratus* L., the cursed buttercup, a native of Newfoundland which is found in swampy places, pools and ditches; *R. septentrionalis* Poir., the swamp buttercup, a native of Labrador, found in wet, wooded areas and meadows. *R. subrigidus* W.B. Drew, the white water crowfoot, an aquatic plant native to Newfoundland; *R. sulphureus* Solander, the sulphur-buttercup, a native of Labrador; *R. trichophyllus* Chaix, also known as the white water crowfoot, an aquatic plant native to both parts of the Province. A.M. Ayre (1935), H.A. Gleason (1953: II), Asa Gray (1950), Peterson and McKenny (1968), Ernest Rouleau (1978), P.J. Scott (1977). CFH

CROWN CORPORATIONS. See GOVERNMENT.

CROWN LANDS. In accordance with precedent established by British Common Law and its adoption in the early colonial history of Newfoundland, "lands are held in the province of Newfoundland (and Labrador) either by Crown grant, lease, licence, or by adverse possession against the Crown, or by adverse possession against another person, or by purchase of its beneficial ownership of a predecessor in a title" (C.J. Cahill: 1955). According to Cahill "the Crown has the authority to grant, lease, or licence, for the purpose of agriculture, mining, cutting timber, tourist development and other purposes" all lands falling outside the jurisdiction of titled or owned land within the boundaries of the Province of Newfoundland and Labrador.

Historically the problem of crown land jurisdiction began because of the direct connection to the exploitation of the fishery on the Island and in coastal Labrador. By authority of patents issued by Elizabeth I, Sir Humphrey Gilbert *qv* issued the first leases of fishing premises at St. John's harbour, in the name of the Queen in August, 1583. By virtue of Gilbert's claim to the Island of Newfoundland for the reigning British monarch, both James I and Charles I of England conferred patents to companies and individuals which permitted colonization and the acquisition of prescribed lands in Newfoundland. John Guy's patent, for example, conferred on him the governorship of Cupids *qv*. G.T. Cell (1969) notes the advantage that Guy's colonists would have had, being able to choose the best fishing rooms on the coast, which by law went otherwise to the first vessel to arrive in Newfoundland in the spring. When Guy returned to England he left regulations concerning fishing which controlled encroachment on beaches and premises.

In January, 1675 Charles II passed a charter which ordered "That no Planter, cut down any wood or inhabit within six miles of the shore" (quoted in D.W. Prowse: 1895). Petitions to protest the action, which were submitted to the Privy Council in 1676 by John Downing, asserted the planters' right to inhabit the land by virtue of continuous occupation and by upkeep and improvement of their lands. An Act of William III (10 ad 11 William III. *c*. XXV) to encourage trade to Newfoundland became the first acknowledgement of private land on the Island by the British Government. The Act provided "that all such persons as since the 25th of March 1685 have built houses and stages that did not belong to fishing ships since 1685 shall peacably enjoy the same without any disturbance from any person whatever" (cited in Prowse: 1895). It is on the basis of such documents of statutory ownership that "possessory claims still remain the basis of a substantial portion of all land titles in Newfoundland" (A. McEwen: 1977).

During the 1700s crown lands were administered by the governors of the Colony under the jurisdiction of the civil establishment of the British Government at St. John's. In 1766 Governor Hugh Palliser *qv* (cited in Finn Frost: 1959) ordered that "all lands not fenced are to remain open to the public and common to all persons." Crown lands subsequently passed to the jurisdiction of the Supreme Court of Newfoundland, which was established in 1792. Although surveys of St. John's had been compiled as early as 1773 by a British ordi-

nance officer named Captain Pringle, it was 1798 before Francis Owen completed the first survey of St. John's harbour, and 1804 before Capt. Thomas Eastaff *qv* examined encroachment by a survey at St. John's. Eastaff's survey resulted in the establishment of the "beating of bounds" by the Governor and Chief Justice in 1809. This procedure involved cutting notches into fence posts to determine legal boundaries for fishing premises at St. John's Harbour. The establishment of bounds in 1809 and an Act for taking away the public use of certain ships' rooms in the town of St. John's passed in 1811 not only defined private property but maintained the Crown's right to administer lands at the harbour of St. John's.

During the administration of Governor Richard Keats (1813-1816), farm land was allotted to "all resident and industrious inhabitants desirous of obtaining small grants of land for the purposes of cultivation" (Prowse: 1895). Keats noted that much of the inhabited land was owned by people who "have no other claims than that which occupancy may be permitted to establish." According to McEwen, Imperial Statutes of 1824 removed restrictions on the occupation of vacant lands; however, by 1819 a title or deed was still the only protection of adverse claim against the Crown to lands outside the realm of the fishery and the jurisdiction of William III's Act.

On June 12, 1834 the first Crown Lands Act was passed by the third session of the first House of Assembly in Newfoundland. Although the Supreme Court of Newfoundland recognized the buying and selling of private property in 1819, the new Act formally recognized landed property as the real estate of an individual. The Act also empowered the Crown with the authority to dispose of "unoccupied Crown lands to the public, by auction, and issue titles of land opposed before 1840" (McEwen: 1977).

During the 1800s a comprehensive revision of Crown Lands legislation was necessary largely because of the effect of the increased emphasis on agriculture as a supplement to the livelihood of fishermen, and the gradual exploration and discovery of the interior of Newfoundland. Although land grants were officially permitted for homesteads after 1813, development of roads in 1825 first established a contact between settlements along the coastal periphery of the Island. With the increasing emphasis on inland exploration a comprehensive survey of the Island was attempted in 1864 by Alexander Murray *qv*. Murray's Geologic Survey "showed that the interior contained extensive pine forests of excellent timber; fertile valleys, in which many thousands might find a home; a carboniferous region containing large coal-beds and mineral tracts. . . . On the West Coast there were 1,320 Square miles of fertile lands admirably adapted for settlement and in the valleys of the Exploits, Gambo, Terra Nova and Gander, 3,320 square miles fitted for agricultural operations or cattle-raising — much of these regions being covered with valuable forests of pine, birch, and other trees — in all, nearly three million acres of land well fitted for settlement" (Rev. M. Harvey: 1894).

In the 1860s the government embarked on a programme of granting agricultural lands to "relieve the industrious poor from the necessity of seeking pauper relief" (A. McEwen: 1977). Alexander Murray's successor, J.P. Howley, suggested the first system of town and land grant management in 1884, which encouraged rectangular land plotting, a proposal which proved largely impractical because of the topographical features of the land. By 1891 the Consolidated Statutes of Newfoundland made specific provision for agriculture, animal husbandry, leases for water power, fishery, timber, minerals, and licences and grants for homesteads. Where previous legislation had delegated grant and possession the consolidation began to move toward increased control, management and the establishment of distinct areas of land jurisdiction. Thus by the turn of the century the increased potential of land had correspondingly increased its value and as a result possession and registration had become paramount concerns.

By 1902 the issue of Crown control over the territory of Labrador had been disputed by Newfoundland and Quebec after each had issued timber cutting permits in Churchill Falls. The subsequent claims resulted in the 1927 Privy Council decision to uphold Newfoundland's claim to Labrador, confirming crown and private holdings of an estimated 292 217 km² (112,826 mi²) (see LABRADOR BOUNDARY DISPUTE). In 1903 An Act respecting Crown Lands, Timber, Mines and Minerals (3 Ed. VII, *c*. 6) was passed to discourage individuals or companies from indiscriminately acquiring timber and land rights for the purpose of speculation without development. By 1923 the railway operating in Newfoundland had been returned to the control of the Newfoundland Government from the Reid interest. In addition to monetary concessions the company retained title to over 15 500 km² (6000 mi²) of land after it ceased railway development in 1923.

In 1934 the Commission of Government began a land development programme which eventually established a total of eleven settlements to encourage farming and animal husbandry. McEwen notes that although land was basically free for the taking and that the Government had adopted an attitude that permitted free licence of title merely by application and survey of land, many persons never bothered to acquire legal title by means other than occupation. In 1933 five years' prior occupancy on land constituted ownership, but occupancy of new land after that year was considered unlawful encroachment. Although the legislation was again repealed in 1953 occupancy after January 1977 again constituted encroachment.

REGISTRY OF DEEDS. The formal registration of titles was encouraged in 1807 by Chief Justice Tremblett, who declared deeds void unless they were registered, but it was not until the later 1800s that land possession became an important issue. During this period of increased resource exploration the commercial potential of the Island's uninhabited lands was weighed against demand for allotment for agriculture and the land already deeded or possessed by private individuals. Initial provisions for land registration by the Judicature Act of 1824 resulted in the establishment of offices at Harbour Grace, Ferryland and St. John's. After the Ferryland office was phased out in the 1870s and the Harbour Grace office closed in 1883, St. John's became the central registry and repository for titles and deeds. The centre for deed registration has remained at St. John's and houses all registered documents between 1824 and the current year. The registry ensures the proper execution and registration of documents and provides an alphabetical title search and lists indexed validated transactions.

All claims against the Crown or a private individual, falling outside registration, are determined by occupation during a designated period of time. In 1976 amendments to the Crown Lands Act made void adverse claims against the crown of all possessary claims to land not held by individuals for a period of twenty years before January 1, 1977. This legislation essentially voided after that date all claims which fell under the area of "squatters rights." In addition to the central registry at St. John's, Crown Lands operates four regional offices at St. John's, Gander, Corner Brook and Goose Bay, which by 1981 were responsible for local inquiries, registration of applications, and processing of applications submitted at the regional offices. Moses Harvey (1897), S.J.R. Noel (1971), John Power (interview, Jan. 1981), R.H. Tait (1939), *The Consolidated Statutes of Newfoundland* and *Statutes of Newfoundland* (1871-1981 *passim*), *Commission of Government Reports* (1936), *DN* (Dec. 31, 1955), Newfoundland Historical Society (Crown Lands; Land Settlements). WCS

CROW'S NEST OFFICERS CLUB. Originally the Sea Going Officers Club, the Crow's Nest, situated on Queen's Beach, Duckworth Street, was formed in 1942 by Vice-Admiral Edmond Rollo Mainguy of Duncan, British Columbia while he was serving as Captain with the Allied Forces in Newfoundland. The Crow's Nest was a meeting place and haven for the officers of the Allied Navies during World War II, providing food, entertainment and a relaxing atmosphere. Navy men from many countries are familiar with the Crow's Nest Club: from 1969 to 1972 about ten thousand officers of the Canadian, British, American, Norwegian, Russian, Free French, Polish, Dutch, New Zealand, Australian, South African and other Allied Navies visited the club. GL

CRUSADER, THE. Little is known of this magazine which probably started publication about April 1902. Maurice A. Devine *qv* of Devine and O'Mara, printers and publishers, was responsible for the printing and publishing of *The Crusader*. Rev. James M. White, a Roman Catholic clergyman, started the magazine and was its proprietor. There are no known extant copies, nor can it be ascertained exactly when publication started or finished. Archives GN 32/22. DCM

CRUSE, THOMAS (*fl*.1625-1677). In 1677 Cruse, who had spent about eighteen years living in Newfoundland from *c*.1634 to 1653 (he had first visited *c*.1625), made a deposition which was used as evidence in the Privy Council's inquiry into the dispute between the fishing merchants and the colonists. The purpose of the deposition was to decide whether a governor should be sent to the Island and whether fortifications should be erected in case of attack from the French. Cruse stated that he thought a governor and fort would be worthless in Newfoundland. It also revealed the conflict between Sir David Kirke *qv* and the West Country merchants who opposed settlement and local government, believing both would interfere with the fishery. Until Kirke's arrival in 1638, Cruse reported, the fishery was carried out free of taxation. Kirke arrived, bringing with him about thirty servants who helped him enforce payment of rent by the inhabitants for their homes and fishing places. He also forced the settlers to hold licences for the keeping of taverns. Cruse returned to England. Nothing is known about his life there. D.W. Prowse (1895), *DCB* (I). EMD

CRYSTAL-BERRY. See BOG ROSEMARY.

Rev. George Cubit

CUBIT (alt. CUBITT), REV. GEORGE (1791-1850). Missionary. Born in Norwich, Norfolk. Of Church of England parents, he became a Methodist convert in 1808, and in 1813 was received "on trial" as a Methodist missionary. After the customary three-year probationship on circuit, he was ordained in London in 1816. Though little is known about his formal education it is certain that by that date he had managed to achieve a level of scholarship and learning far beyond that of most Methodist ministers of the time. Immediately following his ordination he was posted to the Newfoundland District, originally intended, it seems, as a replacement for Rev. Sampson Busby *qv* at Carbonear. Cubit and his wife of a few weeks sailed from Poole on August 12, 1816, arriving in Carbonear on September 4, to learn that he had been assigned to the St. John's circuit. St. John's had been without a regular Methodist minister for some months, yet was gallantly struggling to replace its chapel destroyed in the fire of January that year. Cubit arrived there, in fact, to find plans for the new chapel already well advanced, and on September 17 was able to preside at the laying of the corner-stone by the Rev. William Ellis *qv*, a ceremony attended also by the newly-arrived Governor, Sir Francis Pickmore *qv*. Under Cubit's leadership construction proceeded rapidly, and on December 26 the chapel that was to serve the St. John's Methodists for the next forty years was opened and dedicated by Cubit, again assisted by William Ellis. Cubit remained in St. John's, his only circuit in Newfoundland, until the autumn of 1818. Unfortunately for him and his congregation the period was one of extreme economic hardship, the aftermath of the great fire of 1816 aggravated by two further conflagrations in November 1817. To make matters worse the winter of 1817-18 was one of the coldest ever recorded and came to be known in Newfoundland history as "the *winter of the Rals" *qv*. ("Rals" were rowdies, destitute men and boys, who roamed the streets robbing and terrorizing the population.) Everyone suffered privation, including the minister and his family. T.W. Smith (1877) reports that during the bleak winter of 1817-18, having been without "bread, flour, and potatoes" for some time, Cubit "thought himself fortunate in being able to obtain a half-barrel of potatoes, 'frozen and not as large as walnuts, by sending eight miles for them, for fourteen shillings.' " The death of his infant son in April 1818 added to his misery. A man of considerable scholarship, broad interests, and literary ability, he also found particularly distressing the lack of any outlet for his talents in St. John's or any source of intellectual sustenance to draw upon. Broken in both health and spirits, in May 1818 he requested the Newfoundland District Meeting to leave him without a circuit for a year. His request was granted, but his health having further deteriorated he decided in November to return to England. Not having received the required prior permission of the magisterial Missionary Committee in London, though having informed them of his intention, he reached England in December to find himself the object of extreme displeasure on the part of the Committee, which refused to allow him the customary funds to defray the

cost of his passage home. Later, however, his health having been restored and his breach of discipline forgiven, he was able to resume his pastoral duties and served a number of British circuits from 1820 to 1836. In the latter year he was appointed to a post for which he was far better suited than that of missionary in a colonial outpost: Editor-in-chief of Methodist publications (including *The Methodist Magazine*) at the Wesleyan Book-room, City Road, London. He remained in this post until his death in October 1850. D.W. Johnson (n.d.), D.G. Pitt (1966), T.W. Smith (1877), William Wilson (1866). D.G. Pitt

CUCKHOLDS COVE. See DUNFIELD.

CUCKHOLD'S COVE, QUIDI VIDI. M.F. Howley (1901) maintains that the name Cuckhold's Cove originates from the fish which were commonly caught in the area. The species of fish known as Bream is similar to a southern ocean species, the Cuckhold *(Ostracion camellinus)*. The *Illustrated Tribune* (1909) notes the landing of submarine cables at Cuckhold's Cove in 1909. In 1931 the Commercial Cable Company of New York operated a total of eight transatlantic cables connecting Waterville, Ireland to Canso, Nova Scotia and Far Rockway, New York by way of the Cuckhold's Cove cable station. M.O. Doxsee (1948) reported that these cables had suffered damage as a result of the earthquake of 1929. Early references are made to Cuckhold Head by D.W. Prowse (1895) who locates a battery at the site during the administration of Governor Richard Edwards. The battery's existence was not noted in 1762 when Captain McDonnell's light infantry scaled Signal Hill, but the area of Quidi Vidi was mentioned as a point of skirmish at that time. Prowse reports that in 1796 a detachment of the Royal Newfoundland Regiment was stationed at Cuckhold Head to repel a French fleet approaching St. John's.

Cuckhold's Cove

A British Museum manuscript (PS3/7745) cited in David Webber (1964) by D. Hodgson shows the position of cannon *c*.1795 which were directed toward Quidi Vidi and Cuckhold's Cove. Robert Saunders (1950), J.R. Smallwood (1931). WCS

CUCKOOS (Family Cuculidae). Cuckoos are essentially southern, tropical birds but both the species found in Canada, the Yellow-billed Cuckoo, *Coccyzus americanus*, and the Black-billed Cuckoo, *Coccyzus erythrophthalmus*, have been recorded from insular Newfoundland. They are not common, however, appearing usually in the fall as drift migrants. Although the Yellow-billed Cuckoo normally keeps to a more southerly range than the Black-billed, the former has been reported from along the Churchill River in Labrador. The two species are similar in appearance, being slim brown birds, about 28 cm (11.5 in) long, with long tails. The Black-billed Cuckoo has a red eye-ring and less sharply defined white spots on its tail feathers. Both these Cuckoos build their own nests and raise their own young, only occasionally leaving eggs in other birds' nests. They frequent thickets, tangles and open woodlands, and feed primarily on hairy caterpillars; the Black-billed Cuckoo is especially beneficial to mankind as it eats tent caterpillars and thus helps prevent crop damage. W.E. Godfrey (1966) describes their voices as a series of "hollow wooden clucks," while J.P.S. Mackenzie (1976) describes them as "short, low-pitched whistled coos." They have been seen in Ramea, Terra Nova National Park and St. John's. W.E. Godfrey (1966), Tuck and Maunder (1975), W.E.C. Todd (1963), *The Osprey* (Dec. 1970; Nov. 1973; July-Sept. 1977). PMH

CUL DE SAC EAST (pop. 1945, 44). An abandoned fishing settlement, Cul de Sac East was located west of Eastern Head in a small cove east of Ramea *qv*. Cul de Sac, a French word meaning "dead end," is the name given to two small coves on the south coast of Newfoundland which mark the two outermost habitable coves between two rugged and prominent headlands, Cape La Hune and Eastern Head. Cul de Sac East was located just west of Eastern Head and Cul de Sac West just east of Cape La Hune. E.R. Seary (1976) reports a Levi Doramount (France) and a John Oldford (Devon) as fishermen of East Cul de Sac in 1835. The first census of Cul de Sac East, in 1836, reported forty-five people who prosecuted the small-boat inshore fishery. There was no cultivation of land reported then, although several houses had been built. Edward Wix *qv* visited Cul de Sac East in 1835 and reported: "We passed Hare Bay, and reached the Eastern Cul de Sac. This place reminded me somewhat of Petty Harbour. . . . The father of the settlement here was a French Protestant. In his house I assembled the neighbours for full service, and baptized twenty-three in all, some mothers — interesting sight! — offering themselves, at the same time with their infants. . . . The places hereabouts retain their old French names" (Edward Wix: 1836).

Cul de Sac East, like many communities on the South Coast in the Ramea area, was probably just seasonally settled by people from Jersey who were brought out to the coast by the Jersey merchants to prosecute the cod and herring fisheries. As these Jersey merchants, such as Nicolle, recruited English "youngsters" and later linked up with such English firms as Newman, English settlers were brought to the coast to settle year-round (J. Dollimount: 1968). By 1857 the community of Cul de Sac East had become a smaller and predominantly English settlement, although it retained its French name, while the French settlers had possibly followed the migratory movement to the west of Ramea and Burgeo (Carl Rose: n.d.). E.R. Seary (1976) reports a Joseph Cake as a fisherman of East Cul de Sac in 1854. The *Census* of 1857 reports nineteen people, four of whom were born in England. Five fishing rooms were built and cod was the main catch; there was very little cultivation, although some turnip was

grown. By 1869 the addition of several new English immigrants and their families had raised the population to thirty-one and *Lovell's Newfoundland Directory* (1871) reported five fishermen and their families: Joseph Cake, Joseph Le Gros, John Mark, Elijah Oldford and William Parsons. The population of Cul de Sac East remained at about thirty until the early 1900s when it rose to forty-seven in 1911 and sixty-five (its peak population) by 1935.

Traditionally Cul de Sac East fishermen prosecuted the inshore cod fishery almost exclusively, although the *Census* reported small salmon catches in 1857 and 1874; in 1880 a non-resident, William Skinner, was reported to be fishing salmon in East Cul de Sac (JLC: 1880). The salmon fishery was supplementary to the cod fishery, which was reported to be poor in the 1870s and 1880s: in 1873, a fisherman named Hardy reported his cod catch in Cul de Sac East to be "less than two quintals [102 kg]" (*JHA*: 1873). It is also probable that the fishermen of Cul de Sac East supplied bait (herring) and ice to the United States schooners, which provided a lucrative business for resident fishermen. But by the early 1900s the fishery diversified to include lobster and by 1901 a lobster factory had been built which was still operating in 1911. The cod fishery remained the economic mainstay of Cul de Sac East, however, and most of the fish was traded at Richard's Harbour *qv* and Rencontre *qv*, Hermitage Bay. Some sawmilling in the 1920s and 1930s provided additional income.

By 1945 the population of Cul de Sac East had dropped to forty-four, its lowest since 1901, and the community remained unconnected by road, rail, telegraph or telephone to places nearby. There was no school or church in Cul de Sac East, and despite its marine advantages (near excellent fishing grounds) the severe climate, poor forests and lack of arable land made it a difficult place to live. These factors and a sharp decline in the fisheries reported in the 1940s probably led to the decision to abandon the community between 1945 and 1951. J. Dollimount (1968), Carl Rose (n.d.), E.R. Seary (1976), Edward Wix (1836), *Census* (1836-1945), *JHA* (1873), *JLC* (1880), *Lovell's Newfoundland Directory* (1871), *Report of the South Coast Commission 1957* (1957). JEMP

CUL DE SAC WEST (pop. 1951, 83). An abandoned fishing community located east of Cape La Hune in a small cove in the mouth of Aviron Bay, east of Ramea *qv*. Cul de Sac (see CUL DE SAC EAST) is a French name and the area was possibly first seasonally fished by French and Jersey fisherman in the early 1800s. The first census of the community, in 1836, reported seven inhabitants, all Church of England followers, who had been visited the previous year by clergyman Edward Wix *qv*. He reported: "I was put across La Hune Bay in a boat, and walked about two miles, across some mountainous ridges, in the 'gulshes,' between which the hardened snow was still thirty to forty feet high, to Western Cul de Sac. Here I held full service, and . . . baptized two children and one of the mothers" (Edward Wix: 1836). E.R. Seary (1976) reports a Samuel Snook at Western Cul-de-Sac in 1835, a Stephen Spencer, as a fisherman, of West Cul de Sac in 1837 and George Dolemount (France) as a fisherman in 1849. By 1857 the population had doubled to fourteen and by 1869, with the addition of two English fishermen and their families, the population had risen to fifty-six. E.R. Seary (1976) reports a John Hardy of West Cul de Sac in 1873 and by 1884 Cul de Sac West numbered eighty-four inhabitants, including one merchant. It had a Church of England Church, and by 1901 a school had been built.

The key to Cul de Sac West's growth lay in the success and expansion of the fishery, which was based on cod and salmon and later included a thriving lobster industry. From 1836 to the 1890s the economy of Cul de Sac West was based on the small-boat inshore cod fishery, which consistently reported catches of over 50 800 kg (1,000 qtls) from 1869 to 1884. In 1891 the first venture into the Labrador and Bank fishery was reported, with one large vessel (a schooner), and by 1901 there were two lobster factories operating, which employed ten people. The salmon fishery was also an important supplementary source of income for Cul de Sac fishermen, with catches reported almost yearly from 1857 to 1883 and intermittently from 1884 to 1901. Concerning the southcoast salmon fishery Henry Camp reported an S. Spencer who sold salmon in 1875 and 1878 to the merchant firm of Penny; Matthew Spencer who sold his catch in 1877 to a merchant named Clinton; and Samuel Spencer, John Spencer and Stephen Spencer who were salmon fishermen in 1879, 1881 and 1883 respectively (*JHA*: 1871-1883). The census returns from 1857 to 1901 showed the average catch for that period to be seven tierces. By 1911 the population of Cul de Sac West reached 107 and by 1921 it peaked at 114. The fishery also grew at this time to include the herring fishery, and both salmon and lobster were tinned. In addition to the lobster factory and the salmon and herring fisheries, the cod fishery still reported a catch of nearly 101 472 kg (2,000 qtl) which was traded through the local merchant. This growth and economic stability attracted new families to Cul de Sac West, including the Bungays, Dominies, Hamilins, McDonalds, Neils and Parsonses (*List of Electors*: 1928).

Cul de Sac West's success as a fishing community could not compensate for the extreme isolation and severe climate of the Cape La Hune area. The community was not connected by road, rail or telegraph to other communities and the forbidding geography of the area prevented the provision of these services. Failure of the inshore cod fishery in the 1930s and 1940s, and the virtual disappearance of herring from Hermitage Bay in the early 1950s, led to a steadily worsening economy and the population of the community fell to ninety-six in 1935 and sixty-one in 1945. Between 1951 and 1956 the inhabitants of Cul de Sac West resettled, without government assistance; some families (Spencer) resettled at Channel-Port aux Basques *qv*. J. Dollimount (1968), E.R. Seary (1976), Edward Wix (1836), *Census* (1836-1951), *List of Electors* (1928), *JHA* (1871-1873), *Report of the South Coast Commission 1957* (1957). JEMP

CULL, WILLIAM (*fl*.1803-1823). "Indian Hunter." A resident of Fogo, Cull became distinguished for his dealings contact with the Beothuk *qv* during their period of extinction. Either contracted or drawn by a reward, Cull delivered a Beothuk woman to Governor Holloway in St. John's in 1803. Cull was paid fifty pounds for her capture and safe return to the point of capture in Gander Bay the following year.

In January 1810 Cull was contracted by Governor Holloway to search for and establish contact with the Beothuk. Although the expedition was unsuccessful, Cull's party located numerous encampments and delivered a report of the Beothuk "Deer Fences" which were erected by the natives

for hunting caribou. In 1811 Lieutenant David Buchan *qv* employed Cull as one of his guides during a winter expedition to find Beothuk in the Red Indian Lake area. The expedition ended in the murder of two of Buchan's men by the Beothuk. While trapping with a small party at New Bay, Notre Dame Bay in 1823, Cull's party encountered a group of starving Beothuk. The survivor of this capture was Shanawdithit *qv*, the last known Beothuk, who was delivered to Magistrate Peyton, Exploits Burnt Islands. J.P. Howley (1915), Charles Pedley (1863). WCS

CULLEN, MAURICE GALBRAITH (1866-1934). Artist. Born St. John's. At the age of three or four years Cullen moved with his parents to Montreal. He disappointed his parents, who had intended for him a career in business, by choosing to study sculpture with Philippe Hébert at the Monument Nationale in Montreal. Hébert suggested that Cullen continue his studies in Paris and at the age of twenty-two, at a time when Rodin was at the height of his fame, Cullen joined the École des Beaux-Arts as a student of Elie Delauney. In 1895 he was elected Associate of the Société Nationale des Beaux-Arts, a society that included Rodin, Degas, Whistler, and Forain. He saw much of James Wilson Morrice and together they painted in Venice and Brittany. Later in 1895 Cullen returned to Montreal, despite the success assured him in France by the purchase of two of his paintings in 1894 and 1895 by the French Government.

Maurice Galbraith Cullen

R.W. Pilot (1956), Cullen's step-son, wrote that "it would not be too much to claim that the whole trend of Canadian landscape painting was changed by the return of Cullen to Canada in 1895." A.Y. Jackson called him the hero of the Group of Seven. In 1899 Cullen was elected Associate of the Royal Canadian Academy, and in 1907 was elected a full member.

In 1900 he auctioned off his French and Canadian canvases and left for a European trip, to France, Italy, Holland, and Algeria. When he returned to Montreal in 1902 he began an intense study of the effects of light upon snow. Inspired by the Impressionists, he concerned himself with colour and reflection, but he did not follow their technique. While mixing a tone on the palette he kept the colours as separate as possible so that liveliness and vibrancy could be achieved. He always made as many preparatory sketches as possible, in keeping with his concern for craftsmanship. He spent much of his time painting out-of-doors. (Many summers were spent at Beaupré painting the unspoiled countryside). "At some hour of the day," he once said, "the commonest subject is beautiful" (quoted in Pilot: 1956).

In 1910 Cullen sent a Laurentian winter landscape to an international exhibition in St. Louis. It was awarded a bronze medal and very much impressed the American critics. That year the Canadian National Gallery purchased a painting; Cullen had at last achieved some status in Canada. During 1911-1912 he visited his native Newfoundland and while there painted a number of works including *Summer, Torbay, Newfoundland* and *Lifting Fog, St. John's Newfoundland*. Returning to Canada he retired to the mountains and lakes of Lac Tremblant. In 1917 Cullen returned to Europe, this time to paint war pictures for the Canadian Government. His experiences (as Captain Cullen) resulted in desolate paintings like *No Man's Land* and *The Sunken Road*. He died on March 28, 1934 in Chambley, at the age of 68.

Maurice Cullen painted the Canadian winter as it had never been painted before, using some twenty colours to produce his white snow. And according to Newton MacTavish (1925) "he carried out his work in spite of popular and official prejudice against it, because it is a singular notion among persons in high positions in Canada that the Canadian winter season is something of which the rest of the world should be kept in ignorance." While Cullen's works, so full of light and colour, were being excluded from the collections being formed by wealthy Canadians, James Wilson Morrice was calling him "the one painter in Canada who gets at the guts of things" (quoted in Pilot). Once, advising a young painter to strive for originality, he said: "And remember, nature is a great book with most leaves uncut" (quoted in Pilot). Newton MacTavish (1925), Peter Mellen (1978), R.W. Pilot (1956). Lois Brown

CULLING. See FISHERIES.

CULL'S HARBOUR (pop. 1976, 97). A lumbering-fishing settlement located on a strand about 2.5 km (1.5 mi) long on the south shore of Alexander Bay in Bonavista Bay, Cull's Harbour, since about 1965, has been connected by a causeway to Traytown *qv*. Cull's Harbour reputedly gained its name from a man named Cull who sailed up Bloody Bay about 1700 to an Indian encampment set in the cove near the long point which forms the entrance to Traytown narrows. After raiding the camp and killing eight Indians, Cull is said to have sailed down the bay, throwing the bodies overboard after scalping them, and from the perpetrator of this grisly act Cull's Harbour Point and Cull's Harbour reputedly take their names (Newfoundland Historical Society: Cull's Harbour).

While the area was known to have been frequented by the Beothuk *qv* and the name of Cull is a familiar one in Bonavista Bay, it is also possible that Cull's Harbour is a diminutive of the name of the first permanent settler in the harbour, John Cullion from County Cork, Ireland, who came to the area *via* New Brunswick to work for a lumber firm in Gambo. The many ponds and brooks around Cull's Harbour provided an ideal site for the water-powered mills. Cullion, who hired a schooner and brought his family to Cull's Harbour after a treacherous journey over the winter ice, settled in Cull's Harbour on December 26, 1888, and thereafter laid the foundation for a large waterpowered mill driven by the waters from five dammed ponds. The mill operated continuously until the 1920s.

The community first appeared in the *Census*, 1901, with a population of twenty-two people (three families) including one born in England and one born in "Foreign parts." These people were drawn to Cull's Harbour by the mill; they were the families of Victor Roach (who settled in Cull's Harbour to work as a millwright) and a Genge family who later moved to Glovertown. Between 1900 and 1950 a number of families moved from Cottel's Island (St. Brendan's *qv*) and the Flat Islands in Bonavista Bay to be nearer the lumber resources of the mainland, the mills in Gambo and the construction work

provided by the building of Gander *qv*. These families included members of the Samson family of Flat Island (who settled at Samson's Point), Joseph White from St. Brendan's (who moved in 1914) and Thomas MacKay, also of St. Brendan's. By 1928 there were also Bartletts, Pikes and Whelans (*List of Electors*: 1928) and a number of other families who resettled during the 1950s and 1960s from other islands in Bonavista Bay, particularly Burnt Island *qv*. The population of Cull's Harbour rose in this period from fifty-eight in 1956 to 109 in 1966.

In 1960 it was reported that "There is only one fisherman in this settlement and very little agriculture is carried on" (Robert Wells: 1960). Lumber work, seasonal labour (construction and carpentry) and some fishing were the main sources of income in Cull's Harbour in 1981. There was a two-room Roman Catholic elementary school in the community at that time. Wayne Walsh (1977), Robert Wells (1960), William White (letter, Mar. 1979), *Census* (1901-1976), *List of Electors* (1928), Newfoundland Historical Society (Cull's Harbour). Map G. JEMP

CULL'S ISLAND. See LEADING TICKLES WEST.

CULTIVATED LAND. See AGRICULTURE.

CUMINGS, ARCHIBALD (*c*.1667-*c*.1726). Merchant. Cumings was probably a Scot but little is known of his early life. In 1698 he established himself as a merchant at St. John's, acquiring property there and at Ferryland. In 1706 he was appointed Government Agent for *Prizes *qv* in Newfoundland and in 1708 the commissioners of the Customs gave Cumings the post of Customs Officer, an office created to curtail illegal trade in Newfoundland. Because of the failure of the Vice-Admiralty Court to exercise control over the affairs of the Colony, however, Cumings was able to do little more than report on trade and the fishery. In 1708, as part of his new job, Cumings left for England, and during the next few years spent much of his time there. While in England he presented reports on Newfoundland to the Board of Trade and tried to end its prejudice against settlement in Newfoundland, proposed the fortification of Ferryland against the French, and, in 1712, together with Francis Nicholson and James and Colin Campbell *qv*, was consulted about a treaty settlement with the French. He recommended that they should not have fishing rights in Newfoundland nor be permitted to fortify Cape Breton. In 1715 he presented to the Board of Trade his pamphlet, *Considerations on the trade to Newfoundland*, in which he expressed the belief that Newfoundland should have a governor and a civil government so that the settlers "may be governed a[s] Britains and not live like a bandititie or forsaken people." In 1716 Cumings was appointed Customs Officer at Boston and Prize Officer for New England where he served for about ten years. R.G. Lounsbury (1937), *DCB* (II). GL

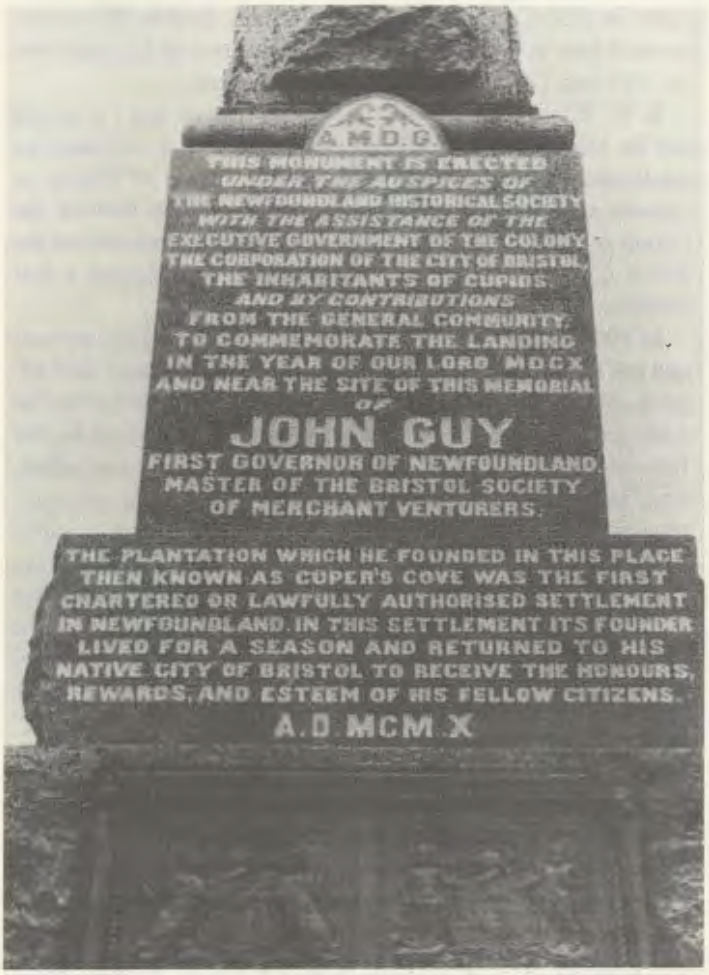
C.U.P.E. See UNIONS.

CUPER'S COVE. See CUPIDS.

CUPIDS (inc. 1965; pop. 1976, 750). In use since *c*.1630 (M.F. Howley: 1888) the name Cupids is a derivation of earlier forms: Cupers, Coopers, Cuetes, Copers, Cuperts Cove, cited in M.F. Howley (1901); and Cubitts Cove, cited in R.A. Barakat (1973). John Guy *qv*, cited in G.T. Cell (1969) used the form "Cupperes Cove" in letters locating the site three leagues (17 km) northeast of Colliers *qv* settlement. By 1611 a letter from Guy, given in D.W. Prowse (1895) calls it Cupers Cove, and in 1625 the first published map of the area prepared by John Mason *qv* records it as Cuperts Cove. The actual community was first settled in August, 1610 by John Guy (the first Governor) and thirty-nine colonists. The settlement was the first colonization venture of the Company of Adventurers and Planters of the City of London and Bristol. In a letter from John Guy to Master Slaney, Treasurer of the Newfoundland plantation dated May 16, 1611 (in Samuel Purchas: 1905, vol. XIX) Guy reported that the settlement was prospering. The first winter was exceptionally mild and as a result the settlers were able to erect a dwelling, a provision storehouse, a workhouse and a stockade 36.5 m by 27.5 m (120 by 90 ft) armed with three cannon. The group completed six fishing boats and a twelve-ton shallop that winter. Guy also noted two sawpits and a forge operating in the settlement.

By the terms of the original charter of the Company of London and Bristol, John Guy was empowered to administer justice in the Colony to prevent such crimes as theft, vandalism, and encroachment on, or interference with, fishing property. The charter represented the first such attempt at central government on the Island of Newfoundland. In 1611 Guy returned to England, leaving his brother, Philip, and William Colston to manage the affairs of the Colony, until his return to Newfoundland.

On July 29, 1612 John Guy in a second letter to Slaney (cited in Purchas: 1905) reported the detrimental effects of Peter Easton's *qv* pirate fleet on the Newfoundland fishery. Although the Cupids colony was not reported to have been



Monument to John Guy at Cupids

unduly harrassed, John Crout, writing to Sir Percival Willoughby on April 13, 1613, gave fear of pirates as the reason Guy did not establish a second plantation at "Reneuse" in 1612. Piracy was at a peak of activity in the Cupids area, with no fewer than three hundred and sixty deserters and a pressed group of over two hundred men taken by Easton for crews in Conception Bay alone.

In October 1612 Guy undertook a voyage of exploration along the coast. On November 7, 1612 the group met with Beothuk *qv* Indians at Bull Arm. The meeting involved a brief exchange of gifts for furs and is the first documented meeting of English colonists with the Beothuk. The winter of 1612 was relatively harsh and resulted in the deaths of eight settlers and much of the colony's livestock. On March 27, 1613 William Colston recorded the earliest known birth of an English child, when a boy was born to Nicholas Guy and his wife at Cupids. One month later, on April 10, 1613, John Guy returned to England. By 1613 both Guy and the Company of London and Bristol were in conflict over the colony at Cupids. In a letter to Henry Crout on December 27, 1614 Guy criticized the Company for reneging on payment of wages and property grants in the Conception Bay colony. By that time the company had begun to lose interest in the Cupids colony because of its economic dependence and its relative lack of returns to shareholders. By 1616 Captain John Mason *qv* had replaced Guy as Governor. During his stay at Cupids, Mason organized coastal expeditions in 1616 and 1617 that were responsible for the first map of Newfoundland, which was first published by William Vaughan *qv* in 1625. By 1621 Mason had resigned his commission to venture in New England.

Most historians assume that Cupids collapsed as a colony soon after this period. Prowse was of the opinion that the colony existed till about 1628, and M.F. Howley (1888) felt that "the settlement gradually sank into insignificance before the newly rising settlement [Ferryland] in the South." In 1973 the first archeological excavation, sponsored by Memorial University of Newfoundland in conjunction with the Historic Resources Division of the Provincial Department of Tourism, was carried out at the Cupids community site. Excavations unearthed by archeologists indicated that a saw pit, a cess pit, two building sites and possibly a palisade and wharf had been used at the community during the period of Guy's residence. R.A. Barakat (1973) determined that the site roughly conformed to descriptions given by Guy in correspondence cited by Purchas and others. Barakat further concluded that continuous occupation of the Cupids colony spanned a period of over two hundred years, and, from the distribution of artifacts, surmised that settlement patterns were light in the Seventeenth Century, peaking in the early Eighteenth Century and declining thereafter.

In 1836 Cupids was a bustling community of 840 people. As devout followers of John Wesley the community built a school, which had a total enrolment of nine students. Nine years later a second school had been built at the community. In 1845 the population, which now numbered 1143, were engaged in fishing, farming and sheep raising. That year Cupids sent a total of fifteen vessels to the annual seal hunt.

By 1869 the population, which had numbered 959 in 1850, were reported as two communities. There were a total of 799 residents at Cupids and 409 at Cupids Southside. Census returns for 1869 also indicate that besides the traditional Wesleyan congregation there were Roman Catholic and Church of England adherents.

At the beginning of the Twentieth Century Cupids had reached a stable level of prosperity with a large population of 760 people. The community continued as a primary fishing settlement with over 200 people employed in the Labrador Fishery alone and by 1911 supported two local saw mills which were responsible for some 9,000 board feet of lumber produced in 1910.

In 1910 tercentennial celebrations were held at Cupids and a monument to John Guy was erected by the Newfoundland Historical Society; a plaque was donated by Rev. William Stacey representing the city of Bristol in England. According to H.F. Shortis (1910) a crowd of three thousand people attended the celebration on August 17, 1910. The four-day event was also the occasion of the Annual Harbour Grace Regatta and a sham battle which was staged on Carbonear Island *qv* by the officers and crew of H.M.S. *Brilliant* depicting the successful defense of the island against *Le Moyne d'Iberville *qv* in 1696. Rev. T.H. James (1910) noted the efforts of the Old Colony Association of Toronto, who commissioned the second largest Union Jack in the British Empire to be flown at Cupids on a 41 m (135 ft) tower for the tercentenary. According to Cyril Robinson (1959) the flag was commissioned in 1908 and made by an ex-Newfoundlander named Parsons living in Toronto. The completed banner was 11 m by 13.7 m (36 × 45 ft) and flew regularly until the collapse of the mast during World War I.

In 1935 the census reported a population of 562. During this period the community retained its inshore fishery, largely abandoning the Labrador fishery and the local lumber industry of the early 1900s. Local gardens continued to produce staple vegetables of cabbage, turnip and potatoes. With increased trends toward urbanization and centralization after Confederation Cupids experienced a decrease in population to 476 persons in 1954.

On April 13, 1965 the community incorporated and with increased facilities as settlement incentive the community reported a population of 750 in 1976. See SETTLEMENT. Richard Barakat (1973), Henry Crout (1612-1613), M.F. Howley (1888; 1901), Rev. T.H. James (1910), D.W. Prowse (1895), Samuel Purchas (1905, vol. XIX), Cyril Robinson (1959), H.F. Shortis (1910), *Census* (1836-1976), *Municipal Directory* (1979). Map H. WCS

CUPIDS CROSSING (pop. 1976, 64). An unincorporated community which was first reported in the *Census* of 1961 with a population of 120, Cupids Crossing is associated with the town of Cupids *qv* and transportation. Cupids Crossing, like Placentia Junction and Goobies Siding *qvv*, derived its name from a crossroads of rail-lines and roads which link the town of Cupids to the major land transportation lines in Conception Bay. In 1981 the community was situated along the Conception Bay Highway where it intersected with Highway 66 which linked Cupids to Roache's Line and the Trans Canada Highway. The community was also built along the branch roads to Cupids from the intersection of the highroads to Cupids Station, the stopover for the Canadian National Branch Railway line which linked Carbonear to Brigus Junction *qqv*.

Both the branch rail-line and roads were built to Cupids by the early 1900s and it is likely that the area around Cupids

Station was first occupied by employees of the railway. By the 1930s a number of families named Dawe, Dawson, Dunn, Gordon, Hayse and Hoyles from Cupids had moved from Cupids itself to an area referred to as "Cupids Road" (*Newfoundland Directory 1936*: 1936). This meant easier access to the highroad which became increasingly important as people turned from jobs in the fishery to commuting to places of employment in other communities in Conception Bay and St. John's. The population of Cupids Crossing dropped to seventy-one in 1966 and fifty in 1971. In 1981 most Cupids Crossing residents were employed in service industry jobs in the Central Conception Bay area. Students attended schools in the area. *Census* (1961-1976), *Newfoundland Directory 1936* (1936), *1972-3 Mapped Guide of the Avalon For the Sportsman and Traveller* (n.d.). Map H. JEMP

CURLEW (WHIMBREL). See WOODCOCK.

CURLING. See SPORTS.

CURLING, REV. JOSEPH J. (1844-1906). Clergyman. Born England. Educated Harrow; Royal Military College; Oxford University. In 1865 he graduated from military college with a commission in the Royal Engineers. In 1869 he went to Bermuda as the *aide de camp* to the Governor, Sir F. Chauman, and returned to England in the following year. Shortly afterwards he offered his yacht, the *Skylark*, later known as the *Lavrock*, to Bishop Edward Feild *qv*, whose Newfoundland church ship, the *Star*, had been lost. The Bishop accepted the gift and in 1872 Curling sailed it to Newfoundland and presented it to Feild in St. John's. Curling was deeply affected by the conditions in the Colony and when he returned to England, he retired from the Royal Engineers and left England again to become a missionary in Newfoundland. In 1873 he was ordained a deacon in St. John's, and in that year he was sent to the Mission in the Bay of Islands *qv*. In the following year he was ordained a priest, and in 1880 he was appointed Rural Dean for the Strait of Belle Isle. He was very active during his time in Newfoundland and used his engineering background to design and build a number of churches and schools on the west coast. In 1886 he left the Mission to return to Oriel College, Oxford. He visited Newfoundland in 1887 and 1889, and at the end of the latter visit he sailed the *Lapper*, a ship he had designed and built in Newfoundland, back to England.

Rev. Joseph J. Curling

In 1891 he returned to Newfoundland to take up a one-year position as Principal of *Queen's College *qv* in St. John's. He did not return to the Colony after he left in 1892.

In 1904 the community of Birchy Cove in the Bay of Islands changed its name to Curling *qv* in honour of him. C.R. Fay (1956), Leslie Harris (1968), R.H. Jelf (1910), H.M. Mosdell (1923), J.R. Smallwood (1975). EPK

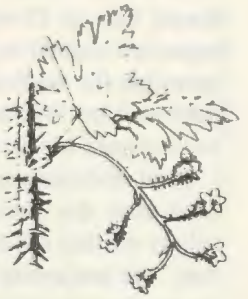
CURLING RINKS. See SPORTS FACILITIES.

CURRANTS AND GOOSEBERRIES *Ribes* (Saxifragaceae). The currants and gooseberries are represented in the Province by four native species: *Ribes hirtellum* Michx., the smooth gooseberry; *Ribes lacustre* (Pers.) Poir., the bristly black currant; *Ribes glandulosum* Grauer, the skunk currant, also known in the Province as the wild cranberry; and *Ribes triste* Pall., the swampy red currant. These plants are low shrubs with smooth or prickly stems and alternate, palmately-lobed and palmately-veined leaves. Their small flowers, which bear five petals and five stamens, bloom in June (the skunk currant blooming in the latter half of May as well), and are arranged in small clusters or racemes. The fruit is a many-seeded edible berry which is a source of food for a large number of birds and mammals, including man.

THE SMOOTH GOOSEBERRY *(R. hirtellum)* is a low shrub which grows wild in damp and wet woods, thickets, clearings and embankments on the Island, and, according to A.G. Ryan (1978), probably in southern Labrador. Its young branches bear a few prickles and its older branches have peeling bark and scattered nodal spines. Its leaves have three, four or five lobes and are toothed and hairy along the margins. The base of the leaves are cordate to somewhat truncate in shape. The flowers, which appear in small clusters, bear white petals and five long stamens. The berries are not hairy or bristly and are a deep red or purple colour when ripe. They are said to be a good fruit for preserves.

Smooth gooseberry

THE BRISTLY BLACK CURRANT *(R. lacustre)*, which is also referred to as the swamp currant in other parts of North America, grows in a number of habitats including damp thickets, clearings and woods in southern Labrador and much of the Island. Its young stems bear many prickles and spines and its older stems are covered with exfoliating bark and have a less dense covering of prickles. Like the leaves of the smooth gooseberry, the leaves of the bristly black currant have three to five lobes, but each lobe is more deeply cut. The base of the leaf is cordate in shape and the leaf margins are toothed and hairy. The flowers, which are greenish, are borne on hairy stalks in small clusters. The fruit is covered with bristles, is black-purple or black in colour, and has an unpleasant odor when bruised. They are, however, edible. The shrub as well gives off a foul smell when bruised.



Bristly black currant

THE SKUNK CURRANT *(R. glandulosum)*. As its name suggests, this shrub is also known for having a foul odor when broken or bruised. According to A.G. Ryan (1978) it is the most common wild *Ribes* of the Province, growing in clearings, thickets, woods, wet places and talus slopes. The woody parts of the shrub lack spines and prickles, and the leaves, which are five-lobed, bear teeth on the margins and are cordate in shape at the base. The underside of the leaf is hairy. The flow-

Skunk currant

ers are whitish or pinkish in colour and, like those of the bristly black currant, have hairy flower stalks and are borne in small clusters. The fruit are red berries covered with bristles.

THE SWAMPY RED CURRANT *(R. triste)* is found on the west coast and in southern and central Labrador in swampy areas, damp thickets and woods. Like the skunk currant it has smooth stems and five-lobed leaves which are toothed on the margin and often hairy underneath. The base of the leaf is shallowly heart-shaped. The flowers of this species are purplish and are borne in clusters on hairy stalks. The fruit are smooth, red berries. Fernald and Kinsey (1958), H.A. Gleason (1952), Asa Gray (1950), G.A. Petrides (1972), Ernest Rouleau (1978), A.G. Ryan (1978), P.J. Scott (1975), Agnes Marion Ayre Herbarium Location Lists (File 161). CFH

Swampy red currant

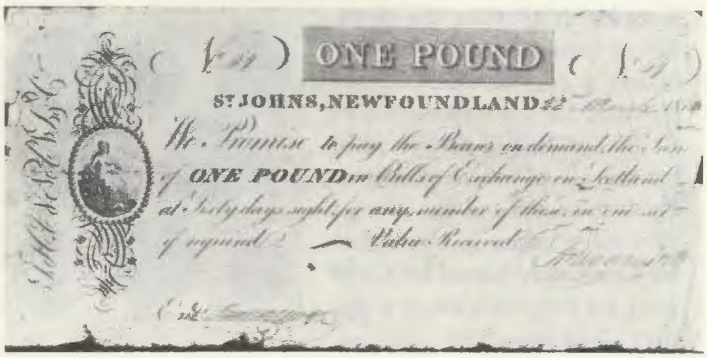
CURRENCY. Extreme shortages of coinage in Newfoundland have necessitated many forms of currency in the past. The cod fish, which has often been referred to as "Newfoundland currency," was one of the earliest mediums of exchange used in Newfoundland. Fishermen would barter their catch of dried cod fish to local merchants, or to the agents of fishing companies, for supplies. This was a one-to-one barter system where the fish were traded directly for commodities. Akin to this system was the tally system, in which the codfish was also the medium of exchange. However, the fisherman was at the mercy of the merchant because of the way it worked. In the spring the merchant would outfit the fisherman who spent the summer fishing and went to settle this account in the fall. The payment was his complete catch of fish. During the summer the fisherman's wife bought all of her family's needs at the merchant's store on credit. When the fisherman went to settle up, the value of his family's purchases was subtracted from the value of his fish. If there was a deficit it would be carried over to the next year; if there was a credit no money changed hands and the fisherman would have to take it out in kind, until the credit was used up. This system was in existence in Newfoundland well into the Twentieth Century, while other variations on the barter system have long been used as well. Many children, for instance, carried wood to school for the stove to pay for their education.

There had always been a certain amount of coin in Newfoundland but it was never plentiful and seldom used. With the decline of the foreign fishery because of the European wars near the end of the Eighteenth Century, and because of the increased presence of a permanent military force in Newfoundland, the need for coinage increased. When Governor Waldegrave *qv* arrived in 1797 he found a deplorable situation: people had had so little contact with coinage that they had lost all sense of its value. The sixpence was often the smallest denomination available, and in the purchase of goods, if change was required, it often had to be taken in kind, usually in the form of alcoholic beverages served from the rear of the store. As well the paymaster had to issue wages to soldiers as orders for goods from the merchants. When these were presented by the soldiers to the merchants, they had to take full payment in goods whether they wanted them or not, since no money was available for change. In an attempt to correct this injustice and to prevent a potential mutiny at the garrison, Governor Waldegrave sent a ship to Halifax for specie which returned with £6,000 in English coin, of which £2,000 was in one-penny and two penny pieces.

While this importation of British coins helped to relieve a potentially explosive situation, it was not to last long. When paid in coin of the realm, the soldiers were reluctant to spend it and would often hoard it and take it back to England with them. The coins of other countries (the United States, Spain, France and various South American nations) were also in circulation, which added to the confusion, especially in terms of value for exchange. Lieutenant Edward Chappell in his book *Voyage to Newfoundland* (1818) reports: "The coin of Great Britain, and the Spanish dollar, are current in Newfoundland. But there is such a deficiency of specie that almost every merchant issues notes in lieu of cash. This paper currency is the principal circulating medium of the country. . . ."

Following the lead of the paymasters the merchants began to issue their own promissory notes and script to the local inhabitants. This restricted the buyers to doing business at the store from which the note was issued, or lose ten percent of its value as an exchange rate if spent at another merchant's store. The amount of this paper money in circulation reached such extremes that it came to be considered by the Merchants Soci-

Early Newfoundland currency



One pound note

ety as a nuisance and an evil. Attempts were made to restrict the circulation of the notes but to little avail.

Some of this early currency has survived. The Shannon/Livingston note of 1813 appears to be the earliest of these and it is also the earliest known international note to bear the likeness of a woman. The Brine notes dated November 24, 1815 for values of 9/- and 11/-, and the Keough note of the same year, are also examples. Bills of Exchange (such as the Saunders, Sweetman and Saunders, and Danson Bills) were used for large transactions between firms, and also exchanged between local labourers and fishermen to whom they were given in return for services rendered and in payment for goods such as fish. Coin remained in short supply.

A committee of the British Parliament for trade as early as 1798 suggested that there was need for local copper coinage produced in Newfoundland. However, it was not until 1834 that any currency was legalized for circulation in Newfoundland and that was paper money. Under an Act of the Newfoundland Legislature dated September 20, 1834, the Newfoundland Treasury issued twenty £100, fifty £50 and forty-four £25 notes. These were placed on the market in November of that year but by November of 1836 they had all been redeemed and destroyed. On August 4, 1846 there was another issue totaling £20,000 consisting of 200 fifty pound, 200 twenty-five pound and 500 ten pound notes. These were subsequently recalled in 1855. On April 30, 1850 an Act authorized notes for general circulation but the total value of notes issued was not to exceed £20,000 at any one time. The amounts and values were 16,076 one pound, 1,000 five pound and 200 ten pound notes. This issue was ordered recalled by the British Government.

In 1838 an Act of the Legislature fixed the value of foreign coins in Newfoundland. Many of the foreign countries buying fish had been paying in their own gold and silver coins and the government saw the need for regulating the circulation of these coins. The shortage of British coins as legal tender was so widespread in Newfoundland that by 1840 many business enterprises began to issue tokens, coins of copper and later brass and aluminum, which served the same function as the notes of exchange had before. The earliest known token dates back to 1841. It was issued by I. & S. Rutherford, St. John's and was referred to as Rutherford's Ram because such an animal was imprinted on one side of the coin. Others were issued by Peter MacAuslane (St. John's), James Murphy and Sons (Placentia), Garlands (St. John's), Rutherford Brothers (Harbour Grace), and Baine Johnston Co. (St. John's). Job Brothers & Co. Ltd. used them in Labrador and Horwood Lumber Co. used them at their locations in Notre Dame Bay. In order to alleviate the shortage of coinage and replace the tokens a special Act in 1844 provided for the importation of £1,000 of British copper coins but the use of tokens persisted. Because of this and the number of foreign coins in circulation the Legislature passed an Act in 1851 for the provision of a distinct Newfoundland coinage. Tokens were outlawed but they continued to circulate for many years. Job Brothers & Co. Ltd. did not stop using them in Labrador until 1927. In 1856, in a further attempt to alleviate this problem, the Legislature decided to establish a uniform value for all currency in use in the Island. This Act set the legal value of the British pound stirling against the Newfoundland currency:

Private tokens

> XII. In all future transactions the term pound shall mean and be equivalent to four dollars currency; and the term pound stirling shall mean and be equivalent to four dollars and eighty cents currency. (Currency Act 19 Vic., *c*. 11).

In 1865 the Commercial Bank issued notes bearing two values, a £1 value in the upper corners and the equivalent $4 value across the face of the note.

In 1834 the Legislature enacted a Bill calling for the establishment of the Newfoundland Savings Bank. This bank was soon followed by the Bank of British North America, the Union Bank and the Commercial Bank. These banks issued notes upon their assets for values of £1, £5, £10 and later $2, $5, $10, $20 and $50. These were in circulation for a set number of years, then recalled and replaced by a new issue. The practice continued until the Bank Crash of 1894, when the Canadian dollar became legal tender in Newfoundland.

After 1875 many of the large commercial enterprises began to issue private paper money. Betts Cove Mining Company was one of the first companies to reactivate this form as cur-

Private promissory notes

Union and Commercial Bank's currency

rency, which they used to pay the wages of their employees. It was redeemable at the company store for merchandise and was in denominations from 6d. to £5 (later 10¢ to $20). Other companies using this type of money were The Reid Contracting Company, Bowring Brothers Ltd., Job Brothers & Co., A.H. Murray and the Grand River Pulp and Lumber Company Ltd. Some of these notes remained as currency well into the Twentieth Century.

Newfoundland coins

The Newfoundland Government began to issue cash notes in 1901 for denominations of 40¢, 50¢, 80¢, and $1 and $5. At first they were issued to cover the amount of money the Department of Public Works provided annually for road work. After 1910 the 40¢ and 80¢ denominations were dropped and 25¢ and $2 ones instituted. The use of the note was expanded to cover Marine Works and the Permanent and Casual Poor Services. The last issue of paper money released by the Newfoundland Government was for $1,200,000 worth of $1 and $2 notes, on January 2, 1920. These remained in circulation up to their recall in 1939, when many were returned and destroyed.

In 1863 an Act was passed by the Newfoundland Legislature for the regulation of the currency. This Act provided for the establishment of the decimal system for Newfoundland currency. On January 1, 1865 the first issue of Newfoundland coins appeared. They were minted in England and were in denominations of 1¢, 5¢, 10¢, 20¢ and $2 (a gold piece). In 1870 the 50¢ coin was introduced and in 1917 the 25¢ coin replaced the 20¢ one. After 1917 the coins were minted at the Canadian Mint in Ottawa but there were no regular issues year by year; coins were minted as they were needed. The 1¢ was copper; the others were silver except for the gold piece. The last coins minted for Newfoundland were cast in 1947.

Obverse, Victoria

In 1949, at Confederation, the Canadian currency system replaced Newfoundland's. Newfoundland coins and paper money have become collectors' items, some now worth many times their face value. See BANK CRASH: FINANCIAL INSTITUTIONS. F.C. Berteau (1937), Edward Chappell (1818), Charles Pedley (1863), C.F. Rowe (1967; 1978), J.R. Smallwood (interview, Feb. 1981), Acts of the General Assembly of Newfoundland (5 Wm. IV, *c*. 3; 7 Vic., *c*. 4; 14 Vic., *c*. 11; 19 Vic., *c*. 11; 21 Vic., *c*. 1; 25 Vic., *c*. 10; 26 Vic., *c*. 18). BGR

NEWFOUNDLAND COINAGE: Number of coins struck for each year minted.

Year	*One Cent*	*5¢*	*10¢*	*20¢ & 25¢*	*50¢*	*$2.00*
			QUEEN VICTORIA, 1837-1901			
1865	240,000	80,000	80,000	100,000		10,000
1870		40,000	30,000	50,000	50,000	10,000
1872	200,000	40,000	40,000	90,000	48,000	6,050
1873	200,025	44,260	23,614	45,797	36,675	
1874					80,000	
1876	200,000	20,000	10,000	50,000	28,000	
1880	400,000	40,000	10,000	30,000	24,000	2,500
1881		40,000		60,000	50,000	10,000
1882		60,000	10,000	100,000	100,000	10,000
1885	40,000	16,000	8,000	40,000	40,000	10,000
1888	50,000	40,000	30,000	75,000	20,000	25,000
1890	200,000	160,000	100,000	100,000		unknown
1894	200,000	160,000	100,000	100,000	40,000	
1896	200,000	400,000	230,000	125,000	60,000	
1899				125,000	79,607	
1900				125,000	150,000	
			EDWARD VII, 1901-1910			
1903		100,000	100,000		150,000	
1904	100,000	100,000	100,000	75,000	140,000	
1907	200,000				100,000	
1908		400,000			160,000	
1909	200,000				200,000	
			GEORGE V, 1910-1936			
1911					200,000	
1912		300,000	150,000	350,000		
1913	400,000					
1917	702,350	300,319	250,805	464,799	375,560	
1918					294,824	
1919	300,000	100,844	54,342	163,939	306,267	
1920	302,184					
1929	300,000	300,000				
1936	300,000					
			GEORGE VI, 1936-1952			
1938	500,000	100,000	100,000			
1940	300,000	200,000	100,000			
1941	827,662	612,641	483,630			
1942	1,996,889	298,348	292,736			
1943	1,239,732	351,666	104,706			
1944	1,328,776	286,504		151,471		
1945		203,828		175,883		
1946		2,041		38,400		
1947	313,772	38,400		61,988		

CURRENT EVENTS CLUB. See OLD COLONY CLUB.

CURRENT ISLAND (pop. 1956, 88). An abandoned settlement .5 km (.3 mi) off the St. Barbe Coast south of Flowers Cove *qv*. Current Island, also called Currant Island, is a low, tree covered, rocky island which was first named on Captain James Cook's 1764 voyage, probably after a strong current

which runs near the island (E.R. Seary: 1959). In 1869 it was reported that there were "Two families here, and two small boats employed, cod and seal fishing; . . . [the settlement is] clean and comfortable; [the inhabitants] have small gardens, grow cabbages and potatoes" (*JHA*: 1869, p. 523). Current Island is first recorded in the census of 1873, which lists six families (thirty people), although it was probably fished by the French from 1800. In 1872 Captain A.H. Hoskins in his "Report on the Newfoundland Fisheries" (*JLC*: 1873) wrote, "I settled a dispute between two seal fishers on Current Island, named Drudge and Coombs. Drudge had taken up temporary possession of two nets which Coombs had placed before Drudge's frame . . . [I] ordered the nets to be restored to their owners, but advised him [Coombs] not to interfere with his neighbour's fishing in the future."

Drudge and Coombs were residents of Black Duck Cove who, like the first settlers of Current Island, John Gibbons, Joseph Williams, William Langdon, William Williams, John Russell, Michael Barnes and G. Jackman competed fiercely for sealing areas, lobster canneries and beaches for drying fish (D.W. Prowse: 1895). Current Island, like St. John Island *qv* to the south, was well situated for a diverse fishery, and from about 1850 to 1940 supported (at various times) inshore cod, salmon, and herring fisheries, sealing, salmon and lobster canneries in the summer, and logging and sawmilling in the winter. From 1955 to 1965 there was an increased trend toward logging as the main source of year-round employment. Although it was an early Church of England mission, Current Island had no church, but a Church of England school was reported there in 1884: John Antle was the first teacher and the pupils numbered twenty-seven (*JHA*: 1885).

In 1959 many of the eighty-four people living on both sides of Current Island were reported to be suffering from tuberculosis, a dwindling supply of fuel, poor educational facilities, and isolation (Robert Wells: 1960). Although many people had earlier expressed a reluctance to move, the community was evacuated in 1965 under the Fisheries Household Resettlement Programme and resettled in Forrister's Pointe, St. Barbe, Pond Cove, and Plum Point *qqv*. J.T. Richards (1953), E.R. Seary (1960), Robert Wells (1960), *Census* (1874-1956), *Fishing Communities of Newfoundland* (1953), *JHA* (1869), *JLC* (1873; 1885), *Statistics: Federal-Provincial Resettlement Program* (1975?). JEMP

CURRIE, JOHN STEWART (1877-1956). Politician; journalist. Born Carbonear. Educated Carbonear. Currie began working at the *Daily News qv* in 1894, the year it was founded by his brother-in-law, Dr. John Alexander Robinson *qv*. Currie was elected to the House of Assembly as a People's Party member for Burin district in the general election of 1913. In 1919 he was appointed Minister without portfolio in the Cashin Administration but was defeated in the general election held in November of that year. While a Member of the House of Assembly in 1914 he organized the Permanant Marine *Disasters Fund *qv*. He later served as Chairman of the Board of Prince of Wales College and Holloway School. In 1932 he was appointed to the Legislative Council. At the time of his death on December 14, 1956 he was publisher of the *Daily News*. S.J.R. Noel (1971), *ET* (Dec. 14, 1956). BGR

CURTIS ACADEMY. In 1927 the West End United Church School Board constructed the foundation for a proposed school in a field adjacent to Bradbury Place in St. John's. But it was not until 1938, when the St. John's East and West School Boards amalgamated, that construction of the building itself was again acted upon. A fund drive started by Rev. John Bell raised $20,000 for construction of a school to replace the overcrowded seven-room school in the Centenary Hall building. The school, with twelve classrooms, was named Curtis Academy in memory of Rev. Levi Curtis *qv*, and was opened on Sept. 3, 1943.

The first annual principal's report, by F.W. Rowe *qv*, which appeared in 1944, recorded a total enrolment of 760 students and a teaching staff of fourteen. With the completion of an additional twelve classrooms in two new wings, an enrolment increase of 1100 students, and a staff of thirty-two Curtis Academy was the largest United Church school in Newfoundland.

The principal's report of 1960 noted the phasing out of Grades Nine to Eleven, and by the mid-1960s the school had only an elementary programme. The school was subsequently renamed Curtis Elementary. According to F.W. Rowe (1964), Curtis granted classroom accommodation for remedial education students in 1963. This programme, pioneered at St. Patrick's Convent School in St. John's in 1961 and adopted by Curtis in 1962, was the first attempt by the United Church School Board to aid remedial students (with I.Q. levels ranging from fifty to ninety) in special education classes.

On September 27, 1975 the school was destroyed by fire. Esther Gillingham (interview, 1980), Ronald Robbins (interview, 1980), *Citizens of Tomorrow Need Our Help Today* (n.d.), *The Curtis Annual* (1960?), *ET* (Sept. 29, 1975). WCS

CURTIS, DR. CHARLES S. (1887-1964). Physician. Born Worcester, Massachusetts. Educated Clark University, Worcester, Mass.; Harvard Medical School, Cambridge, Mass. Curtis was a student at Harvard Medical School when he first heard Dr. Wilfred Grenfell *qv* speak to his class. He was so impressed with the work Grenfell was doing in Northern Newfoundland and Labrador that in 1915 he journeyed to St. Anthony and entered into the missionary work. He became Chief Medical Officer at St. Anthony, which allowed Grenfell to concentrate on his work on coastal Labrador.

Dr. Charles S. Curtis with Governor Macdonald, 1947

Curtis was a specialist in obstetrics and gynocology and an excellent surgeon, with an A-1 rating from the American College of Surgeons. He was also a most able administrator. He became Superintendent of the International Grenfell Association and maintained Grenfell's high standards, refusing to close down the mission despite Government urging during the long, financially hard winters of World War II.

In 1922 Curtis became a Fellow of the American College of Surgeons. In 1949 he was created Commander of the Order of the British Empire in recognition of his long and successful service in the mission field. He refused to take the time to

travel to England for the presentation, so a special ceremony was held for him at St. Anthony. Curtis's last winter on the coast of Labrador was in 1950, but he remained in active practice until 1959. Even after retirement he continued as Chairman of the Board of the International Grenfell Association until his death in 1964. On May 30, 1968 the Charles S. Curtis Memorial Hospital, named in his honor, was officially opened in St. Anthony by Premier J.R. Smallwood. *Atlantic Yearbook* (1978), *Newfoundland Who's Who 1952* (1952?), G.W. Thomas (1967). BGR

CURTIS, REV. DR. L.A. DONALD (1901-1977). Clergyman; educator. Born Blackhead, Conception Bay. Educated Blackhead; Methodist College, St. John's; McGill University, Montreal (Bachelor of Arts, 1931, Bachelor of Divinity, 1934). After his ordination he served in the Conception Bay charges of Clarke's Beach, Lower Island Cove and Brigus until his appointment as Chaplain and Guardian of the United Church College Home on Long's Hill in St. John's in 1943. Curtis served in this position until 1959, and was one of the last Guardians of this historic institution. While in this position he was also the instructor in religion at Prince of Wales College and for United Church students attending Memorial University. In 1959 he was appointed Minister at Cochrane Street Church *qv*, and in 1960 was elected President of the Newfoundland Conference of the United Church of Canada. In 1956 he was appointed by the Newfoundland Conference, through the MacPherson Bequest (which provides funds for a yearly pilgrimage to the Holy Land) to visit the Holy Land. In 1961 Curtis was awarded the honorary degree of Doctor of Divinity by Pine Hill Divinity Hall, Halifax, Nova Scotia. From 1965 to 1967, Rev. Dr. Curtis served as Associate Minister at Gower Street United Church, St. John's. He died in St. John's, December 30, 1977. Emma Curtis (interview, Dec. 1980). JEMP

CURTIS, HONOURABLE LESLIE ROY (1895-1980). Politician; lawyer. Born Twillingate. Son of Rev. Dr. Levi Curtis *qv*. Educated Methodist College, St. John's; read law with the Right Honourable Sir Richard A. Squires. Called to the Bar 1920. By 1935 Curtis was a senior partner in the firm of Squires, Curtis, McEvoy and Saunders. In 1939 he founded the firm of Curtis and Dawe which later became Curtis, Dawe, Fagan and Mahoney. In 1949 Curtis was appointed Minister of Justice and Attorney General in Newfoundland's first Provincial Government, a portfolio he retained until 1966 when he resigned to become President of the Council, having served in the Justice portfolio longer than anyone else in Newfoundland. Meanwhile, in 1949 he contested and won a seat in the Provincial Legislature as representative for Twillingate, a seat he filled in subsequent elections up to and including the 1966 election (by acclamation in 1951 and 1966). In addition to his legal and political career Curtis held directorships in more than thirty corporations and companies and he was active in several church and educational organizations. Created K.C. 1931. *ET* (Jan. 17, 1980), *Newfoundland and Labrador Who's Who Centennial Edition* (1968), *Who's Who in Canada 1960-61: An Illustrated Biographical Record of Men and Women of the Time* (1960). ELGM

Leslie Roy Curtis

CURTIS, REV. DR. LEVI (1858-1942). Clergyman; educationalist. Born Blackhead, Conception Bay. Educated Blackhead; Wesleyan Academy (later called The Methodist College), St. John's; Mount Allison University, New Brunswick. After four years as a teacher, Curtis entered the Methodist ministry as a Probationary Supply (a student minister) on the St. Anthony circuit in 1883, and two years later entered Mount Allison University. Graduating in 1889 with the Bachelor of Arts degree, he was ordained and posted to the Bay Roberts charge. During the next decade he also served at Grand Bank, Twillingate, and Gower Street in St. John's. During 1898-99 he served the first of two terms as President of the Newfoundland Methodist Conference. In the latter year he was appointed by the Conference to succeed the Rev. Dr. G.S. Milligan *qv* as the Superintendent of Methodist (later United Church) Schools in Newfoundland, a post that he held with great distinction until 1935. While his contribution to the ministerial work of the Church was great and important, it was to education in Newfoundland, to which he devoted the greater part of his life, that his most significant contribution was made. As Inspector of Schools and Examiner of Teachers, as well as Superintendent, he early recognized the deplorable deficiencies of many of the outport schools, their inadequate facilities and ill-trained teachers in particular, and for many years worked tirelessly to effect improvements, often against great obstacles, financial and otherwise. Acutely aware of the need in Newfoundland for an institution of higher learning, especially a training-school for teachers, he played an important part in urging Government to embark on such a project, in rousing public support, and in soliciting funds, including a vital grant from the *Carnegie Corporation *qv* of New York. In 1924 he saw his dream realized with the opening of a handsome academic building on the Old Parade Grounds in St. John's. Housing, during 1924-25, the Normal School for teachers (founded in hired premises largely through his efforts in 1921), it was opened in 1925 as the Newfoundland Memorial University College and he was for ten years a member of its governing body. The College becoming in 1949 the *Memorial University of Newfoundland *qv*, Levi Curtis is rightfully included and honoured as a Founder of the University.

Levi Curtis

Despite his preoccupation with education in Newfoundland, Curtis continued to fill other important public roles. He was President of the Newfoundland Methodist Conference for a second time in 1918-19, when he was also a Fraternal Delegate of the General Conference of the Methodist Church of Canada to the Methodist Episcopal Conference in the United States. He was also Chairman of the St. John's District of the Methodist Conference, first President of the Newfoundland Lord's Day Alliance, Vice-President of the World Brotherhood Federation, and for twenty-five years the Editor of *The*

Methodist Monthly Greeting. He received many honours, including the honorary Doctorate of Divinity from Victoria University, Toronto, in 1900, and, mainly for his services in assisting recruiting in Newfoundland during the First World War, was made a Member of the Order of the British Empire. Retiring from the Superintendency of Education in 1935, he died in St. John's in 1942 at the age of eighty-four. D.W. Johnson (n.d.), J.R. Smallwood (1975), *Methodist Monthly Greeting* (Aug. 1923), *NQ* (June 1902; July 1918), *Who's Who in and from Newfoundland* (1927; 1930?; 1937?). D.G. Pitt

CURTIS MEMORIAL HOSPITAL. See HOSPITALS.

CURZON. See WOODY POINT.

CUSLETT (pop. 1976, 107). Situated on the Cape Shore *qv* on the east side of Placentia Bay, Cuslett was first settled in the early 1800s when Irishmen who worked for the firm of Sweetmans in Placentia decided to stay in Newfoundland and settle in the small coastal valleys of the shore south of Placentia. One such valley was Cuslett.

During the early days the settlers of Cuslett devoted their energies solely to agriculture. Beef and dairy cattle, sheep and pigs were raised, and hay, potatoes and oats were the principal crops grown. Around the middle of the century the cod fishery also became important in the community, by 1857 there were two people operating a fishery from a fishing room on the shoreline at Cuslett. Nevertheless, full-time agriculture was not abandoned immediately. In the same year, 1857, the three families at Cuslett were tending an average of about 5.5 ha (14 acres) of land each and raising a total of twenty-five beef and dairy cattle, a few horses, a flock of nineteen sheep and a number of pigs.

By 1869 agriculture had decreased in importance, the average family holding being 1.2 ha (3 acres), and the fishery was being prosecuted by only three people. However, from 1869 the cod fishery grew in importance, and around the turn of the century lobster was also fished briefly. In 1900, for instance, fifteen cases of lobster were packed in Cuslett at a lobster factory which employed two men and one woman. Herring was also fished.

In 1980 the fishery remained the most important industry in the settlement and handlining for cod was the major activity. Small-scale farming was also carried out. Randy Devine (interview, Sept. 1980), Rev. C. Kelly (interview, Feb. 1981), J.J. Mannion (1974), *Census* (1836-1976). Map H. CFH

CUSTOMS AND EXCISE. See TARIFFS.

CYSTIC FIBROSIS CENTRE. The Cystic Fibrosis (C.F.) Centre was begun in Newfoundland in 1973 when the need arose to co-ordinate services for children and adults suffering from C.F. Based at the Janeway Hospital in St. John's, in 1981 the Centre was funded by an annual grant from the Canadian Cystic Fibrosis Foundation and operated a clinic on the second and fourth (and if necessary the fifth) Wednesday of every month at the Janeway Children's Hospital. Regional clinics were held also by the Centre every spring and fall in Placentia, Gander and Corner Brook. In 1981 the Centre was staffed by a C.F. team consisting of the Director, who was a doctor, a nurse-co-ordinator (who was the only full-time staff member) and various personnel from the physiotherapy, dietary and social work departments. The Centre, with the sponsorship of the Newfoundland Kinsmen's Club and the Janeway Hospital, held annual summer camps for C.F. children. (The camp, in 1981, was held at Mackinsons in Conception Bay and twenty-five children were attended to by a variety of professional and non-professional staff.)

The Centre is responsible for the education of patients, the public and professionals on Cystic Fibrosis and produces a newsletter twice a year from the Janeway. The Centre has also been involved with C.F. research and receives grants periodically to fund the projects. The Cystic Fibrosis Centre also sponsored home visits to teach parents how to administer intravenous antibiotics to C.F. children at home. In 1981 approximately sixty-eight C.F. patients were known in Newfoundland. Donna Rowsell (interview, Oct. 1981), *Community Services Council Directory* (1981). DPJ