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THE ANALYSIS OF THE HISTORIC RESOURCES
OF THE NORTHWEST TERRITORIES FROM A
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THE ANALYSIS OF THE HISTORIC
RESOURCES OF THE NORTHWEST
TERRITORIES FROM A TOURIST
AND RECREATION STANDPOINT

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TOURIST, PARK AND RECREATION PLANNER TORONTO

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GOVERNMENT
GOVERNMENT OF THE
NORTHWEST TERRITORIES

THE ANALYSIS OF THE HISTORIC RESOURCES OF THE
NORTHWEST TERRITORIES FROM A TOURIST AND
RECREATION STANDPOINT

Prepared for
DIVISION OF TOURISM
DEPARTMENT OF INDUSTRY & DEVELOPMENT
GOVERNMENT OF NORTHWEST TERRITORIES

BY

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JANUARY 1972

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THE NORTHWEST TERRITORIES - Prepared by
R. J. YOUNG, National Historic Sites Service.

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INTRODUCTION

In Part I of the report, the paper prepared by the National Historic Sites Service under contract with Travel Arctic is presented in full. This work also includes a Site Index Card File in the possession of the territorial government.

Part II represents a brief summary of the research of the Northwest Territories Historical Advisory Board. The Historic Resources Survey of the group is reviewed and one set of questionnaires received at the time of writing is evaluated.

Part III entitled "**Summary Comments**" contains a brief discussion of the nature and significance of Thematic Concepts. The present state of research and future **requirements** are reviewed.

A map showing exploration routes and the location of important sites and buildings identified in the paper prepared by the Historic Site Service is included in the pocket of the report.

A PROSPECTUS OF HISTORIC SITES IN THE
NORTHWEST TERRITORIES

A Report prepared for the Government
of the Northwest Territories through
the National Historic Sites Service

by: Richard J. Young
Historical Researcher
National Historic Sites Service

date: November 5, 1970

TRAVELARONG
GOVERNMENT OF THE
NORTHWEST TERRITORIES
YELLOWKNIFE, N.W.T.

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PREFACE

The following report is based on research done in the National Library of Canada, Library of the Public Archives of Canada, and the Departmental Library of the Department of Indian Affairs and Northern Development. The work was undertaken at the request of the Government of the Northwest Territories, and filed with the National Historic Sites Service on November 6th, 1970.

The report is an effort to present a prospectus of historic sites in the Northwest Territories. Most of the sites suggested herewith may not be of national historical significance, but only of local importance to the history of the Northwest Territories.

The history of the Northwest Territories has been divided into what the researcher considers to be its four major themes - exploration, fur trade, missionary activity, and industrialization. A list of possible sites is presented for each of these themes. Short essays precede each list in an attempt to interpret the history in terms of historic sites. The sites which have been suggested in this study are purely historical, and further research and on-site investigation is certainly necessary before action is taken on any of them.

Richard J. Young

I. EXPLORATION

The history of the exploration of Canada north of sixty degrees latitude is a history unique not only to North America, but to the world. Except for Russian Siberia, which has some parallels to the Canadian experience, never has so vast an area of the earth's surface consistently proved such an enigma to geographers, explorers, scientists, and the public at large. The reasons for this fascination with the North are manifold, and can only be understood through a thorough acquaintance with its history. The motivations behind the long history of exploring expeditions ranged from sanguine hopes of economic exploitation, to disinterested geographical and scientific investigation, to fanatical personal drives after fame and fortune. The major obstacles to be overcome in the North were geographical and climatic. But the explorers were impeded not so much by these problems as by their own preconceived ideas about the nature of the problems. The long history of exploration is largely explained by the inability of the adventurers to adequately adapt to Arctic conditions. Three hundred and fifty years elapsed between the first attempt at a Northwest Passage and its consummation - three and a half centuries of tragedy, romance, adventure, and a good deal of stupidity. Not until Stefansson did "civilization" become "savage" enough to intelligently adapt to the demands of the North. The irony of this is that by Stefansson's time, roughly the end of the First World War, exploration was at an end, and the modern era of the history of the Northwest Territories was beginning.

The exploration theme forms an ubiquitous backdrop to all other aspects of the history of the Northwest Territories. For a brief but critical period exploration was a function of, and dependent on, the fur trade. The considerable part of it was, however, a history unto itself. A strong tradition developed which was self-serving and little concerned with anything other than that which was still 'unknown'. This is, of course, the explorer's mission: the 'mystery' his raison d'être. It is this four hundred year process of the accumulation of knowledge about the North, principally the exact delineation of its geography, which the exploration theme has to illustrate - the men, the distinctions between their motivations, and the variety of their methods. Any program of historic sites in the Northwest Territories has to recognize this theme as the most attractive in its history, but, at the same time, the least tangible.

The history of the exploration of the Northwest Territories can be roughly divided into four periods. The first of these would be the spectacular and daring penetration into the Arctic by the Elizabethan navigators of the late sixteenth and early seventeenth centuries in their search for the Northwest Passage. The two hundred year period following Baffin's voyage of 1616 is included in this first period, but is characterized by less important and less successful ventures. The second period comprises the era of the rapid and inspiring expansion of the fur traders of Montreal into the Athabaska country and finally down the Mackenzie valley. The third period, 1818-1860, saw a meth-

odical attack on the Canadian Arctic by the British Admiralty, culminating in the Franklin disaster and the subsequent and massive search for him. The period from the end of the search for Franklin and his crews until 1917 is characterized by the demise of British supremacy in the North, a burgeoning American activity, the demonstration of Norwegian finesse in exploration, and finally the belated Canadian effort to establish a presence in the North. Each period had a distinctive flavour of its own; within each era, however, the type of men involved, the motivation behind their efforts, and the methods they employed were fairly similar. It is important to understand these different eras in order to exercise an enlightened judgment towards achieving a reasonable balance in the selection of historic sites.

Vilhjalmur Stefansson, in his book The Friendly Arctic, (describing his five years living in the Arctic as leader of the Canadian Arctic Expedition 1912-1917) has divided the history of exploration into four stages. The terms of those divisions are the explorers attitudes toward the north and their reactions to it. He says " In the first period of polar exploration, men were universally in such fear of the North that they only made furtive incursions into it by ship in summer, returning south before the autumn if they could . . . The hardy navigator [of the second stage] penetrated as far north as might be by ship and then, figuratively speaking, dug himself in and waited for the winter to pass, coming out of his hiber-

'nation in the spring. . . . The leader among these [of the third stage] was Peary, who saw that cold should not be avoided but courted, and that the most successful journeys could be made in the winter."⁽¹⁾ The fourth stage was, of course, Stefansson's own method of living off the Arctic, winter or summer, quite healthy and comfortable by adapting Eskimo methods to the white man's desire and technology. He admirably proved his point. However, the irony is obvious - Stefansson was the last great Arctic explorer. Although his success belies all the other methods of his predecessors' explorations, his method too became archaic in the face of the technological revolution of the twentieth century. His analysis of the attitudes of the earlier explorers toward the Arctic, and their activities in relation to those attitudes, goes far in explaining the nature of the sites we are dealing with - mere landing spots for the earlier explorers; ships' wintering sites in the nineteenth century; and the preponderance of artifacts from the cumbersome Admiralty expeditions.

In the first period of exploration, from the time of Frobisher(1576) to the first voyage of Sir John Ross(1818), the activation and method of the navigators was rather simple. The ships would leave England in the early spring for the Arctic, attempt their pre-arranged plans for searching for the Northwest Passage, and, in the face of the onslaught of the northern winter, either retreat to England or winter in southern Hudson Bay. The motives behind these early voyages were almost exclusively commercial- the search for the Northwest Passage as

a shorter route to the lucrative trade of the Orient. Exploration, in the strictest sense, was secondary. Most important was the discovery of an ice-free waterway to the Far-East, and so land masses became obstacles to be sailed around and avoided. Prominent headlands were named after the sponsors of the venture but were regarded only as possible signposts to the achievement of what might prove to be the watery highway to the Pacific. The cartographers were kept busy, but the warm summer months of ice-free navigation were short, and time became of the essence. Seldom did the adventurers have the time or the interest in those initial voyages to venture beyond the confines of their ships to step on shore and investigate and explore the land masses. Historic sites for this early period become, then, merely an important headland named by the explorer, or a portion of land where he might have briefly stepped ashore. There are two rather notable exceptions to the activities and characteristics of this period - i.e., - the second and third voyages of Martin Frobisher, who was keenly interested in what the land around Frobisher Bay contained; and the voyage of James Knight, the first but unsuccessful and tragic Arctic wintering.

This initial period of exploration came to an end with Cook's demonstration that no low-latitude Northwest Passage could possibly exist, and a general acceptance of the fact that if a more northerly route did exist, it was not commercially feasible. The interests of the commercial classes therefore ended, and with them, an era in the exploration of the Canadian Arctic.

Commercial interests were behind the second stage of exploration in the Northwest Territories, 'out with different objectives and much more success. The remarkable energy of the independent fur traders of Montreal and the Intrepidity of their voyageur employees in the expansion of the fur trade into the northwest, to the Pacific and Arctic Oceans, is one of the epics of Canadian history. Their new network of fur trading posts, neatly outflanking the lethargic Hudson's Bay Company, laid the economic and geographic groundwork of the future Canadian nation. The intrinsic nature of the fur trade, and, more especially, competition in the fur trade, demanded expansion. For present purposes the culmination of that expansion was Alexander Mackenzie's voyage down the river which is now named after him, and the establishment of the fur traders north of the sixtieth parallel. The Hudson's Bay Company had sponsored Samuel Hearne's remarkable journey of exploration in 1769-1772, but contributed nothing further until the great explorations of Simpson and Rae in the middle of the nineteenth century. Again, except for Hearne's itinerary, these explorations by the fur traders were conducted on the waterways, and although the small rivers and lakes of the Indian country were the source of the riches of that trade, the highways were the major waterways, and the fur trade posts, merely collection points along the way.

The third phase of exploration of the Northwest Territories was a massive and methodical exercise under the auspices of the British Admiralty. The period began with Sir John Ross's first voyage in 1818, climaxed with the Franklin disaster, and ended .

with McClintock's voyage of 1857-1859 which established the fate of Franklin and his crews in the Erebus and 'Terror. This period saw the development of the British Naval tradition of Arctic exploration. Its characteristics have been defined in a large mass of publications popularized by the explorers themselves. Large ships, two or more at a time, would leave England in the early spring, fully provisioned for two or three years, forcing their way as far north and west as ice conditions would allow before wintering, confident that the break-up of the ice in the following spring would mean the fulfillment of their goals - i.e. major geographical discoveries and perhaps the discovery of a Northwest Passage. The spring, before the break-up of the ice, would see explorations undertaken on the land masses surrounding the wintering harbour. These explorations were enormous efforts of man-hauling sledges, carts, and sometimes boats. The stubborn defiance of the worst of Arctic conditions had, by the end of the period, gradually contributed to the geographical delineation of most of the Canadian Arctic Archipelago, and the charting of the entire northern coastline of North America. Scientific investigations, at the time classed under the general heading of Natural History, were carried out with much success - the Geographical Society being one of the most enthusiastic supporters of arctic expeditions.

Besides being the most prolific (in terms of both literary publications and geographical discovery) period, and hence of the greatest interest and possibility in terms of historic sites, the monumental effort of the British, the sheer mass of their

cumbersome operations, resulted in the scattering of numerous historical artifacts all over the Arctic. A cart here, a shipwreck there, and innumerable cairns built for innumerable reasons, are the material evidence of this great period of exploration. Some of the artifacts still survive, others have been collected and distributed to various museums throughout the world, and many have disappeared forever.

This era of exploration also witnessed the beginning of the great tradition of Arctic literature. Most, if not all, of the explorers published accounts of their experiences in beautifully bound, beautifully illustrated, expensive books. These contributed a great deal to the knowledge about the Arctic, or, at least, about the British in the Arctic. Many are dull and pompous, but many make good reading, and all are indispensable for studying the subject. The books perfectly reflect the spirit of the age, and the spirit of the explorers which was carefully cultivated.

The fourth and last period of polar exploration, which ended with Stefansson's historic expedition, is the most difficult to define. The reasons for this are varied. In the first place, after the end of the Franklin search, little territory in the Arctic was left to explore. Indeed, in the massive search undertaken for the missing Franklin expedition such redundancy was experienced, but was justified because of the nature of the endeavour. Three different Northwest Passages had been discovered, and two actually traversed on foot.

The heavy expenditures of the Admiralty towards the solution of the Franklin mystery were not wont to be repeated, even in the interests of national prestige. The British, for all intents and purposes, had lost interest in the Canadian Arctic. Consequently only one more major British expedition was undertaken - that of Nares' attempt on the Pole in 1875-1876. Governmental interest languished, but expeditions to the North did not cease. The whole tenor of the business changed in the last half of the nineteenth century. The era was a menagerie of men, motives, and objectives - ranging from the esoteric to the fatuous. The interest and importance of the era lies in the variety and versatility of interests in the North.

The great era of the British work in the Arctic had generated a great interest in the North in a diverse number of people and organizations. The last half of the nineteenth century saw the influx of new blood into the Canadian north - the scientists, bureaucrats, publicity seekers, and a number of eccentrics. Public interest certainly did not die, and was most carefully cultivated in the "race" to the Pole. Peary contributed very little of scientific or geographical interest in his dash to the Pole, but he had a press. The stations of the International Polar Year contributed vast amounts of data to the scientific disciplines, but were of too esoteric a nature to be of any great interest. The Canadian government became actively involved in some exploration and a great deal of administration and scientific work. The historic itineraries of Svedrup and Amundsen demonstrated Norwegian

expertise in the development and Improvement of the means of Arctic travel and, in the process, established a significant Norwegian claim to territory. The important point of the period was the growing interest and the growing diversity of interests. The historic sites should reflect this subtle change.

There are immense difficulties in the development of an expiration theme in any historic sites program. The explorers, because of the very nature of their task, were transients, and, as a consequence, left very little in the form of historical records in the North. What is left in terms of actual personal monuments is either insubstantial, or, in the case of cairns and artifacts strewn about the landscape, rather sterile and mute reminders of fertile and eloquent sagas of human endurance idealism, spirit, and, at times, ineptitude. The artifacts which now lie in the Arctic were once the unwanted, the forgotten, the expendable portions of their equipment and activities - ejected in the exigencies of a variety of circumstances. The more tangible records, the true historical artifacts, are not that which the adventurers left in the North, but that which was brought back with them - the maps, drawings, records, diaries, and the publications of the journals of their experiences with the scientific data. These of course were determined by the activation behind the adventure. There were usually results for anyone who took an interest in their work (except, perhaps those who wished to make a large profit by it) - maps for the geographers, data for the esoteric interests of the scientists. a prestigious record for the person or organization primarily

responsible for the trip, and a tale of adventure and sometimes enlightenment for the public at large. And this was precisely the function of the explorer - the accumulation of knowledge for his sponsors through the dutiful adherence to his instructions and the exercise of his judgment. The history of explorations is only properly understood in the perspective of the larger British, American, and Canadian social and economic history, and the history of the British navy; the history of cartography, and the beginnings of the history of the Natural Sciences.

Any long-term approach to the exploration theme in the Northwest Territories must make intelligent and imaginative use of three elements - the individual historic sites; artifacts remaining in the North; and the more difficult task of using the records of the expeditions to illuminate the characteristic features of the different eras of exploration. This could possibly be accomplished through the establishment of a central museum or archives of exploration.

The major problem of more immediate importance, that of Protection of existing historic sites, must precede any plans for long range development. The prodigious industrial and population growth of the Northwest Territories in the past few decades has created this urgency. A 1968 report from the Glenbow-Alberta institute will serve to illustrate this problem.⁽²⁾ A cart especially designed by Leopold McClintock and used by him briefly in 1853 was discarded by the explorer

on Melville Island after it proved too heavy to be dragged through the soft spring ground. The cart had remained untouched and, except for three scientific parties, unseen for over one hundred years. Now the oil companies are drilling on Melville Island, and pilfering of the articles left on the cart, and some artifacts from the cache at Dealy Island has begun. There are laws to protect sites of historical interest in the North but they remain largely unenforceable. The author of this particular report came to the conclusion that the desecration of historic sites in the Northwest Territories will proceed in direct ratio to the spread of the oil companies' activities. Active measures . thorough research of sites and archeological on-site investigation- must replace the unenforceable laws which now inadequately protect important historical sites.

What follows is a list of sites which should be considered in the development of the exploration theme in the history of the Canadian North. The list is not exhaustive. An attempt has been made to achieve a sort of balance in representation of the different eras of exploration - important and characteristic men and expeditions within each period previously outlined. There are a number of possible sites which are not included because they are not as important and would involve needless repetition of a basic theme. The innumerable cairns built by the explorers have been for the most part avoided in the fear that too exhaustive a listing would forestall action on the major ones. It should be re-iterated here that each site listed here needs further extensive individual research, and on-the-spot investigation before proper judgment can be exercised

concerning its potentials for development.

Footnotes:

1. Stefansson, V. The Friendly Arctic , New York, 1921, Pp- 1-6
2. Dempsey, Hugh A. , Mc Clintock Cart Site, Glenbow-Alberta Institute, Calgary, 1968

Exploration Sites

1. Princess of Warwick Island , Frobisher Bay

The first documented European of modern times to have discovered and landed on an area which is now part of the Northwest Territories was Martin Frobisher. His first voyage in 1576 was financed by the Muscovy Company and was an attempt to find the Northwest Passage. His second voyage a year later was supported by Queen Elizabeth, and was an attempt to mine what was purported to be gold on the shores of Frobisher Bay. His third expedition to Frobisher Bay in 1578 consisted of fifteen ships which carried men and materials to establish a settlement and mine the 'gold'. These sanguine efforts were dashed when a number of his ships were lost in a storm at the mouth of Frobisher Bay - one of them containing the materials for the establishment of the mining town. However, a small house was built on Princess of Warwick Island before the fleet returned home, although no miners were left there, and the ore later proved to be worthless iron pyrites. Charles Francis Hall, another formidable Arctic explorer, found the remains of the small house and several artifacts from the Frobisher party during his explorations on Baffin Island in 1862.

- Sources - a.) Hakluyt, Richard The Principal Navigations, Voyages, Traffiques and Discoveries of the English Nation, edition of 1927, J.M. Dent, Vol. VII
- b.) Stefansson, V. The Three Voyages of Martin Frobisher, London, 1938
- c.) Hall, Charles F. Arctic Researches and Life among the Esquimaux, London, 1857

2. Cape Chidley - Northeastern Tip of Labrador Peninsula

To commemorate the three important voyages of John Davis in 1585, 1586, and 1587. Davis sighted and named Cape Chidley before returning home to England at the end of his third voyage. He discovered Davis Strait and the entrance to Hudson Strait. Davis, like most of the adventurers who sailed to the Canadian Arctic before the nineteenth century, was sent out by commercial concerns to search for a shorter route to the Orient through the fabled Northwest Passage. Although none of these early explorers found the sought-for Passage, their cumulative effort did much to clarify the apocryphal geographical ideas of the day.

- Sources
- a.) Hakluyt, Richard The Principal Navigations... of the English Nation, 1927 edition, J. M. Dent, Vol VII
 - b.) Markham, Clements The Voyages and Works of John Davis, Hakluyt Society, London, 1878

3* Cape Digges - Digges Island In Northeastern Hudson Bay

To commemorate the historic but tragic voyage of Henry Hudson in 1610-1611. Hudson on this voyage discovered and sailed into Hudson Strait and Hudson Bay. The crew mutined in the spring of 1611 and set Hudson, his son, and a number of other crew members adrift in an open boat near Charlton Island. Hudson had landed and named Cape Digges on the 3rd of August 1610 and it was here that he hoped to shoot fresh meat for his scurvy stricken crew on the return voyage. It was here, also, that five of the mutineers left the boat to secure fresh food on the return voyage and were killed by Eskimos on the 29th July 1611. The rest of the crew were

exonerated of' the crime on their successful return to England. This Cape was the stopping point for many of the early voyages into Hudson Bay.

Sources a.) Asher, G. M. Henry Hudson, the Navigator, Hakluyt Society, London, 1860

4. Hopes Checked- West Coast of 'Hudson Bay 60° 40'

To commemorate the important voyage of Sir Thomas Button in the years 1612-1613. Button had been a member of Hudson's crew and was convinced that Hudson Bay was the beginning of the Northwest Passage. He was severely disappointed when he made a landfall on the west coast of the Bay, and aptly named the spot Hopes Checked. Button reputedly reached 65° in Roe's Welcome Sound in the summer of 1613 and, in the course of his two year voyage, discovered and mapped most of the west coast of Hudson Bay, paralleling Hudson's activity a year earlier on the east coast.

Sources a.) Rundall, T Narratives of Voyages towards the Northwest 1496-1631, Hakluyt Society, London, 1849

b.) Foxe, Luke North-West Foxe, London, 1635. and Hakluyt Society edition, London, 1894

5. Coburg Island - entrance to Jones Sound

To commemorate the exciting and historic voyage of William Baffin who made a landing in the vicinity on the 10th July, 1616. Baffin's description of the landing is not precise enough to determine exactly where it took place, but it certainly was in the vicinity of the entrance to Jones Sound. A combination of' good ice conditions and outstanding navigation abilities enabled Baffin to sail up

the west coast of Greenland to discover Smith, Jones, and Lancaster Sounds- a feat not duplicated for over two hundred years. Baffin's findings were questioned and eventually dismissed by the geographers; but when John Ross found Baffin's work to be exact, he was recognized as the greatest navigator of that early period.

- Sources a.) Hakluyt, Richard The Principal Navigations. . . of the English Nation, 1927 edition, J.M.Dent, London, Vol
- b.) Markham, Clements The Voyages of William Baffin Hakluyt Society, London, 1881.

6. Marble Island - west coast of Hudson Bay

To commemorate the voyage and deaths of James Knight and his crew in the years 1719-1721. Knight was a retired servant of the Hudson Bay Company and set sail with five ships to search for the Northwest Passage and the fabled mountain of gold on the Coppermine River. Knight and his men wintered here when their ships were destroyed by the ice. This was the first, but unfortunately tragic wintering by any party north of sixty degrees latitude. The fate of the expedition remained a mystery until Hearne learned some details of the tragedy from Eskimos of the area in 1769. Remains of a small house built by the men were apparently uncovered by researchers this past summer.

- Sources a.) Williams, Glyndwyr The British Search for the Northwest Passage in the Eighteenth Century, London, 1962.
- b.) Hearne, Samuel A Journey from Prince of Wales Fort in Hudson Bay to the Northern Ocean. . . In the Years 1769, 1770, 1771, and 1772, London, 1795

7. Northwestern Tip of Southampton Island

To commemorate the expedition of Captain Middleton in 1741-42. This was the first voyage to the Canadian North sponsored by the British Admiralty and was intended to search for a Northwest Passage in the northwest corner of Hudson Bay. The Admiralty would not again return to the Canadian Arctic until 1818. Middleton discovered Wager Bay, Repulse Bay, Frozen Strait, and proved the insularity of Southampton Island. More important perhaps was the fact that this was the first voyage of a series undertaken in the next twenty years, under a variety of auspices, to settle a bitter dispute among the academic geographers in Europe concerning the existence of a low latitude Northwest Passage. The question was not completely settled until Cook's third and last expedition to the Northwest coast of America in 1778.

Sources a.) Middleton, Capt. C. A Vindication of the Conduct. . London, 1743

b.) Williams, Glyndwyr The British Search for the Northwest Passage in the Eighteenth Century, London, 1962

8. Bloody Falls Mouth of the Coppermine River

To commemorate the remarkable journey of Samuel Hearne of the Hudson Bay Company overland from Fort Churchill to the Coppermine River and Arctic Ocean in the years 1769-1772. Hearne was the first Hudson Bay Company man to engage in exploration of the land mass of the Northwest Territories, and like many of his successors, understood the method of Indian travel and adapted easily to it. This accounts for his great success. With Hearne a greatly disturbed and shocked bystander, the Indians who had acted as his guides slaughtered

a settlement of Eskimos here at Bloody Falls. Hearne was the first **white** man to view the northern coastline of North America; his success due mainly to his method of travel and the assistance of his **great** guide and friend, the Indian Chief **Matonabee**. Exploration by the Hudson Bay Company in the **far** north languished until the 1830's.

Sources a.) Hearne, Samuel A Journey From Prince of Wales Fort in Hudson's Bay to the Northern Ocean. . . In the Years 1769, 1770, 1771, and 1772, London, 1795, and Champlain Society edition with introduction by J.B. Tyrell, 1911

9. Whale Island - at the Mouth of the Mackenzie River

'To commemorate the furthest point reached by Alexander Mackenzie on 12th July 1789 on his exploration trip down the river which now bears his name. Mackenzie was disappointed that the **river** which he had discovered did not flow into the Pacific, and dismissed the importance of the voyage. It culminated, however, the great expansion of the Northwest Company into the North, and opened up the river to the fur traders of Montreal.

Sources a.) Mackenzie, Alexander Voyages from Montreal. . . to the frozen and Pacific Oceans in the years 1789 and 1793, New York, 1802.

b.) Stager, John k. Historical Geography of the Mackenzie Valley 1760-1850, Ph.D Thesis University of Edinburgh, 1962

10. Cape Byam Martin - South side of Lancaster Sound on Bylot Island

This was the westernmost extent of John Ross's first voyage and a landing was made here. Ross retraced almost exactly Baffin's route and confirmed the findings of the first Elizabethan navigator. 'This voyage marked the beginning

of the very intense activity and interest of the British Navy in the Canadian Arctic during the first half of the nineteenth century. Although Ross was much criticized on his return to England in the autumn of 1818 for not proceeding further west along Lancaster Sound, this first voyage, and later expeditions proved him an important Arctic explorer.

Sources a.) Ross, Sir John Voyage of Discovery in H. M. Ships Isabella and Alexander, London, 1819.

11. Winter Harbour - South coast of Melville Island

To commemorate the first and most successful of Lieutenant William Parry's arctic expeditions. it was in this harbour that Parry and his crews wintered the ships Hecla and Criper in the years 1819-1820. The names of the ships were carved on a large sandstone rock at the entrance to the harbour. This expedition proved to be the most brilliant of the naval voyages before the search for Franklin began thirty years later. It was also the first successful wintering of a naval ship in Canadian Arctic waters, setting the hopes of finding a Northwest Passage even higher; and demonstrating that Europeans could spend a winter in the Arctic in perfect health. Major geographical discoveries were made on the voyage, and, by the use of a specially designed cart, part of Melville Island was explored in the spring of 1820. This wintering also saw the publication of the first Arctic newspaper- the North Georgia Gazette, a practice which was usually followed on subsequent British voyages. Thus this voyage set the tone of much of the later English expeditions, and effectively

began the great British tradition of Arctic explorations. In 1852 McClure left a note at the base of the sandstone rock which was picked up by Kellett's crews and saved the lives of McClure and his men, and also made possible the first completion of the Northwest Passage. Captain Bernier spent a winter in Winter Harbour on his second expedition for the Canadian Government in 1908-1909.

Sources a.) Parry, Sir Edward Journal of a Voyage in the Discovery of the N.W. Passage in 1819-1820, London, 1821.
 b.) Osborn, Sherard The Discovery of the Northwest . . . by Captain Robert McClure, Edinburgh, 1856
 c.) Bernier, J.E., Report on the Dominion of Canada Expedition on board the D.C.S. Arctic, Ottawa, 1910

12. Fort Minter - North Bank of Snare River which flows out of Minter Lake

Captain John Franklins wintering post in his first land expedition of 1819-1822. He and his crew wintered here in 1820-1821, and part of the winter of 1821-1822. The major geographical discoveries of this expedition were somewhat mitigated by the tragic deaths of ten of Franklin's men through starvation and exhaustion on the march back from the mouth of the Coppermine River in the autumn of 1821. Only Captain Back's heroic efforts saved the remainder of the expedition. The wintering quarters consisted of one log building fifty feet long by twenty four wide for the officers, a log house thirty four feet by eighteen wide for the men, and a log store house. The buildings formed three sides of a quadrangle.

Sources a.) Franklin, John Narrative of a Journey to the Shores of the Polar Sea in 1819-1822, London, 1825

13. Fort Franklin - West end of Great Bear Lake at the source of the Great Bear River

The site of the 1825-1826 winter quarters of Franklin's second land expedition. The post was built by John McLeod of the Hudson Bay Company for Franklin in the summer of 1825 on the site of the older Northwest Company fur trade post. Franklin's second expedition proved more successful than his first and important discoveries were made by both Franklin and Richardson. The explorers had learned some lessons from the experiences of their first journey, and the rivalry between the Hudson's Bay Company and the Northwest Company which had seriously affected the food supply on the former expedition was, of course, non-existent. The buildings were similar to those built for the previous expedition - officers' quarters, a house for the men, and a store house. A blacksmith's shop and meat storage shed were added, and the whole was enclosed by the stockading of the original post.

Sources a.) Franklin, John Narrative of a Second Expedition to the Shores of the Polar Sea, London, 1828.

14. Fury Beach - East coast of Somerset Island

To commemorate the second expedition of Commander John Ross. This expedition is important for three reasons - Ross was the first explorer to reach the North Magnetic Pole; it was the first use of a steam-powered vessel for exploration in the Canadian Arctic; Ross and his men spent a record-breaking and healthy four winters in the North. After spending two winters in Felix Harbour, and another in Victory Harbour (where the steam launch was abandoned), the party made its way a few miles north to Fury Beach where the fourth winter

was spent. This beach was named after Parry's ship Fury which was shipwrecked here in August of 1825, and whose stores were providentially unloaded and cached at that time. The stores enabled Ross and his crew to survive a fourth winter in the arctic and a small boat left by Parry the means of eventual escape. A small house was built by the crew for the final winter of 1832-33.

Sources a.) Ross, John Narrative of a Second Voyage in Search of a Northwest Passage, London, 1835
 b.) Parry, Edward Journal of a Third Voyage in 1824-1825, London, 1826

15. Fort Reliance - Eastern extremity of Great Slave Lake, in McLeod Bay, 62°46'29" N: 109°38'9" W

The wintering post of Captain Back and his party in the years 1833-1834. It was from here that Back and his men first explored the **Great Fish**(now Back) River as far as Montreal Island in the Arctic sea. This was the last land expedition supported by the Admiralty until the search for Franklin began in 1850. The completion of the exploration of the northern coastline of North America was to be done by Hudson Bay Company men who connected the surveys of the three Admiralty expeditions. Fort Reliance consisted of a building fifty feet long by thirty wide with five rooms and a fireplace in each. An observatory was also built for the collection of scientific data.

Sources a.) Back, Captain George Narrative of an Arctic Land Expedition to the Mouth of the Great Fish River London, 1836

16. Port Confidence - Three miles from the mouth of Dease's river, in a strait formed by a large island with the Northern shore of Great Bear Lake.

Wintering quarters of Thomas Simpson and Peter Warren Dease of the Hudsons Bay Company during their explorations of 1837-1839. The party spent two successful winters here. The explorations of these two men were considerable. In a two year period they had succeeded in tracing the Arctic coastline of North America from Point Barrow in Alaska to Castor and Pollux Bay on Boothia Peninsula. The driving force in the explorations was plainly Simpson, and his energy and enthusiasm seems almost unsurpassed in the history of Arctic explorations. Like Hearne before him, and Rae later, Simpson was a man of considerable resourcefulness and endurance. He travelled more quickly, lightly, and successfully than his Admiralty counterparts. The ageing and lethargic Dease was more of a liability than an asset. The establishment was built by John Ritch of the Hudsons Bay Company in the summer of 1837 and comprised living quarters and a storehouse. Fort Confidence was also used by Richardson and Rae in their search for Franklin in the winter of 1848-49, and by Rae again in the winter of 1850-51. The explorer Douglas used the deteriorating buildings in his explorations in 1911-1912.

- Sources a.) Simpson, Thomas narrative of Discoveries on the North Coast of America, London, 1843
- b.) Simpson, Alexander The Life and Letters of Thomas Simpson, London, 1845
- c.) Richardson, Sir John Arctic Searching Expedition, London, 1851
- d.) Douglas, G.M. Lands Forlorn, New York, 1914

17. Port Leopold - East coast of Somerset Island

Wintering harbour of the first Admiralty naval expedition to search for Franklin. This expedition was under the command of Sir James Clark Ross, and, although it was not particularly successful, it did prove to be the training ground of the future great sledge explorers McClure and McClintock.

Sources a.) Taylor, Andrew Geographical Discovery and Exploration in the Queen Elizabeth Islands, Ottawa, Department of Mines and Technical Surveys, 1955

b.) Kirwan, L. P. A History of Polar Exploration, London, 1959

18. Point Victory - Northwestern tip of King William Island

It was here that the only written record of the last Franklin Expedition was found by Lieutenant W. Hobson in April of 1859. It was from this point eleven years earlier that the surviving members of the Franklin Expedition began their death-march toward the Great Fish river, and in the process, forged the last link of the Northwest Passage with their lives.

Sources a.) McClintock, Captain Leopold Voyage of the Fox in the Arctic Seas. . . . London, 1859

b.) Gibson, W. "Sir John Franklin's Last Voyage", The Beaver, June, 1937, pp. 44-75

19. Fort Hope - Repulse Bay, One hundred and fifty yards from the North Pole River on the east side.

John Rae's wintering quarters during his expedition of 1846-47. The house was twenty feet long by fourteen wide, 7 feet in height in front, sloping to 5½ feet at the back. A

number of snow houses with subterranean passages were also built as storehouses and observatories. This was Rae's first exploring expedition, and one in which he anticipated by half a century Stefansson's method of "living off the land". Rae and his men carried very little fuel and food to the wintering quarters with them, and managed to live comfortably and healthy during the fall and winter by depending solely on their hunting abilities. This operation belied the massive expenditures of men, money, and equipment which the Admiralty was wedded to. Rae wintered in the same area on his third expedition of 1853-54, and from this base found the first evidence of the fate of the Franklin expedition. The explorer Charles Francis Hall, also in search of Franklin records, wintered here on his second expedition of 1864-69.

- Sources a.) Rae, John Narrative of an Expedition to the Shores of the Arctic Sea, London, 1850
- b.) Rae, John Rae's Arctic Correspondence, ed. E.E. Rich, Hudson's Bay Record Society, London, 1955

20. Russell Point - Northeastern tip of Banks Island

It was here on the 27th October 1850 that Robert McClure established a large cairn to mark the discovery of the first known Northwest Passage. (Franklin's dying crew had actually been the first to discover a Northwest Passage) McClure on this expedition not only discovered two Northwest Passages, but actually traversed one on foot; in addition, he discovered and explored the entire coast of Banks Island and the western coast of Victoria Island.

- Sources - a.) Osborn, Captain Sherard The Discovery of the Northwest Passage... by Captain Robert McClure, Edinburgh, 1856

21. Cambridge Bay - South east coast of Victoria Island

The wintering harbour (1852-1853) of Collinson's expedition in search of Sir John Franklin in the years 1850-55. The remarkable fact about this voyage was the way in which it was forestalled in all of its 'discoveries'. Collinson had been a week later getting into Bering Strait than McClure in 1850, and, because of the ice conditions, had decided to return to Hong Cong to winter. The following spring and summer he returned to sail up Prince of Wales Strait- only to discover that McClure had done the same the year before and had found a Northwest Passage. He retreated and sailed around Banks Island (unknowingly retracing McClure's steps) to within one hundred miles of where McClure was wintering at Mercy Bay. Returning south the following spring, Collinson maneuvered his ships through Dolphin and Union Straits, through Coronation Gulf, and wintered in Cambridge Bay - only to find that Rae had thoroughly searched that coastline two years earlier. Moreover, his furthest sledge trip had brought him unknowingly within one hundred miles of the scene of the Franklin tragedy. However, the voyage of his ship was a remarkable feat of navigation and the expedition was the longest and healthiest of the era.

Sources a.) Collinson, Sir Richard Journal of H.M.S. Enterprise on the Expedition in search of Sir John Franklin...1850-1855, London, 1889

22. Mercy Bay - Northern Coast of Banks Island

McClure spent two winters here (1852-1854) where his ship, the Investigator, was frozen in and finally abandoned.

It was from here that he sledged to Winter Harbour to leave a note in a cairn at the base of Parry's sandstone rock which eventually saved the life of him and his crews, and enabled them to be the first to complete the Northwest Passage alive. Members of the Kellett expedition found the note on a sledge journey from the wintering quarters at Dealy Island. The Investigator's supplies were cached on the shores of the Bay before the crew sledged to Dealy Island.

Sources a.) Osborn, Captain Sherard The Discovery of the Northwest Passage...by Captain Robert McClure, Edinburgh, 1856.

23. Beechey Island - Southwestern coast of Devon Island in Barrow Strait

Probably the most historic spot in the Canadian Arctic Archipelago of Islands. First visited and named by Parry in 1819, Franklin wintered here in 1845-46 before disappearing into Victoria Strait. Captain Ommaney of the Austin expedition found remains of the Franklin encampment in August of 1850. After that time it was visited by almost every expedition searching for Franklin, and later became almost a shrine that had to be visited. A number of plaques have been erected there since the middle of the nineteenth century.

Sources a.) Parry, Edward Journal of a Voyage for the Discovery of a Northwest Passage 1819-20, London, 1821

b.) Taylor, Andrew Geographical Discovery and Exploration in the Queen Elizabeth Islands, Ottawa, 1955

24. Dealy Island - south coast of Melville Island

Wintering quarters of Kellett expedition in search of

Sir John Franklin in 1852-53. It was from this base that the greatest sledge journeys of the Franklin search were effected. In two years McClintock, Meham, Hamilton, and Nares had sledged a total of 15,399 miles, of which two thousand were of newly discovered coastline. This was the part of the last Admiralty effort to find Franklin. From this wintering spot the note of McClure's was found in Winter harbour and the consequent saving of that expedition from sharing the fate of Franklin. A large cairn was built here, and a large house of stone with stores, in case of Collinson's arrival.

Sources - a.) McDougall, F. Voyage of the H.H.S. Resolute London, 1857

b.) Belcher, Sir Edward The Last of the Arctic Voyages..., London, 1855

25. Floeberg Beach - Cape Sheridan Northeastern tip of Ellesmere Island

Wintering spot of the Alert of the Nares' expedition to attempt to reach the North Pole in 1875-76. This was the highest ship's wintering of the century, and represented the last major British effort in the Canadian Arctic. Nares failed to reach the North Pole, and the failure of that expedition signalled the end of the era of the great traditional approach to arctic exploration. Hereafter, new methods and a new sophistication would be brought to the Arctic by a new breed of explorer. Peary wintered in the Roosevelt at Cape Sheridan in 1905-06, and again in 1908-09 when he succeeded in reaching the Pole.

- Sources a.) Nares, Sir George Narrative of a Voyage to the Polar Sea during 1875-76, London, 1878
- b.) Peary, R.E. dearest the Pole, New York, 1907
- c.) Peary, R. E. The North Pole, New York, 1910

26- Fort Conger - Discovery Bay in Lady Franklin Bay Northeast coast of Ellesmere island

The wintering quarters of A.W. Greely's expedition for the United States Polar Year Expedition 1881-1893, Two years were spent here by Greely's party making scientific observations and engaging in some exploration. After incompetent relief expeditions had failed to re-supply the scientists, a retreat began that is one of the sagas of northern exploration. Only seven members of the expedition survived the ordeal. Greely's men had built- Fort Conger as a house 60 feet by 17 with double walls below Cairn Hill, which had been named and marked by crew members of the Discovery, the second ship of the Nares expedition. Peary used Greely's quarters in 1900-01 in his first attempt on the Pole.

- Sources a.) Greely, A.W. Three Years of Arctic Service, New York, 1886
- b.) Nares, Sir George Narrative of a Voyage to the Polar Sea during 1875-76, London, 1878
- c.) Taylor, Andrew Geographical Discovery and Exploration in the Queen Elizabeth Islands, Ottawa, 1955

27. Port Burwell - Cape Chidley

Wintering quarters of the first Canadian scientific expedition to Hudson Strait in 1884-85. Lieutenant A.R. Gordon was commander of the expedition, and Robert Bell and

J.W. Pyrell were among the scientists. This voyage marked the beginning of the Canadian government involvement in scientific research in the Arctic.

Sources - Gordon, A. R., , Department of Fisheries Annual reports 1884-1886

28. Harbour Fjord - South coast of Ellesmere Island in Jones Sound

This Fjord was the second wintering quarters of Svedrup's expedition of 1898-1902. He spent the winter of 1899-1900 in Harbour Fjord and the next two winters in Goose Fjord a few miles to the west. From these two bases the great Norwegian explorer effected his major geographical discoveries now known as the Svedrup Group of islands and firmly established a Norwegian claim in the Canadian Arctic. These explorations also demonstrated the superb traveling techniques of the Norwegians, and their thorough understanding of the Arctic environment.

Sources a.) Svedrup, O. New Land, London, 1904

29. Fullerton Harbour Northeast of Chesterfield Inlet

This was the first Canadian ship wintering. The expedition under A.P. Low in 1903-04 also established the first R.C.M.P. post in the Eastern Arctic at Fullerton Harbour.

Source - a.) Low, A.P. Cruise of the Neptune, Ottawa, 1906

30. Cape Hershel - East coast of Ellesmere Island

It was here that A.P.Low first took formal possession of the Arctic Islands for Canada in early August of 1904. A cairn was built with a document placed inside indicating the

fact that Canada had taken formal possession. This symbolizes the beginning of active Canadian interest in the Arctic Archipelago, and, in the first decade of the twentieth century, five major expeditions were undertaken by the government to "plant the flag".

Source - a.) Low, A.J?. Cruise of the Neptune, Ottawa, 1906

31. Gjoa Havn - Southeastern coast of King William Island

Amundsen spent two winters here (1903-1905) in this, the first successful completion of the Northwest Passage by ship. The Harbour was named after his ship, the forty-seven ton Gjoa. Scientific observations were made and a number of sledge journeys undertaken.

Source- s.) Amundsen, R. The Northwest Passage, London, 1908

32. Cape Columbia - Northernmost tip of Ellesmere Island

Peary built a cairn here at 'lands end' in 1909 to commemorate the jumping-off point in his successful bid to reach the North Pole.

Source - a.) Peary, R.E., The North Pole, New York, 1910

33. Cape Sparbo - North coast of Devon Island

It is here, in a hut of 'stones and whalebone' that Dr. Frederick A. Cook claims to have spent the early winter of 1908-1909 writing his narrative of attainment of the Pole early in the spring of 1908. Cook's story is not now generally believed, but he may have been the first man to reach the North Pole.

Source a.) Cook, F.A. My Attainment of the Pole, New York, 1911

34. Cape Crassey - Northwestern Arm of Melville Island

Stefansson spent the winter of 1916 -1917 near this point. The Canadian Arctic Expedition of 1913-1918 resulted in immense amounts of scientific knowledge about the north being collected. Stefansson's explorations certainly took second place to his scientific interests. He did, however, demonstrate admirably his thesis that living off the land was not only possible in the North, but immeasurably practical. His work, and the work of the scientists associated with him, went unsurpassed until after the Second World War. The contributions which this great scientist and explorer made to the north are immeasurable.

Source - a.) Stefansson, V. The Friendly Arctic, New York, 1921. 'l'his 'book is only one of a vast number of books, pamphlets, and articles which Stefansson contributed to the literature of the arctic.

II - 'The Fur Trade

The second prominent theme in the history of the Northwest Territories is the Fur Trade. The Northern Department of the fur trade was only a part of the much wider and larger history of the trade in Canada, and has both similarities to that larger field and distinctive features of its own. For present purposes, the most important fact is that from 1785, when Peter Pond's men first crossed the Rapids de la Noyes, until 1920, when oil was discovered at Norman Wells, the fur trade was the life-blood of the northern economy. The fur trade era thus represents the pioneering years in the history of the Northwest Territories, and, as far as any historical commemoration is concerned, is alive with the most potential. The prosaic routine of the fur traders may not stir the imagination as the feats of the explorers do, but it is, none the less, the most important factor in determining the character of the history of the north.

The confusing history of the Northwest Company, X Y Company, and other independent traders and merchants of Montreal need not be recounted here. Suffice it to say that the energy, imagination, and competitive spirit of the independent traders, the wintering partners, and their voyageur employees in the opening up of the Canadian Northwest, and for present purposes, the lucrative preserve of the Slave Lake and Mackenzie Valley, is one of the most

important sagas of Canadian history. Samuel Hearne's remarkable journey in 1771 across the barren lands, down the Coppermine river, and across the eastern arm of Crest Slave Lake, was not followed by any Hudson's Bay Company expansion north and west of Hudson Bay. The Honorable Company was content to make the Indians trek the thousand or so miles across the barren lands each spring to trade their furs on the western and southern shores of Hudson Bay. The Canadian men, paddling deep into untapped Indian territory and bringing out the furs themselves, radicalized the tradition of the fur trade and, in the process, opened vast amounts of new territory. In the process, too, the new fur traders neatly outflanked the operations of the Hudson's Bay Company traders and nearly crippled the latter's trade. The English fur men were soon emulating the methods of their competitors and inaugurated a new period of expansion of their own into the northwest. A period of severe competition followed which was characterized by mutual mistrust and recrimination, and a score of ugly incidents. Until 1819, however, the Hudson's Bay Company was unable to establish a post north of the sixtieth parallel; and so the Slave river, Slave Lake, and Mackenzie valley fur areas remained the preserve of the Canadian traders until the Union in 1821.

The thirty-five year period from the establishment of the first fur posts on Slave Lake in 1786 until the amalgamation of the Northwest and Hudson's Bay Company interests in 1821 was certainly the most expansive and important period

of the fur trade in the Northwest Territories. The competition between the Northwest Company, a number of independent rivals, and the X Y Company saw the proliferation of posts as far north as Fort Good Hope in the first few years of the nineteenth century. After the union of the XY and Northwest Companies in 1804, the needless duplication of posts was ended, and a period of consolidation took place. These first few decades were years in which the new traders slowly came to terms with the northern geography and environment. The problems of food and fuel supplies for the long northern winter, and the first tentative relationships with the Indians of the area necessitated frequent changes of locations of the posts. The posts were built, abandoned, and re-occupied again with disconcerting regularity. The posts themselves reflected this instability and the harsh and strictly competitive nature of the fur trade in those early years. The posts were, for the most part, simple, functional, and of a temporary nature and consisted, usually, of only one or two buildings.

The fifty year period which followed the amalgamation of the Northwest Company and the Hudson Bay Company in 1821 was strictly a period of consolidation - the establishment of the routine of the fur trade, accompanied by a gradual but not spectacular expansion of the business. This era is characterized by its routine - by the building of more stable and more extensive fur posts, as the traders grew to know the territory more intimately and could rely more intelligently

on its resources of food, fuel, and furs. This period also saw the introduction of York boats on Great Slave Lake and the Mackenzie waterways.

The fur trade posts of this period also contributed materially to the efforts of the explorations of the British Admiralty land expeditions. Hudson's Bay Company men supplied food, buildings, and boats for the explorers. Indeed, without these posts and the efforts of the Company men, the itineraries of Franklin, Back, Richardson, and others would have been impossible. The Hudson's Bay Company also contributed a number of great names to exploration of the north. In this period - Simpson, Dease, and Rae to name the most outstanding. These men were, on the whole, much more successful in their respective spheres of explorations than their naval counterparts. The reasons for this are obvious - the Hudson's Bay Company men were seasoned men of the north, understood more intimately the nature of the environment, and, with this experience, were able to act with more commonsense.

The period after the expiration of the Hudson's Bay Company exclusive charter to trade and land in 1870 was again an era characterized by change because of competition. Independent trappers and burgeoning new fur trade companies gradually moved north and infused the area with new men and ideas. The great resources and experience and reputation of the Honourable Company usually enabled it to buy up the new companies and independent traders in the long run - but not

before the Company was forced to modernize. This modernization usually took the shape of improvements in transportation and organization. The first steamboat was built at Fort Smith in the years 1885-86 for the Mackenzie River run because of competition. Alternative methods and routes of transportation had forced the Hudson's Bay Company to take these measures, and, later, to expand their operations into the Arctic islands.

The fur trade theme contains the most potential for development in an historic sites program for the Northwest Territories. It has less variety but more depth than the exploration theme. The fur traders were the pioneers. Although they were transients, in the sense that they moved frequently from post to post and in and out of the north, fur traders, as employees of the great companies, were there to stay. The voyageur, the backbone of the trade, unfortunately remains almost nameless. There are less possible sites for commemoration and development than exploration sites, but when at ones there are provide an extradimension of a social history. The fact that the pattern of life remained unchanged for so long in the Northwest Territories makes it so much more important to mark and recreate that life in the form of historic sites - the simple economic pattern, the crudelof architecture, and the prosaic routine of life.

The first priority in relation to the list of possible sites which follows should be an energetic attempt to ascertain exactly what remains of the sites. Following this, active

measures should be taken to prevent demolition of original buildings which are still standing; prevent further deterioration of buildings which have been abandoned; and undertake archeological work at sites where the buildings have completely disappeared. Simultaneously, in-depth research should be undertaken by qualified historians on each individual site to create the basis of a social history for the local areas which is sorely needed for northern settlements. There can be no historic sites program without a program of research on local histories.

What follows is a comprehensive list of all the fur trade posts established before 1870. On the basis of further individual research, archeology work, and historical geography investigation, a selection can be made for the development of the fur trade theme.

TRAVEL ARCTIC
GOVERNMENT OF THE
NORTHWEST TERRITORIES
YELLOWKNIFE, N.W.T.

Fur Trade Sites to 1870

1. Slave Fort I - Located on what is now called Grant Point on the eastern extremity of Slave Delta, the most northerly promontory in this part of Great Slave Lake.

There were two small posts built here in 1786; one by Laurent Leroux's party sent by Peter Pond, the other, built beside it, by Cuthbert Grant, an agent of Gregory, McLeod, and Company. Alexander Mackenzie saw these two posts on his journey down the Mackenzie in 1789, and it was he who first named them "Slave Forts". The location of the two posts was sketched by Peter Fidler in 1791 when he was surveying in the area for the Hudsons Bay Company. Leroux closed his post in 1787, and Grant, his, about two years later. These two posts were the first evidences of the incursion of the fur traders into what is now the Northwest Territories.

Sources a.) Voorhis, Ernest Historic Forts and Trading Posts of the French Regime, and of the English Fur Trading Companies, Ottawa, 1930

b.) Historic Sites Service Staff Report, Thematic Study of the Fur Trade in the Canadian West 1670-1870, Ottawa, 1968

c.) Rae, George Settlements of Great Slave Lake, M.A. Thesis, University of Wisconsin, 1967

d.) Mackenzie, Alexander Voyage from Montreal to the Frozen and Pacific Oceans, London, 1801

2. Fort Providence - Located on the eastern shore of the north arm of Great Slave Lake, a few miles south of the mouth of the Yellowknife river

This post was built by the Northwest Company probably in 1790 to honour Mackenziets agreement with the Indian council a year before. Franklin mentions in 1820 that "old

Fort Providence seems to have been situated a few miles to the right side of the entrance to the Yellowknife River, near latitude $62^{\circ} 16' N$, longitude $114^{\circ} 03' W$." its position, then, would have been about half way between Slave Fort and Lac La Marte. The post seems to have been used primarily as a provisions post, not a fur trading post. It was abandoned in 1823.

- Sources a.) Rae, George Settlements. . .
 'D.) Historic Sites Service, Thematic Study. . .
 c.) Franklin, John Narrative of a Journey to the Shores to the Polar Sea 1819-1822, London, 1823, p. 201
 d.) Perry, D. and Clark, W.D. Preliminary Excavations at Fort Providence, N.W.T. in July 1969, Institute for Northern Studies, Saskatoon, 1969

3. Lac La Marte Fort - located on the southeast shore of Lac la Marte

According to W.F. Wentzel, this post was built by the Northwest Company "three years after the opening of trade with these natives [Yellowknives], and was fifteen days' march nearer to their lands, the trade was consequently carried on with greater success and ease". This post was probably built in 1789 or 1790, but its exact location is not known. The most probable guess would be near the southeast tip of the lake where it drains toward the north arm of Great Slave Lake. Franklin mentions that the Northwest Company had a post on Marten Lake in his narrative of his first expedition. The post was closed in 1796 when the first posts were built along the Mackenzie, which soon became the major fur trade route.

- Sources a.) Wentzel, W.F., "Letters", in Masson, L.R. Les

Bourgeois de la Compagnie du Nord-Ouest, I.
Quebec, 1889, p.94-95

- b.) Rae, George Settlements.....
- c.) Historic Sites Service Thematic Study..
- d.) Franklin, John Narrative....

4. Post near Stony Island - on the mainland opposite Stony Island
near the centre of Slave Delta

This post was established by the Northwest Company in July of 1791. Philip Turner reported to the Hudson's Bay Company that "the Canadians are building a house at the top of the Delta opposite Stony Island". The reason for this change seems to have been that the first Slave Fort had not provided a substantial enough fishery to support the traders. This post was abandoned in 1794 when the company built another post on Moose Deer Island further to the west, with the development of the trade towards the Mackenzie river.

Sources a.) Tyrrell, J.B., ed., Journals of Hearne and Furnor, Hudson Bay Record Society, London, 1934, pp. 414-17

- b.) Rae, George Settlements.....
- c.) Historic Sites Service Thematic Study...

5. Post on Moose Deer Island - located on what is now Resolution Island just to the west of the Slave River Delta.

The fort on Moose Deer Island was built by the Northwest Company in 1794 and became the principal trading post of the Company on Great Slave Lake. Peter Fidler's rap in his journal of 1791, with what appears to be a later addition shows that the Canadian trading Post was built among the small group of islands to the west of Slave Delta - "island

B is pretty large and a Canadian house has been built on it and established from 1794 to 1799". Again Franklin is a source because he visited the post in 1820. He comments " Moose Deer Island is about a mile in diameter, and rises toward the centre about three hundred feet above the lake. Its soil is in general sandy, in some parts swampyThe houses of the two companies are small, and have a bleak northern aspect. The inhabitants live chiefly on fish, which the lake at certain seasons furnishes in great abundance. "

Sources a.) Historic Sites Service Thematic Study, p.282
 b.) Franklin, John Narrative, p.198
 c.) Rae, George Settlements. . .

6. Fort Resolution . South Shore of Great Slave Lake on the mainland opposite Moose Deer (now Resolution) Island

This post was established by Aulay McAulay for the Hudson 's Bay Company in 1819. It was the only Hudson's Bay Company post built in the Northwest Territories before the Union. The Hudson's Bay Company men got little of the trade and found it difficult to stay alive. It was established on Moose Deer Island, but at the opposite end as the post of the Canadian traders' Slave Fort. In 1822 the post was moved to its present site on the mainland directly opposite the Island. It remained the only trading post on Great Slave Lake for nearly thirty years.

Sources a.) Rae, George Settlements. . .
 b.) Voorhis, Ernest Historical Forts. . .
 c.) Historic Sites Service, Thematic Report, p. 282

7. Hay River Post . South shore of Great Slave Lake, at the mouth of the Hay River

This post was established sometime before 1818 by the Northwest Company. Little is known of it except that it was blown up by gun powder in 1818. The Hudson's Bay Company did not establish a post at Hay River until after mid-century.

Sources a.) Rae, George Settlements of Great Slave Lake

b.) Historic Sites Service Thematic Report, p. 284

8. Fort George _ South Shore of Great Slave Lake on Point Desmarais near the outlet of Great Slave Lake

Little is known of this post. It was possibly built by Roderic Mackenzie, the nephew of Alexander Mackenzie, in 1790 when he was trading in that area. It may also have been used by agents of the XY Company between 1800 and 1804 during the fierce competition with the Northwest Company during those years.

Sources a.) Stager, John K. Historical Geography of the Mackenzie Valley 1760-1850, Ph.D Thesis, University of Edinburgh, 1962, p. 236 .

b.) Rae, George Settlements of Great Slave Lake

c.) Historic Sites Service Thematic Report

9. Livingston's Fort - Mackenzie River near the mouth of the Grout River

This post was built by Duncan Livingston for the Northwest Company in 1796 and was probably the first trading post on the Mackenzie river. Livingston enjoyed a great success for three years until he was killed by Eskimos on a trip down the Mackenzie in 1799. Thereafter the post seems to have been abandoned.

Sources a. j Stager, J.K. , Historical Geography, p.237a

23.) Historic Site Service, Thematic Study, p. 284

10. Great Bear Lake Fort - at the head of Great Bear River on the Western end of Great Bear Lake

This post was built either in 1799 by Livingston on his trip down the Mackenzie the summer he was killed, or by John Thompson for the Northwest Company the following year. It was occupied as late as 1815 but abandoned before the Union in 1821. Franklin built Fort Franklin on the same spot for wintering quarters during his second land expedition, and the post subsequently became a Hudson's Bay Company trading post.

Sources a.) Stager, John K. Historical Geography, p.237a

b.) Historic Sites Service, Thematic Report, p. 290

c.) Franklin, John Narrative of a Second Expedition

d.) Voorhis, E. Historical Forts

11. Rocky Mountain Fort - East bank of the Mackenzie at the Camsell Bend, opposite the North Nahanni River

This was the second post built by the Northwest Company in the year 1800. This and the fort at Great Bear Lake divided the Mackenzie trading area into two equal sections. The post was abandoned about 1804 when Fort of the Forks was built and a general re-organization of the posts took place

Sources a.) Stager, John K. Historical Geography, p. 238

b.) Historic Sites Service, Thematic Study, p.287

12. Fort of the Forks - Left bank Of the Mackenzie at the mouth of the Laird River

A re-arrangement of the posts of the Northwest Company took place in 1804 after the union of the interests of this Company and the XY Company. Fort of the Forks was strategically placed at the junction of the Mackenzie and Laird rivers, to replace Rocky Mountain Fort; Fort Good Hope was built at the mouth of the Hare Indian River, and thus the Mackenzie was divided into three almost-equal sections. Fort Laird was built a year later to capture the trade in the upper Laird river. Fort of the Forks remained the principal post of the Northwest Company on the Mackenzie until the Union, and thereafter, Fort Simpson, built by the Hudson's Bay Company, became "the administrative center of the Northern Department for the latter Company.

- Sources a.) Stager, John K. Historical Geography
 b.) Historic Sites Service, Thematic Study.

13. Fort Norman I - East bank of the Mackenzie River opposite the mouth of the Redstone River

This fort was built by the Northwest Company in 1804 and conveniently divided in two the distance between the Fort of the Forks and Fort Good Hope built in the same year. It was moved temporarily northward by the Hudson's Bay Company during the period of re-arrangement which followed the union of the two companies in 1821.

- Sources a.) Stager, John, K. Historical Geography
 b.) Historic Sites Service, Thematic Study.
 c.) Voorhis, E. Historical Forts

14. Fort Good Hope I - On the left bank of the Mackenzie River at the mouth of the Hare Indian River

This was the third post built on the Mackenzie in 1804 by the Northwest Company, and was the northernmost post maintained by that company. It was operating until the Union of the two companies in 1821.

Sources a.) Stager, John, K. Historical Geography
b.) Historic Sites Service, Thematic Study

15. Fort Laird - Junction of the Laird and Petitot Rivers

This post of major importance was built in the year 1805 by the Northwest Company, and has been maintained to the present day. The post was closed in 1814, following the massacre at Fort Nelson, and not re-occupied until 1820. This was the richest area of the Mackenzie in fur.

Source a.) Stager John, K. Historical Geography
b.) Historic Sites Service Thematic Study

16. Fort Castor - Right bank of the Mackenzie, at Old Fort Point, about 30 miles above Great Bear River.

A fort was probably built here sometime between 1800 and 1804 - the period of time when the XY Company was challenging the Northwest Company on the Mackenzie. The fort, built by agents of the XY Company, did not last beyond 1804 when the merger of the XY and Northwest Company demanded a consolidation of the posts and stability in the trade. A number of posts may have been built by the XY Company of which there is no record. Fort Castor and Fort George will serve to illustrate this period.

- Sources a.) Stager, John h. Historical Geography
b.) Historic Sites Service, Thematic Study
c.) Voorhis, Enerst Historical Forts

17. Fort Alexander- located on the right bank of the Mckenzie at t'ne mouth of the Willowlake River

This post, built in 1817, was the last established by the Northwest Company. It was not maintained by the Hudson Bay Company after tunc Union in 1821.

- Sources a.) Stager, John K. Historical Geography
b.) Historic Sites Service, Thematic Study

18. Fort Simpson - On an island in the Mackenzie River, just below the mouth of the Liard River

This post was built by the Hudsonis Bay Company in 1822 to replace the Northwest Companyts Fort of the Forks. It was the first of a series of change which took place after the merger of the two companies in 1821. The period which followed the Union was one of stabilization of the fur. trade, and a number of changes of location of posts took place in an effort to streamline the operations of the traders. Fort Simpson became the major administrative and distribution post of the Northern Department. All of the furs would be collected here for spring shipment. to Fort Chipewyan, and the supplies from Fort Chipewyan would be distributed from Simpson in the autumn.

- Sources a.) Stager, John K. Historical Geography
b.) Historic Sites Service, Thematic Study
c.) Innis, H.A. The Fur Trade in Canada. Toronto, 1956

19. Fort Good Hope II - located on the left bank of the Mackenzie at the junction of the **Trading River**, 100 miles north of Fort Good Hope I

Fort Good Hope was re-established down the Mackenzie in 1823 in an attempt to develop a trade with the Loucheux Indians, and possibly the Eskimos. The trade did not develop as had been hoped, and the Fort was again moved back to near the original site two or three years later.

Sources a.) Stager, John K. Historical Geography
b.) Historic Sites Service, Thematic Study

20. Fort Norman II - left bank of the Mackenzie about thirty miles above the mouth of the Great Bear River

Because of the change of location of Fort Good Hope in 1823, Fort Norman was moved north to compensate in that same year. The new site was near the area of old Fort Castor of the XY Company. Fort Norman remained at this location until 1850 when it was moved for a second time.

Sources, a.) Stager, John K. Historical Geography
b.) Historic Sites Service, Thematic Study

21. Fort Good Hope III - Manitou Island on the Mackenzie at the mouth of the Hare Indian River

The failure of the anticipated trade with the Loucheux and Eskimos in 1823-25 occasioned a second re-location of Fort Good Hope. The third post was built on Manitou Island near the original site in 1826. Ten years later the post was washed away in severe flooding, and the post was rebuilt on the mainland where it remains to date.

- Sources, a.) Stager, John K. Historical Geography
b.) Historic Site Service, Thematic Study

22. Big Island Fort - North end of Big Island In the Mouth of the Mackenzie River

This post was built by the Hudson's Bay Company about 1830, probably replacing Fort George as a provisions post for the forts along the Mackenzie. Huge amounts of fish were caught here in the spring and autumn, and were used to supplement the inadequate rations of the posts down the Mackenzie. It was abandoned in favour of Fort Providence in 1865.

- Sources a.) Rae, George Settlements of Great Slave Lake
b.) . Stager, John, K. Historical Geography
c.) Voorhis, Enerst Historical Forts

23. Fort Norman III - Located on the right bank of the Mackenzie at the mouth of the Great Bear River

The final relocation of Fort Norman took place in 1853 when a new post was built at the mouth of the Great Bear River by the Hudson's Bay Company agent James Anderson. It remains to the present time at this spot.

- Sources a.) Stager John K. Historical Geography
b.) Historic Sites Service, Thematic Study

24. Fort McPherson, (originally Peel River Post) - east bank of the Peel River about 24 miles from the junction with the Mackenzie

Fur trading post established in 1840 by John Bell, who had explored up the Peel River in 1839-40. The post was

at first called Peel River post , but later the name was changed to Fort McPherson after the Chief Factor, Murdock McPherson.

Sources a,) Stager, John K. Historical Geography

25. Fort Rae - located on the southwest corner of Mountain Island on the east side of the North Arm of Slave Lake

The post was established by the Hudson's Bay Company in **1852** as a provisions' post. Caribou meat was bartered by the Indians just as furs were elsewhere. Fort Rae was also a field observatory site during the International Polar Year 1881-1883. The fort was moved eighteen miles north in 1906.

Sources - Rae, George Settlements of Crest Slave Lake

III- Missionary Activity

The missionary activity in the Northwest Territories is the third major theme of its history. This inordinate importance lies in the fact that, except for the fur traders and the group supporting the fur trade economy, the missionaries, until the second decade of the twentieth century, were the only other white settlers. Beginning in the middle of the nineteenth century the missionaries, Catholic and Anglican, followed the fur traders north, and, in a spirited competition for souls not unlike the early secular days of the fur trade, expanded rapidly up the Mackenzie valley despite serious lack of funds and manpower. They established religion, schools, and hospitals in the north, and introduced agriculture to all of their settlements. Some, like Father Petitot of the Oblates, did extensive exploratory work in the course of their proselytizing mission.

The work of the Catholic and Anglican missionaries began almost simultaneously in the Northwest Territories in 1850. Because there were so few trading posts in so vast an area, unnecessary but zealous duplication of services - churches, schools, and hospitals - often resulted. The very first religious into the north built small mission-huts that served both as residence and church, and were usually situated near the Hudsons Bay Company posts. These two centres - the fur post and the mission-hut - established the hub which grew into the typical northern community. The mission-hut

was followed by church, school, and 'hospital' . Moreover, the priests, ministers, nuns, and lay brothers were considerably less transient than the fur traders. Although they might travel lengthy distances within their northern diocese, most of the religious stayed in the north, and in particular missions, for the duration of their ministries.

Until the turn of the century, the Northwest Territories presented an interesting picture of a unique frontier society. There were churches, schools, and, in some instances, crude hospitals. There was also an agriculture to support these. But except for the routine bartering of furs at the Hudsons Bay Company post there was no other commercial enterprise. And until the gradual advance of Ottawa administration in the early decades of the twentieth century, these two institutions, the church and the fur company, were a law unto themselves.

The missionaries, especially the Catholics, became the first serious agriculturalists of the north. This was occasioned by a number of factors - the lack of money for supplies from the south, the necessity of feeding themselves and a large number of Indian children in the day schools, and a desire to add a dimension of permanence to their tiny outposts. All in all, the missionaries' influence in the north, especially on the Indians and Eskimos, was tremendous. Whether the influence was for better or for worse is a matter of individual prejudice, but it remains, none the less, an historical fact.

This factor in the history of the Northwest Territories deserves consideration in the development of an historic sites program. The basis of that commemoration should be the initial establishment of the missions at their various sites. The early mission-huts and churches are the only evidences of an architecture and activity other than exploration and the fur trade. From these humble beginnings, the settled communities of the north developed. It is the policy of the National Historic Sites Board that no churches be marked which are still used for religious worship. This policy will undoubtedly be followed by the government of the Northwest Territories. Such structures, however, should be protected from eventual disappearance. Establishments which have been abandoned or which have completely disappeared, should be protected or suitably marked.

The following is a selection of the men and buildings which should be considered for commemoration and preservation. Again, this list is only historical, and further individual research and on-site investigation are needed before the possibilities for development can be assessed.

Sites of Missionary Activity

1. St. Joseph's Mission Fort Resolution

The mission was originally established on Moose Deer (now Resolution) Island in 1856. The mission hut was the first building not connected with either the fur trade or exploration to be built in the Northwest Territories. Before the mission was moved in 1890 to its present location on the mainland, the priests would make the daily journey, three miles each way, to the fort. The mission hut, as was to be the case in this early activity, served as both chapel and residence. The first resident priest at St. Joseph's was the Oblate, Father Cascon.

- Sources a.) Duchaussois, P. Mid Snow and Ice
 b.) Rae, George Settlements of Great Slave Lake
 c.) Robinson, M.J. and J.L. "Exploration and Settlement of the Mackenzie District", Canadian Geographical Journal, no. 32 pp. 246-255; no. 33 pp. 43-49

2. Immaculate Heart of Mary Mission Big Island

This mission was built in 1858 near the Hudson's Bay Company Fort. It lasted only three years, however, when Bishop Grandin selected a better site (later to become Providence Mission) forty miles down the Mackenzie.

- Sources a.) Duchaussois, P. Mid Snow and Ice
 b.) Rae, George, Settlements of Great Slave Lake

3. Our Lady of Good Hope Mission Fort Good Hope

This Catholic mission was established in August of

1859 by Father Grollier and completed by Father Seguin who describes the scene in 1860 when he arrived: " the hut is 22 feet by 17 feet. I stepped in, I thought I was going through the floor; the planks give, as elastic By way of windows, he has some ragged, torn parchment skins, which let the breeze in quite freely. Through the chinks in the roof I can see the stars, and when it rains we can hardly find a dry corner. This is to be our wintering residence." The mission hut was moved in the summer of 1862 to its present site near the fort.

Sources a.) Duchaussois, P. Mid Snow and Ice

4. Providence Mission - Fort Providence

The site was selected by Bishop Grandin in 1861 to replace the mission at Big Island. The mission house was begun by Father Gascon in July of 1862 and later that summer, a log house 22 feet square, and a chapel adjoining 15 feet by 8 had been erected. That winter a start was made on a convent and orphanage to accommodate the anticipated arrival of the Grey Nuns. It was completed and filled in the summer of 1867. A School for Indian children was opened in 1867 with an initial enrolment of eleven pupils.

Sources. a.) Duchaussois, P. Mid Snow and Ice

b.) Duchaussois P. Grey Nuns of the Far North

5. St. Michael Archangel Mission - Fort Rae

A mission was founded here in 1859 by Father Gascon, but the area did not get a regular priest until Father

Father Bruno Rouve arrived in 1872. The hut built by Father Gascon in 1859 was seventeen feet long, with 10 chairs & benches and only an earthen floor. The mission followed the fur trade post when it was moved in **1906**.

Sources a.) Duchaussois P. Mid Snow and Ice

b.) Rae, George Settlements of Great Slave Lake

6. Arctic Red River Mission, Catholic

This mission was established by Father Seguin in **1868**. It consisted only of a small chapel and was visited only occasionally until 1890, when it became permanent.

Sources a.) Duchaussois, P. Mid Snow and Ice

7. St. Anne's Mission - Hay River

This mission was established on July 3rd 1869 by Father Gascon. A hut had been built by Brother Boisrame the previous winter next to the newly opened Hudson's Bay Company post. In the winter of that same year Brother Boisrame had been killed by the Indians and Father Gascon returned to Fort Resolution. Until **1878** the mission was only occasionally visited by priests, and thereafter closed because of the continuing hostility of the Indians.

Source a.) Duchaussois, P. Mid Snow and Ice

b.) Rae, George Settlements of Great Slave Lake

8. St. Teresa's Mission, Catholic, Fort Norman

This mission was established and a hut and chapel built by Father Ducot in **1876**.

Sources a.) Duchaussois P. Mid Snow and Ice

9. St. Isidore's Mission, Catholic, Fort Smith

This mission was built and permanently established by Father Gascon in 1876.

- Sources a.) Duchaussois P. Mid Snow and Ice
b.) Rea, George Slave Lake Settlements

10. Anglican Mission at Fort Simpson

The Reverend William Kirkby establisher] the first mission for the Anglican Church in the Northwest Territories in Fort Simpson in **1859**. He built a church and house for himself. The Catholic were excluded from Fort Simpson until 1894.

- Sources a.) Bompas, William Carpenter Diocese of the Mackenzie River, Society for Promoting Christian Knowledge, London, 1888
b.) Boon, T.C.B. The Anglican Church from the Bay to the Rockies, Toronto, 1962

11. Anglican Mission at Fort Norman

The mission was established and a church mission hut built by the Anglicans in 1861.

- Sources a.) Bompas, W.C. Diocese of Mackenzie
b.) Boon T.C.B. Anglican Church
c.) Robinson, M.J and J.L. " Exploration and Settlement of the Mackenzie District"

12. Anglican Mission Fort McPherson

Established in 1862. The Anglicans were conspicuously more successful with the Loucheux and Eskimos than the Catholic Oblate Fathers.

Sources - Same as 11

13. Anglican Mission at Fort Rae

A church and school were established here in 1867 by Deacon R.D.Reeves and his wife. It consisted of a log hut fourteen feet square.

Sources Bompas, W.C. Diocese of Mackenzie

b.) Been, T.C.B. Anglican Church

c.) Rae, George Settlements of Great Slave Lake

IV - Industrialization

The Northwest Territories on the eve of the discovery of oil at Norman Wells remained much as it had in the previous seventy five years. What changes had taken place in that time were slow in coming, and always within the context of the economic pattern and social conditions of the nineteenth century. Twenty five years later the entire face of the north had changed, and changed so radically that no other word can be used to describe it than revolutionized. Towns existed where none had existed before - 'town', in fact, became a new word in the northern vocabulary. The Arctic, which twenty five years before had simply been the "end of the earth", became, strategically, the very centre of it. The flow of furs from the Northwest Territories had been upstaged by the flow of real wealth - oil, gold, uranium, and silver. The North was no longer a matter of weeks or months away from the centres of civilization, but a matter of hours. Life went on for many in the North the way it had always gone on - but it was only a matter of time.

The single most important factor in this profound transformation was in transportation, i.e. the airplane. The Northwest Territories had, in fact, become accessible. It was no longer the preserve of the fur traders, the missionaries, and the rich traveller who had the leisure and predisposition to the lengthy water transportation. The advent of aerial transportation brought a new type of person into the north - the adventuresome, shrewd, and

scientific entrepreneur. Aerial prospecting became commonplace; fur trading entrepreneurs took to the air; and enterprising pilots flew anybody in who wanted to go. The latent wealth of the Northwest Territories was beginning to be tapped, and the development of these resources superimposed a 'new north' over the skeleton of the old. The pace of life and change began to speed up and hasn't yet stopped accelerating.

The selection for historic sites for this, the dawn of the modern era of northern history, are few, but of the greatest significance. We are not yet sufficiently removed from these decades of the revolution in the Northwest Territories to properly assess their historical significance. Only the passage of time will bring them into focus. One thing that we do know is that the past, the frontier society of the nineteenth century north, came to an abrupt symbolic end with the discovery of oil at Norman Wells in 1920. The flight of the first airplane into the Northwest Territories in the the spring of the following year ended the symbolism and inaugurated the reality of the modern era. The suggested sites of the following list are as much symbols of the end of an interesting and unique past, as commemoration of a new and completely different history the dimensions of which are difficult to assess.

1. S.S. Grimsley

First steam-powered boat to ply the Mackenzie River. This screw-propellered ship was built at Port Smith in 1854-1856 and sailed the following spring to Fort McPherson and back. This is not that significant in terms of the "modern era" of northern history, in that it was essentially a function of the fur trade. It was, however, a sign of the times.

2. R.C.M.P. Post at Fort McPherson

The first police detachment in the western Arctic was established at Fort McPherson by Sgt. F.J. Fitzgerald in the autumn of 1903. Nothing can better symbolize the beginnings of a belated Canadian government and administrative "presence" in the north.

3. Discovery well - Norman Wells

The first producing oil well in the Northwest Territories. Although it was not economically feasible to export the oil, it did eventually supply a healthy local market. The production of this well symbolized the beginnings of the massive exploitation of the natural resources of the Northwest Territories.

4. First Airplane into the Northwest Territories

The first airplane into the Northwest Territories landed at Fort Simpson in March of 1921. The plane belonged to the Imperial Oil Company and later flew on to their

stake at Norman wells. Nothing symbolized the end of the old and the beginning of the new than this flight which began the revolution in transportation in the north.

- . Burwash rein: - opposite the present town of Yellowknife in the late fall of 1934 Major Burwash and his party landed by plane on Yellowknife Bay and examined quartz veins. On this point they discovered the first high-grade gold bearing deposit in the Yellowknife gold field. The subsequent development of Yellowknife resulted, and the real beginnings of the development of the resources of the Northwest Territories.

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PART II

THE RESEARCH OF THE NORTHWEST TERRITORIES
HISTORICAL ADVISORY BOARD

Prepared for

DIVISION OF TOURISM
DEPARTMENT OF INDUSTRY AND DEVELOPMENT
GOVERNMENT OF THE NORTHWEST TERRITORIES

by

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JANUARY 1972

1. INTRODUCTION

The nature of the Historic Resources Survey conducted by the Northwest Territories Historical Advisory Board is reviewed in summary fashion. Subsequently the results of questionnaires completed by Chief **Cazon** for Area 5 are summarized.

When this project is completed and the results are fully evaluated from a tourist and recreation standpoint a useful input to "**Overview**" should emerge. Up to the present time, however, only the limited results referred to above are available for examination.

II. THE NATURE OF THE HISTORIC RESOURCES SURVEY

The Historical Advisory Board is collecting information on the location, character and quality of the historic sites in the Territories through a questionnaire procedure. The standard format employed is presented on the following pages of this report. Members of the Board have been charged with the responsibility for the completion of the questionnaires for various parts of the Territories with which they are familiar. The geographic distribution of the areas of **responsibility** is shown on the accompanying map.

The theme organization to which the site and object recording is tied is somewhat different than that employed by Mr. Young in Part I of this report. It also differs from that employed in the study of the tourist and recreational potential of the archaeological resources of the Territories, being **much** less detailed.

Theme Organization

A. Prehistory

1. Indian Cultures
2. Eskimo Cultures

B. History

1. Search for the Northwest Passage
2. Fur Trade Era
3. Missionary Era
4. Whaling Era
5. Exploration of Mineral Resources

6. Evolution of Northern Transportation
7. Frontier Government and Evolution of Settlements (includes R. C.-M. P.)
8. Recent Indian Cultures
9. Recent Eskimo Cultures

When compared with the work of Mr. Young presented in Part I of this report, it will be seen that the above schemata contains several new themes or sub-themes that have value in relation to tourist and recreation planning. These include the whaling era and those related to mineral exploration and frontier government.

III. ANALYSIS OF COMPLETED QUESTIONNAIRES FOR AREA 5

A set of completed questionnaires for Area 5 made available to Travel-Arctic is included in this report, together with general and specific site location maps. The more detailed sketch map indicates eight sites situated along the Mackenzie River from Skull Creek in the west to a point upstream just west of Axe Creek. Completed forms for site locations 1, 2, 3, and 7, are presented. **These are** the only data currently available for **analysis**.

Location or Site No. 1 on Skull Creek is perhaps the most significant from a tourist development standpoint. [It is situated **close** to the mouth of the Creek a short distance to the north of the new Fort Simpson Highway and could be made accessible by secondary road construction. Apparently the site is regarded with some awe by Indians since it is said to represent the last show of resistance to the white man in this area. The site is said to be in **poor** condition but it is considered by Chief **Cazon**, who completed the questionnaire, to be worthy of the erection of a historic plaque.

Location No. 2 was a spring gathering ground for local Indian celebrations that took the form of dancing around a hill formation about 50 feet in diameter.

Location No. 3 is related to the **Klondike** era being the site of a winter camp for those traveling to the gold fields.

Location No. 7 was apparently an army transport camp during World War II.



GOVERNMENT OF THE NORTHWEST TERRITORIES
CANADA

PLEASE QUOTE

FILE NO.

Yellowknife, N.W. T.

mid. Oct / 70

Dear Member;

Please find enclosed the questionnaires for the Overview Study and a map with a tentative division of responsibilities. I have tried to suit this division to your experience and expressed wishes. If it is not suitable or if it would be more logical to shift one or two boundary lines, please let Mr. Stevenson know. With regards to the Overview Study, please do not hesitate to trespass in someone else's territory if you know of a site which should be noted. We would far rather have duplication than omission.

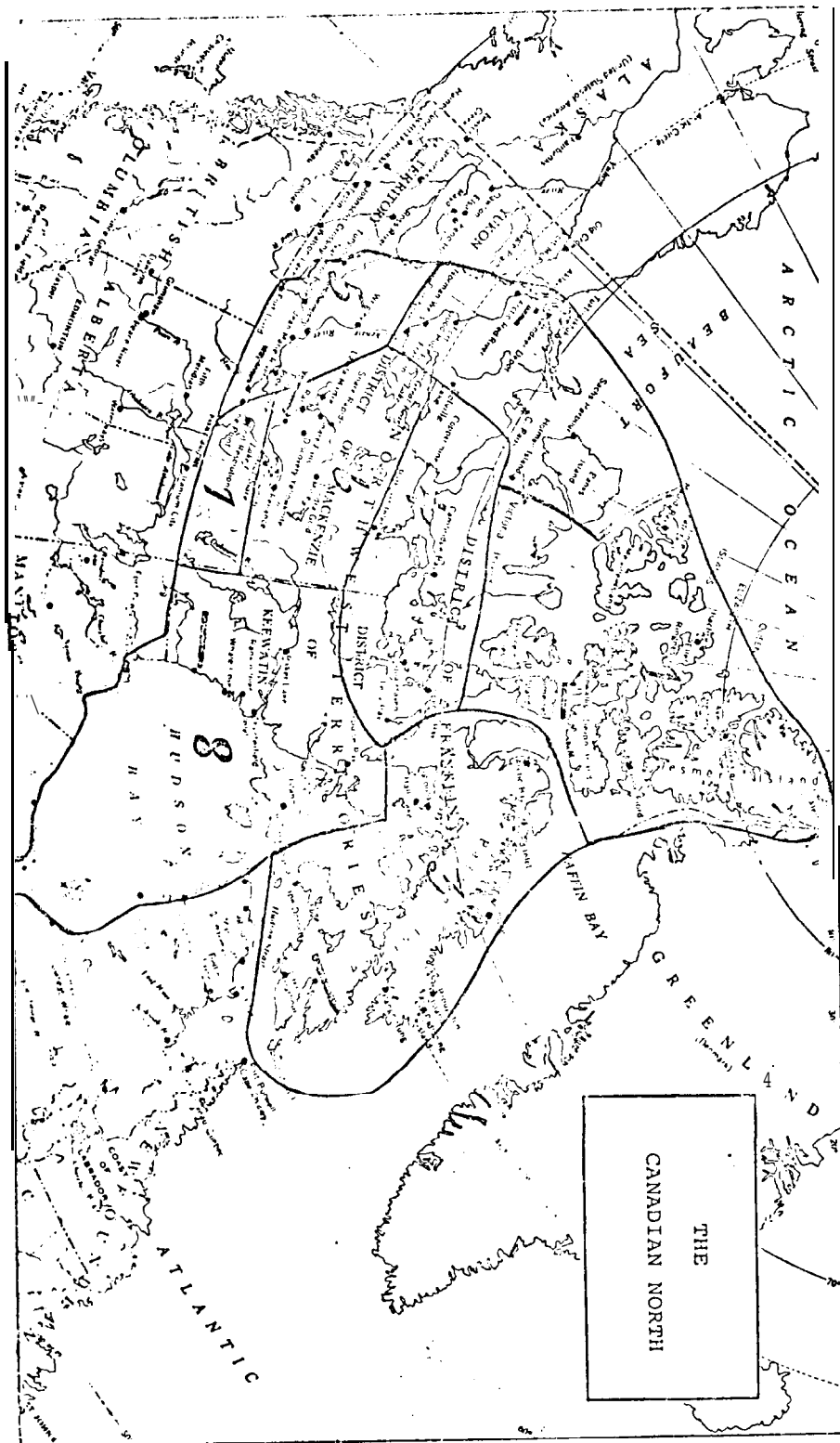
I am sorry we did not manage to hold another meeting during the summer but we will definitely be having one in October. The place and date have not been finalized yet. Please send the Overview forms in as soon as possible so we may have some correlation done before the meeting. If you need more questionnaires do not hesitate to ask.

I have numbered the areas and would suggest that Mr. Phipps be responsible for 1, Mr. Allen for 2, Rev. Sperry for 4, and Father Ducharme for 8. Areas 5, 6, and 7 were exceptionally hard to divide so I would suggest that Mr. Carney, Father Ebner and Chief Cazon each consider themselves responsible for the total area to the best of their knowledge and available resources. We have already received a partial report on Area 3 from Mr. Fisher.

Yours sincerely,

Gail Wool

(Mrs.) Gail Wool,
Secretary to the
N.W.T. Historical
Advisory Board



HISTORICAL. RESOURCES SURVEY

The purpose of this questionnaire is to identify as many sites as possible which have significance in the history of the Northwest Territories or Canada as a whole. The word "site" does not necessarily mean an actual spot on the ground but may also mean a relic, such as a boat, whose location is not necessarily part of its significance.

The first question and the site location comprise the information we must have although in some cases the answers might be quite vague. The rest of the questions provide additional information.

The answer to question 1(a) should be taken from the following list:

- A. Pre-history
 - 1. Indian Cultures
 - 2. Eskimo Cultures

- B. History
 - 1. Search for the Northwest Passage
 - 2. Fur-trade Era
 - 3. Missionary Era
 - 4. Whaling Era
 - 5. Exploitation of Mineral Resources
 - 6. Evolution of Northern Transportation?
 - 1. Frontier of Government & Evolution of Settlements (includes R.C.M.P.)
 - 8. Recent Indian Culture
 - 9. Recent Eskimo Culture

The questions may be answered as briefly or as fully as you wish. In some instances single words will be sufficient. You may also pass these forms on to any one who might be able to record other sites.

QUESTIONNAIRE

Site Number : _____

1.(a) What is suggested theme category?

(b) What specific event or person is it associated with ?

(c) What physical historical evidence is present at the site ?

What is the condition of the remains ? (Circle one)

Very Good

Good

Poor

Very Poor

2. What is the historical significance of this site
(a) in the region ?

(b) in N.W.T. history ?

3. Is there any immediate danger to the site or is it expected that it will remain unharmed for some time yet ?

If site is in danger do you have any suggestions for preservation ?
e.g. Are there any items which could be removed to safety ?

Are you aware of the location of any items which might have already been moved ?

4. Are there any individuals whom we might contact for more information on this site ?

HISTORICAL RESOURCES SURVEY

The purpose of this questionnaire is to identify as many sites as possible which have significance in the history of the Northwest Territories or Canada as a whole. The word "site" does not necessarily mean an actual spot on the ground but may also mean a relic, such as a boat, whose location is not necessarily part of its significance.

The first question and the site location comprise the information we must have although in some cases the answers might be quite vague. The rest of the questions provide additional information.

The answer to question 1(a) should be taken from the following list:

- A. Pre--history
 - 1. Indian Cultures ✓
 - 2. Eskimo Cultures

- B. History
 - 1. Search for the Northwest Passage
 - 2. Fur-trade Era
 - 3. Missionary Era
 - 4. Whaling Era
 - 5. Exploitation of Mineral Resources
 - 6. Evolution of Northern Transportation
 - 7. Frontier of Government & Evolution of Settlements (includes R.C.M.P.)
 - 8. Recent Indian Culture
 - 9. Recent Eskimo Culture

The questions may be answered as briefly or as fully as you wish. In some instances single words will be sufficient. You may also pass these forms on to any one who might be able to record other sites.

QUESTIONNAIRE

Site Number : 1 Lenthin

1. (a) What is suggested theme category?

The suggested theme category is Indian remains.

(b) What specific event or person is it associated with?

This remarkable place is the location of the last campsite on the Mackenzie.

(c) What physical historical evidence is present at the site?

There used to be several buildings at this site. Some quite large ones.

What is the condition of the remains? (Circle one)

Very Good

Good

Poor

Very Poor

2. What is the historical significance of this site
(a) in the region ?

The significance is more than that of the others. It is esteemed with awe & respect.

(b) in N.W.T. history ?

The significance in history is great since it was the last show of anti-white resistance by the Indian culture.

3. Is there any immediate danger to the site or is it expected that it will remain unharmed for some time yet ?

It is probable that no harm will befall it in the near future.

If site is in danger do you have any suggestions for preservation e.g. Are there any items which could be removed to safety ?

This ... is a proclaimed an important historical site. A plaque set up there. A plaque showing its cultural importance will discourage man-made damage. No, there aren't any items to be retrieved.

Are you aware of the location of any items which might have already been moved ?

(No) can not.

4. Are there any individuals whom we might contact for more information on this site ?

you get a good idea of the site to supply more information. Some ...

HISTORICAL RESOURCES SURVEY

The purpose of this questionnaire is to identify as many sites as possible which have significance in the history of the Northwest Territories or Canada as a whole. The word "site" does not necessarily mean an actual spot on the ground but may also mean a relic, such as a boat, whose location is not necessarily part of its significance.

The first question and the site location comprise the information we must have although in some cases the answers might be quite vague. The rest of the questions provide additional information.

The answer to question 1(a) should be taken from the following list:

- A. Pre-history
 - 1. Indian Cultures ✓
 - 2. Eskimo Cultures
- B. History
 - 1. Search for the Northwest Passage
 - 2. Fur-trade Era
 - 3. Missionary Era
 - 4. Whaling Era
 - 5. Exploitation of Mineral Resources
 - 6. Evolution of Northern Transportation
 - 7. Frontier of Government & Evolution of Settlements (includes R.C.M.P.)
 - 8. Recent Indian Culture
 - 9. Recent Eskimo Culture

The questions may be answered as briefly or as fully as you wish. In some instances single words will be sufficient. You may also pass these forms on to any one who might be able to record other sites.

QUESTIONNAIRE

Site Number : 9 (Location)

1. (a) What is suggested theme category?

(b) What specific event or person is it associated with?

About a century back - Eskimos lived together in a small village. Some of the Eskimos had a problem with the...

(c) What physical historical evidence is present at the site?

One of the things that was found is still in the middle of the...

What is the condition of the remains ? (Circle one)

Very Good Good Poor Very Poor

2. What is the historical significance of this site
(a) in the region ?

Talks about these celebrations at Red Knife
knowsight such very pleasant memories to the
old people.

(b) in N.W.T. history ?

It reflects the fact that, before liquor
became known, people used to have a very good
time. This liquor was probably the driving point in
having good harmless fun.

3. Is there any immediate danger to the site or is it expected
that it will remain unharmed for some time yet ?

The remarkable hill at this site will not be harassed
in the near future.

If site is in danger do you have any suggestions for preservation ?
e.g. Are there any items which could be removed to safety ?

Are you aware of the location of any items which might have
already been moved ?

No, the only historical item, the hill.

4. Are there any individuals whom we might contact for more
information on this site ?

By name -----
S. J. ...

HISTORICAL RESOURCES SURVEY

The purpose of this questionnaire is to identify as many sites as possible which have significance in the history of the Northwest Territories or Canada as a whole. The word "site" does not necessarily mean an actual spot on the ground but may also mean a relic, such as a boat, whose location is not necessarily part of its significance.

The first question and the site location comprise the information we must have although in some cases the answers might be quite vague. The rest of the questions provide additional information.

The answer to question 1(a) should be taken from the following list:

- A. Pre-history
 - 1. Indian Cultures
 - 2. Eskimo Cultures

- B. History
 - 1. Search for the Northwest Passage
 - 2. Fur-trade Era
 - 3. Missionary Era
 - 4. Whaling Era
 - 5. Exploitation of Mineral Resources
 - 6. Evolution of Northern Transportation
 - 7. Frontier of Government & Evolution of Settlements (includes R.C.M.P.)
 - 8. Recent Indian Culture
 - 9. Recent Eskimo Culture

The questions may be answered as briefly or as fully as you wish. In some instances single words will be sufficient. You may also pass these forms on to any one who might be able to record other sites.

QUESTIONNAIRE

Site Number : 3 (Location)

1. (a) What is suggested theme category?

Exploration and Research

(b) What specific event or person is it associated with?

Some prehistoric remains look like Eskimo since they are quite fresh and look like. This camp was said to be very big.

(c) What physical historical evidence is present at the site?

The exact location is unknown but the same area this point. Research can be conducted on this piece of land. I think it will be, and I believe the remains are of the Eskimo. Some of the things will be seen.

What is the condition of the remains? (Circle one)

Very Good Good Poor Very Poor

2. What is the historical significance of this site
(a) in the region ?

It is an item of interest compared to the other sites. Its significance is vague because of its mystery.

(b) in N.W.T. history ?

This is a historical area known to Indians and not white men.

3. Is there any immediate danger to the site or is it expected that it will remain unharmed for some time yet ?

No.

If site is in danger do you have any suggestions for preservation ?
e.g. Are there any items which could be removed to safety ?

I don't know for sure if items beneath but the chances of finding some are very good.

Are you aware of the location of any items which might have already been moved ?

No, but investigations probably will discover some dating back to that time.

4. Are there any individuals whom we might contact for more information on this site ?

Like the members of the original party of his period this point.

HISTORICAL RESOURCES SURVEY

The purpose of this questionnaire is to identify as many sites as possible which have significance in the history of the Northwest Territories or Canada as a whole. The word "site" does not necessarily mean an actual spot on the ground but may also mean a relic, such as a boat, whose location is not necessarily part of its significance.

The first question and the site location comprise the information we must have although in some cases the answers might be quite vague. The rest of the questions provide additional information.

The answer to question 1(a) should be taken from the following list:

- A. Pre-history
 - 1. Indian Cultures
 - 2. Eskimo Cultures

- B. History
 - 1. Search for the Northwest Passage
 - 2. Fur-trade Era
 - 3. Missionary Era
 - 4. Whaling Era
 - 5. Exploitation of Mineral Resources
 - 6. Evolution of Northern Transportation
 - 7. Frontier of Government & Evolution of Settlements (includes R.C.M.P.)
 - 8. Recent Indian Culture
 - 9. Recent Eskimo Culture

The questions may be answered as briefly or as fully as you wish. In some instances single words will be sufficient. You may also pass these forms on to any one who might be able to record other sites.

QUESTIONNAIRE

Site Number 7 (Beaver)

1. (a) What is suggested theme category?

Boundary government.

(b) What specific event or person is it associated with?

*Chen's arrangement of mail boxes, first during world war II
for the station which was used for mail.*

(c) What physical historical evidence is present at the site?

*Some dog remains in very poor condition. If
investigation is done on a small scale some things may
still be found out.*

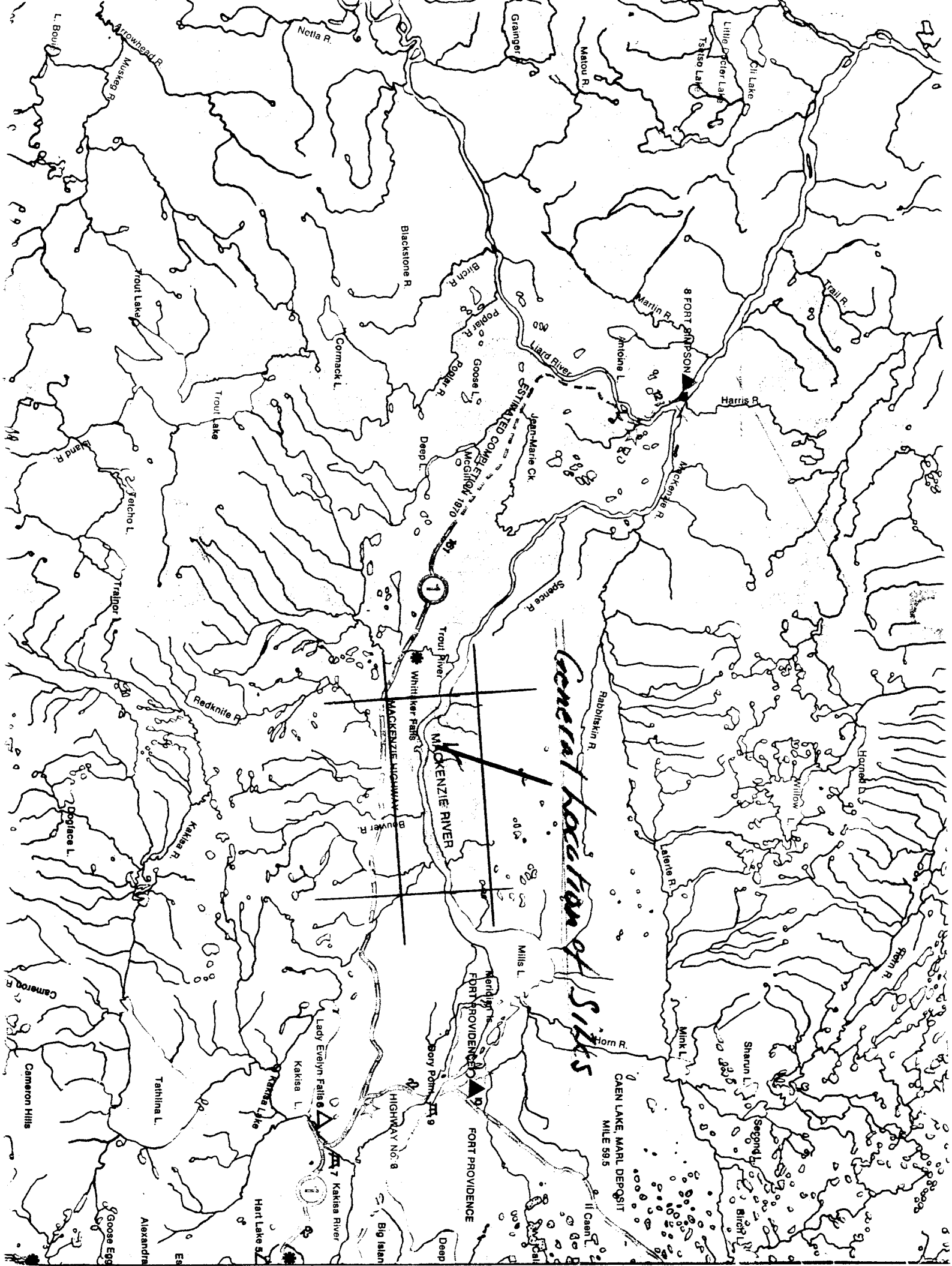
What is the condition of the remains? (Circle one)

Very Good

Good

Poor

Very Poor



General location of Siks

ESTIMATED COMPLETION DATE
MARCH 1970

8 FORT SIMPSON

CAEN LAKE MARL DEPOSIT
MILE 59.5

FORT PROVIDENCE

MCKENZIE RIVER

MCKENZIE HIGHWAY

HIGHWAY NO. 8

Netla R.

Matou R.

Little Decker Lake

Chil Lake

Blackstone R.

Bison R.

Poplar R.

Goose L.

Poplar R.

Liard River

Antonine L.

Harris R.

Martin R.

Tail R.

Jean-Marie Cr.

Mackenzie R.

1

Trout River

White Her Falls

Spence R.

Rabbitkin R.

Redknife R.

Trout Lake

Trout Lake

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L. Bouli

Muskog R.

Arrowhead R.

Trout Lake

Cormack L.

Blackstone R.

Bison R.

Poplar R.

Goose L.

Poplar R.

Liard River

Antonine L.

Harris R.

Tail R.

Jean-Marie Cr.

Mackenzie R.

1

Trout River

White Her Falls

Spence R.

Rabbitkin R.

Redknife R.

Trout Lake

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L. Bouli

Muskog R.

Arrowhead R.

Trout Lake

Cormack L.

Blackstone R.

Bison R.

Poplar R.

Goose L.

Poplar R.

Liard River

Antonine L.

Harris R.

Tail R.

Jean-Marie Cr.

Mackenzie R.

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Trout River

White Her Falls

Spence R.

Rabbitkin R.

Redknife R.

Trout Lake

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Muskog R.

Arrowhead R.

Trout Lake

Cormack L.

Blackstone R.

Bison R.

Poplar R.

Goose L.

Poplar R.

Liard River

Antonine L.

Harris R.

Tail R.

Jean-Marie Cr.

Mackenzie R.

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Tail R.

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Mackenzie R.

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Trout River

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Rabbitkin R.

Redknife R.

Trout Lake

Trout Lake

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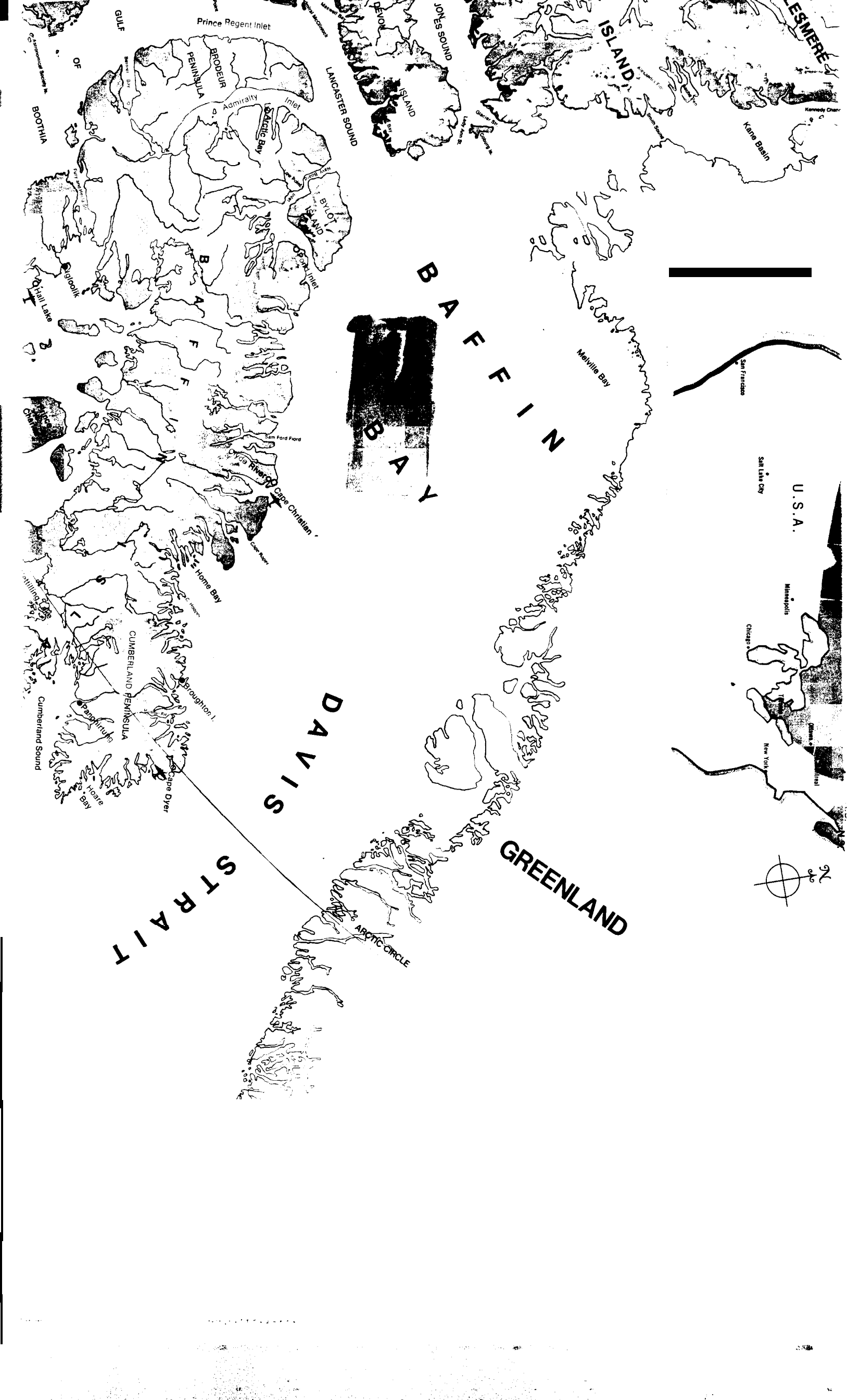
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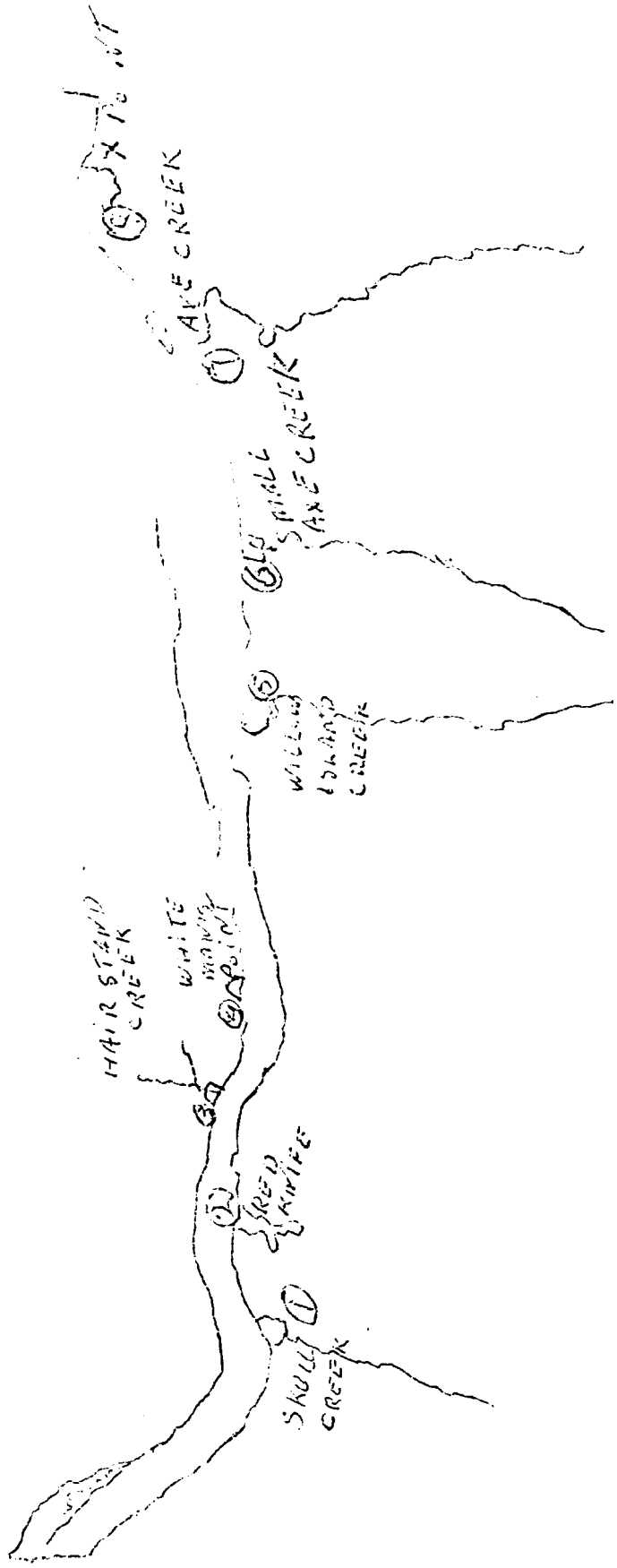
17





Section of Archeological Site
Historic sites known by Chief (1827) of
Fort Sumner

A mile = 1 inch



PART III

SUMMARY COMMENTS

Prepared For
DIVISION OF TOURISM
DEPARTMENT OF INDUSTRY & DEVELOPMENT
GOVERNMENT OF NORTHWEST TERRITORIES

BY

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I. INTRODUCTION

Initially, attention is directed to the significance of the Thematic Approach. The establishment of a Thematic format is discussed and the present state of Thematic research together with future requirements are noted in summary fashion.

Site identification is briefly reviewed. In the pocket of the report a map of exploration routes and significant sites related to various themes is presented.

Theme and site development potentials are discussed. The comments of Mr. Young are summarized with some additional remarks included at particular points.

Finally, a future course of action for research preservation and development is explored. The role of TravelArctic in the process is examined.

It is stated categorically that the research completed to date has fallen below requirements and the results are clearly less than what is needed for tourist and recreation planning. Admittedly, a substantial amount of progress has been achieved but additional research lies ahead.

The exploration theme is fairly complete and the basic foundations necessary for a museum theme exhibit have been laid. Enough has been achieved in relation to the fur trade and missionary themes in the Mackenzie River area to make a start with development procedures of a minor nature as a support to tourism and recreation in this area. This is the most that can be claimed for the work completed to date.

II. THE THEMATIC APPROACH

1. The Establishment of a Thematic Format

The preparation of a theme and sub-theme format to guide future research and provide a framework of reference for tourist and recreation planning presents the essential first step of a future course of action.

As can be readily seen from an examination of Part I of the report, Mr. Young recognizes four major themes, namely, Exploration, Fur Trade, Missionary and Industrialization. These are essentially the themes decided upon in discussions preliminary to the execution of his research project.

His treatment of the sub-themes and the selection of sites, however, is incomplete. Some of the salient points made by Mr. Young with respect to these major themes and their development prospects will be summarized subsequently.

The Northwest Territories Historical Advisory Board, as noted in Part II of the report, have developed a theme format to guide the recording of data in their Historical Resources Survey. Two major themes are noted, namely, A. - **Pre-history**, and B. - History. Two sub-themes are recognized in the former, including Indian and Eskimo Cultures. Nine sub-themes are identified under the major theme History including Search for the Northwest Passage, Fur Trade Era, Missionary Era, **Whaling** Era, Exploration of Mineral Resources, Evolution of Northern Transport, Frontier of Government and Evolution of Settlements (includes R. C. M. P.), Recent Indian Culture, and finally Recent Eskimo Culture.

In an attempt to consolidate the Schemata of Mr. R. C. Young and that of the Northwest Territories Historical Advisory Board, the following outline of themes and sub-themes is offered for consideration. Some additional inputs made by the author will be readily recognized. A schemata for the **Pre-history** has been developed in a separate report. ^{1]}

The field of History can be conveniently classified on the basis of Themes, Sub-themes, Phases and Topics. The following schemata is fairly comprehensive in terms of Themes. The major sub-themes are shown in fairly complete form with the phases somewhat less well defined. No attempt has been made to define topics such as the **Frobisher** expeditions under Phase 1 of the Sub-Theme Search for a Commercial Northwest Passage or the expeditions of Henry Hudson under Phase 2- Penetrating Hudson Bay.

^{1]} Baker, W. M. - Evaluation of Tourist and Recreation Potentials of the Archaeological Resources of the Northwest Territories Prepared for Travel Arctic, March, **1971**.

SCHEMATA OF HISTORIC THEMES AND SUB-THEMES

Theme I - Geographic **Explorat ion**

Determining the extent and configuration of the land and water mass
enlarging the bounds of spatial knowledge - breaking the bounds of **geo-**
graphic knowledge.

Sub-Theme - Search for a Commercial Northwest **Passage** 1576-i **748**

- Phase 1 - Probing the Eastern Entrance to the Arctic
- 2** - Penetrating Hudson Bay

Sub-Theme - Fur Trade **Era** 1747-1883

- Phase **1** - Hudson Bay Company Early Era
- 2** - Hudson Bay and Northwest Company Rival ry
- 3** - Hudson Bay Company Post 1821 Union

Sub-Theme - British Admiralty Expeditions

- Phase 1 - Approach by Sea
- 2 - Approach by Land
- 3 - Franklin Expedition and Subsequent Searches

Sub-Theme - American and **Norwegian** Interest

- Phase 1 - American Explorers
- 2 - Norwegian Explorers

Sub-Theme - Canadian **Sovereignty** and Scientific Expeditions

- Phase 1 - Overland Exploration •
- 2 - Exploration by Sea

Theme II - The Fur Trade Era

Sub-Theme - Independent **T raders** - **XY** and Northwest Co. penetration
of the Mackenzie Valley

Sub-Theme - Hudson Bay Company essentially after 1821

Theme **III** - The Whaling Era

Theme IV - The Missionary Era

- Sub-Theme - The Anglican Church
- Sub-Theme - The Roman Catholic Church
- Sub-Theme - Other Denominations

Theme V - Scientific Resource Exploration

- Sub-Theme - The Geological Survey of Canada
- Sub-Theme - The Mapping and Geographic Survey
- Sub-Theme - Botanical Investigations
- Sub-Theme - Biological Investigations

Theme VI - Modern Economic and Industrial Development

- Sub-Theme - Transportation
- Sub-Theme - Mining

There are numerous sub-themes here of which only two have been identified.

Theme VII - Frontier Government and Settlement Evolution

- Sub-Theme - Law and Order R. C. M. P.
- Sub-Theme - Government Education

Theme VIII - Recent Indigenous Cultural Evolution

- Sub-Theme - Indian Cultures
- Sub-Theme - Eskimo Cultures

The foregoing outline should not be considered as absolute or unalterable. Other groupings obviously can be formulated. On the other hand, it does provide a fairly complete outline that lends itself to expansion by phase and topic.

2. The Present State of Thematic Research

The work of Mr. Young presented in Part I of this report represents the bulk of the thematic research completed to date. It represents a substantial beginning but it is obvious that much remains to be done.

Theme I - Exploration

This background study is reasonably complete from the standpoint of tourist and recreation planning in relation to overview. The broad pattern has been clearly portrayed and major themes and phases identified. Topics require further research.

Theme II - The Fur Trade Era

The paper prepared by Mr. Young requires considerable expansion to encompass the operations of the Hudson Bay Company outside the Mackenzie Valley. Possibly no more than **50%** of the task has been completed with respect to this theme.

Two courses of action appear to be open to Travel Arctic. A contract could be made with the Historical Research Section of the National Historic Sites Service to complete the work required for this theme. The Northwest Territories Historical Advisory Board could assume responsibility for the work.

Theme III - The Whaling Era

Nothing has been done to date on this important theme. With direction from Mr. A. Stevenson who is knowledgeable about this theme responsibility for the task could be vested on either of the agencies noted in the discussion of Theme II above.

Theme IV - The Missionary Era

All research has been confined by Mr. Young to the Mackenzie Valley. Coverage of the remainder of the Northwest Territories is necessary. [It is conceivable that this research could be most effectively completed through contact with church **organizations** who would direct Travel Arctic officials to competent church **historians**. Modest financial assistance may be required.

Theme V - Scientific Resource Exploration

I believe that this theme and the identification of significant sites can be best developed by the federal government agencies involved in the work over the years. Some departments and agencies have already prepared histories of various types and the preparation of a synopsis suitable for tourist planning purposes would not involve much additional effort. Mr. Young did not probe these **possibilities** very extensively during the course of his work.

Three themes remain virtually untouched including;

Theme VI - Modern Economics and Industrial Development

Theme VII - Frontier Government and Settlement Evolution

Theme VIII - Recent Indigenous Cultural Evolution

Responsibility in this case should rest with the Northwest Territories Historical Advisory Board.

The completion of the theme papers obviously involves considerable work that will stretch over several years. Possibly initial efforts should be confined to the completion of the Fur Trade, Whaling, Missionary and Scientific Exploration Themes.

3. Site Identification

On the map accompanying this report the routes of the explorers are shown. Data were obtained from a variety of sources including in particular the "Atlas of the Northwest Territories Canada". 1] All route markings must be considered as rough approximations.

The Related Sites identified by Mr. Young in his paper are all indicated on the map. An analysis of the questionnaires returned to the Northwest Territories Historical Advisory Board at the completion of the Historic Resource Survey should result in a considerable augmentation of sites.

4. Theme and Site Development Potentials

In his paper, Mr. Young has made a number of significant comments with respect to the development potential of the various themes and their related sites that deserve summary treatment at this point.

(a) The Exploration Theme

Three elements are associated with any consideration of development of this theme as a tourist and recreation asset.

(i) Sites that are the scene of significant events in a particular expedition or set of explorations. These frequently take the form of landings, cairn markers and wintering quarters.

1] Atlas of the Northwest Territories Canada - prepared for the Advisory Commission on the Development of Government in the Northwest Territories, Ottawa, 1966.

(ii) Artifacts that represent expendable left behind after a trip, including unused or partially used caches, abandoned gear or misplaced items.

(iii) Records that take the form of journals, maps and charts brought back to the home base of the expedition.

Several significant problems related to the development of the theme and its site and object elements as a tourist attraction require note.

(i) A very high percentage of the significant and representative sites indicated on the map accompanying this report are in isolated locations. Of the 36 sites about 25 or **69%** are situated in the Arctic island Archipelago and only four are close to settlements with regular air connections. Those on the mainland are frequently close to settlements but there are several exceptions.

(ii) Many points of landing offer little more in the way of eye appeal **than** a cairn marker, cache, or perhaps a grave. **Development** of such sites would require expensive theme exhibits that cannot be justified on the basis of current tourist visitation.

(iii) Most of the records in the form of original charts, maps and journals are deposited in museums and archives outside the Territories. This seriously hampers the development of **theme** exhibits within the Northwest Territories.

(iv) The problem of the pillage of the artifacts of sites is a problem of major importance that is referred to subsequently.

Development of the Exploration Theme for tourism and recreation purposes could take two major forms.

(i) Theme exhibits could be placed in museums in central locations. Possibly an exhibit at airports or at points noted would be effective.

- Arctic Exploration - **Frobisher** or Resolute theme exhibits at a central museum in a government administration

building or airport.

- Mainland Exploration - Theme exhibit in Yellowknife museum.

Any theme exhibit should be supported by literature available for distribution to the tourist. Mimeographed material is satisfactory. The object is to produce informative text at minimum cost that cannot be obtained elsewhere. In effect, the distributive material has both souvenir and informative qualities.

(ii) Mimeographed material produced at modest cost could be prepared for specific sites or developed to support a historic tour as the need arises.

(b) The Fur Trade Theme

Mr. Young confines his commentary essentially to activity in the Mackenzie Valley. He notes that there were no Hudson Bay Posts north of the 60th Parallel of Latitude until 1919. He also makes the following points of significance for tourism and recreation.

(i) The theme and its associated sites contain the most potential for development. There is sufficient depth to compensate for any lack of variety and a vital link with the economic and social history of the Northwest Territories is involved.

(ii) An energetic attempt to determine what remains of posts shown on the map is required and represents a first priority for action. Possibly the results of the work of the Northwest Territories Historical Advisory Board will be helpful in this instance.

(iii) In-depth research should be undertaken on each site with archaeological investigations being essential.

Before any meaningful suggestions can be made in relation to the objectives of "Overview" the following steps are essential.

- (i) Completion of the Fur Trade Theme Paper to cover the whole of the Northwest Territories;
- (ii) On site inspection of remains;
- (iii) Selection of one or two key sites for development;

- (iv) Indepth research on the sites with archaeological investigations;
- (v) Preparation of site development **plans**;
- (vi) Site development.

On the basis of research completed to date it would appear that some of the best development prospects are to be found in the Slave Delta in the general vicinity of Fort Resolution. Five posts and forts were established here from the time of the Independent traders through to the Hudson Bay Company and the modern era. There is considerable breadth and depth stretching over an 85-year period for fur trading in this area. In **fact**, the whole fur trade story of the Mackenzie drainage system could be exploited from here. Archaeological research would probably add depth and interest to the whole story.

At the moment this general area is off the main tourist route but there is road access to Fort Resolution. If a National Park were developed on the East Arm of Great Slave Lake and the main road access were to run north and east from Fort Smith, this historic area could be developed and operated as an **outlier** of the aforementioned National Park.

(c) The Mission Theme

Mr. Young notes the following points with respect to this chapter in the history of the Territories.

(i) The theme and its associated sites and objects **occupy** an important place in Territorial history. The influence of the missionaries upon social patterns was enormous.

(ii) The National Historic Site Board has a policy not to commemorate operating churches that will likely be continued in the Northwest Territories. Development of historic operating churches in a development program will, therefore, depend largely upon the churches themselves.

(iii) Abandoned structures should be suitably protected and marked.

5. Future Procedures

[t is abundantly clear from preceding comment that the analysis of the tourist and recreation development potentials of the Northwest Territories is incomplete. It is impossible on the basis of present work to prepare a **recreo-tourist** use capability classification or to suggest a really meaningful development program of a comprehensive nature. The map and its supporting text simply reveals concentrations of **historicity** that are suggestive of development potential insofar as can be determined by completed research. Individual potentials at particular points are shown on the map. Those situated close to settlements might be usefully exploited in the development of a total package of tourist attractions for such centres. Nothing more can be achieved at this point with the available information base.

The multiplicity of problems and procedures that lay ahead can be grouped under these general categories, namely, research, preservation and development. These are reviewed in summary fashion **following** initial comment with respect to the problem of administration.

The major justification for government interest in and public expenditure upon historical resources is to be found in the contribution that they make to the development of Canadian identity, unity and nationhood. Benefits accruing to tourism and leisure time activity are a secondary consideration. Fortunately, their exploitation is frequently compatible with primary government interests. •

Throughout Canada, the primary or fundamental government administrative organization for historic research, preservation and development lies outside tourist bureaus and agencies and this holds true in the Northwest Territories. Within territorial administration the primary impetus for achievement in this field rests with the Northwest Territories Historical Advisory Board and in the future, to a considerable extent, with the staff of any new territorial museum. At the federal level responsibility rests with the National Historic Sites Service. Presumably the bulk of the initiative for co-operation and co-ordination and the main exhortation for action will depend upon the efforts of the aforementioned federal and territorial groups.

In this situation, TravelArctic with its fundamental focus upon tourist and outdoor recreation and its interest in historic resources as an input to the attainment of policy and program objectives in these fields occupies a peculiar position. Essentially its role is one of alerting the historic agencies to tourist and recreation benefits to be **derived** from various courses of action and exhorting them to take the steps **required** for the attainment of these opportunities.

The urgent requirements of "**Overview**" and the particular set of administrative arrangements for historic site administration in the Territories forced TravelArctic to assume a research role that it may not repeat in the future. The direct contacting of work for historic research is a case in point. In the years ahead its operations in the research area will conceivably be of a less direct nature.

The problem of site and resource preservation and maintenance may however open up an area of new responsibilities for the department of Industry and Development that could be placed within the Travel Arctic administration. The department has a substantial field staff throughout the Northwest Territories including regional tourist offices that could assume responsibilities for this work. The historic agencies do not have similar manpower resources. In effect, the department could be drawn into the historic field purely on the basis of administrative practicality.

Serious consideration should be given to placing the whole of the territorial historic site and museum administration clearly under the Department of Industry and Development. In this context Travel Arctic would have a real opportunity to attain its objectives.

The greatest single problem of the moment confronting the Territories in relation to its historic resources from both the cultural heritage and the tourist development points of view is unquestionably the attainment of a reasonable federal government commitment to the Territories. The Territories simply do not possess the funds or technical expertise required for the tasks that lie ahead. Secondly, an effective mechanism

for co-operative and co-ordinated action by federal and territorial agencies on a sustained basis must be evolved. These requirements can only be met through the development of a master plan for action agreed upon by both levels of government.

From the standpoint of the needs of Travel Arctic the following strategy for future action in relation to research, preservation and development seems appropriate.

(a) Research Strategy

(i) Completion of Theme Papers

A substantial number of background papers that identify and summarize the essential historical elements and patterns associated with the themes, sub-themes, phases and topics in a manner of use for tourist and recreation planning remain to be completed. Responsibilities for the execution of this research should rest with historic research agencies and in some cases government administrations, such as the Geological Survey of Canada. The responsibility of Travel Arctic should be limited to the preparation of well supported requests to the appropriated agencies for the completion of the studies required, the provision of modest financial assistance of such proves necessary and above all the clear expression of the type of results needed. Possibly the needs of Travel Arctic can be best presented to outside agencies by the Northwest Territories Historical Advisory Board.

It is clear that the Research Division of the National Historic Sites Service must play a key role in this research effort, completing much of the work and **co-ordinating** the inputs of other federal agencies. The aforementioned role of Travel-Arctic is based upon the premise that there will be an historic sites administration in the Territories capable of servicing the needs of Travel Arctic. If such is not the case, then the role of Travel Arctic must be more broad and dynamic.

It is important to note that this work cannot be accomplished overnight. One is tempted to state that the more significant themes should be tackled first and there is an element of truth in such a recommendation. On the other hand, progress will be dictated to a large extent by the availability of information and informed persons and agencies ready and willing to contribute. The latter aspect will probably dictate the course of research to a considerable extent.

(ii) The Identification and Mapping of Sites Related to Themes

Data inputs will come from those preparing theme papers and the results of the Historic Resources Survey launched by the Northwest Territories Historical Advisory Board.

(iii) The Evaluation of Thematic Research and Site Mapping in Relation to Tourism and Recreation

This work, which should be executed by Travel Arctic, would represent an evaluation solely on the basis of documentary evidence. Content ratings of potential should become apparent and site significance emerge. The research will provide a guide to the identification of sites and areas requiring field inspection and archaeological research noted subsequently. There should be material available for the preparation of booklets for distribution to tourists and guidelines for the modest development of some sites in strategic locations. **Finally**, there should be a factual foundation for the assignment of federal and territorial responsibilities for preservation and development.

(iv) The Evaluation of Site Quality

This will involve field inspection, a task that could be readily effected by the various field offices of the Department of Industry and Development.

Archaeological investigations conducted by federal agencies will probably be involved in many cases, particularly where development is desired.

(b) Site and Object Preservation

The preservation of sites and the retention of the historic objects of the Northwest Territories is clearly the most pressing administrative problem of the moment. With increased economic activity in the north particularly in mineral exploration, and to some extent tourist influx, the protection of buildings and objects is a major concern. The cost of an adequate program of protection is clearly beyond the financial capacity of the territorial government. As a minimum the federal government must assume responsibility for those things considered to be of national importance. This is simply part of the public costs of northern development. The mere enactment of general legislation and **regulations will** not suffice. Crucial site designation and enforcement of regulations are necessary. Probably the **collection** of key objects at central points for later use in development projects **will** be necessary.

The field staff of the Department of Industry and Development probably could be effectively integrated into a program for site and object preservation.

(c) Site Development

The current limited tourist and recreation activity volumes and future expectations clearly indicate that the extensive development costs, that assuredly will be involved, cannot be balanced by economic benefits. In brief, the latent potentials of the historic **resources** cannot be marketed in sufficient quantities to yield dollar benefits commensurate with development and operating costs. Benefits however, must be considered in broader terms than tourism and recreation for, as stated previously, a significant portion of the cultural heritage is at stake.

The best development opportunities in a cost benefit evaluation related to tourism are in the larger communities and nodal communication points. In many cases, museum development with Thematic displays seems the logical course of action to adopt. In other cases markers, monuments and site displays, involving modest capital and operating budgets, seem feasible.

In accordance with stipulated policy statements of the National Historic Sites Service many of the historic resources of the Territories could be designated as being of national significance. Such sites form part of the national heritage and hence their preservation and development is clearly a federal responsibility. In effect, the Territories should not and must not attempt to handle everything. It is equally obvious, however, that there are sites of mainly territorial significance. The development of these could be handled by the territorial government.

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